



The Extra

Division Seven Newsletter

Volume 4, Issue 12
13 December 2015

From the Editor...



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

Merry Christmas to all as we celebrate the close of one year and look forward to the exciting opportunities in the next.

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

All contributions will be gratefully accepted.

I wish all of you a very Merry Christmas and hope you have a great year in 2016.

-by David O'Hearn

December Meeting

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.

Next Few Meetings

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.

There will be articles on both of these layouts appearing in either the January or February 2016 issues of *The Extra*.

March Meeting—On Saturday, 12 March 2016 at Peter Jensen's home, 13 Anne Close, Narara. The Div 7 meeting will commence at 2:00 pm with the Australasian Region Annual General Meeting commencing at 3:00 pm. The AGM involves presentation of the reports. The results of the biennial elections for Office Bearers and the voting for a Special Resolution will also be announced at the AGM.

Peter models the Rutland Railroad set in the New England region of the USA.

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

Division Seven Meeting

November—

Ambervale

On Sunday 8th November we were invited to the home of Geoff & Sue Langridge in the quiet suburb of Ambervale for our NMRA DIV 7 meeting. The weather was perfect as was the company.

Although Geoff does not have a layout, he does have a large decal making machine. A demonstration was given to the guests.

In the business part of the meeting, our intrepid leader, Les, gave us information on next year's convention which will be held in the western suburbs during September. At this time, the Regional AP chairman presented Steve Chapman with another AP Certificate. David Latham was also presented with another AP certificate – this qualified him for Master Model Railroader. The plaque for this achievement was also presented – congratulations David.

We were also given information on next month's Christmas Party on the train to Roberson where lunch will be consumed by the "hoards". Les also gave us some infor-

mation on the meetings for 2016 – all these can be seen at http://www.nmra.org.au/region/d7_meetings.html

Our host and hostess were thanked by Les and given a plaque to commemorate the day.

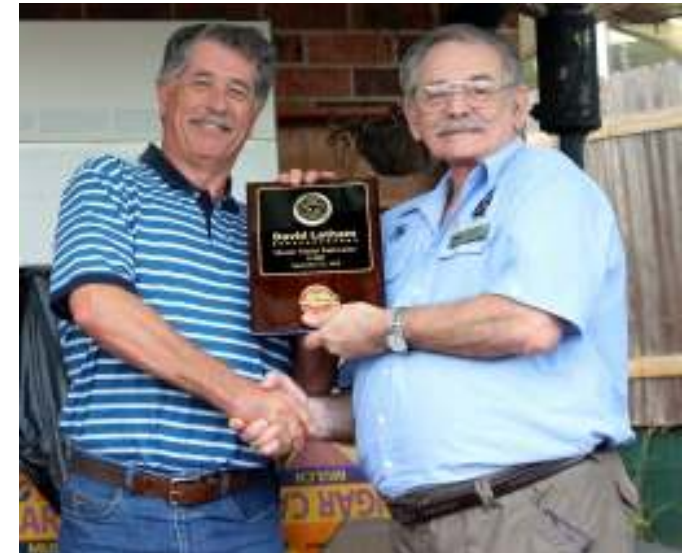
- Gerry Hopkins



Two pictures of everyone socializing at the Langridge house



David Latham receiving one of his APs



David Latham receiving his MMR Plaque

Narrow Gauge Sig Meeting November



Who got a new toaster for Xmas???

Dark clouds and a few light showers could do nothing to deter the 16 attendees from a very enjoyable day at the most recent SIG meeting of the NMRA, Division 7. Held at the abode of John and Natalie Montgomery in outer Sydney were those who remembered to bring their meat along enjoyed a nice BBQ, accompanied by a wholesome salad provided by Natalie, John I think cut up the onions.



Come-on Ken, it wasn't that big !!!

16 members were in attendance and the Show and Tell was well supported. These included Greg Hildey with the side of a Car Barn that was very well finished but so far has consumed an unbelievable amount of scale timber and no doubt will consume a lot more before it is finished. Also a flat wagon with a pipe load as well as an old La Bell kit of a timber coach, both very nice models.



In the foreground, Greg's side of a coach barn and two pieces of rolling stock.

Chris Lord produce a print-out of a very unusual guards van believed to be a Tasman prototype perhaps from the ABT Railway.



Ken Scales a modified toy truck into a timber jinker as well as two background models of a drill press and lathe to go in a shed on his saw mill complex.

John Meredith two brass pullers he had turned up himself for removing the worm gear from motors and a wheel puller as well as a brass fly-wheel to go on a very small motor.

I brought along a BTS Company Cottage kit that is now complete and explained how I produce the



Continued next page...

