



Right On Track

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Please send items for inclusion in this newsletter to the Editor via e-mail at editor@noarail.com
This newsletter is available as a download from our website (address above) saving the club postage and printing. The pictures are in colour, and notification is sent by email when it is available for download.



People awaiting their trains on the busy platforms of Mt Grumpy Station.
They are sure to be thankful for the newly installed platform lighting as the sun sets on another day.

Management Committee

President	Alan Roberts
Secretary	Keith Turner
Treasurer	Judith Morley
Membership Manager	David Morley
Almoner / First Aid	Peter Lynch
Committee	Peter Saunders
Committee	Denis Woolard

Reminders

Track Cleaning

Track cleaning devices have now been mandatory on all trains running on club layouts from the first of June. There are some specific exemptions (eg rail cars), please see any committee member if you are in any doubt.

Sausage Sizzle

After years of service, Norm has retired from the BBQ, Jeff 'Frosty' Kohler is attempting to fill Norm's shoes.

We are always in need of more volunteers for our Saturday morning Sausage Sizzle.

Please see Alan Roberts, or another member on the Committee if you can offer some help.

NMRI Exhibition

Helpers Needed

Please fill in the form on the notice board with your availability during the exhibition.

Desperately Needed

We need more prizes for our swindle. This is an opportunity to donate any unwanted gifts.

Welcome To Our Newest Members

Les Fulton Mitchell Wagner

Diary Dates

Sat 4th – Sun 5th October 2014 NMRI Model Railway Exhibition Seaview High School

78-124 Seacombe Road, Seacombe Heights, SA.
Club members are reminded to wear club shirts.

Setup: Friday 3rd Oct.

Start time for club members will be approx 8.00 – 8.30am on the Sat and Sun.

Open to the public:

Saturday - 9.30am – 5.00pm

Sunday - 9.30am – 4.00pm

Sat 1st November 2014

NMRI AGM

At the clubrooms 2.00pm sharp.

Sun 2nd November 2014

NMRI Swap Meet and Open Day.

At the clubrooms 10.00am – 1.00pm

Sellers: \$20 per 1800x750mm table

\$15 early bird if paid before 30/9

Public entry prices: \$3

Sausage sizzle, cold drinks, tea and coffee available.

