

Newsletter – JUNE 2018

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Chairman's Report – June 2018

By Terrence Marx

Greetings from the end of May 2018. (***Editor's Note:** Yip, Terrence DID get his contribution to me before my publication submission cut-off date! Thanks, T!*)

I did something different earlier this month: I went to the club after work and I ran some trains. This was something that had been talked about by several members over the last few months so I decided to see what it would be like. My original excuse was that I wanted to add another module to the branch line, and as I had cheap labour to assist me, I rewarded the cheap labour by allowing him the opportunity to run his trains on the N-scale layout (under supervision of course) while I ran mine on the HO. The public didn't disturb so I was able to put something on the track and sit back and relax. We ran trains until about 18:45, when Security indicated that they were closing for the day. I actually enjoyed the experience as it gave me an opportunity to unwind from a fairly hectic day at the office. I encourage those of you who can, and who have keys, to make use of the opportunity. It is a totally different experience from "day running".

It has been a quiet month as far as the club has been concerned but I am pleased to see club members are making use of the facilities. The layout planning team has met, and I am hoping to have some feedback with regards their work soon. Any members who have ideas about how we can change (improve) the layout are encouraged to contact Dave or Niel on the committee with your input. They will welcome more opinions. Operating sessions and the limitations of the present layout still seem to be the buzzwords. I wonder whether a short operating session could not be held from 17:00 to 18:30 in the evenings? That may just be long enough to not become boring....

The other news that we have is that the space upstairs has apparently been rented out to a window company and a tyre company respectively. Whether these new enterprises will ever actually start up is another question; it was estimated last year that they will need R10 million to fix the space. As far as our



clubhouse is concerned, there is thankfully no news – so it is business as usual for the near future at least.

I assume that everybody heard about the robbery at Ackermann's earlier this month? It dawned on me that some of the most expensive items in the mall are actually in our clubroom. The average price of a decent, DCC-worthy loco these days is far in excess of R1000-00 and if you add a sound decoder to that, you are looking at R2500-00++ for one item. I was hard pressed to recall any shop or item in the mall which sells at that price. The bottom line is therefore: be careful where you put your trains, and how you move them around. I myself will from now on not tell the public how expensive my trains are, rather I will tone down the numbers or avoid it totally. The fact that we are right at the exit to the mall makes the getaway for any crook very easy. We don't need to be paranoid, but we do need to be careful.

That is pretty much my lot for this month.

Take care and stay safe, and keep those wheels rolling....

Terrence

Other Club News

By Brian Dawson

Apology For Late Publication!!

For those of you who keep track of such things, and have been waiting impatiently for your next newsletter, I wish to apologise for the later-than-intended publication of the June edition. Some of our regular contributors have been extremely busy this past month, and were not able to get their articles completed (or, more correctly, even started!!) by the time the intended finalisation and publication dates had arrived... I then had two options: I could send out a newsletter without those articles (but it would have been an extremely thin, short, "why bother" newsletter; or I could be accommodating and wait a week for the authors to get on with their articles, and go out to publication a week later than planned. (Well, there probably was a third option, being that I would have to sit and write enough stuff at very short notice to fill up a newsletter on my own!...) Quite obviously, I chose the second option, and as a result you are receiving and reading this later in the month than was originally the plan. The other authors, like myself, have all apologised for the lateness, and hopefully you won't fire us just yet for our poor service delivery!

Late Afternoon / Evening Running At NMM

Terrence has mentioned above that he enjoyed a "private" late afternoon running session at NMM. One of our other members had previously asked if this is something that we could consider offering. The Mall closes at 19h00, by which time we would need to be out... Who else is keen to do this? If you are, tell us!!

Workshop Coordinator for the Exhibition Layouts Maintenance Workshop...

Our Layout Manager (Niel) is currently frantically busy trying to make a living, and also do all the other things that he is involved with.... And is asking for help!!!....



We need to hold a workshop to do the work that is needed to fix / maintain / upgrade the two Exhibition Layouts, so that they are ready and at their best (they are effectively our club's "shop window") in good time for the TGMTE expo in October. We are looking for someone to serve as coordinator for this workshop, assessing what all needs to be done to the two layouts, preparing a task list, ensuring that any required materials / landscaping items / additional structures, etc. will be available on the day, and then arranging and supervising the workshop. We need an experienced volunteer (maybe two)!! Please, guys....??

The TGME will take place on 6th and 7th October at Randburg Hoerskool (as previously). And we will need volunteers to set up and remove the layouts, as well as to run trains during the course of the weekend.

Swap Meets

The next Swap Meet for those who are prepared to travel a bit, is the **PMTC Swap Meet in Pretoria on 23rd June**. Then the next after that will be **our own Swap Meet at Northmead on 28th July**. Margaret is already taking bookings for tables, for those traders or members with lots of stock who need tables of their own. There will as usual be an EMRIG table at the Northmead one, where members with a lot less to sell can place items for sale... At the last meet, Margaret organised a group of "expert sales personnel capable of selling snow to Eskimos in winter!!", who assisted in selling off some excess club items (donated items that were not sold to members at the club's AGM auction), as well as other items put up for sale by members.

As Margaret has said, you just need to label each item with your name and assign a realistic price to each item.... remembering that items will only sell if the prices are realistic (in line with market values) – you have to find a buyer prepared to pay your price, otherwise you will still sit with the item after the Swap Meet is over. So you might need to be prepared to let the sales ladies negotiate a bit, and sell it at the best price they can get for it.... If you have excess items that you wish to dispose of, but not enough to justify taking a table of your own, avail yourself of this opportunity. Let Margaret Wynne (at mrwynne@icon.co.za or 083 2718 659) know as soon as possible before the time that you have goods for sale, and they will do the hard work for you...

