



# *The Extra*

## Division Seven Newsletter

Volume 4, Issue 11  
8 November 2015

## *From the Editor...*



Welcome to the November edition of *The Extra* for 2015.

There should be plenty of good reading in this issue. This edition brings you more convention news, an article on installing sound decod-

ers in the latest Auscision Models GT46C locomotives and an article on the train trip organised for the Division 7 Christmas Party.

This issue brings more of Donald Davis's travels through the USA.

If you are interested in changes or new topics please let me know. Like all editors, I am always seeking contributions for *The Extra* so please pass contributions to me at meetings or email them to me at:

[dohearn@internode.on.net](mailto:dohearn@internode.on.net)

All contributions will be gratefully accepted.

**-by David O'Hearn**

## *November Meeting*

**November Meeting**—On **Sunday**, 8th November commencing at 2:00 pm. The meeting will be at Geoff and Sue Langridge's place at 10 Tipping Place, Ambervale. Geoff models NSW Railways in N Scale.

## *Next Few Meetings*

**December Meeting**—The December Meeting is our Christmas Party on **Sunday** 13 December 2015. It consists of a heritage train trip to Robertson followed by lunch in the delightful Robertson Inn and return travel to Sydney. See pages 5 to 7 for more details on the train trip and page 7 for the lunch menu.

**January Meeting**—On Saturday, 9th January 2016, a visit to the Tram Museum at Loftus. Members are invited to roll up from 11:00 am. There is no formal meeting planned for the day.

**February Meeting**—On Saturday 13th February 2016, a visit to two layouts at Bowral:

- The Banbury Connection layout—see <http://banburyconnections.weebly.com/> at 11:00 am at 1 Sheaffe St, Bowral, NSW, 2576
- The Newcastle-Fassifern Railway—see <http://www.newcastle-modelrail.com/index.html> at 1:30 pm at 21 Yean St, Burradoo, NSW, 2576

Both locations are about 5 minutes apart.

## *Division Seven Roles*

Superintendent	Les Fowler
Treasurer	Sam Mangion MMR
Hospitality Manager	Jack Parker
Editor	David O'Hearn
Presentation Manager	John Sterland
Moose Wrangler	Paul Marrant MMR

## *Ettalong Beach Convention—Ladies Program*

The Australasian Region Convention was held on the weekend of 19-20 September at the Ettalong Diggers Club at Ettalong Beach.

As well as all the train-related activities over the weekend, Debbie Maguire organised a very active partner's program. One of the partner program activities was a ferry trip from Ettalong to Palm Beach with lunch at Palm Beach and then return by ferry.

Debbie has provided the following pictures as the ladies waited for the ferry to arrive at Ettalong.



## *Addendum to Don Davis's Presentation on Making Moulds*

### **Life Span of Latex Rubber**

At the Convention Clinic on Moulds I was asked about the life span of the Latex Rubber. I have contacted Barnes Products who told me the life span depended on how the rubber was stored. Their recommendation is 3-9 months stored in a cool place. I have kept it longer in a cool place but kept shaking it as it tends to separate the components some one at the clinic said they place it on top of their washing machine.

- Donald Davis

## *Vale - Rick Shoup MMR LM*

### *Clinic Notes on Web Site*

The Clinic notes from the Convention from those Presenters that provided notes can be found on the NMRA AR web site at [www.nmra.org.au](http://www.nmra.org.au) then on the right hand side under the heading "Clinics", click on the heading "Convention 2015 Clinic Notes".

Rick Shoup passed away in the USA last Thursday, 29th October. Rick had been ill for some time and he took a turn for the worst about a week ago. Rick was truly committed to the NMRA and the Achievement Program. One of the major awards at our AR Convention each year is named in his honour. The NMRA has lost a true champion of the hobby. Our thoughts are with his wife at this difficult time.

## *Division Seven Meeting*

### *October—Mandalong*

Div 7 met on 10 October at Trevor James's country estate at Mandalong. Trevor had his train room open with Doug Cook and Chris Lord assisting him in running various N scale Southern Pacific trains.

At the business meeting, Les Fowler raised the following:

The Christmas Party train trip and the lunch at the Robertson Inn. People need to book soon as numbers for the train trip cut off soon. People who wish to drive to Robertson can book separately for the lunch only.