Sat 6th December 2014

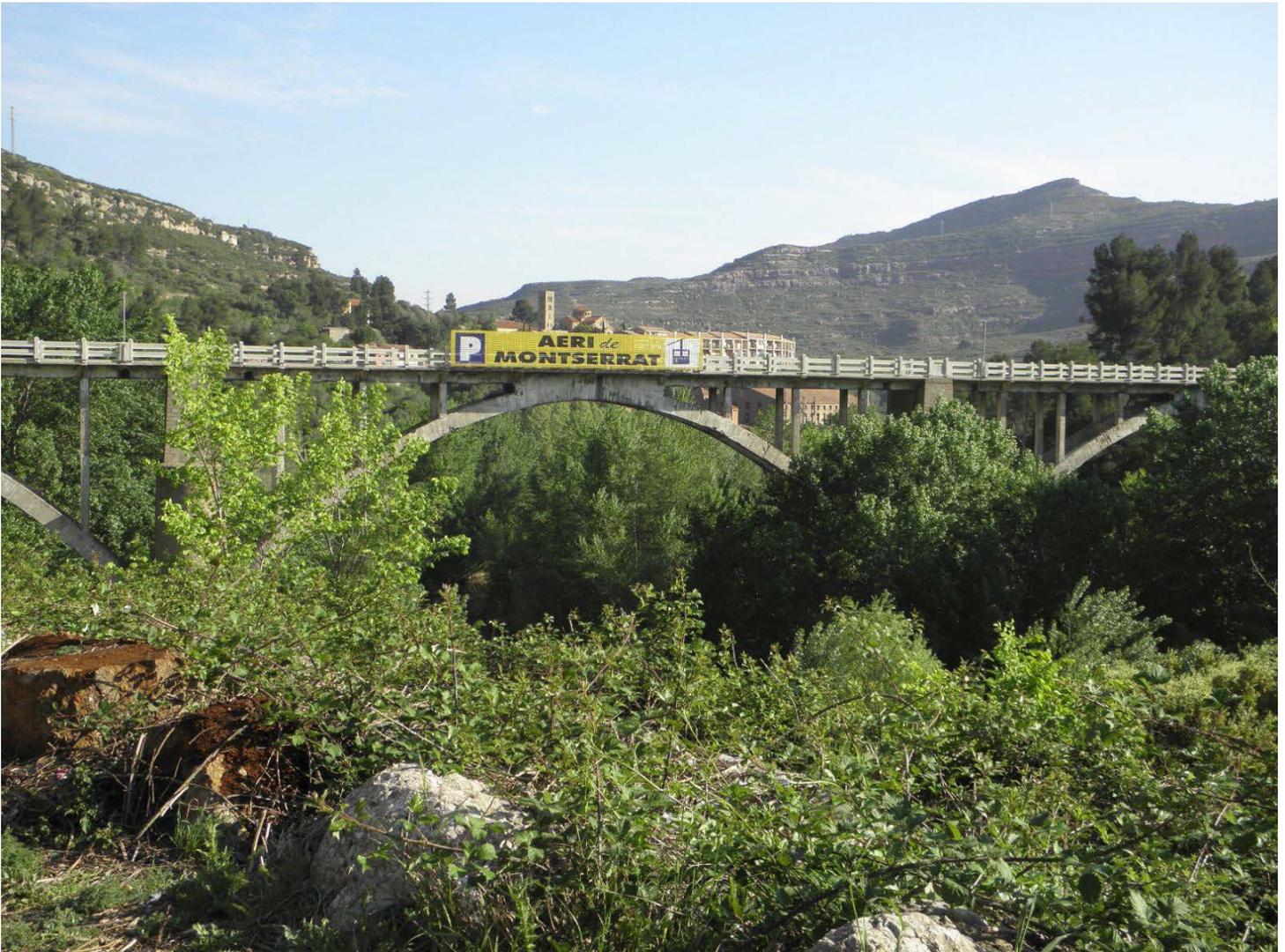
Christmas Dinner

We have booked the Southern District Workingmen's Club. 24 Epstein Drive, Morphett Vale, for 6pm. Limited bookings, please add your name to the list on the notice board.



A photo of the newly installed traffic control measures on Railway Terrace, for increased safety of Rome's pedestrians, functional pedestrian crossing lights will be installed soon.

The Cutlers' Train Journey Through Spain and Portugal



The first train ride

During April and May John and Cecile travelled across many parts of Spain and Portugal mainly by train. The first day's excursion was from Barcelona to Montserrat, a monastery built high into the Catalan mountain peak. A rack railway transports passengers from the base of the mountain 5 kilometres to the monastery and for many years was the only way of getting there.

The original railway was operational from 1892 until 1957 but then fell into disuse as visitors were able to use a road which had been built. However the increasing popularity of the monastery as a tourist attraction led to the re-establishment of the railway in 2003. Thousands of people visit every year to hear the famous choir and to begin one of the many mountain treks which start in the area.

The new line is 5 kilometres long with a 1,000mm gauge. For the first kilometre the line operates conventionally, but the next 4 kilometres use the rack system. Along the way is the Pont del Centenari Bridge which is 480 metres long but only 5 metres wide.