Club Communications Media (our regular reminder)

These are our newsletter, our Website, our Whatsapp Group, and our Facebook page, and occasional general Email correspondence...

The **Website** address is www.emrig.co.za.

The **Newsletter** is uploaded to the club's website each month, and a link to the website location is emailed to members once the latest newsletter is available. Members who have requested such, are emailed a copy of the newsletter. Printed copies of all recent newsletters are also housed in the club library.

The **Whatsapp Chatgroup** is administered by Niel Wilson. To be added to the group, send Niel a message at 078-305-5248, and he will add you to the group.

The **Facebook page**... Type "EMRIG" in the searchbox at the top of your Facebook homepage (this assumes you are on Facebook). This will bring up the club's page. And if you like it, "Like" it!!! ;-)

Emails are sent to club members when there is something important that you need to be notified about.

My Operations Adventures – Vol. 9

Disruptors

By Glynn Chamberlain

Once again, friends, I apologise for being the reason this newsletter is late!

Disruptors! What are disruptors? Well, referring to an online dictionary :-

verb (used with object)

1. to cause disorder or turmoil in: *The news disrupted their conference.*
2. to destroy, usually temporarily, the normal continuance or unity of; interrupt: *Telephone service was disrupted for hours.*
3. to break apart: *to disrupt a connection.*
4. *Business:* to radically change (an industry, business strategy, etc.), as by introducing a new product or service that creates a new market: *It's time to disrupt your old business model.*

As the name above implies, it's to cause disorder or turmoil! Although temporarily ;-)

To create a train operating schedule and put together the “act” can take some time, and because of this, a layout owner will not often make radical changes to an operations session that has been running well for some time. If changes are made, it can cause confusion amongst operators, and that can be a disaster on its own.

On the other hand, continually running a fixed schedule can also get rather boring after a number of sessions. There is the benefit of being able to run different positions each session, but the monotony can creep in.

So, what I have done is to create disruptors that don't change the schedule of the operating session, but cause it to wobble a bit and add interest and variety to the session. Below, I am going to talk about two such disruptors. These are not always in the session, and I can throw one in at a moment's notice if I see a session is running too smoothly and possibly the operators are getting bored.

Track Detector Fault Report

The first is a very simple scenario, and worked perfectly at my last operating session. An operator was running the Leithbridge Grain Train from Sweetgrass, across the division and stopping in Stryker on its way to Seattle. The wagons on the grain cars are mostly Athern which I like, however, their wheels and bogeys leave a lot to be desired. I have been working slowly (slowly being the operative word) at converting them

to Microtrain wheel sets, but not all have been done yet! So, what happens as the train runs, is that some of the wheelsets squeak! Yes, squeak, squeak, squeak!!! It can be irritating, but none the less....

So, the train was running from East Glacier Park through to Essex, squeaking away, when sarcastic comments and jokes were bandied around about hot boxes etcetera on the train. This I thought was the perfect time to throw in a disruptor.

Some time ago, I created the scenario card as detailed on the right. I do not have a real functioning track detector, but created this card to simulate one.

I handed the operator the card and said “you have been issued”!

As can be seen, the card says that a track detector at Essex has detected an issue with the 3rd wagon back from the last locomotive. Firstly, the driver must now proceed at restricted speed all the way to Whitefish. This alone causes issues on the layout and adds some flavour to the operating session. Then, once at Whitefish, that car must be removed and sent to the “Allied Rail Rebuilders” facility near the engine servicing. This adds a bit of additional and unusual traffic to both the train driver as well as the yard operator.

Below, 3rd car along is the Saskatchewan wagon.



Normally, the yard operator would remove the rear end of the train that is needed. Not the whole set of wagons is removed, as many of them are continuing to either Chicago or Seattle. So, in this case, under the instructions of the yard operator, the train driver uncouples behind the 3rd wagon and pulls the 3 wagons forward. He then reverses the train into the yard so the yard operator can then take over that last (or 3rd) wagon and place it in the RIP track.

And below is the car now placed at the “Allied Rail Rebuilders” facility



The BNSF President's train.

Just short of a year ago, I purchased a GE U30C BN "Bicentennial" Kato locomotive from a deceased estate. I just liked the look of it, but thought it was not quite prototypical to run in any of my consists. At the same time, I also had a CB&Q observation car which was lying around. I wanted to add some more trains to my schedule, but was at a loss as to what to add. Then it dawned on me – how about a “Presidents Train”? When I say president, I actually mean the BNSF President, not the President of the United States.

The next decision was how to fit it into the schedule, which is not always that easy. Then there was the lightbulb moment! How about having the President of the BNSF touring the Whitefish division from Seattle to Chicago, but typical of any boss, completely unscheduled and a surprise to the crew on the railroad!



So, I created a scenario where I will at some time give the train instructions to the next operator available, and the card to the right tells the story... Just go and create mayhem!

Looking where the train stops at Whitefish, the operator is genuinely welcome to go and help himself to coffee and snacks, and literally return and continue to run his train when he wants to. All under final Dispatcher instructions, though. However, they make no qualms about advising the Dispatcher as to who they are transporting!

So, if you are doing operations, add some **disruptors** to throw a subtle spanner in the works and spice up your operating sessions.

The options are endless....

Till next time, enjoy and keep those trains running.



The BNSF President and his senior team are touring the divisions between Seattle and Chicago. He is traveling in his own train. There is no set agenda apart from getting from Seattle to Chicago under his own time and speed.

