



Right On Track

Postal Address PO Box 707 Morphett Vale 5162

Visit us on the internet at noarail.com

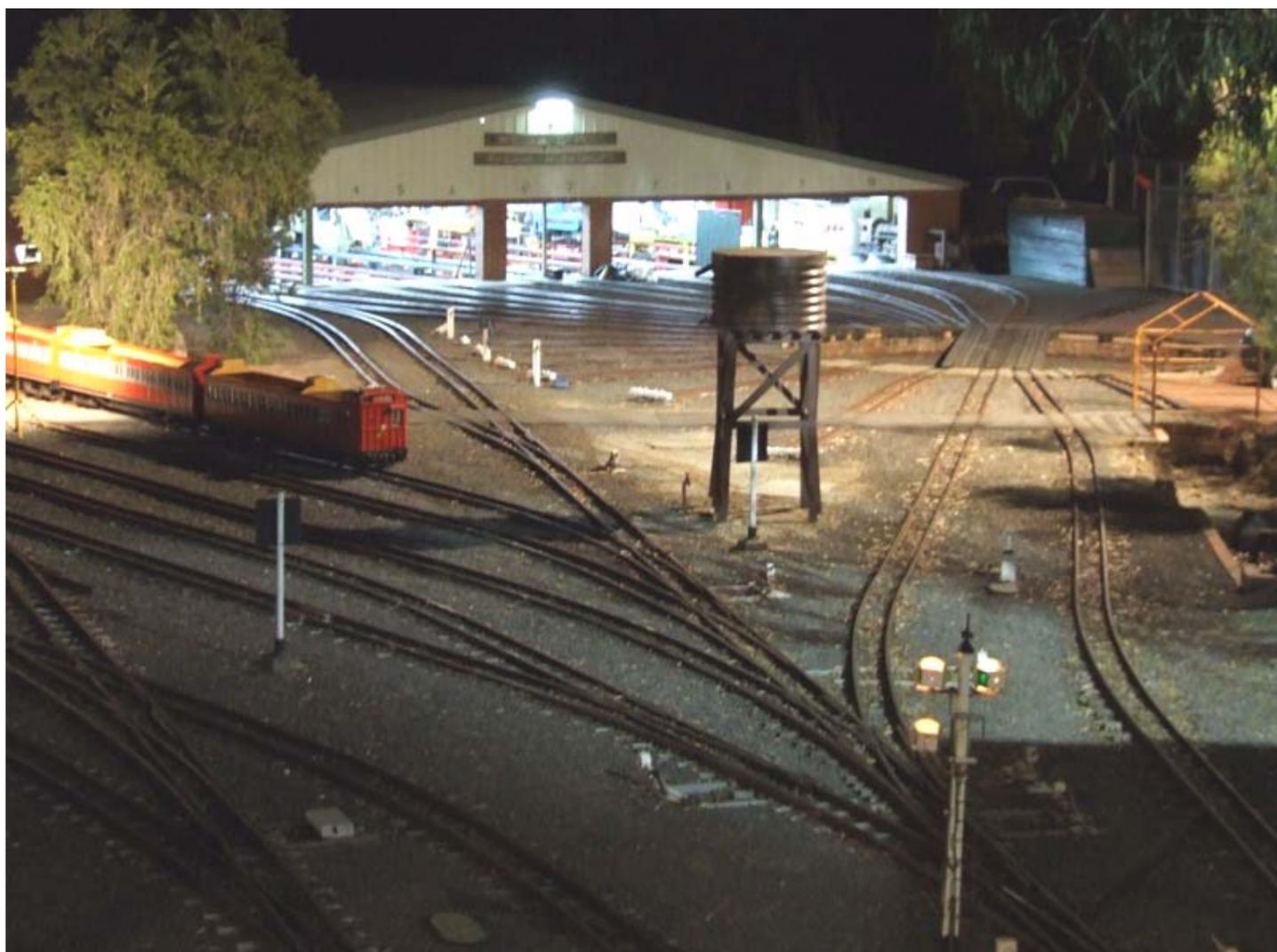
Clubroom Phone no. (08) 8322 7047 if it is busy (we are on the net) then try 0415 821 517

Inside this issue

Diary Notes	2
Diamond Valley Railway	3 – 6
AMRE Rail Show	7
Other News	8

Send items for inclusion in this newsletter to the Editor via e-mail at admin@noarail.com

This newsletter is available as a download from our website (address above) saving the club postage and printing, most pictures are in colour. Notification is sent by email when it is available for download.