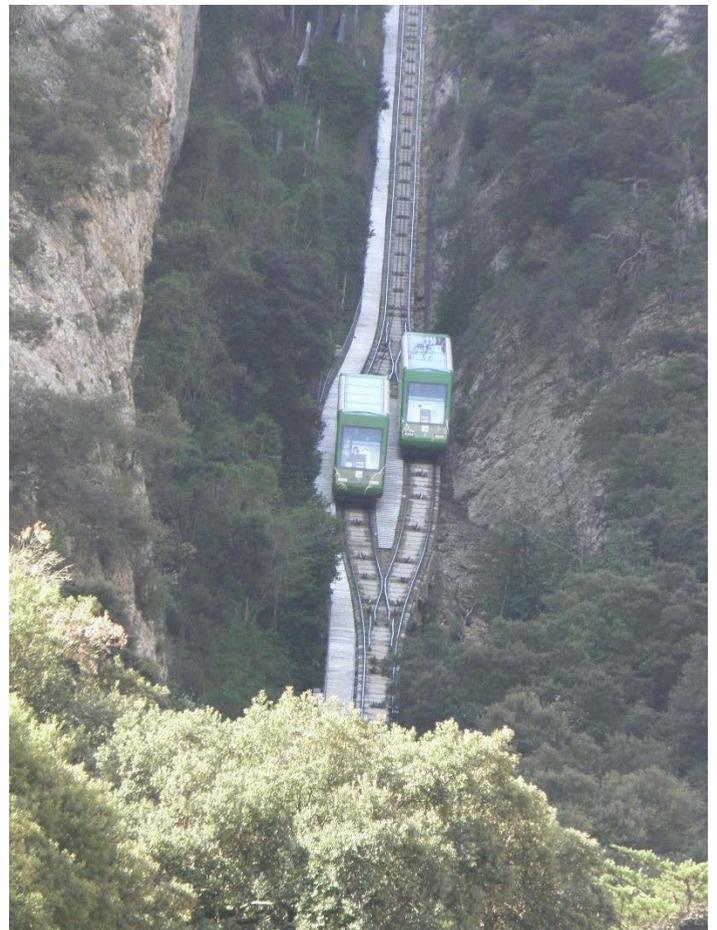
The line is operated by five low-floor electric Stadler GTW carriages built by Stadler Rail in Switzerland. The cars are numbered and all named after local mountain peaks. Each carriage holds up to 200 passengers. They are air-conditioned and have panorama windows offering amazing views across the valley and up the mountains. The trains run at up to 30km/h on the rack section and 45km/h on the adhesion section.



Top: A bridge on the way to Montserrat
Above: An example of the vehicles used on the line.

The museum, restaurants, monastery and some luxury accommodation are not actually on top of the mountain, and it is possible to travel even higher by a funicular. There are actually two separate funicular lines, one to the peak and the other to a nearby shrine. The Funicular de Sant Joan, which John travelled on, goes to the top of the mountain and is the steepest in Spain. It is 503 metres long and goes up 248 metres. The maximum steepness is 65.2% and up to 60 people can travel in each of the two cars. The views from the top are even more spectacular than those at the monastery.

Right: A fantastic shot of the funicular line



Below: A shot of the cars of the rack section high up in the mountains.





A photo of the carriages on arrival to the station having descended the great slope.

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 email, 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 78 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