- Clock in when handed this train order.
- Proceed to your train on S1 in front of the Amtrak.
- Contact dispatcher for permission to traverse the railroad.
- At Whitefish, the President would like to stop at the historical Whitefish Station for a meal.
 - Request from Yardmaster to put you in the Passenger tail track on the Passenger siding on the right hand side.
 - While he is having his meal, you are also welcome to help yourself to drinks and snacks in the courtyard.
 - As soon as you have finished, you may then continue on your journey.
 - Request permission from Yardmaster to depart.
 - Follow Dispatcher instructions.
- At Essex, the president would also like to look at the Issak Walton Inn. Please stop for 5 min. Advise Dispatcher.
- There after, continue to Browning and tie up at Browning on S1 Behind the Amtrak if still there.

End of run.

Silent No More

By John Burkhardt

In a previous article I have already touched on this month's subject, but, as it is, together with an airtight speaker enclosure, such an important aspect of a successful sound installation, I'd like to illustrate this with the help of a model I converted some time ago, and in doing so make some added suggestions to further improve sound production.

Where to place the speaker in steam locos for best effect



Possibly about a year ago BLI made the first release of their version of the 2-8-0 Consolidation model with their Paragon3 sound installed – and that was just what I needed for my layout, so I had to get one. It is a very well made model with a cast metal shell, excellent paint and lettering and detailing, and due to the resulting weight is an excellent puller, and runs very smoothly powered by its strong 5 pole can motor.

So you ask: if it is such a good little loco, why do you have to mess with it? Well I don't know whether BLI think that in their main market they will sell more units if they also cram a smoke unit into the boiler? As I

hate those things with a passion, I feel that they could have better spent their R&D dollar getting the speaker installation and the sound decoder right.

Sadly the sound quality of the project loaded in this decoder is in my opinion nowhere near that of the top three manufacturers and, to boot, the engineering of the tender shell was also falling short, as blowing the horn would create the most unpleasant resonances and distortion. But what ultimately made me take the loco apart to investigate what I needed to do to make the loco perform to my liking in all respects, was the fact that even a brand new replacement decoder sent by BLI would not get the back-up light to work.

Now please bear with me with regard to the photos I provide as illustrations – as I did this conversion some time ago I can only take photos now of the “after”, and the “before” you will have to try to picture from what I can show and my hopefully graphic explanations...

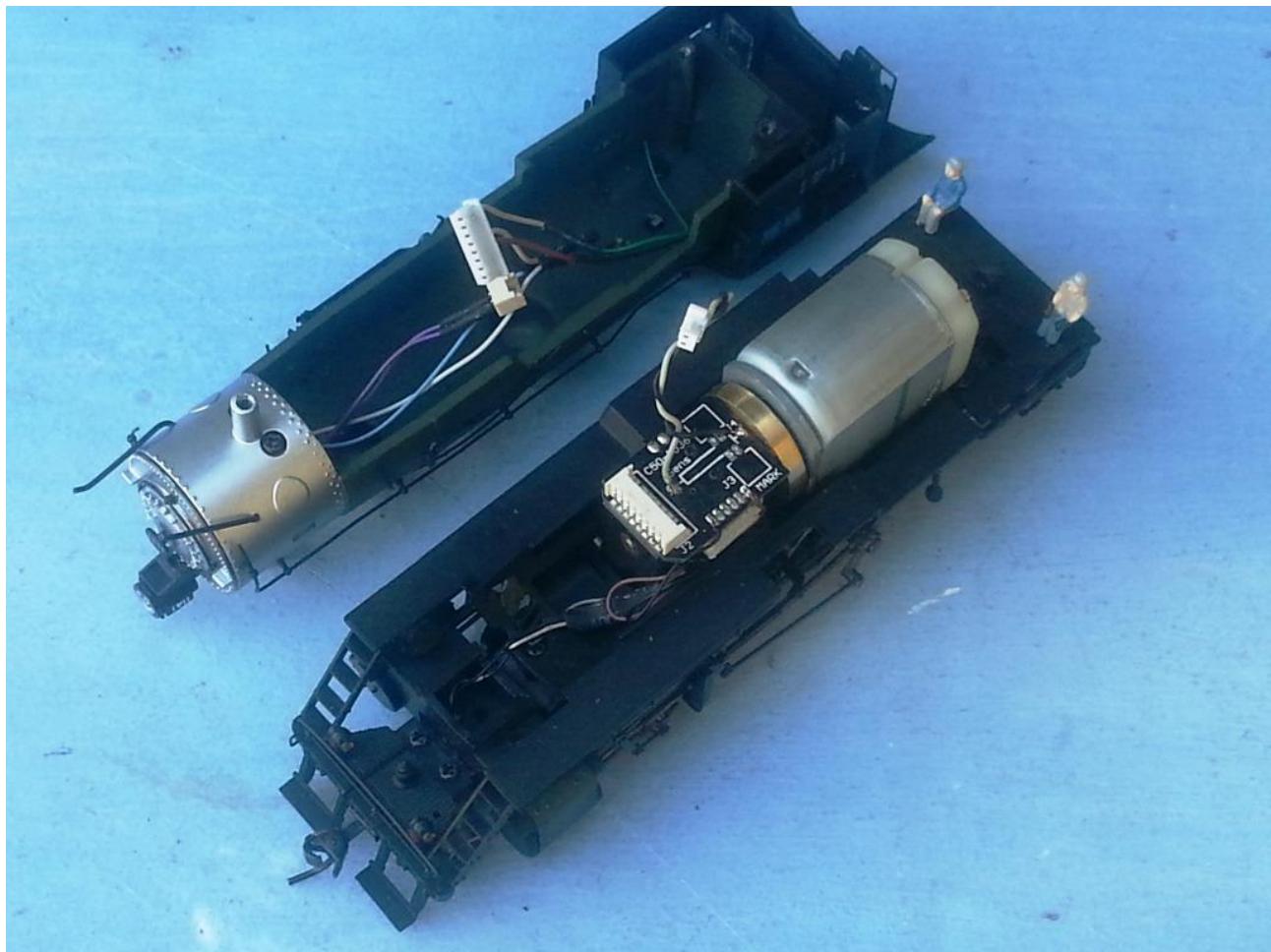


Fig 1

Opening the loco revealed a smoke generator bolted into the smoke box, held in place by 2 screws from underneath, placed either side of the boiler fixing post. The reservoir and some electronics filled the space between the smoke box and the PCB above the gear tower – ample space for a speaker, but more about that later.