Where is it? See the story on page 3

Management Committee

President	John Cutler
Vice President	Frank Crossley
Secretary	Graham Bartlett
Treasurer	Judith Morley
Membership Manager	David Morley
Events Coordinator & Security Officer	Tony Mikolaj
Almoner	Ron Weeden
First Aid	Peter Lynch

**Next Committee meeting
7:30pm Monday 7th July 2008**

Stawell Exhibition

12th - 13th July – Now Confirmed
9:00 am – 6:00 pm Saturday
9:00 am – 4:00 pm Sunday
SES Hall – Sloane St Stawell Vic

We now have an acceptance and I have sent off an attendee list, if you not on the list and want to go let me know so that I can organise a pass for you.

Swapmeet and Clubrooms Open Day

Sunday 27th July
10:00 am – 1:00 pm
NMRI Clubrooms

We will be running this as a combined swapmeet and open day with the intention of cross promoting to increase attendance.

Please note the new times.

Table numbers will be limited by available space \$15 per table (if there is space) or \$10 if booked and paid before the day.

Maximum two people entry per table.

More details: events@noarail.com

Bookings are coming in fast and if this is anything to go by this should be a well attended day.

Our Exhibition 2008

11th – 12th October
9:30 am – 5:00 pm Saturday
9:30 am – 4:00 pm Sunday
Mitsubishi Entertainment Centre
1284 South Road Clovelly Park SA 5042
\$3 Kids \$6 Adults \$15 Families

Over 25 layouts and displays expected
A helper list is on the noticeboard

Renmark Show

Saturday 25th October
10:00 am – 5:00 pm
Renmark Oval

One-day display at the Renmark Show, The Committee have decided that we will do this show so please get your name on the attendance list on the noticeboard so that we can confirm the numbers with the organisers.

Swapmeet

Friday 7th November
7:30 pm – 9:00 pm
NMRI Clubrooms.

Swapmeet

Friday 13th February
7:30 pm – 9:00 pm
NMRI Clubrooms.

Steam Up at Pichi Richi

April
To be confirmed
Quorn workshops

This is only a maybe at this stage but there is some talk of us doing a display at Quorn for the Pichi Richi. More details as they come to hand.

A visit to the Diamond Valley 7 1/4" Railway

Knowing that we'd be in Melbourne for the Sandown Exhibition and wondering what there might be to do on the Saturday night a request for entertainment options was put on the internet. An invite to attend the Diamond Valley Railway's night running was quickly received and accepted.

The Diamond Valley Railway located in Lower Eltham Lower Park has 7 1/4 gauge trains operating over a large parcel of land.

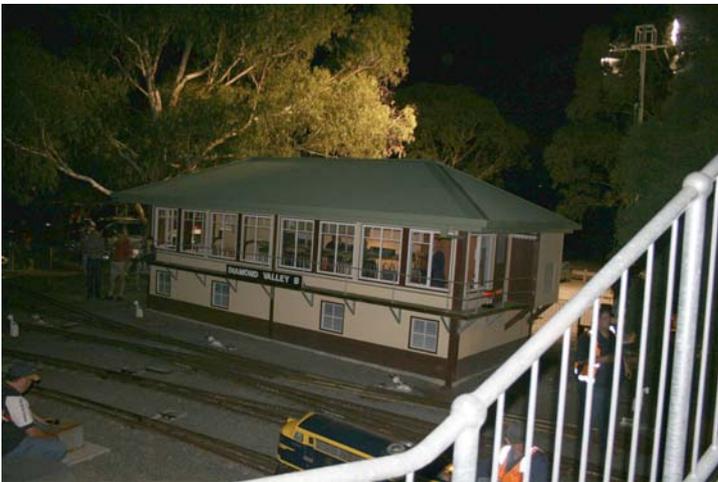
While taking in the large scope of the operation on arrival, we met another South Australian friend of the [NMRI Club](#) who just happened to be a member of the DVR. This gave us the opportunity to go on an extensive backstage tour of the complex.



