



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.



A sneak peek at the new Rome skyline, taken from above the platforms, looking across Station Terrace. (More photos within)

Management Committee

President	John Cutler
Vice President	Frank Crossley
Secretary / News Editor	Keith Turner
Treasurer	Judith Morley
Membership Manager	David Morley
Almoner / First Aid	Peter Lynch
Committee	Alan Roberts
Committee	Denis Woolard

ARME ('The Dog Track') 2013

The club attended the annual Adelaide Model Railway Exhibition over the weekend of 6th, 7th and 8th June with approximately 20 volunteers running their trains on the club's portable layout, Paradigm.

The layout was loaded into our two trailers, which Peter Lynch and Alan Roberts towed to Angle Park on the Friday for set-up. About 10 people helped unload and manoeuvre the 10 sections into place before Aaron and John connected the power.

It has to be said that the floor where Paradigm was placed was less than ideal, with six metres of the layout positioned on a slope that dropped a full three inches under those modules.

The AMRE Committee are to be congratulated for turning on another excellent exhibition with layouts varying in size from Z to G gauge, representing a variety of countries and "themes" ranging from city to country.

Paradigm, which has had a few "face lifts" over the years, still provides much interest with the shunting operations out front, wind turbines and plenty of trains running at all times. We ran prototypical trains from Australia, UK, USA and Europe to name a few, with the top track on DC with DCC operation on the lower one. Tony, John and Aaron have done great work on the wiring to enable us to run both DC and DCC on the same layout. They tell me it was actually quite straightforward.

Control of Paradigm by wireless means has been possible for some time now, but for this exhibition something extra was added, the addition of JMRI running on Aaron's 'Raspberry Pi' (– a credit card sized computer) now enables the use of Android devices in addition to devices made by Apple. Such a revolutionary idea that one of the original creators of JMRI – A Professor of computing at Berkley University in California, requested that Aaron make copy and

send it to him. It will now be shared with the World, Aaron would like to apologise to John (Carli), as this is why it's not always in action at the club.

The club wishes to thank the members who assisted the committee over the weekend. The work involved in initially dismantling Paradigm at the clubrooms and loading onto trailers, then setting up and running and finally returning everything to the clubrooms can be a logistical challenge at the best of times. Then there are the little surprises such as scenery needing repairs, wiring fixed or some other form of "drama" that can try anyone's patience.

It is understood that Paradigm did *very well* in the judging, only just being pipped in a very tight race for third place

Club Layout

After a casual conversation between John, Aaron and Keith Turner regarding how the use of lighting can enhance a layout. John decided to experiment with a few odds and ends he had at home and build a light tower to install at the town station area. The effect was brilliant, so it didn't take much encouragement to get John to build more.

He has now installed street lights, station lights, 'yard' lights and others on the layout, John and Aaron are planning more.

New Portable Layout

Paradigm serves the club well, and still requires only the barest minimum of maintenance, but due to its age and extensive exhibition attendance, it was decided at last year's AGM that it should be retired.

To replace Paradigm, it was decided we would construct a new portable layout, which will have various interlocking modules, creating more flexibility. Alan Roberts (committee) chaired a sub-committee that consisted of David Barnes, Ron Weeden, Darren Kohle, Denis Woolard and John Stewart (Minutes). At this stage, they have presented their initial plans which were discussed at a meeting with members on July 6th.

Following that meeting, members were asked to present queries or ideas in writing to the committee for a second meeting in August.

One such alternative was submitted for inclusion in this issue. Any further designs submitted will be published in the next newsletter.

Page Three Photos!



A couple of different views of Grumpy's latest amazing work - a still sans roof replica of the Gawler goods shed. Will be installed here as depicted in place of the current less appealing plastic number. – Note station lighting in background below.



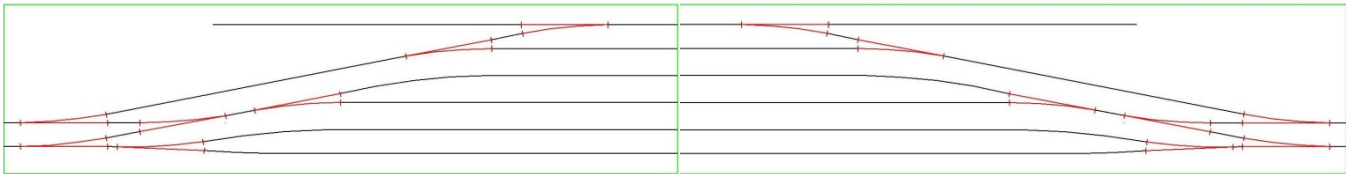
(Sorry Grumpy, the new policy is buildings have to have a roof to make it onto the cover).

