



Right On Track

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Send items for inclusion in this newsletter to the Editor via e-mail at miktrain@hotmail.com or phone on 8381 3821

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.



Duck Creek: Winner of the judging for best layout at the Adelaide Model Railway Show June 2007

Management Committee

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

**Next Committee meeting
7:30pm Monday 6th August 2007**

Swapmeet

**Sunday 29th July
9:00 am – 12:00 pm
Reynella Neighbourhood Centre**

Numbers will be limited by available space and several tables are already booked. \$20 per table or take advantage of the early bird discount, \$15 if paid in advance.

You may also put your bits on the club table, \$5 or 10% of sales whichever is the greater.

Maximum two people entry per table.

A helpers list will be on the noticeboard soon.

Display at Blackwood

September

Unfortunately this has fallen through as the venue is not available but there are still plans to hold it at another location.

More details as and when they are known, watch the noticeboard.

Strathalbyn Exhibition

**27th – 28th October
9:30 am – 5:00 pm Saturday
9:30 am – 4:00 pm Sunday
Strathalbyn Show Grounds Hall**

This is in the same hall as last time; there will be a good selection of layouts and a trader. More details as available.

Card Table Swap

**Friday 2nd November
7:30 pm – 9:00 pm
NMRI Clubrooms**

Numbers will be limited by available space. \$10 per table or take advantage of the early bird discount, \$5 if paid in advance. Strictly one person entry per table.

Reynella Fair

**Sunday 25th November
All day
Reynella Oval**

Another full day of sausage sizzling. The organisers have changed the name to: **Lions Reynella Village Christmas Fair**. Due to the lack of a sponsor guarantee the Reynella Gift will not be held so the fair will move back onto the oval. Note that the date has been changed so adjust your calendar.

Xmas

What would you like to do?
Suggestions to the Committee please.

Card Table Swap

**Friday 16th February 2008
7:30 pm – 9:00 pm
NMRI Clubrooms**

Numbers will be limited by available space. \$10 per table or take advantage of the early bird discount, \$5 if paid in advance. Strictly one person entry per table.

Our Exhibition 2008

**11th – 12th October 2008
9:30 am – 5:00 pm Saturday
9:30 am – 4:00 pm Sunday
Mitsubishi Entertainment Centre**

I know it is a little early but why not promote it anyway?

A new and better mechanism for the BGB 900 class shell.

The 900 class diesels have been present on SAR layouts for a long time. While the BGB components are satisfying (more so now that they are available in polyurethane) the recommended mechanism has left a little to be desired. Also, the Athearn PA locomotive, the basis for the recommended mechanism, is getting harder to find. It was never easy to modify and fit, was noisy – not that the prototype 900s were not – and required further modification if a DCC chip was to be fitted. The bogies were also under-length, if only by a couple of millimetres.

One of my model 900s has been re-powered with a much better mechanism that was relatively easy even to retrofit. Clearly, it will be even easier to fit to a new shell. The Proto 1000 Fairbanks-Morse Erie-built (marketed as the “Erie-Built”) is an inexpensive model with a quality mechanism that has bogies the correct length and spacing for the SAR 900. Fitting this mechanism to an old shell took little more than a couple of hours, and that included extracting the old mechanism and the internal mounting blocks.

The process utilised a power tool – a bench mounted belt sander – that will not be in every modeller’s workshop, but should be! The \$160 purchase price has been recovered many times over in saved time. Mine came from Futura Machinery.

Before you rush out and buy an Erie-built or two to re-power your old models, do understand that there is a very real risk that you will break your shell, or the skirts that have to be removed from the old chassis. You have been warned!

