



THE BOOSTER

**A 100% NMRA CLUB
EDITOR**

KEN HOUSE

CONTENTS

	PAGE
Editorial	1
Vice president's view	2
Casual running	3
Correct use of a hack saw	5
February ops session pt 2	7
Working on the SCR	11
Video page	13
AMR timetable	14
February ops session pt 1	15

HEADER PHOTO

C class and EL classes at Nevertire NSW in 2014.

Photo K House

adelaidemodelrailroaders.com



EDITORIAL

BUY AND SELL NIGHT

WEDNESDAY MARCH 19

The club will be holding an internal swap meet in our clubrooms after the March meeting.

Come along, this is a chance to pick up some bargains, and divest yourselves of those model railway items that you have stored in boxes, on shelves, and in cupboards, unloved and unused for years. And make some money into the bargain. Please bring any items that you wish to sell along on the night. **There will be no buyers or sellers fee.**

VICE PRESIDENTS VIEW

by Warwick Graham

When I joined the Club seven years ago, it was full on construction on Wednesday nights. There were people building benchwork, Peter King supervising wiring, Ken laying track and wiring Houseman yard, John Prattis doing the same at Prattis yard and Christiaan and others laying ballast, building land forms and applying scenery materials. There wasn't much opportunity to run trains.

Today, the situation is reversed. Apart from the steel making area, the layout is practically finished (although it is likely that the layout will be extended into the ladies toilet room when the remainder of the layout is practically complete).

Considering this, it's somewhat strange that there isn't more interest in running trains. These can be the Club's trains on formal Operating Sessions, or one's own locos and rolling stock on casual running nights. With so much of the layout completed, we have relaxed the rules and casual running is welcome on any night (except Ops nights), with the proviso that there may be some sections at the north end closed.

Due to the low number of members attending the most recent Ops session due to the heat, we needed to complete some train movements, so after the meeting, a combination of operations and casual running was tried. Three members brought along their own locos to replace Club ones. Paolo brought a huge EMD SD70Ace in BHP livery, which made all sorts of strange sounds. By a remarkable co-incidence, both Wayne and Warwick brought Alco RSD 15s, although Wayne had the less common low hood version favoured by Santa Fe (see photo elsewhere in this Newsletter). The GE units went into production in 2005, way after the era of our layout. The Alco units were in production from 1956 to 1960 so they are appropriate. These six axle units look most impressive gliding over the tracks.

We are quietly confident that the difficulties with the backdrops for the steel making area are almost over. Installation of the one piece section is scheduled for next Wednesday. We need five people to hold and adhere the 16 ft long cardboard roll to the backdrop, so come along and help. There are plenty of other jobs to do as well, or you can simply operate trains.

CASUAL RUNNING

by Ken House



Above: Kris Cann's Aurizon CLF on a short train at Lower Kerry.



Above: An EL class in the Jefferson City staging tracks.



Above: Keith Pennington's Pennsylvania RR K4 pacific 4-6-2 at Jefferson city.



Above: Also from Keith, an A&B set of PRR F7s cross Jolliffee's Jump

The following article is reproduced from the August 1956 edition of the Booster magazine. Forwarded by Warwick Graham

CORRECT USE OF A HACKSAW

1. CHOOSING THE BLADE

Hard blades are made from regular tungsten steel and because of their rigidity are generally preferred by skilled workers.

Flexible blades are made from regular tungsten steel for hand and light power use. Being unbreakable in use, they are recommended for cutting by hand for semi-skilled workers.

Double edge blades are made from regular tungsten steel. Being exceptionally tough, they are suitable for cutting tubing, rods etc where the diameter of the article is less than the width of the blade.

High speed steel blades are incomparable and in many cases are necessary for cutting alloy steels such as stainless, chrome, nickel, manganese etc. They are made for hand, light and heavy power use.

2. CHOOSING THE PITCH

Coarse pitch. Mild steel chips twist and curl. A coarse pitch gives the necessary clearance, whereas a fine pitch would clog.

Medium pitch. Hard steel chips are small and do not need much clearance. A medium pitch blade with more points of contact gives better results than a coarse one.

Fine pitch. On light sections, a coarse pitch would span the thickness of the material and result in tooth breakages. A fine pitch is necessary.

Extra fine pitch. For very thin materials, an extra fine pitch is essential to ensure that as many teeth as possible are in contact with the work so as to avoid tooth breakages.