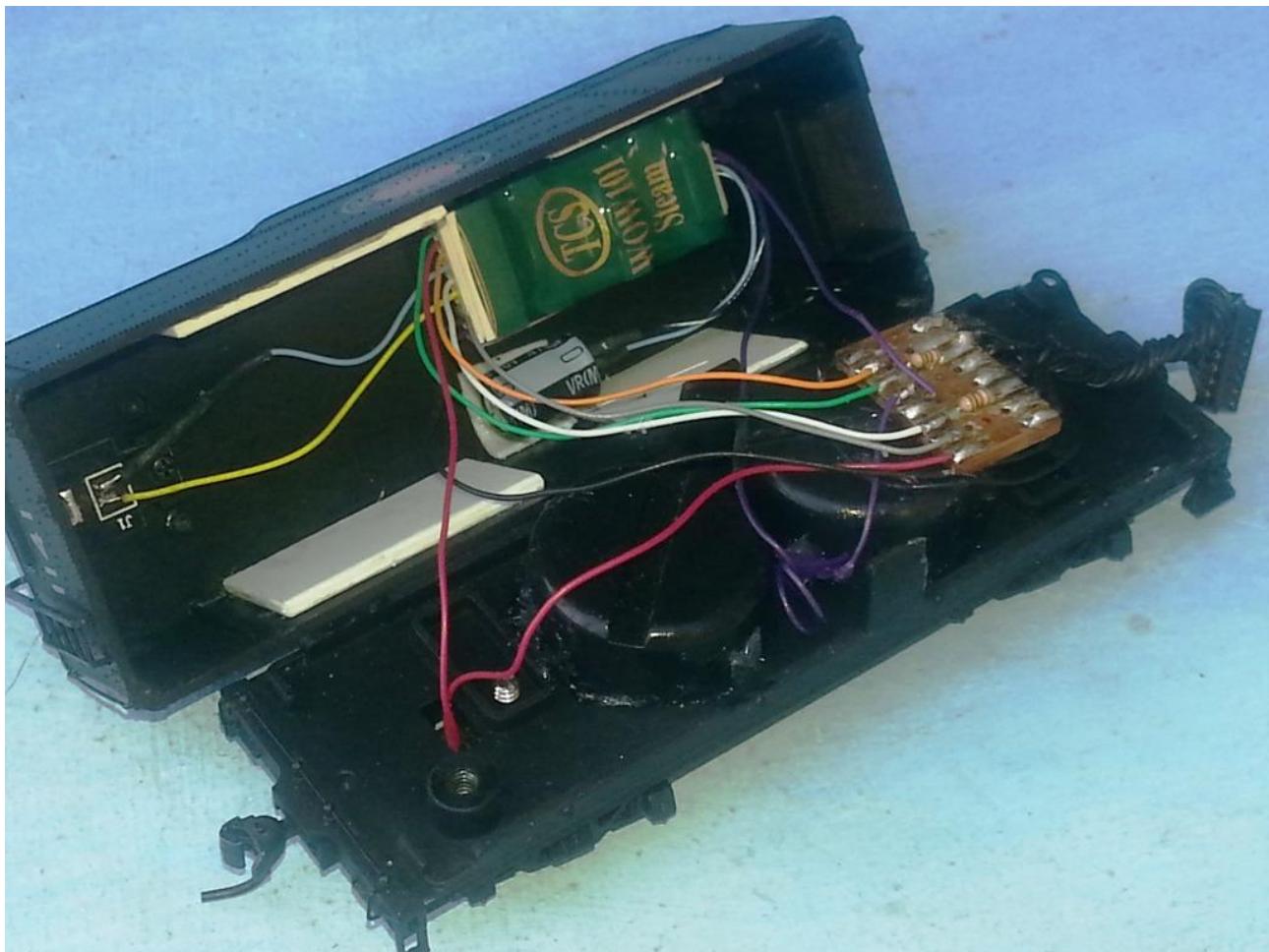


Fig 2

Opening the tender was not difficult, as the shell simply clips over the tender floor and is held in place by four little nubbins clipping into indents on the inside of the shell's side wall. A 1.6mm thick steel plate was bolted to the tender floor, with screws threaded into bosses placed opposing at diagonal corners. In turn, the Paragon3 decoder was bolted onto the steel plate and this assembly held 2 x 8 Ohm 23mm round speakers under pressure of foam rubber patches, stuck to the back of the magnets, in their receptacles in the tender floor. I think that the designer thinks that because the speaker diaphragm front is separated from its back by the tender floor, the tender shell will provide the necessary enclosure – but of course this is far from the airtight enclosure we need for optimum speaker performance. To boot, the side walls of the tender shell are so flexible that they easily resonate with the sound, especially at the shrill sounds of the steam whistle. You note (in Fig. 2) the 3mm thick white styrene plates I cut to size so that after welding them to the inside of the tender wall with MEK the shell still fits onto the floor without said plates fouling anything inside.

The OEM set of speakers per se is still useful, but to remedy the lack of an airtight enclosure on each of them I made use of some spare enclosures from ESU that I had on hand, and used my standard adhesive – HOME silicon – to seal the speakers into the housings and in turn to the tender floor. I repeat that this is my preferred method of holding many things down in an installation, the main reasons being that if it has to be

removed for whatever reason it can simply be ripped out again and the residue rubbed off, and although not an indestructible bond, it is nevertheless sufficient to hold for the purpose and because of its flexibility it is a good insulator for unwanted resonance.