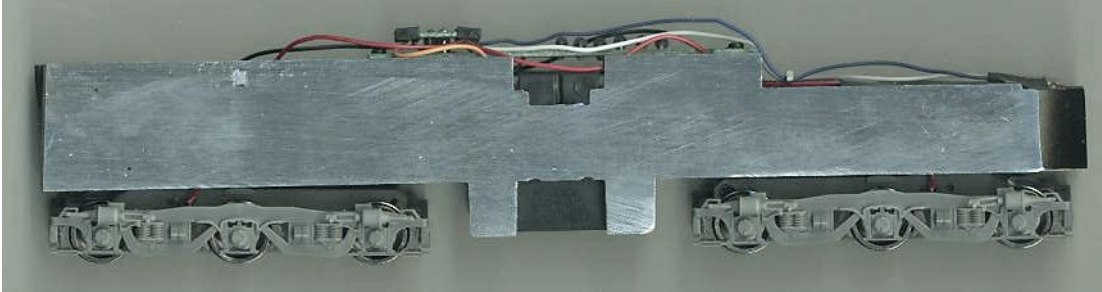
Give your new Erie-built a test run before you begin – if the mechanism does not run after the modifications and it did before, you can be sure that the mistake is yours. Then strip it down to the chassis block, a very substantial lump of mazac. Begin by unclipping the shell and fuel tank. Remove the coupler assemblies: use a kitchen knife to lift the black pins, and then pull them out with pliers. Easy! The shell, fuel tank and couplers are of no further use in this project: almost everything else is.

Unclip the headlight shroud, and press the LED out of it. The shroud, unfortunately, will not fit under the 900’s nose. *Take a pencil and paper, and write down which colour wires go to which terminal on the printed circuit board (pcb).* This is critical, you’ll have to put them back later, in the right place, and I have no guarantee that the colours on your wires are the same as mine. There is no need to disconnect the headlight wires, but all the others have to be undone. Pull the black caps off with long-nosed pliers, *but do not lose them.* Aaron will tell me that it is better to solder the wires back to the pcb, but, so far, the black caps have caused me no grief. Unscrew the pcb, and put it and the screws in the same closed container as the black caps. Unclip the retainers from the top of the bogies, and take the bogies and driveshafts out: put the retainers back onto the bogies, and put all of the parts aside. Remove the motor by pressing the bottoms of the mounts with a small Phillips head screwdriver. You should now have a bare chassis block.

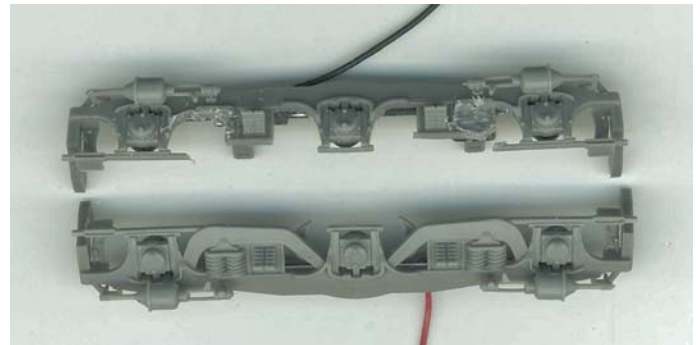
Now turn to your 900 class shell. If this is a retrofit, remove the old mech. *be really careful because your shell is probably polyester, brittle and fragile!* Remove the chassis mounting blocks: some superglue softener may be required here. I used *Flashback*. Using a 12v minitool and a small burr, clean up the inside of the shell. Grind off the protruding ends of the handrails and any lumps of glue or resin that you can see. It is desirable (but not critical) to grind some material from the back of the staff exchanger box too. If you have a new shell your task is easier and a lot less stressful: just ensure that the inside of the shell is as smooth as possible, and polish a little from the back of the staff exchanger box. Drill the holes for the handrails, but do not fit them yet. (When you do fit them, do so with the mechanism out. Otherwise the mechanism will be glued in, permanently.)

Back to the chassis block, and the only heavy work. You will need to sand 1.5-2.0mm from each side of the block. It sounds daunting, but takes only about a half hour. Keep a bucket of water at hand, as the block will get very hot and you have to hang on to it! The recesses cast into the block allow you to judge how much material you have removed, and to take an even amount from each side.