The owners of Banberry Connection, a UK prototype DC layout, have offered the opportunity for NMRA members to learn to operate the layout. If you are interested on operating this layout, email Les Fowler ([div7sup@nmra.org.au](mailto:div7sup@nmra.org.au)).

Les is now looking for hosts for Div 7 meetings for 2017 so if you are interested in hosting a monthly meeting, please contact Les. Remember that hosting a meeting counts towards AP points for Volunteer.

At the conclusion of the short meeting, Les presented a hosts plaque to Trevor and Trevor and his family served a plentiful afternoon tea.

Below are a few pictures from the meeting.

- David O'Hearn



**Two photos of Les Fowler addressing the meeting**



**Sam Mangion holding up the table!**



**All the wall-flowers waiting for their luck to change!**

## From the Division 7 Superintendent's Desk



Now that the NMRA-AR Convention has been completed, I would like to thank the committee members and volunteers for making the convention a great event.

Moving on to next years' meetings, all

the meeting venues have been "locked in" and are now on the NMRA-AR web. I would also like to bring back the following 2 events.

- A "Bring 'n Display". What I would like to happen is that everyone is invited to bring an item that is put on display for the other members to view. Similar to a "Show and Tell" but I won't require members to "tell".
- Based on the Bring and Display I'd like to have 2 competitions a winter competition (around the June Meeting) and a summer competition (December Xmas party). Both competitions will be a "Best in Show" type.

Next year's convention planning is ramping up. The

2016 convention will again been hosted by division 7. The location at the moment hasn't been fixed but the general location will be somewhere south of the Hawkesbury River, date at the moment will be early September.

The 2016 Convention's theme is "Modelling the Per-way".

We will be still having the normal competitions (modelling and photo), ladies program, clinics, "Bring and Buy" and a couple of vendors.

So there is an ulterior motive for have a "Bring 'n Display", we can now use the divisional meetings to preview next year's competition models

That's it for this month happy modelling.

## Some Humour...



*What some of our favourite childhood cartoon characters look like now that they are seniors...*

