



THE *NEW* EXTRA

From the Editor...

Well we have another MMR, I do not have his number yet from the USA - but— it is N Scaler, Jeff Lee at Dee Why. Congratulations Jeff.

Have you started on the Achievement Program yet? It is not a contest, just recognition for the work you have done. The big benefit is you can learn a lot more on the path.



Volume 6, Issue 4 1 May 2018

April 2018 Meeting

The April meeting was held at the home of Peter & Barbara Jensen in the leafy suburb of Narara on a beautiful day on the Vermont Railroad.



Division Seven Roles

Superintendent	Les Fowler
Treasurer	Graham Wotton
AP Assistant Manager	John F Parker MMR
Hospitality Manager	Greg Morris
Editor (Temp)	Gerry Hopkins MMR
Presentation Manager	TBA



Division Seven Newsletter

Next Few Meetings

May Meeting—Saturday 12th—This time a trip to the Southern Highlands to the home of The McGuire Family at 36 Nerang Street, Burradoo. Before arriving at the Maguire's ranch—

Dick Day and Garry Glazebrook layouts will be open at 10am until noon for layout tours. Time from Dick's & Garry to Peter about 5 min each.

Dick Day's Banbury Connections layout, 1 Sheaffe St, Bowral, NSW 2576.

Garry Glazebrook's Newcastle—Fassifern layout, 21 Yearn St, Burradoo, NSW, 2576

Then at 12.30 a sausage sizzle at the Maguire ranch. To the view the Milwaukee Road layout—operational and expanded.

June Meeting— Saturday 16th—Today out west to the home of Steve Chapman MMR at 138 Railway Road, Marayong. Start at 2.00 pm.

July Meeting - Saturday 14th—Another visit to th western suburbs to the home of the new Pacific Director Rob Peterson at Meckiff Avenue, North Rocks.

Vermont Railway System

Our April meeting was held at the home of Peter and Barbara Jensen in Narara. The weather was great and we had about 50 members attend. Since our last visit, Peter has done a lot of work and started on the scenery. Peter is modelling the Vermont Rail System in the 2003-2010 timeframe. It is a modern, independent Class 3 Railroad, mainly within the state of Vermont – The Green Mountain State. The VRS is a grouping of 5 railways ...



1. Vermont Railway (VTR),
2. Green Mountain Railroad (GMRC),
3. Clarendon and Pittsford Railroad (CLP),
4. Washington County Railroad (WACR), and
5. New York and Ogdensburg Railroad (NYOG).

All railroads (except the NYOG which is in western New York State) are fully integrated and operate as one railroad. There are locomotives and cars lettered for the five railways.

The Area Modelled

Essentially, the area modelled is the Green Mountain Railroad, and in particular Bellows Falls. As Bellows Falls is the interchange with the NECR, the part of the line from Bellows Falls to White River Junction is also modelled.



Space has caused some compromises. Space only allowed for Bellows Falls Patch Track and not the Riverside yard. Therefore the Yard duties are undertaken in Bellows Falls.

In the prototype, most of freight traffic from lineside industries is generated by the OMYA plant in Florence, near Rutland. To model that traffic, the



OMYA plant has been moved to White River Junction. This also creates more operation on the layout as most of that traffic must be exchanged at Bellows Falls.

As paper is a major industry in Vermont and the North East, a paper mill was placed on a mythical GMRS branch to Lake Rescue where a modelled paper mill is

DCC Friendly Turnouts

Although I have been building my own turnouts for the past 40 years, I still keep up with the “developments” of commercial turnouts. The most common turnouts here in Australia are from PECO and they come in assorted sizes of rail - Code 100, Code 75 and Code 83. The rail size also seems to have different turnout “standards”. The oldest is C100 and is intended for “old” rolling stock with cookie cutter flanges – this means clearances are very “sloppy” and thoughts of DCC were far in the future. To bring them into the 21st century and make them DCC friendly takes a little work and can be done on any layout. First we need to keep the wheels in the right place so they do not jump off and cause shorts – with DC the available voltage/current is a lot less than with DCC – so no shorts please!