Above: Preformed curves ready for installation.

The railway features over 4.26 km of trackage, most of which has been recently re-laid with 12lb/yd flat bottom rail with new sleepers (50 x 50 x 477mm or 65 x 65 x 477mm) made from recycled plastic, guaranteed to not rot and survive all but the most determined of termites.

The mainline track running length is over 2 km, with another 600 metres of additional paths, the rest of the trackage is found in various sidings and storage areas. Lines are laid to a minimum curvature or 60' (18.2 m) with the steepest grade being 2.5%. The Diamond Valley Railway makes use of 89 points, 6 diamond crossings, a single slip, double slip, and 3 catch points. The railway runs through 2 tunnels, across several bridges and services three stations.



Above: Diamond Valley 'B' Signal Box.

The railway is controlled from two signal boxes and we spent quite some time thoroughly checking both of them out. The main signal box (box 'B') controls most of the railway from its 44 lever frame, this will soon be replaced by a larger 80 lever frame which should allow for some increased operation and a little extra room for expansion. Signal men control train movement and routing via air operated signals and points. The signalling is based on that of the Victorian Railways and includes the use of two position semaphores, two and three position light, three colour searchlight and three position upper quadrant semaphores. There are examples of Home, Distant and Automatic signals in use as are other various lineside accessories including operating boom gates and wig wags.

As you can appreciate this is quite some large scale operation!



Above: The old and the new. The 44 lever interlocked frame at the rear and the replacement 80 lever interlocked frame at the front will come online soon.



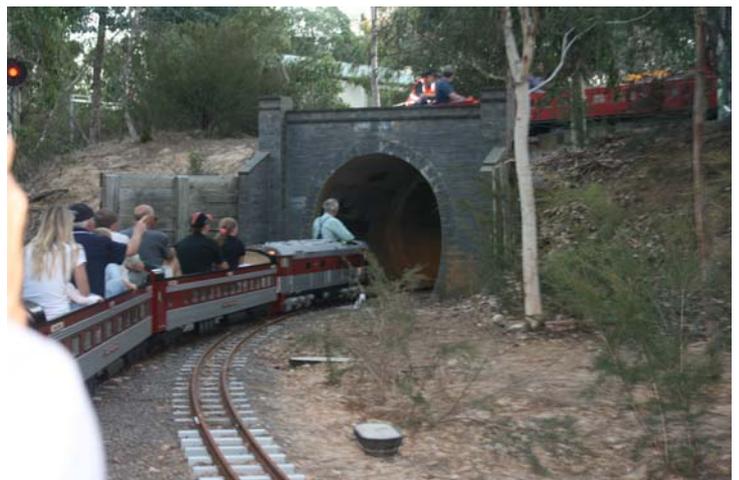
Above: Rollingstock servicing facilities

We checked out their clubrooms, and locomotive servicing facilities, they had a rather neat, well equipped, machine shop. We were able to see some new points under fabrication and quite a stock of new sleepers and rails waiting to be put to use throughout the park, and their brand new underground secure storage areas for rolling stock, complete with ‘hook and pull’ capabilities.

After our tour we were told that now might be a good time to buy some tickets and go for some rides, ‘Before it gets too busy’, the significance of this helpful hint did not immediately hit us. Rides were \$3 each with ALL takings going to charity and we duly bought a ticket each, by now it was not quite dark and by the time our train returned us to the main station the crowd was really beginning to grow. After a pause to admire a most superb ‘Overland set’ complete with SAR livery 700 class diesel at the head end and a blue and gold VR set with VR liveried S class diesel we thought it might be a good idea to purchase some more tickets.

Looking at the masses now lining up at the ticket office we decided that we’d better buy in bulk. After many minutes in the queue we decided on 5 tickets each, the nice girl behind the counter slipped us another ticket each and thus began a cycle of stepping out of a train and immediately joining the queue for the next, such were the line ups. Without really trying, we managed to ride a different train on each trip, there were about a dozen different trains operating continuously each with about 6 carriages FULL of passengers.