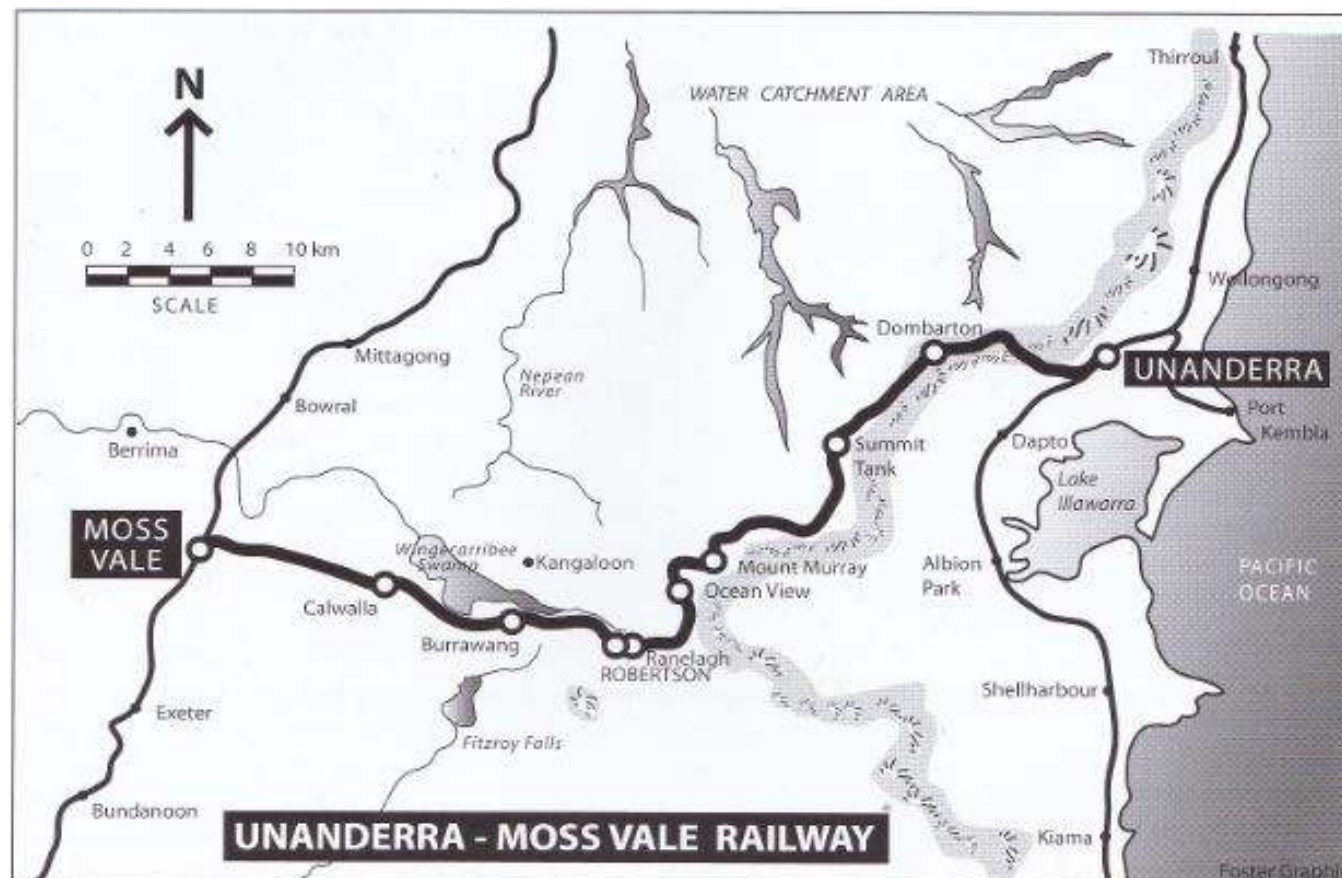


## Our Special Travelling Christmas Party on December 13<sup>th</sup>

### A special train on a spectacular mountain line.

In the early years after Federation the NSWGR built two mountain lines through the rainforests of the Great Dividing Range. Both the Dorrigo and Robertson lines had been proposed for a number of years but the Dorrigo to Glenreagh line went ahead first around the end of World War 1 and the Unanderra to Robertson Line had to wait till the times of the Great Depression before it was finally built in 1932. This was due to a commitment from Charles Hoskins that the new Port Kembla Steelworks would use the line for transporting Limestone and Coal down to the coast from the Southern Tablelands making the line economical.

'The Illawarra Mountain Line', as it was first called, was planned to be a godsend to the farmers of the Robertson Area giving them access to the Great Southern Line going through Sutton Forest (now Moss Vale) and to the shipping at Port Kembla. Unfortunately by the time the line was built motor transport had improved so much that not a lot of agricultural freight was moved on the line but the future was bright anyway.



The line when opened was an important and much needed link between the coast and the slopes and plains - limestone from Marulan and some coal going down the escarpment and superphosphate (Wollongong), track ballast (Bombo) and locomotive coal travelling up the mountain to the Tablelands and Riverina.

Our **Christmas Party Train Trip** covers most of the 63 km/s of the line which has a ruling grade of **1 in 30** and curves 200 metres in radius. After travelling down to Wollongong from Sydney our train will