Sloppy Clearances

All the current Australian locos and rolling stock have wheels with better flanges and (most) are in gauge. This in turn means we have to improve the track “standards”. On the turnouts this is easy – just super glue a strip of 15 thou

styrene to the outer check rails. This will help to stop the wheels jumping the frog - and causing a short. This applies to the C75 turnouts as well. The C83 turnouts are much better in this respect and do not need this “mod”.

Insulfrog

Now the electrical aspects – **Insulfrog** and **Electrofrog**. In C100 and C75 Insulfrogs, the plastic “wedge” at the frog is too narrow and can be

bridged by many wheel treads and cause the booster to shut down. To overcome this – use a bit of clear nail varnish on the frog rails - for about 10mm going from the point of the frog. The plastic bit on the C83 is much wider and does not cause the problem.

Electrofrog

The Electrofrog – many opinions here – because I am a lazy old phart, I do not wish to climb under the layout every few years or so. If we separate the frog from the rest of the turnout we may need to apply power somehow. Basic – we can use a slide switch to operate the throwbar and switch the power to the frog. This is easy to do and is reliable. We can use the contacts on a turnout motor – needs some adjustment to get right depending on the motor used. This can also increase the cost of the motor assembly.

Dead Frog

I have opted for the “**dead frog**” approach. I keep the dead section down to 1 inch (25.4 mm). This means very few shorts during op sessions.



A very important step is to check wheel gauge, for HO the **Back to Back** measurement should be **14.55 mm**. You can use an NMRA Wheel Gauge or Vernier to check this.

For most Australian tracks the C75 is closer to scale size for most people. The sleeper spacing is a little off – the alternative is to hand lay your own. I model USA in the late 50’s so I get to use C70 for the mainline and C55 for almost all other tracks – a bit of C40 in some industries.

DCC Friendly Turnouts –cont.

Current Limiting

Some modellers use automobile lamps to limit current – normally the 21 watt brake light (USA = 1152 lamp). There are commercial boards available that have four festoon lamps to split the booster output to four power districts. The festoon can be 10 watts or 18 watts! They do not shut the current off – they limit the current. The 10 watt at 14 volts is 0.71amps, the 18 watt is 1.3amps and the 21 watt is 1.5amps. That is current still available to melt trucks and wheel sets. Conclusion – **ONLY** use the lamps for testing when adding new track – they show there is a short and nothing else.

There are a number of “**Power Shields**” on the market by numerous manufacturers. Tony’s Train Exchange is a good place to start. Your **Booster** is a good one – BUT – it has to trip instantly. For this to happen your wiring **MUST** be good enough. 12swg is perfect, it is a 17 amp cable and the important part is that there is little resistance in the cable. You can do the **Coin Test** – Place a 20 cent coin across the track and the booster should trip **INSTANTLY**. If it takes a few seconds you need to check your wiring.

Gerry Hopkins MMR

The Santa Fe & South Pacific an N Scale layout by Doug Cook

The layout is a general representation of the west and mid-west of the United States but nowhere in particular set in the period between 1980 and 1996. While the motive power is predominantly Santa Fe you will often see SP and UP locomotives.



The layout is a linear walk-around layout occupying an area 25 ft by 16 ft and has a single track main line of approx. 182 ft in length with seven crossing loops with a minimum length of 6 ft 6 inches for the loops.



The minimum radius is 1 ft but is used in only a couple of places with all of the other curves made to the largest radius possible to fit the location. The majority of the track is Atlas code 80 flex track and all of the 121 turnouts are Peco code 80.

The control system used is standard DC block control with 3 wireless throttles and 3 tethered throttles which are used in the yard areas. The scenery is about 50 percent complete and is mostly hard shell while the structures are a combination of scratch built, kitbashed and straight kits. The majority of the towns and locations are named after relatives and good friends.