New layout proposal

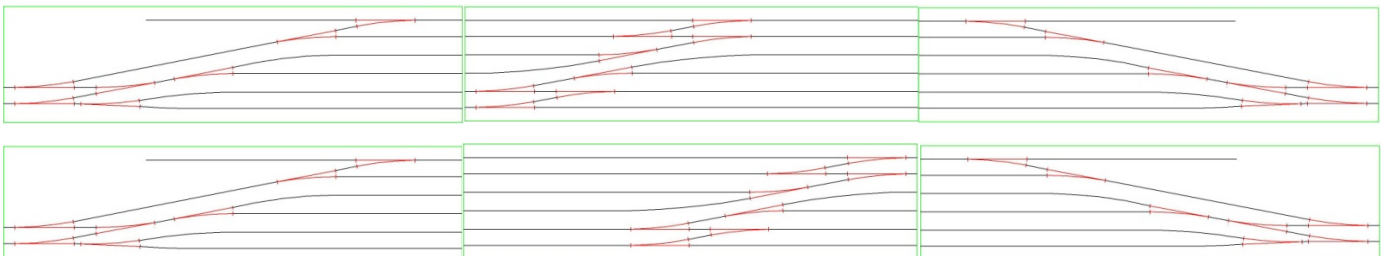
At the recent meeting to deal with the replacement display layout there was a strong dislike from many members of the proposed plan and method of construction resulting in a call for other ideas/comments to be submitted. Being one of the main critics of that plan it is obvious that I should therefore create some alternatives to show what could be.

Paradigm when built was a major leap forward for NMRI and even in its now somewhat aged condition was very close to a 3rd place in the public voting and also fared well in the judging at AMRE 2013 the next incarnation must keep up and preferably better the precedent that has been set.

I started by drawing out the proposed plan with some simple track plan changes to improve the usability and adaptability for when set-up in the extended condition. These things need to be done at the start because on a layout this small, options are quite limited and if not done right they are very hard to get around later. Starting with the fiddle yard I re-arranged the points, using the same number and track spacing, so that the tracks are split into 3 pairs. This may not look like much but the yard now becomes very versatile and easily adapts in size to the track usage, simply by isolating the control of the first point in the yard we can have 2 or 4 tracks allocated to either line and this can be done on the fly via one switch even part way through an exhibition.



When extended by adding a crossover module, things get even better as we now get 2 short but wide yards and this gets around the end to end stacking where you get locked in behind another train. The astute will have noticed that there is still the facility for holding one long train per line without blocking access, the very astute also will have spotted that the crossovers are not centred this is because the module is reversible to allow us to setup with different length yards to suit demand. For longer yards just add a straight module to the required side.



I then set about looking at the rest of the plan, Firstly there was no access to the yard from one line without either running wrong line for half the layout or by backing in, neither of which are good for exhibition running. This was a simple logical fix by just moving the crossovers out beyond the yard points to let trains cross the other line and then enter the yard.

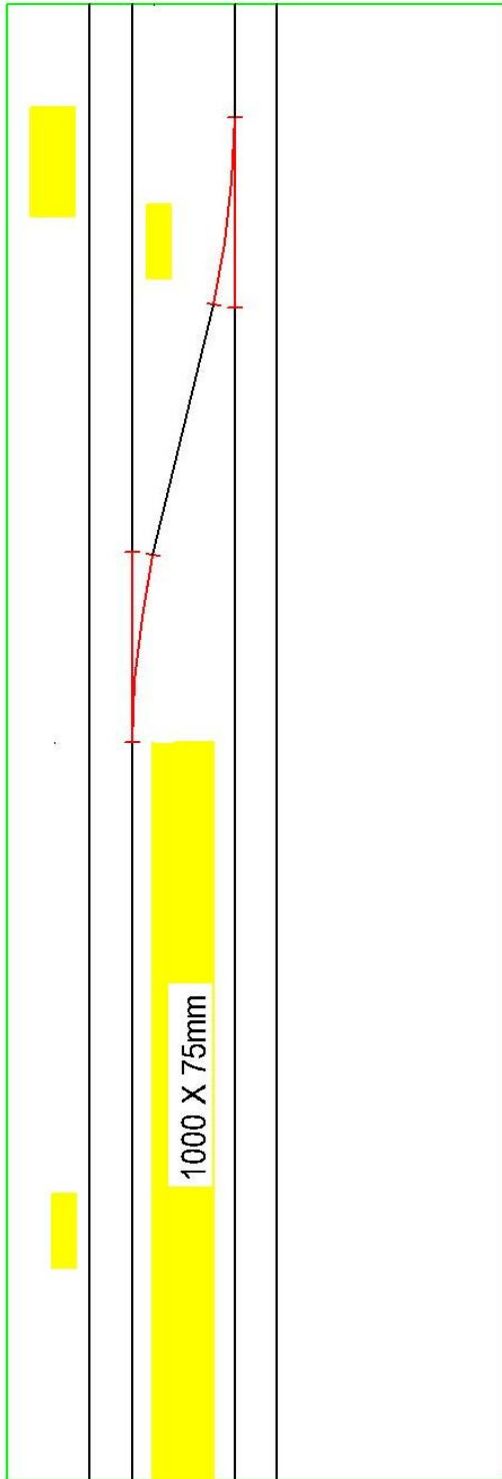
Next port of call was to rotate the end modules to make the layout stable and of course because we know the system works all my suggested plans utilise the pins and A-frame legs as per Paradigm but with a little modification to reduce weight and give height adjustment for uneven floors.