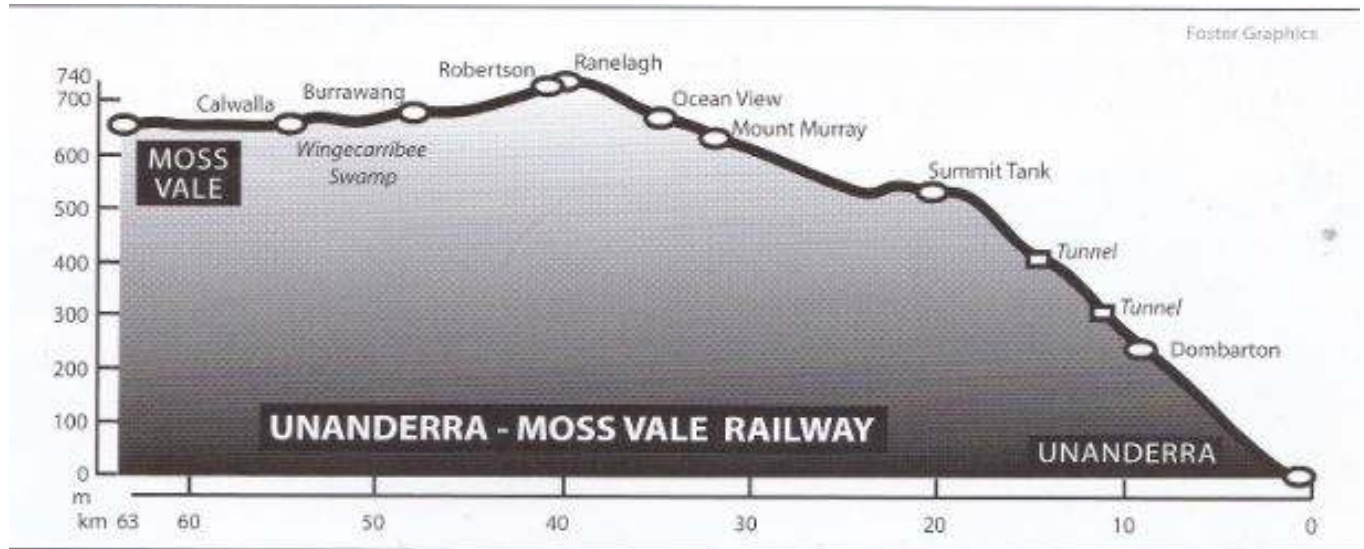
leave the main south coast line at Unanderra which is only **13.7** metres above sea level and then rise consistently till it reaches Raneleigh at **753.1m** above sea level, 20 miles of it through rainforest and then drops slightly to 739.9m at Robertson just to the west where we alight for lunch.

The line travels through beautiful rainforests and heavily tall treed scenery all of the way up the mountain. Much of the line is inaccessible by road and is gated Water Board land so the train line is the only

## Travelling Christmas Party— Continued



way to see this magnificent area of the Great Dividing Range.



After leaving Unanderra, the line crosses the Princes Highway and the throb of the engine will increase as the train begins its ascent. In our vintage carriage we travel along rising double main lines all the way to Dombarton where we can see the opening of the unfinished 4km Avon Tunnel. There is much evidence of preparations for the 25kV AC electrification of the Unanderra/Dombarton to Maldon Line which was mothballed decades ago. (Much of the earthworks are complete near Wilton, but again unreachable, and part of the bridge over the Nepean River near Menangle is complete).

The train will more than likely pass a loaded 40+ wagon coal/wheat/limestone train (up to 1.4kms long) at Dombarton then travel single line up the 1 in 30 grade, through the 'Snow Sheds' which were built to stop rockfalls rather than snow, this area being geographically unsound.

We traverse through two tunnels as we constantly rise up the mountain through rainforest and heavily wooded terrain. We suddenly come up to the curved Avon Viaduct which crosses a deep gully and as we approach Summit Tank. All trains originally had a bank engine which dropped off here and proceeded light engine backwards down the mountain or attached to a descending train. Owing to the precariousness of this manoeuvre the engine drivers campaigned and received a 60ft turntable at Summit Tank. Engines were watered here and passengers alighted to look at the view of the ocean from this unique inaccessible spot. I would anticipate we would stop and do something similar this being a special ARHS trip just for us and their members. We will see here the first of a couple of original Pc1 pre-fab concrete stations that still exist on the line. It could be anticipated that again we may pass a descending train of coal, wheat, steel or limestone at

## Travelling Christmas Party— Continued

this crossing loop , and it more than likely will have a bank engine on the back and from 2 to 5 locomotives on the front. Coal trains are push me - pull me to negotiate the coal terminal at Port Kembla.

Proceeding onwards we reach Mount Murray where today another forlorn Pc1 station stands just up from the 764m crossing loop in this location. See Pho-



to.

Travelling onwards, the landform begins to open up and level out and we pass under the Illawarra Highway underpass where one of the four major train crashes near Robertson claimed the life of two Port Kembla Enginemen in 1998. Seventy years ago the train would have stopped at Ocean View just ahead

to drop off and pick up but alas nothing remains at this location.