Unfortunately there was no steam operating on the night, although we did get to see a replica of 6A a VR Na class steamer of Puffing Billy fame sitting idle in one loco yard. Just like the real railways the Diamond Valley Railway has to keep nearby residents happy and the noise of steam locos is regarded by the council as being too excessive for night operations.



Above: The SAR 700 and Overland consist head into one of the tunnels.

All the trains were excellently presented. The standout train on the railway was a magnificent SAR diesel 700 class hauling an Overland set complete with CD brakevan at the end. The whole set was superbly detailed right down to including interior lighting of the coaches. Apparently the coaches are often hauled by an equally impressive SAR 900 class, but unfortunately this locomotive was not operating on the night, as it was suffering from a ‘wonky wheel’...



Left: The Overland consist standing at the platform.

Victorian rollingstock dominated the scene, a VLine Y class ahead of some rather nice VR livery coaches, a VR livery diesel S class combined with a blue and gold S set of coaches, a VLine G class ahead of some freight wagons and VLine X class both pulling some orange Victorian coaches. There was even a DERM which was managing to pull a variety of 6 AE and BE cars plus a CE brake.

A three quarter finished AN livery BL carried us around the railway, riding in some open wagons and there were two 81 class diesels (both 8172 in the bicentenary livery) also towing freight wagons.

Fans of yankee stuff were kept happy by two or three yankee locos hauling a variety of freight cars, including a nice collection of yellow Rio Grande livery stock from the D&RGW rolling stock.



Above: Y 121 demonstrates DVR's 'hook and pull' underground, secure storage.

Below left: A VR 'S' waits for passengers at the platform.



The night was a tremendous success and it would be well worth the trip over to Melbourne each year just for this event alone. The operations and crowds of people who attend is really something to see, at many stages the queues for trains traversed the length of the platforms several times, and during the peak the queue at the ticket office snaked right out into the carpark. It was then, standing atop the pedestrian bridge queuing for a train on the main platform and looking out past the 'Signal Box B' into the carpark, while squashing up to allow passengers alighting to pass us on their way back to the ticket office queue, that we began to appreciate the advice to buy our tickets 'while it was quiet' and were we lucky we decided to buy them all at once!

WE HAD A FANTASTIC NIGHT AND IT IS AN EVENT WE WOULD THOROUGHLY RECOMMENDED TO ALL!



Above: A nicely detailed set of VR E cars awaiting some passengers as the DVR set passes on the through line.