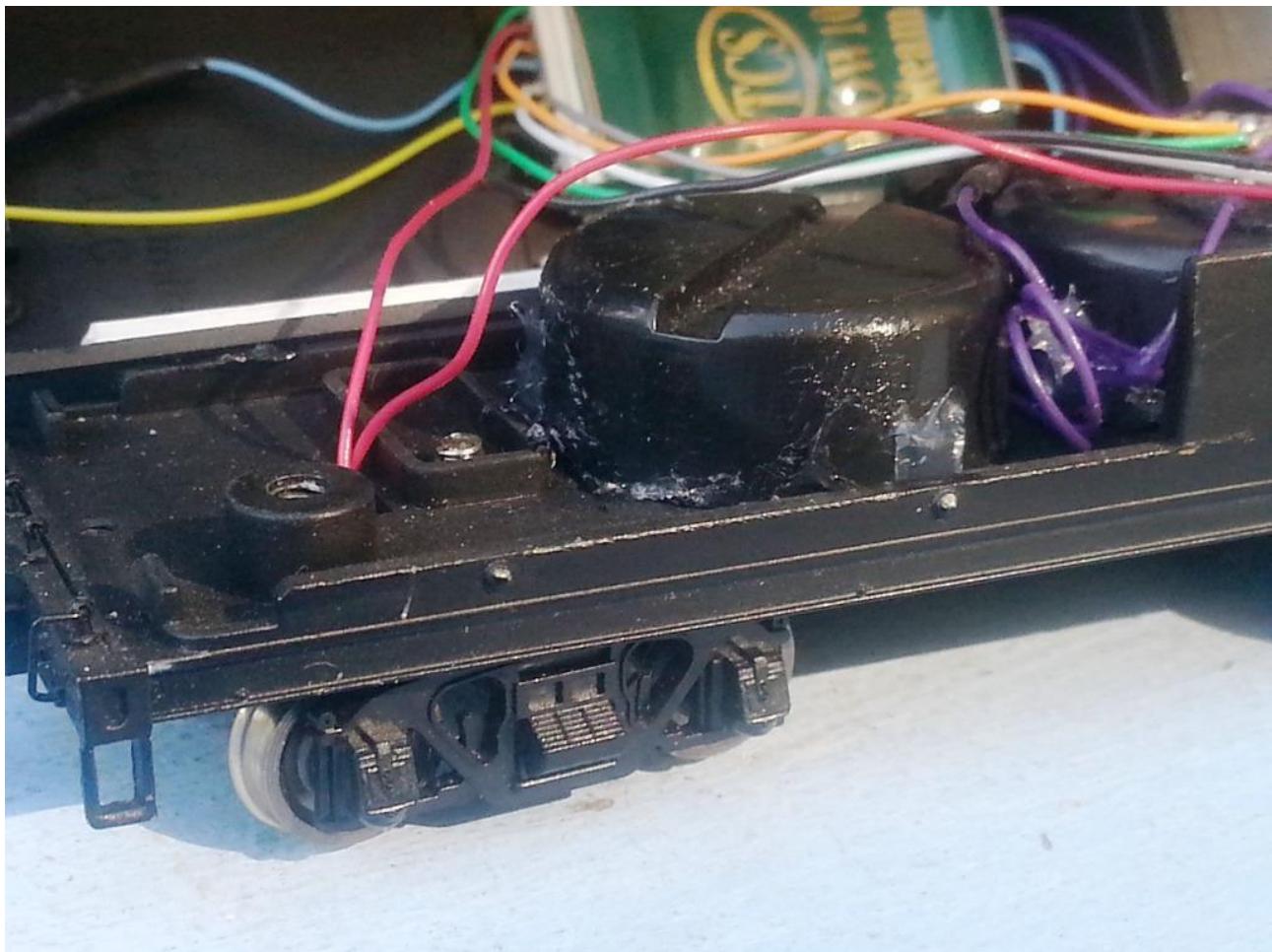


Fig 3

You will recall from an earlier article where I stated that we need to wire multiple speaker assemblies in such a way that the assembly always produces higher impedance than that of the decoder amp rating. The OEM speakers are rated at 8 Ohm each, so before sticking them down, I wired them in parallel so that they present a 4 Ohm load, but more about why later.

And now to the point – we have also discussed before, the placing of speakers in locos to more accurately model the prototype. Sound of fans should come out of the top of the body where the fans are, the horn/whistle from where you can see that detail part mounted, etc. And so the sound of the steam chuff should originate from the cylinders and/or out of the stack. Of course we understand that for space/weight reasons we may have to adopt a compromise and place the speakers accordingly.

In the first aftermarket installs, it was common practice to place the speaker under the coal load in the tender, and drill a series of small holes in the coal load to let the sound out. This gave the game away immediately as it was quite clear to the observer that the sound came from the tender, or even more specifically from the coal load! That is why we soon learned to place speakers in such a way in the tender so as to send the sound waves out of the floor of the tender. Bouncing the sound off the rails/road bed helped to mask where the sound is really coming from, unless one puts the ear very close to the unit.



Fig 4

However if we have the opportunity to gut the loco without significant loss of weight so that we now can place a speaker in the smoke box or near it, then we are on a winning streak. In my loco's case I found that the slot that is milled in the smoke box to locate the smoke unit's mounting bracket, was a fraction narrower than the housing of the 11x15mm PAD speaker that I had in stock. But a suitably-cut piece of 3 mm thick white styrene bonded to the bottom of the speaker housing allowed the assembly to neatly fit into the smoke box with the speaker diaphragm placed exactly under the smoke stack. To secure the speaker assy in its place, I drilled 2 x 1.8mm pilot holes in line with the original fixing bolts of the smoke generator bracket, and used the OEM M2 machine screws like self-tapping screws, thereby sealing the holes again air-tight.