We now wind our way through the open hills and reach the highest point where today the Highlands own 'Hydro Majestic like view' Fountaindale Hotel stands but was until recently called Raneleigh House , past what must be the smallest 'station' in NSW being about 3 metres long.

We arrive at Robertson Station where all the original Pc3 buildings still stand and are lovingly looked



after by the members of the Robertson Heritage Railway Station Inc. (See Photo). Next to the station is the Fettle's Shed Gallery, hopefully they will have an exhibition on at this time. Only a short walk through landscaped gardens and across Robertson Common we come to the Robertson Inn where we will sit down to have lunch created by their 2 star chef, wonderful meals in this quaint village. (See

elsewhere for our menu on the day). They are rightly proud of being included in the Good Food Guide for NSW so don't be put off with the somewhat plain but authentic exterior.

Should time allow, you could wander up to the Old Cheese Factory where local crafts , apparel , and food are available, visit Fountaindale , walk over the road to view the Big Potato , (which unfortunately has been given another name by some locals) , or wander the shops of Robertson.

We then return the way we came as our train has turned on the triangle at Moss Vale 20kms west and now returned to drop us off in the reverse order to our boarding at Central, Hurstville Sutherland , and Wollongong.

The special thing about the NMRA –AR is that members and their spouses get to do so much together. It is something to be treasured. Come and join us as we celebrate the year in this special way on Sunday 13<sup>th</sup> December, we are after all train oriented members interested in right of ways and railway structures and train travel. The rainforest trip up this mountain is something worth contemplating, as presently it is the only mountain railway operating and on this one you also get to see some of the longest trains working hard going up and down the escarpment.

***All aboard*** , see you on the 13<sup>th</sup> December.

**Peter McGuire**

*Acknowledgements to - Trackside Video Footage and 80 Years of the Mountain Railway- Ian Wallace*

# Christmas Party Train Timetable

## Forward Journey

Depart Sydney 9.06 am

(Sundays only) Hurstville 9.28 am

Sutherland 9.45 am

Thirroul 10.38 am

Wollongong 10.50 am

Unanderra 11.08 am

\*Ranelagh 12.37 pm

Robertson 12.43 pm

Moss Vale 13.45 pm

## Return Journey

Depart Moss Vale 14.40 pm

Robertson 15.24 pm

\*Ranelagh 15.29 pm

Unanderra 17.00 pm

Wollongong 17.07 pm

Thirroul 17.18 pm

Sutherland 18.12 pm

(Sundays only) Hurstville 18.26 pm

Sydney 18.53 pm

### Notes:

1. This timetable is the standard 'Cockatoo Run' timetable.
2. \* Ranelagh stops are by request only.
3. There are not enough people to book an entire carriage so it is a group booking with the carriage choice controlled by 3801 Limited.



## Entrée (assorted per table)

Garlic Bread,  
Olive Bread,  
and Turkish bread w homemade dips

## Mains (Choice of 2, alternate serve):

Macadamia Crusted Lamb Rack w Truffle Mash and Dutch Carrots

Prosciutto wrapped Crispy Skin Thirlmere Chicken Breast w Potato gratin

Pan Fried Atlantic Salmon Fillet w Lime, Mussel and Tomato Salsa, served w Sweet potatoes and topped w Asparagus  
Veal Scaloppini w Broccolini, roasted chats, Dutch carrots and a lemon caper butter

200gm Eye Fillet mignon w truffle mas and roasted veg served w red wine jus

Slow cooked Beef Cheek w potato gratin and honey roasted carrots





# *Donald and Janette's Tour of the USA*

## *Missoula MT to Dallas*

**Missoula MT 19 /9/2014**

We left Missoula early in the morning heading for Moses Lake WA not long after leaving Missoula we spotted a MRL train in the distance heading in the same direction so put the foot down with intention to get in front of the train.