It was during this redesign that I flipped the station so that the yard is now to the front and some of the track locations were moved slightly to make things align so that modules could be rotated and moved and therefore a varying layout presented to the public at no extra cost and all the time keeping within, or bettering, the specs set by the subcommittee.

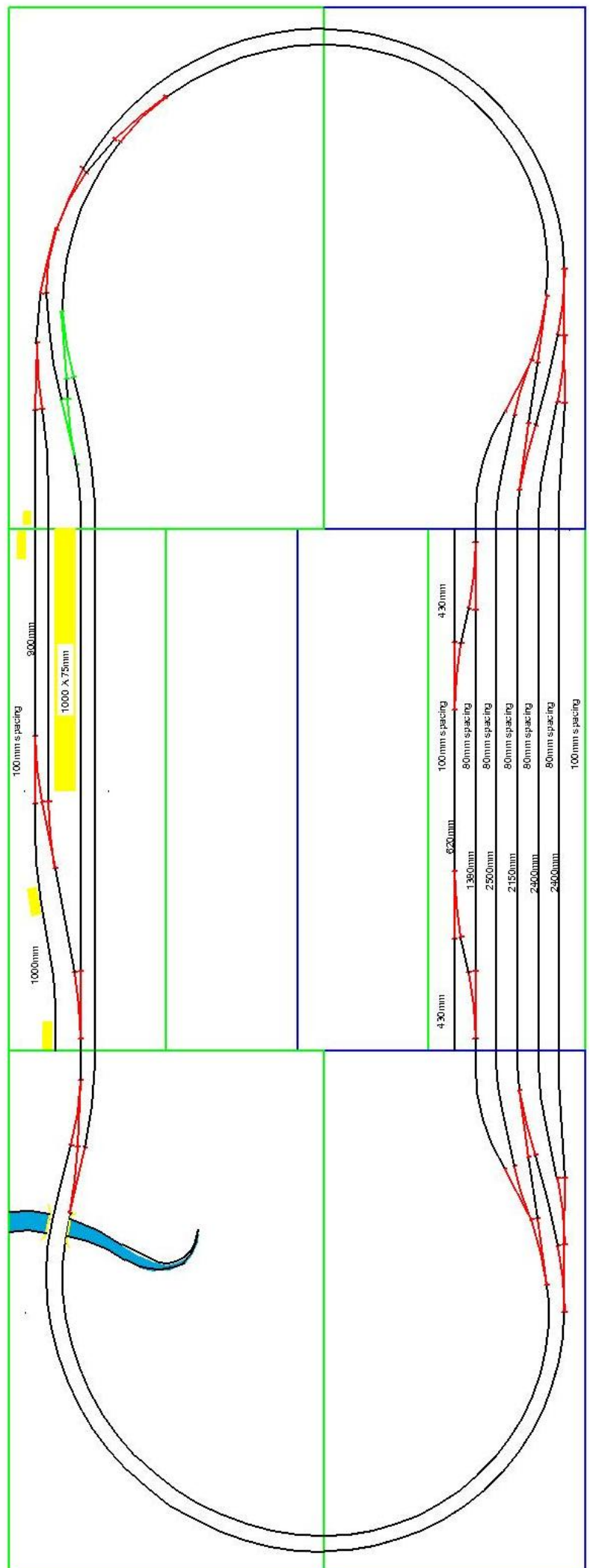
On the next page is the basic short form track plan with 1000mm inside radius on the front modules 860mm on the rear and keeping the 80mm spacing in the fiddle yard. This all fits in one rack, in fact it is even possible to have 1000mm inside radius front and rear if required and still fit in one rack.