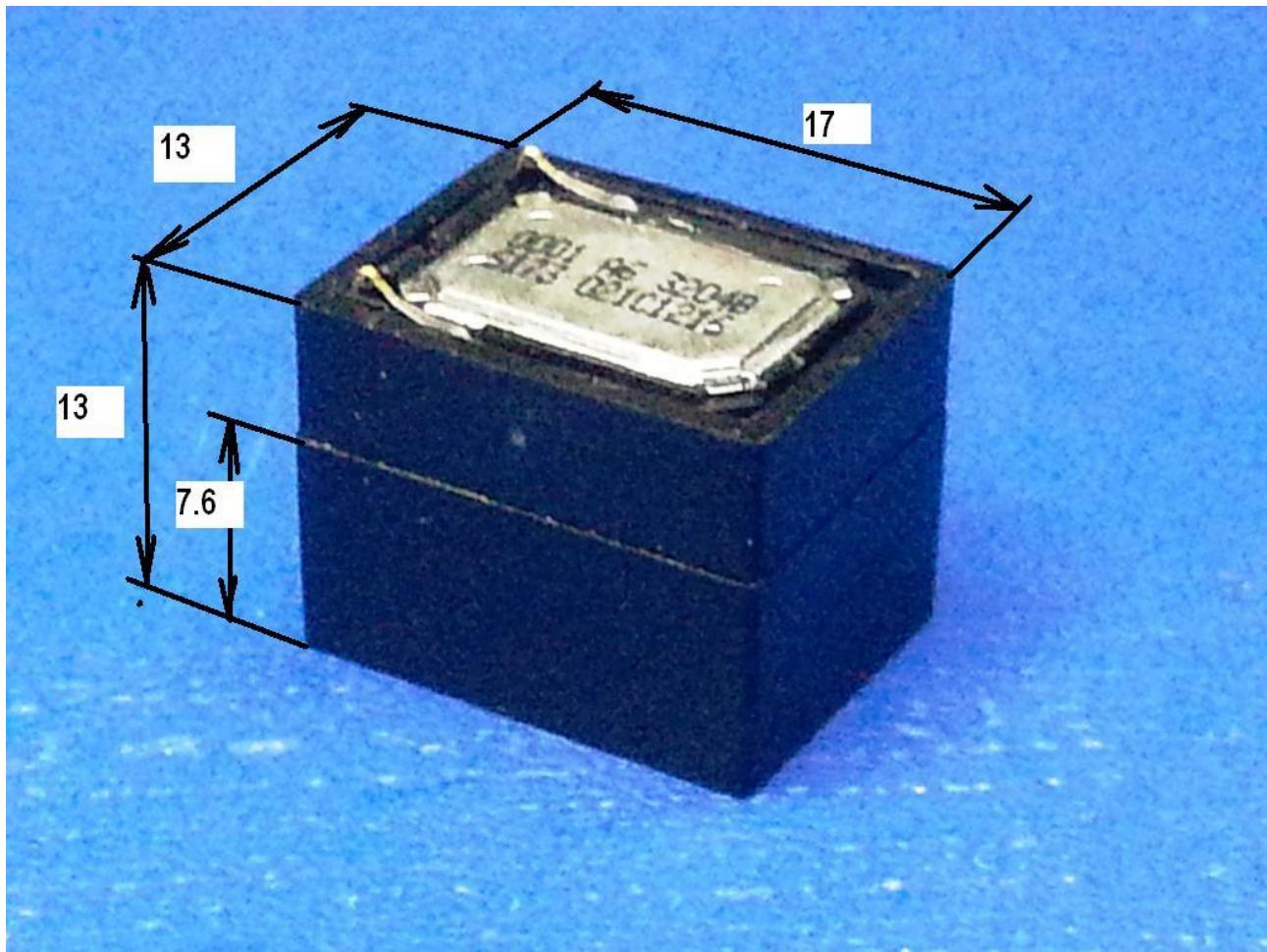


Fig 5

To complete this speaker placement in the boiler, as it is also rated 8 Ohm, I wired it in series with the parallel-wired dual speaker combination in the tender, thereby presenting the decoder amplifier with a 12 Ohm load. The 4 Ohm higher impedance theoretically will reduce volume somewhat, which however is cancelled out by a much larger margin as the speakers in the tender are now in an air tight enclosure, and the increased total diaphragm area now is of the 3 speakers versus the original 2.

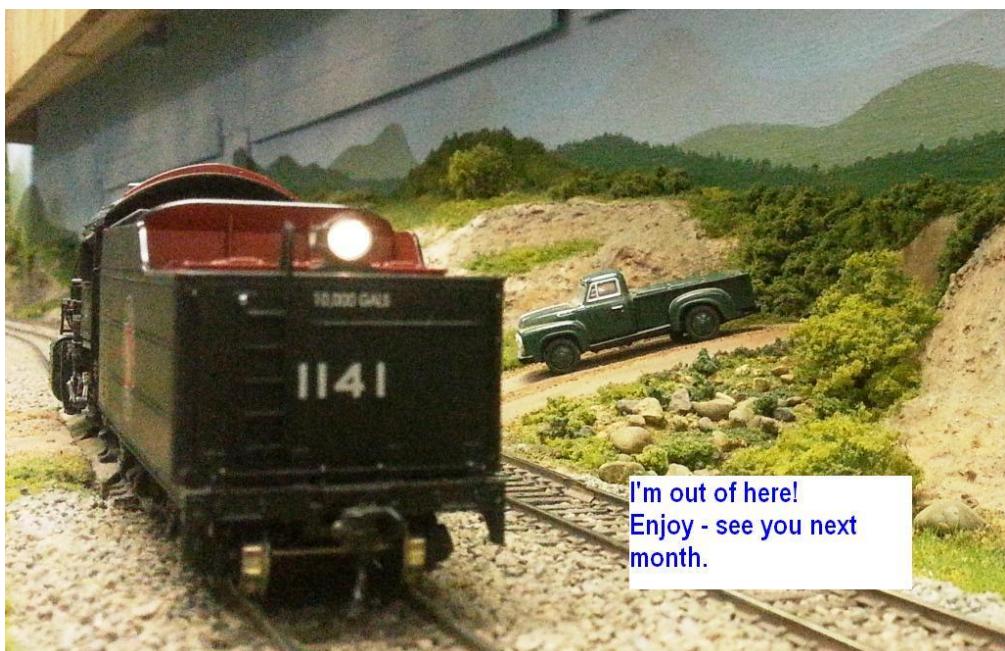
Of course all this work will only make sense if I now feed this speaker array with a decoder that features an excellent sound project, which limited my choice to the top three I have experience with – ESU, SoundTraxx or Train Control Systems.