Material		Correct pitch		Blade
		Thickness		
	Up to 6mm	6-25mm	> 25mm	
Alloy steel incl tool steel & stainless	32	24	24	High speed steel
Alloy steel, med carbon steel	24	24	18	High speed steel
Mild and case hardened steel	24	18	14	Regular tungsten
Steel rail, steel tyres	-	18	14	High speed steel
Cast iron		18		Regular tungsten
Steel wire rope & armoured cable		32		Regular tungsten
Electrical cable		24		Regular tungsten (note bind each side of cut)
Monel metal, brass, bronze, copper, aluminium, white metal		18		Regular tungsten

3. CORRECT USE

1. Fit blade with teeth pointing forward. Tension by first taking up slack and then giving three more turns of wing nut.
2. Secure work firmly.
3. Commence cutting on as flat a surface as possible.
4. Move frame at 50 strokes per minute with a steady forward stroke along whole length of blade. Release pressure on return stroke.
5. Never start a new blade in an old cut.

FEBRUARY OPERATING SESSION PART 2

by Ken House

Because only four turned up on the second Wednesday when the temperature was 43 degrees celsius it was decided to hold a short session on February 19. Since February 19 was a casual running night it was decided to make the session a “bring your own loco” session. It was also open to casual running along side the sequence of operating session trains, in the hope that some of the regular casual runners would turn up and experience what an operating session had to offer. Unfortunately it was only the hard core operators who turned up. More operators are always welcome. Please come along on operating nights and experience the fun and camaraderie of running trains with a purpose.

Eight operators arrived. One more and we could have a yard master at Prattis yard. If each road crew were two men the SCR would have a crew of 14. So there is plenty of opportunity to come along on operating night and join in. Jobs were assigned as follows, Road crews, Paolo Arman, Warwick Graham, Wayne Hoskin, Peter Kirkland, Christiaan Werk, Pt Douglas operator, Paul Atkins, Houseman yard master Tony Mikalaj, Kingston yard master Ken House.

Three operators brought their own locos, Warwick Graham’s PRR Alco RSD 15 and Wayne Hoskins Santa fe Alco RSD 12 fitted in nicely as era correct but the star of the show was Paolo Arman’s BHP EMD SD70 Ace which just played with the Kingston turn in both power and sound much to the delight to the rest of us.

Paul Atkins enjoyed his stint as the port operator. Trains ran well. There was a hiccup when turnouts lost power at Jeremy Junction. Paolo found the fault. A power source was not fully plugged in. A short occurred in Prattis Yard. I was not able to find the culprit so that fault was unresolved at the end of the session.

The card order system seems to be working quite well. I did the Kingston yard and slipped two rooms along to the Prattis yard to help out from time to time. In so doing I found a few anomalies among the cards in the pick up boxes. The fun is in the actual movement of the cars and cards so those anomalies did not detract from the fun of the session. However the measure of how well we go is how well we moved commodities, in the cars, to their correct customers.

We all enjoyed the session. This session proved that we can run operating sessions with foreign power, that is, members own locos.

I think that we should run a couple of “bring your own locos” session a year. Do you think you would be interested? Please let me know.



Above: Two of the “bring your own” locos meet at Gayler junction. On the mainline is Warwick Graham’s PRR Alco RSD 15. On the return loop is Wayne Hoskin’s AT&SF Alco RSD 12. photo C Werk



Above: Warwick Graham, Tony Mikolaj and Wayne Hoskin enjoy the meet between foreign power. photo C Werk



Above: Southern Central EMD GP7 number 436 crossing the through girder bridge over Werky's Gorge. photo C Werk



Above: There is a lot of traffic on the road past Cottage grove farm today. They could be coming and going from the clearing sale going on at the next farm down the road. photo C Werk



Above: Christian Werk is switching at Werkendam while Paolo Arman brings a train around and over the upper Werky's Gorge bridge.

Right: Christiaan Werk has arrived at Zieglersdorf with the Kingston turn west.



WORKING ON THE SCR

by Ken House

Wayne Hoskin has relaid the troublesome curve which had a kink and a dip in the Atkins passing siding just to the right of the lift up going through to the workshop. Wayne has also fixed the dead spots in four turnouts at Opie by soldering short wires across the gaps in the turnouts. The gaps were supposed help make the turnouts DCC friendly. As long as rolling stock has wheels that are in gauge there will be no problems.

Ken House has painted an Alco RS3 with the black SCR livery. Now the SCR has four black SCR road switchers giving the SCR even more of it's own identity.

Christiaan Werk has completed ballasting around Henschke Junction.

Tony Mikolaj found and fixed the short at Prattis that I eluded to in the ops session report. It was an untidy solder joint on one of the turnout toggle switches.