I had to take a little metal from the back of the block so that it would fit, but none from the front. The top of the block was sanded back a little also, and given the snugness of the fit, this may have been critical. I had to sand beyond nearly all of the recesses on the sides before I got a good fit, as well as a little taper at the top of the block. When the block fits snugly inside the shell without distorting it, and flush with the bottom edge of the shell, you can stop sanding! The front of the block sits over the pilot casting, and the front bogie mounting pin should line up with the middle of the front door. Mine is such a snug fit that I have not had to worry about how to lock the chassis into the shell, yet: a single screw will be sufficient, but where to put it?



Now to the fiddly work, and the only compromise. The bogies, like those on the PA, are flexicoils: the coil springs and the hangers/compensating beams are surplus to requirement, and should be removed. Unfortunately, the sideframe mounts are behind the coil springs. It is best to remove the sideframes from the bogies at this point. Very tricky bogies, these. Like Proto's SD bogies the sideframes are locked into the bogies by the keeper plates. Unlike the SD bogies there are no obvious clips! Unclip the sideframes at the ends, and then slip your smallest screwdriver into the joint at one end of the bogie, and lever the keeper plate off, gently. Then tackle the other end. Cut out the hangers, and grind off the top of the coils. The bogies on the 900s were always silver, so paint the top of the remains of the coil springs flat black. If you squint you won't notice them. Fit a wire around each of the leaf springs, as per BGB instructions. Paint the sideframes and bogies now – mine came in UP grey.



The last step is to put it all back together – and it does not take long. The headlight is the only real problem. I took a couple of pieces of ordinary sticky tape and suspended the LED between the front forks of the chassis block. Crude but effective.



The DCC chip, don't ask me. That's Aaron's department! Ditto the marker lights.

Allan Lees

Adelaide Model Railway Show

The weather was unusually mild for the June long weekend which helps when there three days of displaying to do. Paradigm performed very well 'straight out of the box' and with the exception of a few early Saturday slip-ups so did the operators. Most of the weekend there was a good crowd checking out the movements on Paradigm, especially when the Shay and Climax were shunting the yard. "Slow and steady wins the race"



Above: Paradigm holding the attention of the public.

Below: The Bridgeman, scratch built bridges.

