

MAXIMUM TRACTION

The Newsletter of the Model Tramway Association of Victoria
P.O. Box 305 Camberwell 3124

Issue No: **2012.5** **June** **2012**

Meeting Room: Hawthorn Tram Depot, Wallen Rd., Hawthorn (Melway 45 B 12)
Meetings : **2nd Tuesday of each month .**
President : (Acting Sec / Editor) : Graeme Inglis 9887 9367 or 0417 316 767

Minutes of Members' meeting: Tuesday 12th June at Hawthorn Depot.

Present: Kevin Taig, Graeme Elliott, Graeme Inglis

Apologies: Glen Mills, Steven Altham, Simon Steer, Jim Potts

Minutes of previous meeting: Read. Moved received: Graeme Elliott
Seconded: Kevin Taig

Business arising: Working bee - none this month.
AGM preparations - Subscription renewal and Nomination for Office-bearer forms were sent in the June mailout.

Correspondence: In: Australasian Traction Modeller Vol 24 No. 1
" " " Vol 24 No. 2
Graeme Farrar - change of address notification

Out: Nil

Treasurer's report: None - treasurer overseas

General business: Trainworld - will be located at 290 Bay St., Brighton

in July with the exact date still unknown.

Models for display: Graeme Elliott tabled his original scratchbuilt Combino and Weico B2, both in Yarra Trams' Mark IV livery beautifully applied by Nora Elliott. The prototypical black muck on the roof from the carbon pantograph inserts looks very effective.

Both models have been fitted with Sommerfeldt TT scale pantograph heads - the Combino with a straight swap on a Sommerfeldt HO panto, and the other to a modified Bachmann panto from a US 'Acela' train. The TT pans are about 5mm narrower than the HO variety and the finer, more tram-like appearance is immediately apparent.

Graeme has also made further progress in ironing out some of the problems encountered with the modified Bowser drive unit.

Meeting closed: 9.20pm.

'D' class dabblings Graeme Elliott has supplied further info. . .

Previously, I haven't used the fullest capability of the TCS decoders (M1) that are used in the Ds. That is, the lighting functions have remained unused. I have modified the windscreen and driver panel drawings to incorporate head and tail lights and sent them off to iMaterialise for printing. LEDs (2mm tower prototype white and 1.6mm mini red) have been ordered from DCC Concepts in Perth.

TCS also make an M4T decoder which (according to their website) "includes a modified brake feature that allows for prototypical brake light illumination when decelerating and stopping in both forward and reverse. Additionally, it has button control of braking to activate the regular stops and starts of an actual city streetcar without constantly adjusting the throttle" (this latter feature overrides that part of driving model trams that is the most fun!). I will consider installing M4Ts when I have used my stock of M1s and T1s.

My Ds are fitted with a Sommerfeldt 965 pantograph with a 980 head, as supplied for HO models. This head is much too large for this scale, so I fitted a 981 head (TT scale) instead. This looks exactly right, although testing showed that, because the 981 is much narrower than the 980, the overhead wire needs to be very smooth (especially through frogs) to avoid the panto snagging or flipping during operation.