Narrow Gauge SIG (Continued)

weathering effect on the building.

Last but not least, new member Neal Munk showed off a work train comprising of a modified Bachmann Diesel and four small Backwoods Miniatures four wheel wagons all finished off to a very high standard.



Works train by Neil Munk



Neil's Gas Mechanical (Photo by C Lord)

After all this we ventured to John's garage where he is constructing a very nice On30 layout and ran a few items of rolling stock.



As well as viewing the saw mill complex from the Red Stag that is now part of John's layout.



Red Stag saw mill complex.

Next Sig Meeting 2016 at Ken Scales date to be determined.

All photos by the author except where noted.

- Stephen Reynolds

From the Division 7 Superintendent's Desk

November was a busy month for this division superintendent. At the November divisional meeting, David Latham was presented as the Australian region's newest MMR. David is MMR # 568, well done and congratulations, David.



Early November, the division received an invitation to attend the 30th anniversary of the Taree and District Model Railway club, the club is a 100% club located opposite the Taree railway station. 4 people took up of the offer to travel to Taree and by all accounts had a wonderful weekend.

That's it for this month happy modelling, have a merry Christmas and a happy and safe new year.

- Les Fowler

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



Installing Sound in the Eureka 50 Class



Photo One

(photo 1) Installing Sound in the new 50 class loco from Eureka is very straight forward and with a few slight adjustments you will get a great running loco.



Photo Two

Shown here (photo 2) is the underside of the tender. To remove the top of the tender just undo the 2 screws at the front – the 2 screws to the left. In the next photo (photo 3) there is a TCS DP2X non-sound decoder plugged into the 8 pin socket. This is as easy as it gets for a non-sound loco.

Remove the crews holding the circuit board and tip out of the way as shown (photo 4). Mount a 24mm speaker as

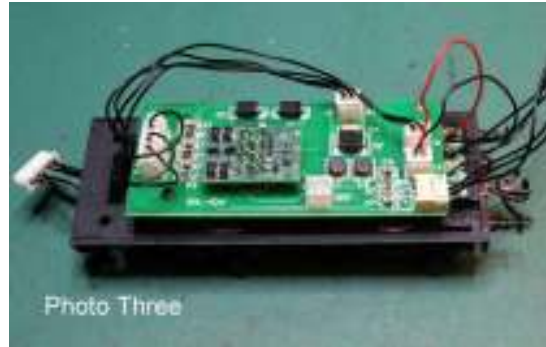


Photo Three



Photo Four



Photo Five

shown and a blanking piece in the other location. The speaker is 8 ohms and will give more than enough volume. Mount a gasket under the speaker; this will give the speaker cone room to move without hitting the base of the tender.

Solder two wires as show between the speaker and the

circuit board, this will make things easier for later. Screw the board back in place as shown (photo 6), and we are ready to connect the sound decoder. The decoder used is the Soundtraxx ECO 100, its small size makes it perfect for this location. Cut the wires down to about 40mm each. Then solder to the 8 pin plug as shown. I used a blanking plug with all the internal tracks cut – to keep the pins isolated from each other.

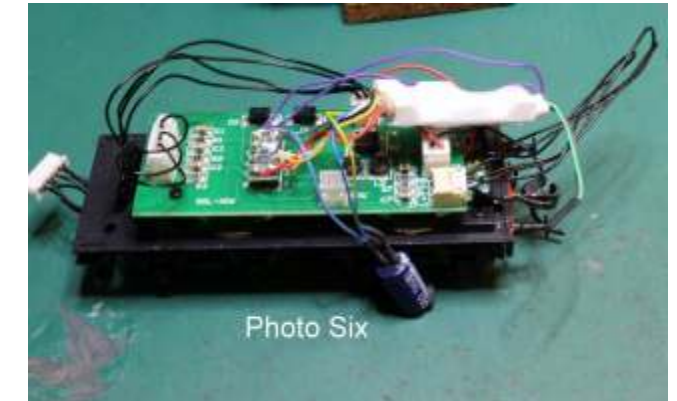


Photo Six

The diagram shows how the wires are connected. This decoder has four function wires but only two are required due to the limited options on the circuit board. For those with the skills a few changes can be made but I do not suggest it. Solder the two speaker wires to the two spare pins



Photo Seven

Installing Sound in the Eureka 50 Class (Continued)



on the socket next to the 8 pin plug. There is no need to worry about speaker polarity – there is only one speaker.

You can now put the tender back together – make sure not



to catch any wires as you do this. Now you can connect the tender to the loco and test the unit. Make sure you put some slack in the cable as shown (photo 10). This will allow the lead tender truck stay on the track.