For this project I settled on the WOW101 V4.0 from TCS. At the time the Tsunami 2 was not yet released and I use ESU mainly for EU or SA projects, and straight out the packet it is set up such that you have to operate your model just like you would the prototype – open throttle to accelerate, close it to coast, and you have to apply the brake to stop or she will coast on forever, or almost.

Also at the time I had to choose what decoder I wanted to use, the TCS recordings of US steam paired with the excellent sound processor offered the best sound. The on-board micro SD card allowed the decoder to be loaded at manufacturing stage with a record number of sound files for PM, Steam Whistles or Horns and other accessories to allow the user to customise his loco sound infinitely with simple CV programming. This

is achieved with the help of TCS' new simplified programming approach named "Audio Assist" which in fact is a type of programming on the Main (POM) with your throttle, and the decoder (in the voice of the proprietor's wife) will voice-prompt one to make the appropriate choice of key stroke to change the decoder's settings. To aid this process the decoder leaflet contains a block diagram which is helpful in confirming the choices one makes.

Now you ask: Was all this work and extra cost worth the effort, and is the improvement there? You bet it is – I now have a real gem of a loco that has rapidly become my favorite operating unit! It no longer smells bad, leaves oily/greasy residue that attracts and compacts crud on wheels and rails, and now operates and sounds the way it should have when it left the factory! Although I have put another video on my YouTube channel at: https://www.youtube.com/watch?v=EoKfxs_jQ8s&feature=youtu.be that lets you hear the sound it now makes, it unfortunately will not demonstrate how the PAD speaker under the smoke stack changed the sound presentation to let one believe the chuff, whistle and bell are actually produced nearer the front of the loco rather than the tender.



John Burkhardt 2017.06.05

The EMRIG Water Tower Challenge.

By well, John Henry has kind of stood in this month....! Thanks, John!

Water Tower Challenge Honours Board

- 2015 October Glynn Chamberlain
- 2015 November Niel Wilson
- 2015 December Terrence Marx (Part 1)
- 2016 January Terrence Marx (Part 2)
- 2016 February Terrence Marx (Part 3)
- 2016 March Terrence Marx (Part 4)
- 2016 April Peter Fish
- 2016 May Colin Anstis
- 2016 June Dave Wynne
- **then the ball got dropped for a bit... (no newsletters, change of Editor...)**
- 2017 March Brian Dawson
- 2017 April Kevin Chamberlain
- 2017 May Kobus Pelser (Part 1)
- 2017 June Kobus Pelser (Part 2)
- 2017 July Kobus Pelser (Part 3)
- 2017 August Doug Buchanan didn't participate (write), needs to donate to charity!
- 2017 September Karel van Breda
- 2017 October Carl Andrews
- 2017 November and December and 2018 January **no contributions**
- 2018 February Margaret Wynne (who stepped in and offered to fill the gap!)
- 2018 March & April ... waiting for articles
- 2018 May Ash Pappa

But there is NOTHING to stop anyone from offering to write for us - anytime!!!!!! ☺ ☺ ☺



Here's a volunteered article.....

Tips on Writing an Article for the EMRIG Newsletter.

by John Henry

1. Find a relaxing spot in which to gather your thoughts. Disturbances in your private thought area are annoying and distracting. You may even lose (forget) an important point that you would have incorporated in your story.
2. Research your topic and gather the facts timeously (very important). Review articles, photos, videos, experience, etc. and scope the limitation of your article, i.e. what to include and what not. If necessary, go and speak to subject-matter experts to gather more precise information.
3. Start writing a week or two prior to the submission date. This is to ensure that all the facts are collected and drawings as well as photographs are collated in proper order. (**Editor's Note:** Very good point this, John!!) ;-)
4. It is wise to state in the introductory paragraph what the content will relate to.
5. Do not commence writing an article under stress at 1 am. on the submission date. You are tired and should be in bed! Remember my blooper of 1:78 vs the correct 1:87 some months ago. Yes, it was 1 am!
6. Re-read what you have constructed to ensure continuity of facts and that the reader will understand what you are saying. The written word reflects the spoken word in its absence. You know what you want to say, but does the reader get the same understanding?
7. Break down large sentences into more manageable thoughts and statements. Try and avoid complex statements, and use "easy" English. This is not the time to impress readers as to the extent of your command of the English language, be it American or Queen's English. Do use only standard acronyms or abbreviations.
8. If the article, in your view, is too long, then break it up into two or more chapters rather than discarding information to reduce the length of the article. You will kindle the interest of the reader with facts in that way, and certainly make the editor smile. (**Editor's Note:** Yes it will!!)
9. Aim your article at your readers, and accept that there is a diverse membership with respect to age, modelling experience, understanding of technical aspects, e.g. DC versus DCC, language ability i.e. English as a second language, etc. Therefore, the content must still be able to captivate the reading audience despite this diversity.
10. Remember the Editor, as the receiver of your article, and unpaid at that, needs time to compile his newsletter. If everybody sends their articles at the last minute he is unable to edit properly and is rushed to meet the publication deadline. Ensure you construct in font size 11. If you have some MS Word skills, then do initial editing by inserting page ends appropriately and size your photos accordingly.
11. Review finally again a day or so prior to submission. You will be astounded to realise what you should have included. Include the missing detail and fill in missing gaps for clarity.
12. Sip some coffee and read again at a leisurely pace and check for correctness and clarity.
13. Attach the completed article to your e-mail and submit to the Editor.