Next the extension modules, first I created one that lengthened the platform as the 1000mm is a long way short for all but one or two coach trains.

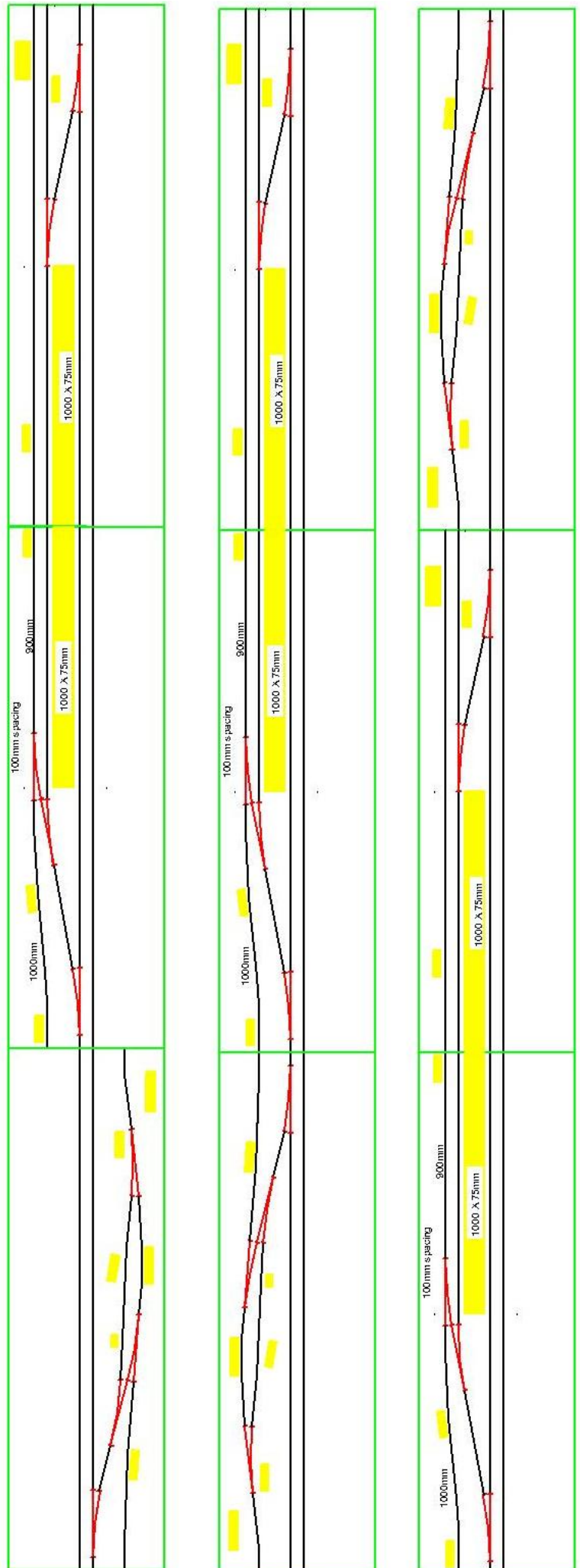
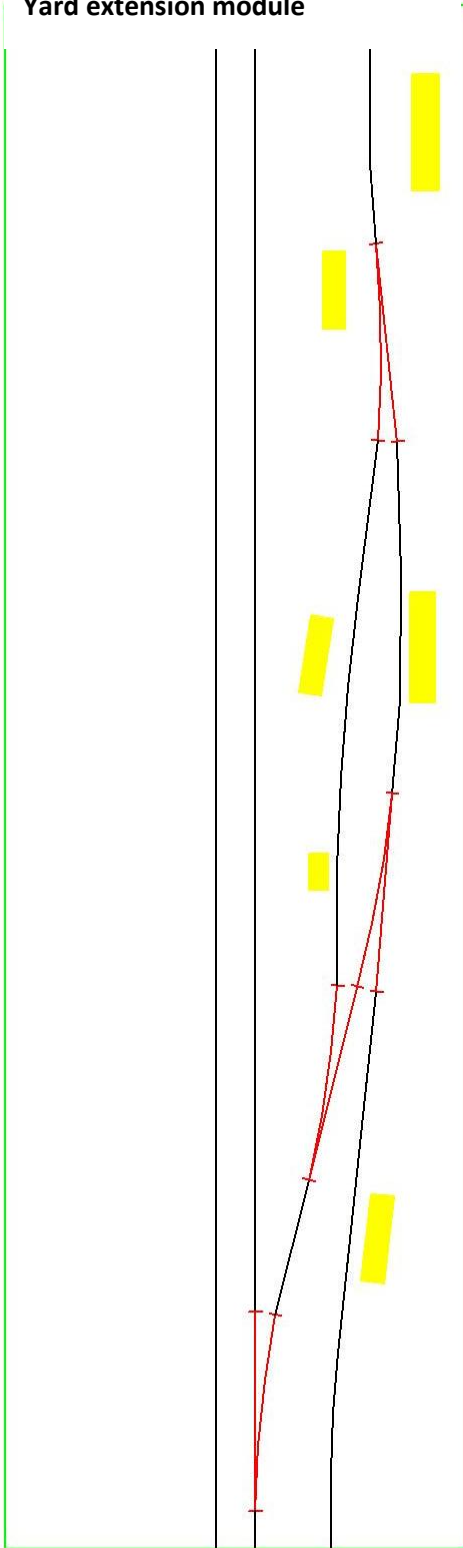
Platform extension module