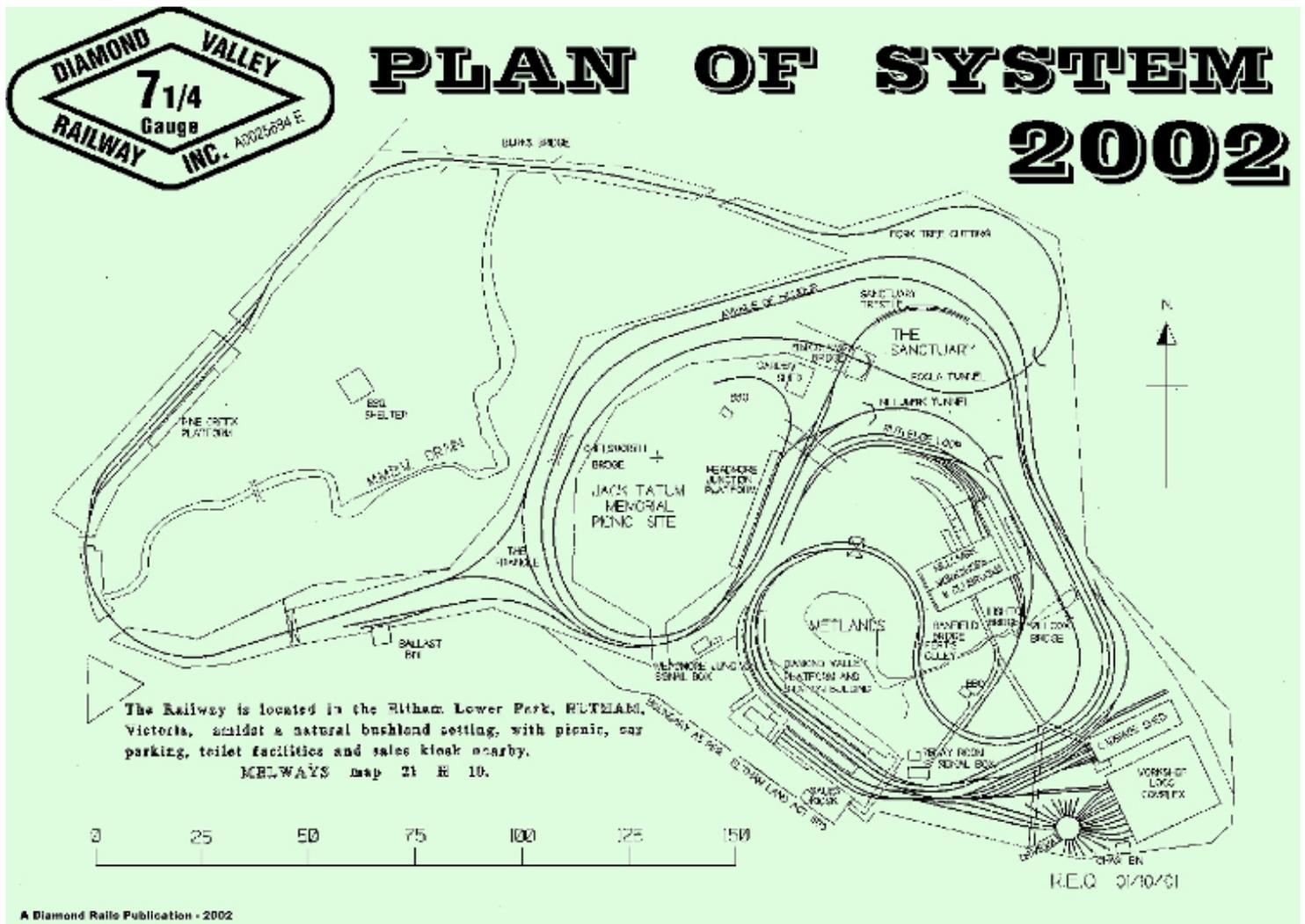


Above: Trains being prepared for revenue services just before sunset.



Above: Whilst not running on the night, some steam locos were in attendance, 6A rests after working during the day.

Above: Bicentennial livery 8172 is preparing to leave the main platform.



More photos can be found at <http://noarail.com/members2/v/Aaron/miniaturetrains/dvr/>

End Of The Line Hobbies

Your One Stop Hobby Shop

End Of The Line Hobbies is offering club members a 5% discount off all purchases. To be eligible you must be a current financial member and mention your club membership at the time of purchase. The club will receive the same amount as a voucher for use as we see fit. So you can help yourself and the club at the same time.

Delivery can be arranged anywhere in the world and orders may be placed in person at the shop, via e-mail, snail mail, phone or fax. There is a stock hold option and payments can be made by Visa Card, Master Card, EFTPOS and good old fashioned cash!

Wednesday – Sunday 10:00 am – 4:30 pm

End Of The Line Hobbies 74 Ocean Street Victor Harbor SA 5211(near the turntable)

Ph 8552 7900

Find us at

www.endofthelinehobbies.com.au

Fax 8552 7933

Email

shop@endofthelinehobbies.com.au

Adelaide Rail Show

At the last hour there was a change of mind by the organisers about our attendance at the AMRE Rail Show (we got about two weeks notice) and this put the pressure on us to quickly dress up some of the current alterations on Paradigm to an acceptable exhibition standard and organise operators.

Set up on Friday went smoothly except one leg that was placed 180° out, not really critical, it only affects the positioning of the curtains and was easily rectified. Once we were confident all was well there was a quick trip around the venue to see what other layouts were in attendance and then home to prepare for the three days of display.