And we think we have problems

A letter from a train buff in the UK

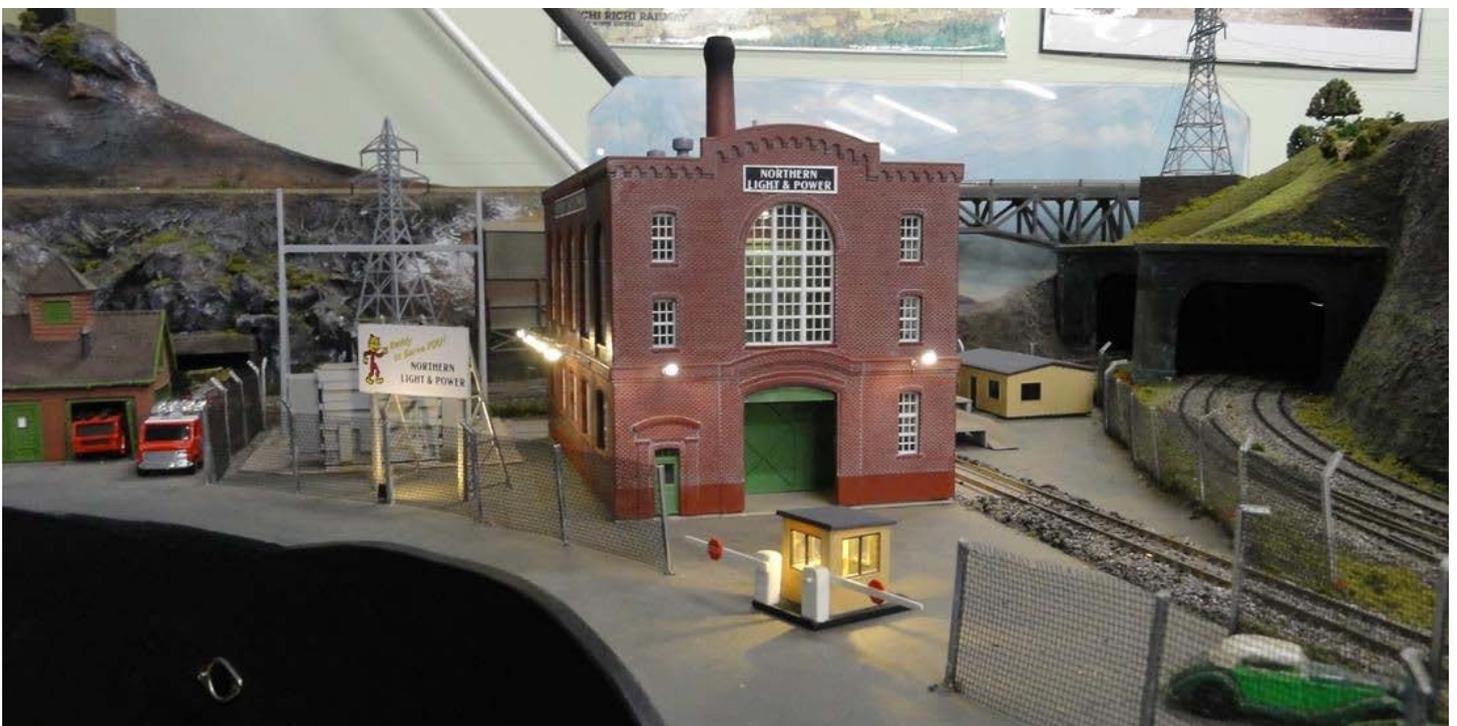
From the 1st January 2015 new EU regulations called Euro IIIb, similar in scope to Tier 4, come into effect for all new locomotives and DMUs entering service within the European Union. Whilst most locomotive and prime mover manufacturers have developed compliant products which can operate on mainland Europe, the smaller loading gauge here in the UK means these engines with all the additional kit required, mostly in the exhaust area it seems, will not fit within a locomotive body of UK dimensions.

According to the Managing Director of GB Railfreight, the manufacturers have said they would need an order for 100+ units to make the required additional modifications economic and, even though the UK rail freight business is booming, there is not that great a requirement for new locomotives even if our five freight operators were to get together and place a single pooled order. In any case each has different policies and requirements.

As a result, having had a rush of new deliveries this year to meet the deadline, 21 Class 66 from EMD for GB Railfreight, 25 Class 68 from Vossloh for Direct Rail Services and 10 Class 70 from GE for Colas, the industry is now resorting to dragging out of long term storage or buying back from preservation former British Rail locomotives from

the 1970s, 1960s and even 1950s, overhauling them and returning them to front line service. DB Schenker (EWS) has put many of its stored Class 60s through a rebuild programme and sold 20 more to Colas who will have the same done to them. Colas has also bought Class 37s from preservation and together with Devon & Cornwall Railways (part of Ed Ellis' Iowa Pacific empire) are returning many Class 56s to active service after more than two decades of storage and decay. GB Railfreight, in addition to buying new, has been importing used Class 66s from Europe and is now planning to repatriate the single Class 59 which was exported to Germany in 1997. It has also put three Class 47s into service on long term hire along with nine Class 20s which would be akin to a US Class 1 returning GP9s to front line service!

This is a classic case of unforeseen consequences. In their headlong rush to impose rigorous and often unachievable targets on new builds to "save the polar bears" the bureaucrats create a situation where, to stay in business, the industry is forced to use locomotives that are far more polluting than had they just allowed the UK industry to continue to acquire the current Euro IIIa compliant designs. The amount of additional pollution this would cause compared to the use of old BR designs is minimal. But then politicians and bureaucrats the world over aren't known for their common-sense!



When adding lighting to a layout it is important to consider the implications of the increased load on the power grid. To cope with power demands a new power station was deemed necessary to avoid power shortages during peak usage.