I then added more yard working. Because these modules have the main lines centred at the ends they are interchangeable and also reversible so immediately there are now 3 possible configurations within the confines of the rest of the layout these are shown on the next page



Yard extension module

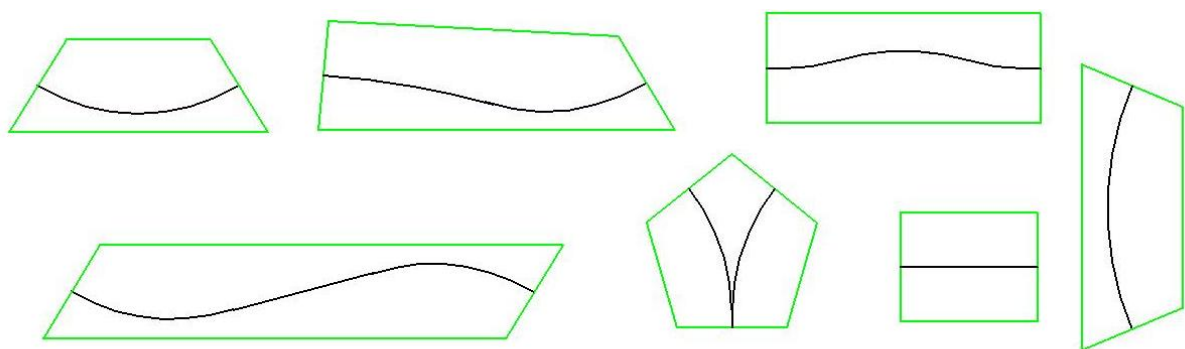


3 possible combinations for the front when extended using the same 3 modules, all these are just ideas and not necessarily an actual track plan but show how flexible the system is. A quick example is the yard extension, when used alone it has a head shunt and siding, when rotated the siding becomes part of a run-around, if moved to the other end of the station it is a yard lead. The possibilities are only really limited by your imagination.