Keeping an eye open for a suitable off ramp spotted a suitable spot with a girder bridge so got set up with both still and video cameras and waited I could hear the locomotives coming so got ready only to hear the train pass by on a track behind me. Returned to Hwy 90 and headed for Spokane WA a short line train was spotted but no off ramp was found before it would have disappeared this I found is the biggest problem with driving on the main highways. We did not see any rail traffic until we got to Spokane. Found it difficult to find a spot close to the tracks where you could park the car. Photographed a mixed train with BNSF 2695 and 4 B units And BNSF 3120 on the rear. Traveling still along Hwy 90 came to a N.P. Depot which had been turned into a museum at Ritzville WA. Stayed overnight at Moses Lake there is Potholes State Park / reservoir but not really worth the effort of finding it.



**Disused railway bridge**



**Mixed freight train led by BNSF 2695 4 B units & 3120 at Spokane WA**



**N.P. railroad Depot Museum Ritzville WA**

The next morning we headed for Toppenish WA on Hwy 90 along the way we visited Ginko State Park which overlooks the Columbia River, then to the Wild Horse Wind Farm outside Ellensburg WA. Travelling along Hwy 82 we headed for the Northern Pacific Railway Museum at Toppenish here there is not a lot of equipment but some very dedicated volunteers rebuilding NP 1364 Baldwin 4-6-0 there is some equipment from one of N.P. subsidiary's the Toppenish Simcoe & Western R.R. which has been abandoned, but the museum runs tour trains on occasions. An interesting non-rail piece of equipment is a WW1 howitzer which is used to fire pumpkins on Halloween

Leaving Toppenish on Hwy 97 we headed for The Dalles OR as we were driving over Satus Pass we spotted a BNSF work crew laying new track alongside the Status River. We didn't see any rail traffic for rest of the day.

# Missoula MT (continued...)



N.P. 1364 Baldwin 4-6-0 being restored to operate



Toppenish Simcoe & Western inspection car



WW1 Howitzer for firing Pumpkins



N.P. Caboose note the covered in end on platform



Toppenish Simcoe & Western Caboose



N.P. 12 G.E. 44 tonner

### Locomotive History

BNSF 2695 GP39-3, BNSF 2609, SF 2909, Built as SF 1409 GP35

BNSF 336 GP60B, Built as SF 336

BNSF 327 GP60B, Built as SF 327

BNSF 328 GP60B, Built as SF 328

BNSF 331 GP60B, Built as SF 331

BNSF 3120 GP50, Built as BN 3120

Stayed overnight in The Dalles Oregon

- story and photos by Donald Davis

## Installing a 21 pin decoder in a GT46C

GT46C sounds like the model number of a sports car!  
For those who want the details –

"G" = Export General Purpose, Domestic "GP"

"T" = Turbo Charged Engine.

"46" = 16 Cylinder 710 Engine

"C" = Three axle Truck.

The new locos from Australian Suppliers are fitted with the 21 Plug for the easy installation of a decoder.

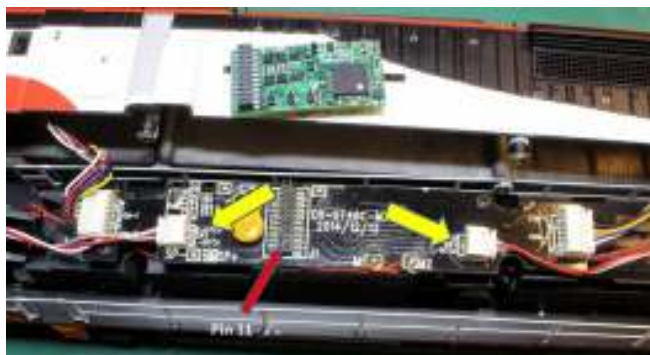
Currently the Soundtraxx decoder has 6 normal outputs and the TCS WOW has 4 outputs but by the time you read this the WOW may well have 6 outputs – depending on your supplier.

You can use which ever decoder you prefer – I will give you quick easy instructions for the fitting the WOW 21P with just ditch lights on/off and Soundtraxx ECO 21 which will give you control of the lights and flash the ditch lights alternatively when the horn is pressed.

The use of the 21 pin decoder means very few – if any – extra wires. There are 2 very similar standards, but that's another story.