14. Everybody has a story, so if you are not PC literate or are scared of grammar and spelling mistakes despite the assistance offered by MS Word, then talk to someone who is and can capture all your stories for you.
15. Do acknowledge your sources of information, as some detail has copyright and you do not want to be accused of plagiarism.
16. Finally – remember the Editor places stories which you have written or submitted. Do not expect him to write or submit every article. That is not his job which is hard enough, as it is, having to beg for stories and to gap-fill from time to time. (*Editor's Note: Thanks again, John! I owe you!*)

Now - about those Water Tower Challenges – you will feel so much better once you have written your first article. It also paves the way for future articles. Remember, everybody knows something somebody else does not, and all of us are lifelong learners. Nobody knows everything.

Upcoming Key Duty Roster:-

For ease of reference, we include here the Key Duty Roster up to the end of the following month for the respective newsletter published. Below is the 2018 Duty Roster till the end of **July/early August**.

Cell numbers have been removed due to this newsletter being in the public domain; however, these are on the full duty roster list on the noticeboard at the club, and the copy emailed to duty members, if required.

As always, if you cannot make your assigned slot, please make an arrangement to swap with someone.

	Date	Name		Date	Name
1	Sat 2-06	William vdB	1	Wed 6-06	Kallie vB
2	Sat 9-06	Theuns W	2	Wed 13-06	Jan K
3	Sat 16-06	Johan dV	3	Wed 20-06	Dave W
4	Sat 23-06	Glynn C	4	Wed 27-06	Brian D
5	Sat 30-06	Bennie vdM	1	Wed 4-07	Kallie vB
1	Sat 7-07	Brian D	2	Wed 11-07	Colin A
2	Sat 14-07	Jimmy M	3	Wed 18-07	Dave W
3	Sat 21-07	Terrence M	4	Wed 25-07	Brian D
4	Sat 28-07	Kobus P	1	Wed 1-08	Jan K
1	Sat 4-08	Colin A	2	Wed 8-08	Colin A



To guys doing Key Duty, remember to also empty the dustbins and check that the kitchen area is tidied up before you leave, as part of your duty. ALL extension cables are to be UNPLUGGED at the wall sockets, to protect the layout equipment against possible power surges due to lightning etc.

Club Diary and Other Upcoming Activities:-

- Saturday 2nd June, Reefsteamers to Irene
- Sunday 17th June, Friends Of The Rail to Cullinan
- Saturday 23rd June, PMTC Swap Meet, Pretoria
- Saturday 23rd June, Reefsteamers – Planes, Cars, Trains special event
- Sunday 24th June, Friends Of The Rail to Cullinan
- Sunday 1st July, Friends Of The Rail circular route around Pretoria
- Saturday 7th July, Reefsteamers photoshoot opportunity, Germiston
- Sunday 8th July, layout visit to GFG – **CANCELLED** (GFG not setting up locally, only at Cham dor)
- **Sunday 22nd July, EMRIG Committee Meeting**
- **Saturday 28th July, EMRIG Swap Meet at Northmead Mall**
- Saturday 28th July, Reefsteamers to Irene
- Sunday 29th July, Friends Of The Rail circular route around Pretoria
- Saturday 4th August, Reefsteamers to Irene
- **6th and 7th October, The Great Model Train Expo taking place at Randburg!**

Club Committee Contact details:-

Chairman – Terrence Marx

tmarx@942.co.za

Past Chairman – position unfilled....



Secretary – Margaret Wynne	mrwynne@icon.co.za
Treasurer – Jan Kruger	jan.kruger10@gmail.com
Layout Manager – Niel Wilson	freightcars@gmail.com
Webmaster – Glynn Chamberlain	glynn.chamberlain@gmail.com
Newsletter Editor – Brian Dawson	brian.dawson@iafrica.com
Publicity – Dave Wynne	davewynne@icon.co.za
Events Manager – (Brian Dawson taking over, under guidance of Colin TT)....	
Swap Meet Manager – Margaret Wynne and Kobus Pelser taken over from Colin TT	

Club Banking Details:-

Banking details: -

Bank: - FNB Northmead Square

Name: - Eastern Model Railway Interest Group

Account No: - 625 483 74149

Branch code: - 250 112. Please, DO NOT forget to put your name as reference.

**IMPORTANT NOTE – SUBS FOR 2018 ARE NOW LONG OVERDUE FOR PAYMENT IF
NOT YET PAID - PAYMENT SHOULD HAVE BEEN MADE BY LATEST END OF APRIL
2018!! IF YOU HAVE NOT YET PAID, YOU ARE IN DEFAULT!!**

THE SUBSCRIPTION FEES FOR 2018 WERE NOT INCREASED – THEY ARE THE SAME AS LAST YEAR – R400,00 FOR ORDINARY MEMBERS, R600,00 FOR FAMILY MEMBERSHIP.

PLEASE PAY BY INTERNET TRANSFER – CASH DEPOSITS COST THE CLUB MONEY!!!