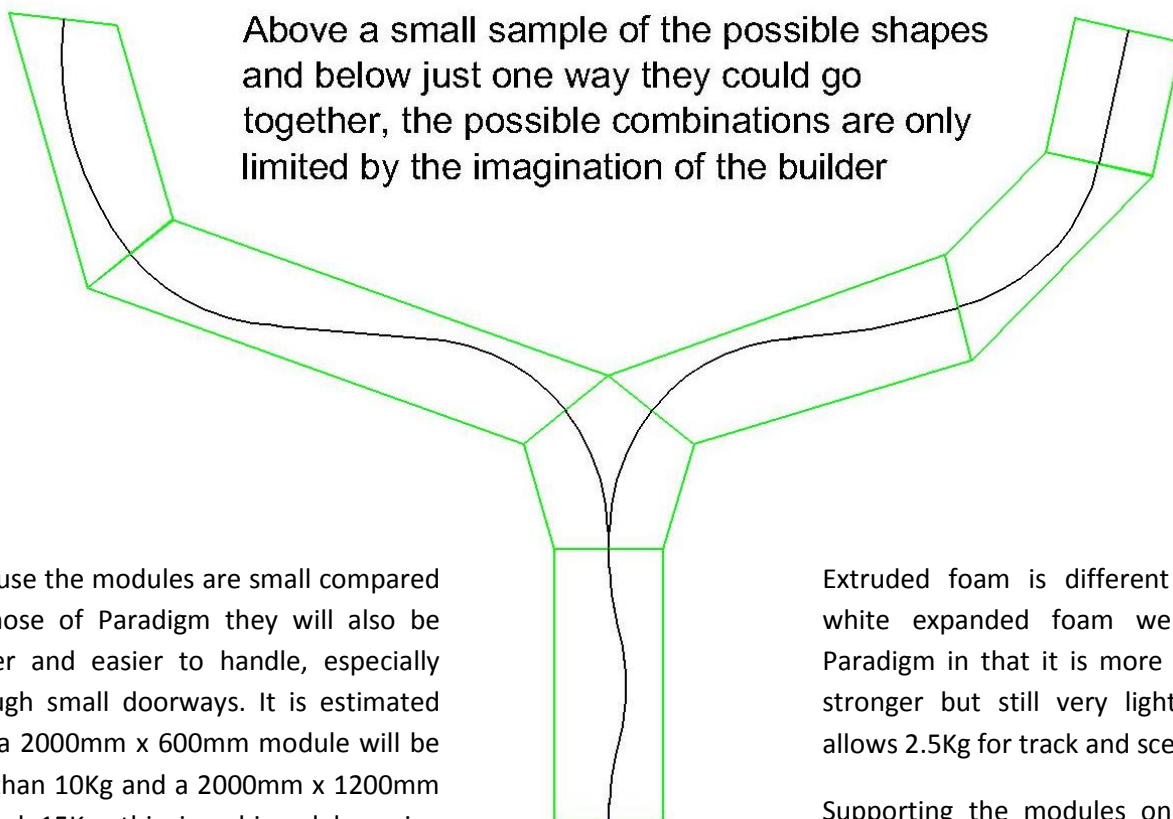
The obvious next logical step is to develop a range of modules so that the layout can be virtually “new” each time it is displayed simply by substituting or rotating modules. By just using the above 3 front modules we can display 10 different combinations/sizes, because of the need for centre scenic and rear fiddle yards to match there would still be room for one more module set, in the second rack so now it would be more like 35 possible combinations depending on track placement.

Where to from here?

The specs for this flexible arrangement are quite simple and really only concern the track at the module joins and simple common wiring and plugs. At the module joins there is a fixed module width with the main line(s) centred and flat and large minimum radius curves, the rest is really up to the builder, ends can be at any angle and modules any length that you can handle. Below is a small sample of some of the possible shapes of modules and just one way that they could fit together to form part of a layout. These could be either single or dual line and the fascia can follow the track curves if you want, I just did them all straight as then they would fit in our racks better.



Above a small sample of the possible shapes and below just one way they could go together, the possible combinations are only limited by the imagination of the builder