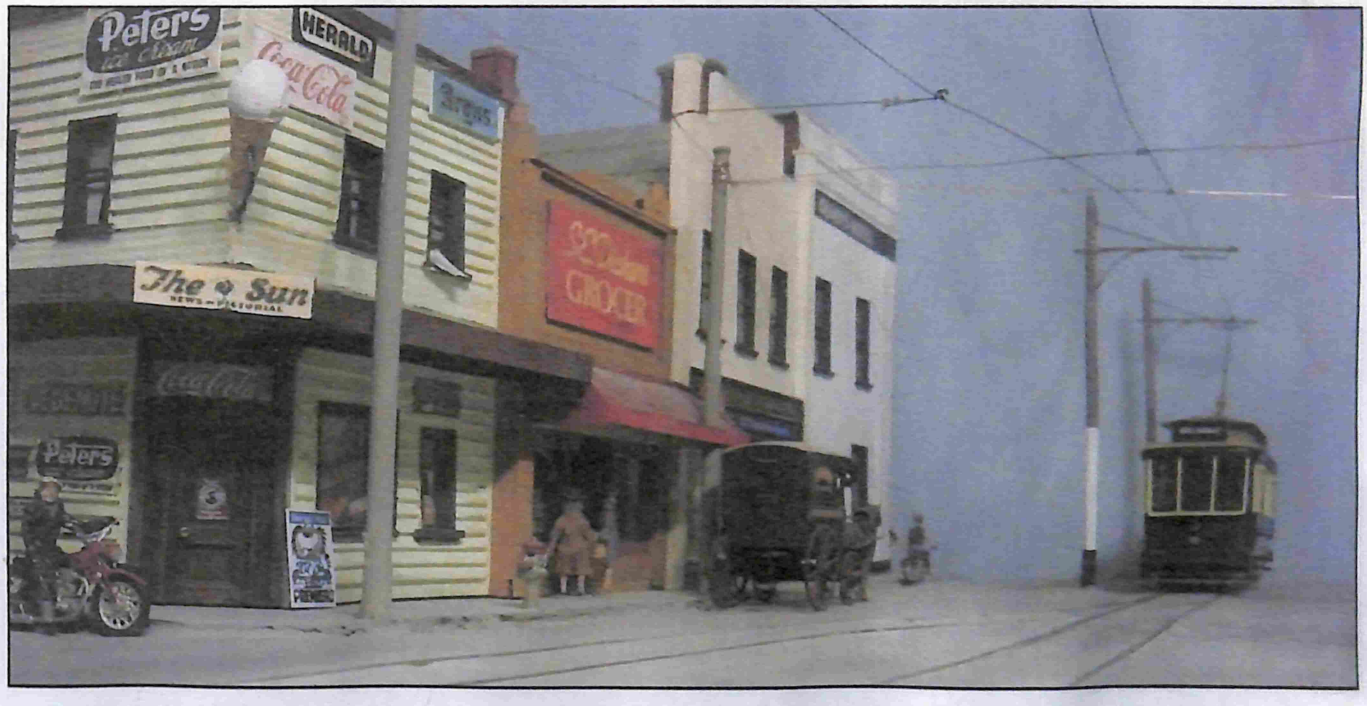


Geelong No. 5 on Jon Milne's 'Moorabool' layout.

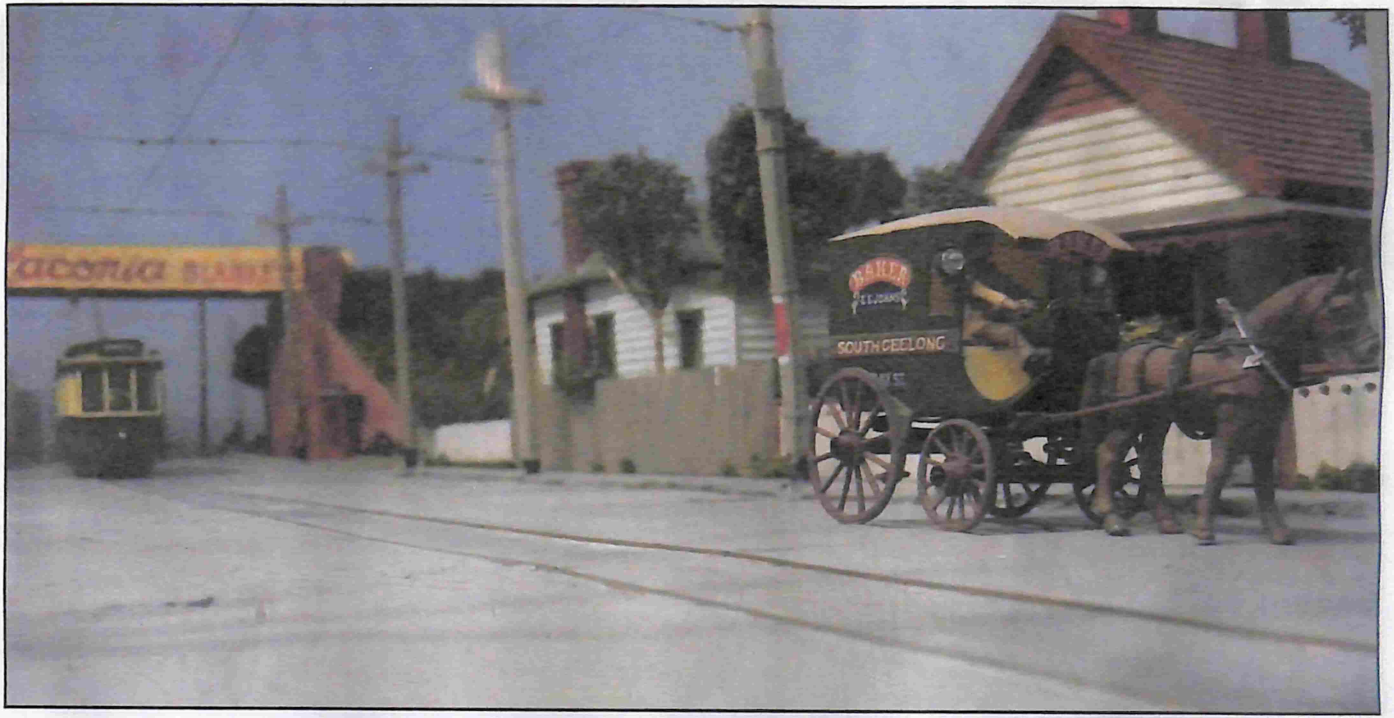


Track relaying - Wallen Rd. and Power St., Hawthorn - June 2012. Altered track centres to allow for a new 'Superstop' (Photo: Graeme Elliott)





Jon Milne's 'Moorabool St.' layout continues to develop brilliantly thousands of kilometres from Sth Geelong in faraway Canada. Jon's models are not only typically Australian period surburbia, but are recreations of actual buildings recalled from his younger days. The 'Milk Bar' is a gem.



This edition of 'Maximum Traction' is unashamedly pictorial to do justice to Jon Milne's great photos of 'Moorabool St.' It's also an opportunity to present the printed version in full colour. The cost of colour laser printers for home use is falling, so the feasibility of regular colour printing is improving, despite the explosion of purely electronic magazines. A dilemma certainly, but to me it's still a great joy to actually hold a book or magazine in my hands - especially when looking at plans and drawings of trams. Paper publishing is supposedly dying, but still has unbeatable advantages in my opinion.