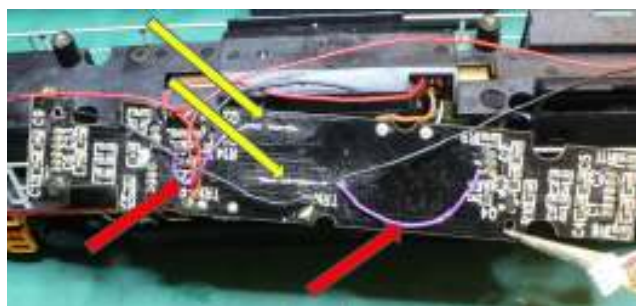
First the WOW, this will give you the option to turn the ditch lights on or off but no flashing.

Remove the body by removing 4 screws from the bottom – next to the fuel tank. Make sure you unclip the hand rails at the rear of the chassis.



**PHOTO ONE**

Photo One shows the light board. The blanking plug has been removed and the sound decoder shown is ready to be put in place. Make sure you observe the position of the "index" – shown as pin 11 by the red arrow. If you do not need the lights to flash, you can put a short wire link between the outer pins of the plugs shown by yellow arrows. This will work with any brand of decoder, sound or non-sound.



**PHOTO TWO**

If you want the ditch lights to flash, you will need a simple modification to the underside of the board.

Follow the track on the board from pin 4. It will change to the underside of the board. Gently remove the paint that insulates the track. Cut the

track and mount a SMD resistor across the cut as shown by the yellow arrows in Photo Two.

Make another cut about 3mm away from the resistor and attach a fine wire next to the resistor and attach to the bottom of the pin for the right ditch light. Do the same working away from pin 13 for the rear ditch light. The jumper wires are shown by the red arrows. The resistors are 3k3 ohms. You can use 1/8<sup>th</sup> watt normal resistors if you wish.

Refit the board in place and you are ready to add the decoder. You can see in Photo One that I have removed the wires going down to the slide switches under the fuel tank. I then shorted the four pins together – as though all the switches are on.

The speaker is a 16mm x 35mm 8 ohm unit and fits perfectly in the fuel tank – with its own enclosure.

### Next - the programming



### Photo Three

I use Decoder Pro for all my programming so I have next to no knowledge of CV values. I will show you the screen shots from the program so you get the idea.

*Continued next page...*

## Installing a 21 pin decoder in a GT46C (Continued)

**Photo Three** shows the programming required for the ditch lights to flash when the horn is pressed.

**Photo Four** is the screen shot for re-mapping the function buttons.

The lights are in the first group and show F0, F1, F9,

The second group show that the brake has been moved to F7 to match other decoders. F5 & F6 will start and stop the prime mover sound.

In the third group, the Bell has been disabled for Australian locos.

There is a video on YouTube that shows how all this works and sounds so take a look for yourself.

<http://tinyurl.com/pl9fvbp>

- by Gerry Hopkins MMR FLM

Use this sheet to determine which functions will control which outputs

	Extended Function Mapping	Forward Driving	Reverse Driving	Forward Standing	Reverse Standing	Emergency Stop Button
Headlight	F0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Backup Light	F0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
FX3 Effect	F1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
FX4 Effect	F9	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
FX5 Effect	F1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
FX6 Effect	F9	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dimmer	F11	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mute	F8	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Brake	F7	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Half Speed	F14	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Momentum Override	F14	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Grade Crossing Signal	Disable	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Forward Signal	Disable	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Reverse Signal	Disable	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Stop Signal	Disable	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
RPM+	F5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
RPM-	F6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Airhorn	F2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bell	Disable	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dynamic Brake	F4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Short Airhorn	F3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Coupler	F13	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Coupler Release	F13	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E-Brake App.	Disable	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Photo Four**

## Division 7 Winner at Model Railroader

Model Railroader Magazine has an on-line video program called MR Video Plus. Each month they ask viewers to write in with modelling-related questions for the panel to answer. The writer of the best question is awarded a prize such as a coffee cup or hat.

In October, Chris Lord from Div 7 wrote in questioning the level of frustration experienced by layout owners when others come in and try to rehab their railroad. For this challenging question, Chris won the prize of a "REHAB my Railroad" cap. The picture below is of the show hosts, Drew Halverson and Chuck Sable announcing Chris's name as the winner.



Well done Chris. Now look out for the Rehab My Railroad hat at future Div 7 meetings.

- by David O'Hearn