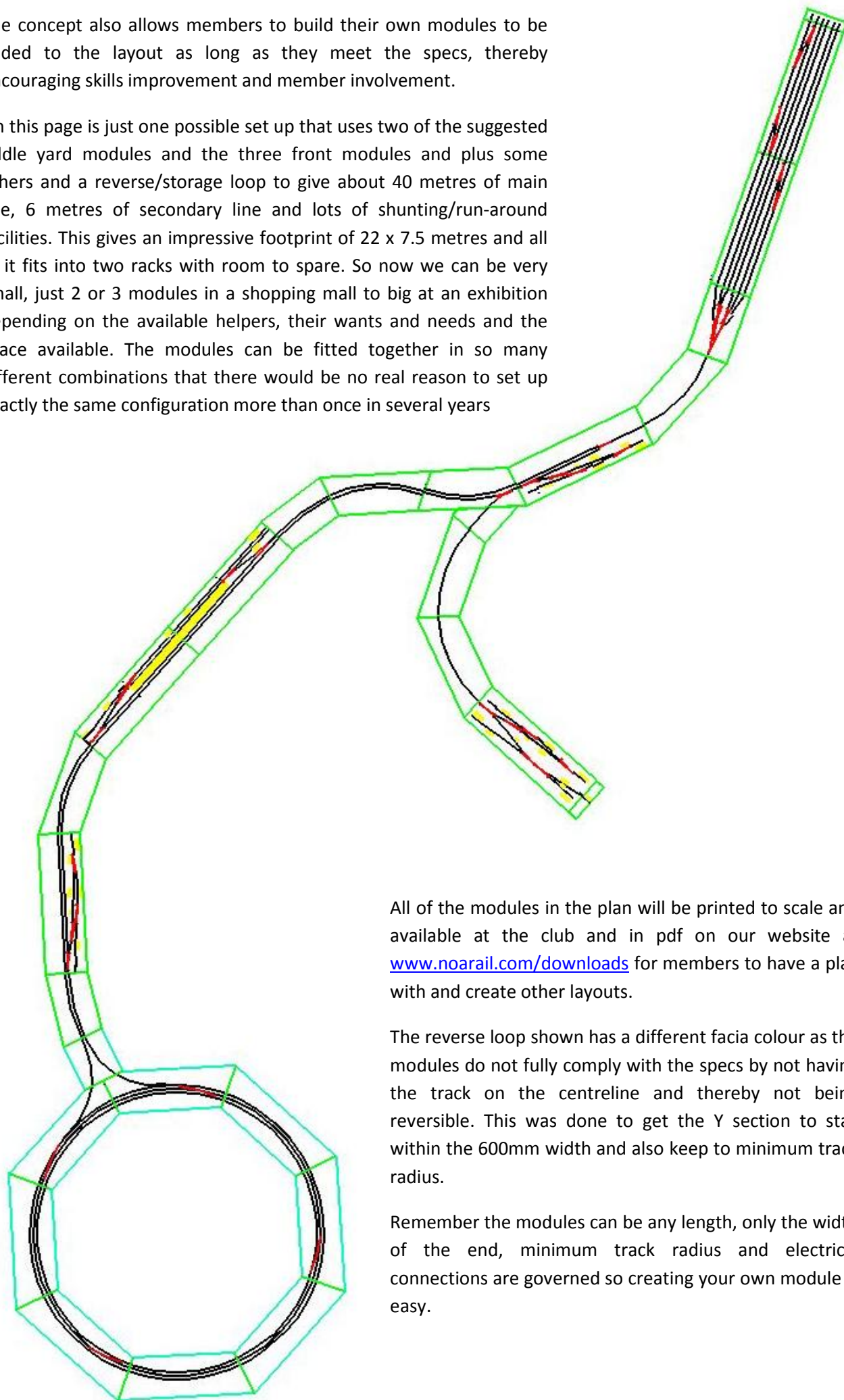
Because the modules are small compared to those of Paradigm they will also be lighter and easier to handle, especially through small doorways. It is estimated that a 2000mm x 600mm module will be less than 10Kg and a 2000mm x 1200mm around 15Kg, this is achieved by using 40x40mm angle for the ends (2.2Kg) and 20x20 tube (3.5Kg) with a 10x80mm ply fascia (.35Kg) on the sides and extruded polystyrene foam (1.5Kg) as a core.

Extruded foam is different from the white expanded foam we used on Paradigm in that it is more stable and stronger but still very light, this still allows 2.5Kg for track and scenery.

Supporting the modules on light, self levelling, height adjustable A-frames will make these layouts very stable and a breeze to assemble and transport.

The concept also allows members to build their own modules to be added to the layout as long as they meet the specs, thereby encouraging skills improvement and member involvement.

On this page is just one possible set up that uses two of the suggested fiddle yard modules and the three front modules and plus some others and a reverse/storage loop to give about 40 metres of main line, 6 metres of secondary line and lots of shunting/run-around facilities. This gives an impressive footprint of 22 x 7.5 metres and all of it fits into two racks with room to spare. So now we can be very small, just 2 or 3 modules in a shopping mall to big at an exhibition depending on the available helpers, their wants and needs and the space available. The modules can be fitted together in so many different combinations that there would be no real reason to set up exactly the same configuration more than once in several years