Everything started off alright on Saturday, but upon returning from a break I was greeted with panic as one controller was not working. After removing the top of the panel I confirmed with my multimeter that there was nothing coming from the controller and tracing the circuit back found that there was actually nothing going in. The next point of call was the transformer box, lifting the lid and feeling around I found that one transformer was a little warmer than the rest but not by much. I reached for the multimeter to measure the output and as I turned around the transformer let out the magic smoke. No amount of trying was going to make the smoke go back in so I unplugged the mains and disconnected the transformer. Because this was a twin coil transformer, or more precisely, a single coil modified by us to be a twin coil we needed two transformers to replace it, one was commandeered from the DCC section of the shunting yard, the other we bought from End Of The Line Hobbies. Once hooked in, everything was working except the controller which had obviously been spiked by the transformer dieing; we simply hooked up the output from the controller next to it to make one large block. Unfortunately most of this happened while the judges were on their rounds so we missed out on any chance of a good score, but talking later to one of the judges we were told that a few extra points had been awarded because we had stopped the trains to let the kids have a better look! On Saturday night we took the transformer box home to fit a replacement transformer and we fitted a new controller to Paradigm before opening time Sunday morning. The power supply for the wind turbines was also playing up so we just switched them over to their original supply, batteries. From then on all seemed to run fine for the rest of the weekend. This is the first time that we have been let down to such a degree, we have had the odd relay play up and a few potentiometers let go but this was a bigger problem and there will now be a serious look at all aspects of the layout in an attempt to bullet proof the systems or have backups travelling with the layout.

Advertising was nearly non existent before and during the weekend and this showed in the attendances, which for the weekend, were lower than usual with official figures of 1300 on Saturday 1100 on Sunday and I would guess another 1000 on Monday. I am sure that there will be a lot of questions at the after event Committee meeting.

Exhibitions

If you read page 2 you would already know that the Stawell exhibition is confirmed as 12th – 13th July and that we will be attending.

The Renmark and District Show Society Inc. have asked us to do a display at the Renmark Show on Saturday 25th October 10 am – 5 pm. This will be indoors on a flat floor and sleeping would be allowed in the venue. The Committee has decided to attend so if you have not already done so, get your name on the list.

There is a list on the noticeboard for members to show their interest for all coming events, please tick the box(s) or add you name if it is not already there. Please fill it out ASAP

Helping out

The current focus is on making the clubrooms ready for our coming Swapmeet and Open Day, part of which will include some more dolomite in the carpark and getting Paradigm ready for Stawell, all other activities will take a backseat until these are done.

Have a look on the noticeboard for the usual list for volunteers to help at the swapmeets for this year; we will need a few extra helpers to set up for, and run the layout at the July Open Day and Swapmeet.

Our Exhibition

I now have applications from more layouts and traders than can be fitted in the venue and am now trying to squeeze in as many as possible without too much crowding.

Acceptances should be going out next week, a little behind schedule but some forces beyond my control have messed up the planning.

Recycling

Cans and bottles are collected by the club for recycling; there is a blue container under the main layout for this purpose. Members are asked to please rinse cans before putting them in the bin as the sticky mess that otherwise results attracts ants and is hard to clean up.

New Members

Two new members have joined our ranks this month, welcome to Derek Summer and welcome back to Stephen Parker

Sold

The 8 X 4 layout has been sold and delivered to the highest bidder.

Swindle Prizes

It is now less than 4 months away and these things come around fast, so members are asked to once again dig out items suitable as swindle prizes at our exhibition next October. I have seen some items arriving so thank you to the donors of them.

We also would like some people to volunteer to make some cakes etc for sale through the canteen and for use in the exhibitor lounge.

Don't forget to fill in the helpers list for this event, there is also a box to tick if you wish to attend the Saturday night meal and swindle.

Visitors

Members are reminded that for security reasons all non members must also be signed in when they visit, even if it is for just a short time, this can be done on the bottom of the member sign in sheet.

Opening Times

The clubrooms are open

Tuesdays from 7:30 pm – 9:00 pm

Saturdays from 2:00 pm – 6:00 pm

Thursdays from 2:00 pm – 5:00 pm

A key holder may offer to stay back late on a Saturday night and an evening meal may be decided on, but members are requested to clean up after.