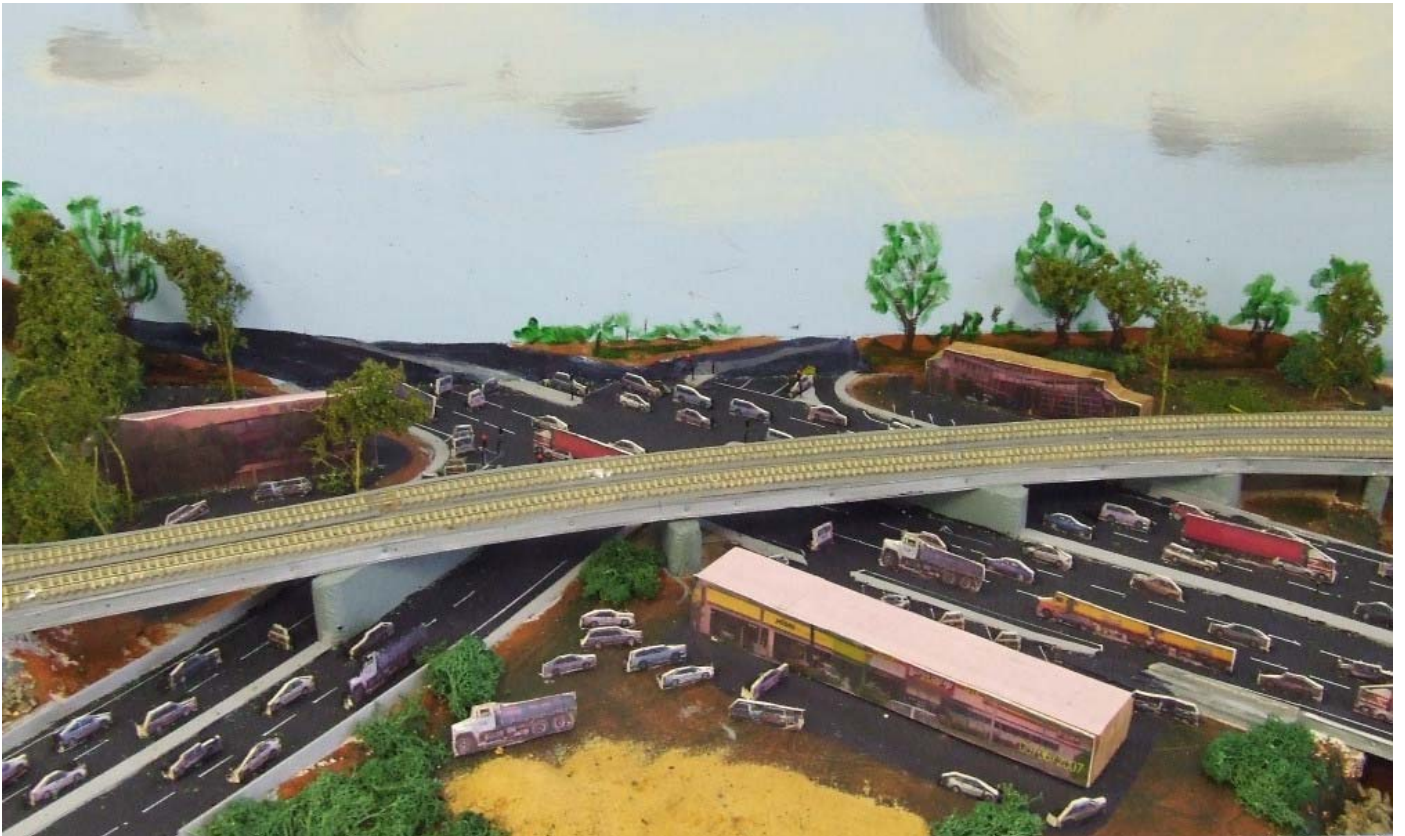


On display were most of the usuals and a few new to Adelaide displays, Duck Creek, The Bridgeman, Ponders End, Nowhip and Wotcoodavbin come to mind.



Above: An old run down shack on Golden Plains. *Below:* Ponders End





Above: Wotcoodavbin featured an unusual but interesting use of pictures stuck to timber cut-outs to represent cars, trucks and buildings.

Below: Nowhip



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

Interstate Exhibitions

It is the intention of the Committee to apply to attend both the Sandown exhibition 8th – 10th March 2008 and the Stawell exhibition July 2008

The Sandown exhibition is a long weekend for Victoria so it is a three day event and this will need to be taken into account for accommodation as I have heard that sleeping in the venue is not on.

Stawell is always a great exhibition even if it does get a little cold.

This early notification is to allow all to get finances and plans in order for these exhibitions. There will be a list on the noticeboard for expressions of interest so that we can gauge the viability of doing these trips.

Club Shirts

The club has stocked up on shirts so if you do not have one now is the time to correct the omission. There has been a small price increase, they are now \$24

2006 Exhibition DVD

These are available for \$1 to cover costs, there are not many left so if you want one you should see Tony about getting yours.

New Members

Welcome to Caydn Ross from Mt Compass, please introduce yourself and make him feel one of the team.

Swapmeet

Donations are required for the canteen, if you can help out with cakes, scones, jam or cream it would be appreciated

Magazines

All current issues of magazines and newsletters are to remain at the clubrooms until the next issue arrives. This is so that all members have access to them while they are current.

Other events

Mildura Exhibition

22nd - 23rd September

9:00 am – 5:00 pm Saturday

10:00 am – 5:00 pm Sunday

Irymple Leisure Centre 5 kms from Mildura

Swapmeet

25th November

10:00 am – 1:00 pm

Windsor Gardens Vocational College

Cnr McKay & Danby Ave Windsor Gardens