On the programming track, program the number into the decoder. The program track is normally current protected so you should not damage the decoder if you have done something wrong. I use Decoder Pro to do all the programming so it only takes a few minutes to do the lot. Previous testing showed that the loco top speed is 96 mph. I do not any layout the can accommodate a loco at this speed. I only have a small layout, so the top speed is limited to 30 mph. For those without Decoder Pro – set CV 5 to 86 and CV 6 to 43. This will give you about 30 mph which is good enough for most layouts.

Run the loco for about 20 minutes to get it warmed up,



then you can program the loco to you preferences. I use acceleration CV3 set to 25, deceleration CV4 set to 120. This allows plenty of room to apply the brake – I set to F7. This decoder also has the “drift” function – on with F5 and off with F6. There are 16 whistles for you to choose from – enough choices I would think.

You can see two of these installs at <https://www.youtube.com/watch?v=e-LI16So-ew>. The lights are a bit bright for most people, but this decoder will allow you to adjust the brightness without the need to change

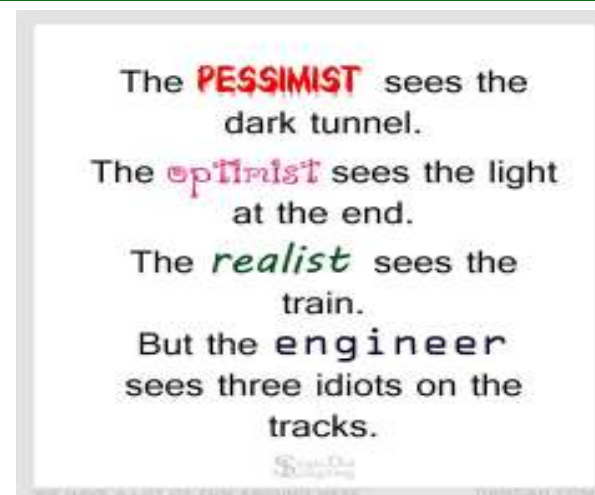
resistors.

If you have problems with the front truck on the loco, just remove the spring as shown (photo 7). The other possible problem is the gauge of the driving wheels – they are about 1mm under gauge but you will need to take it to an expert (one you can trust) to get the gauge corrected.



They are very nice loco and pull reasonably well, but if you want more power you will have to use some Bullfrog Snot – it does make a difference, about 70% extra horse power!

- Gerry Hopkins MMR



Donald and Janette's Tour of the USA

Portland OR

Portland OR 21 /9/2014

Leaving The Dalles we headed for Portland along the way we visited The Bonneville Fish Hatchery and Bonneville Lock & Dam went for a tour through the dam which was very interesting. Continued onto Portland and stopping off at any good views of the Columbia River any rail traffic we saw always appeared on the opposite shore line. After driving around the suburbs of Portland we finally arrived at the Oregon Rai Heritage Museum. This is a very good railway museum not big in size but what they have is very good, there is a EMD engineers control stand showing what all the controls and gauges are for. The S.P.4449 GS4 is here it was for a while the Freedom Train plus a SP&S 700 class BLW 4-8-4 and a Alco PA1 NKP 190 this is not an original NKP PA1 but a PA4 returned from Mexico in 2000 originally it was ATSF 62L then DH 18. There is a large collection of passenger cars some of which are used for excursion tours access for this is easy as there is a spur from Union Pacific mainline in front of the museum. When we left the museum we had only gone one street and were stopped by a UP freight train blocking the street. We then headed back to the hotel at The Dalles via the WA side of the Columbia River we

were fortunate to Video a couple of trains.



SP&S 700 Baldwin 4-8-4



OR&N 197 Baldwin 4-6-2



Nickel Plate 190 PA1/PA4



S.P. 4449 GS4 Lima 4-8-4



NKP 324 Alco RSD5



8645 S.P. Little Boy steam generator car

Continued next page...

Portland OR (continued...)



Great Northern 1210 Empire Builder Plum Creek



Rail Block

Locomotive History

- SP&S 700 BLW 4-8-4, Built as SP&S 700
- ORN 197 Baldwin 4-6-2, UP 3203, Built as OWRRN 197
- Nickle Plate 190 Alco PA4, DLMX 190 museum code, DH 18, NDM 190, Built as ATSF 62L PA1
- SP 4449 Lima 4-8-4, AFT 4449, Built as SP 4449
- NKP 324 Alco RSD5, DLMX 324 Museum code, Built as UTAH 306

- story and photos by Donald Davis



Portland street car

***Wishing you a
Merry Christmas
And a
Happy New Year
From your Division 7
Team***