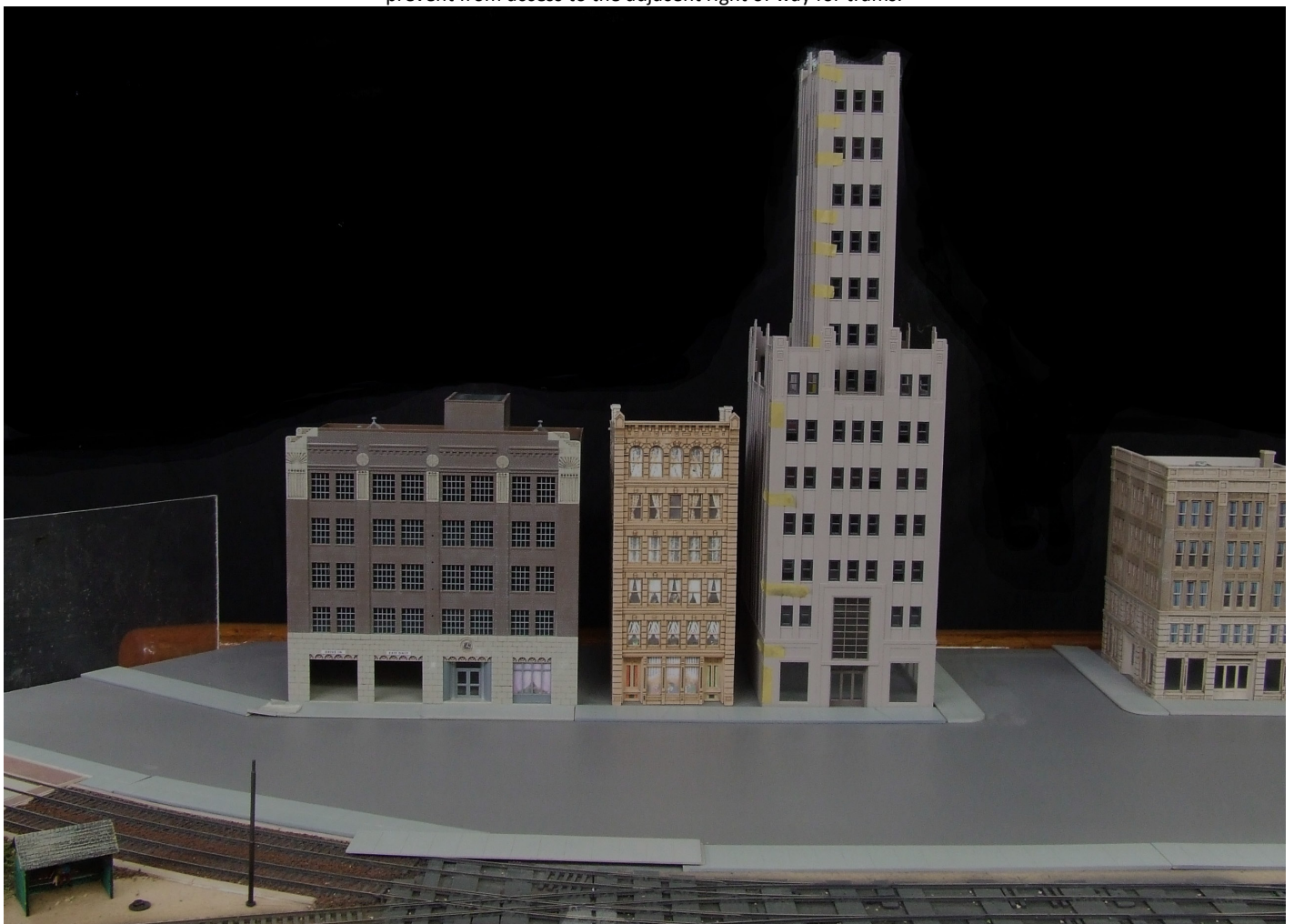
All of the modules in the plan will be printed to scale and available at the club and in pdf on our website at www.noarail.com/downloads for members to have a play with and create other layouts.

The reverse loop shown has a different facia colour as the modules do not fully comply with the specs by not having the track on the centreline and thereby not being reversible. This was done to get the Y section to stay within the 600mm width and also keep to minimum track radius.

Remember the modules can be any length, only the width of the end, minimum track radius and electrical connections are governed so creating your own module is easy.



Above: An intending passenger on the country line platform awaits his train in front of the new fence that is in the process of being installed to prevent from access to the adjacent right of way for trams.



Above: With many thanks to Derek (mostly for the excellent effort holding the black curtain).
More of the buildings in their trial fit positions adjacent to Rome Station.

Several more photos were taken of John's lighting efforts in and around the Mt Grumpy Station. The photos were taken in a darkened environment to emphasise the lighting, unfortunately whilst looking great as colour photos they just will not do for a black and white print edition. Hence reluctantly, they have been omitted from the newsletter as such, and will instead be uploaded to the club website. They are on their way up but we have a minor technical fault with our club gallery – that being none of us can upload photos at the time of going to print, but they will get there! When they do we'll have just over 12,000 photos/drawings/designs and electronics technical notes on the club website! Please go to <http://is.gd/MtGrumpy> it looks like a funny link, but it's just saving you some typing to see them. There you will see the lighting additions to the Mt Grumpy area including the platform lighting, station lighting and the lights painstakingly installed in the covered walkways. – Don't tell Grumpy but we had to do some 'cardboard surgery' with a very sharp scalpel and a very tidy stitch up job to get them in! We think we just managed to get away with it without him noticing!



Above: One last sneak peak at the streetscape around Rome Station. Loosely placed in their final positions with footpaths etc for trial fitting. Ahead the final layers of 'bitumen' will be applied, followed by street lining, lighting and populating.

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

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