Progress has been made on the steel mill back scenes. This job seems to be one step forward and one step backward. Warwick ordered a 16' steel mill back scene, see the November 2024 Booster. Jeff Barclay's daughter brought it over from the USA. However when it was unrolled it was found to be only 14' long, two foot short. Warwick e-mailed the manufacturer who was most apologetic for the mistake and has undertaken to send us a new back scene the correct 16' long. Some members have been trimming the back scenes ready for the roadside wall of the steel mill area.



Above: Wayne Hoskin is making progress on the road bridge over Letheby. He has achieved much more than just the abutment shown.



Above: Tony Mikolaj is still making progress with turn out LED indication. As well as adding the LEDs at Houseman he is also rationalising the controls.



Above Paul Wright is working on the oil refinery. So far installing piping.

VIDEO PAGE

Please click on the images to view the videos



Above: Recent casual running.



Above: Paolo Arman's BHP iron ore EMD SD70 Ace heading through Jeremy Junction with the Kingston Turn east. The tank train on Cooke's cut off has ended it's run.

AMR TIMETABLE

Visitors welcome by prior arrangement.

If club owned rolling stock is used during informal running it must be returned to its exact position ready for the next operating session

SATURDAY MARCH 1

Work session & informal running session

WEDNESDAY MARCH 5

Operating session set up, track cleaning & limited work and running.

SATURDAY MARCH 8 2pm

NMRA-AR division 6 meeting at Bob Bevan's Mallala

For details please contact David Orr div6sup@nmra.org.au

Please advise David Orr by Wed Mar 5 if you wish to attend.

WEDNESDAY March 12

SCR operating session (no work or informal running) Please advise Tony Mikolaj secretary@adelaidemodelrailroaders.com by Mar 11 if you wish to take part.

WEDNESDAY MARCH 19

INTERNAL SWAP MEET (BRING AND BUY)

General meeting & Informal running session, limited work, running priority

WEDNESDAY MARCH 26

Work session, limited running (lift up bridges to remain up)

WEDNESDAY APRIL 2

Operating session set up, track cleaning & limited work and running.

SATURDAY APRIL 5

Work session & informal running session

WEDNESDAY APRIL 9

SCR operating session (no work or informal running) Please advise Tony Mikolaj secretary@adelaidemodelrailroaders.com by Apr 8 if you wish to take part.

SATURDAY April 12 2pm

NMRA-AR division 6 meeting Peter Jackson's Aldgate

Please contact div six superintendent David Orr for details.

Please advise David Orr by Wed April 9 if you wish to attend.

WEDNESDAY April 16

VISIT BY PIPING SHRIKE MODELS

SUNDAY April 21 10am - 4.30pm

SARMA OPEN DAY

Corner of Lyons Rd and Balmoral Rd Dernancourt

FEBRUARY OPERATING SESSION PART 1

by Tony Mikolaj

Four brave souls ventured out to enjoy the February operations run on a very hot evening, some others had decided that it was too hot to attend. In reality it was not actually as hot as the forecast had made it seem, because being a solid building, the clubrooms had not yet absorbed much of the heat so with some fans moving the air, we were a bit warm, but reasonably comfortable.

Road crews were Christiaan Werk, Wayne Hoskin and Peter Kirkland. With the small crew numbers I did both Housman and Kingston yards and found time in between to do one return run of Port Douglas.

I made up a couple of trains in Housman and then went to do the same at Kingston, the shunter in Kingston failed right at the start, I could hear the motor working but movement was very slow, guessing this might be a split gear I placed it out of service and carried the Housman shunter between the yards as needed. I took the loco home and inspection showed that one flywheel and driveshaft had come loose and so the shaft was slipping. A cleanup of the parts and the addition of some Loctite soon had it running again.

Up until now we have been using metho to clean the track and wheels the week before operations but recently have been noticing intermittent running. This time we changed to using white spirits and I tried CRC 2-26 in Housman Yard. The difference was remarkable, I did not hear of any problems of poor running, so we will change to white spirits as our method going forward.

The four of us managed to get six trains finished and had two more part way through, quite good for a small crew. After the session it was discussed, over some coffee and cookies, about finishing the run the next week after our meeting.

We did this, but made it a combination operations and free running night which included swapping some member's locos for the normal club ones. This made quite a pleasant twist to the evening with a variety of US and Australian power doing the work. For this second part of the run we were joined by Ken House and Paolo Arman that had stayed away from the heat, Warwick Graham, back from his trip and Paul Atkins. With this bigger crew the track was quite busy, I continued at Housman yard, Ken did Kingston yard, and Paul shunted Port Douglas, everyone else were mainline crews.

New this month are the hidden magnetic uncouplers at the ends of the main yard tracks in Houseman yard (still some more to be added). Even with many of our couplers in need of some adjustment, they worked well overall and saved a lot of time fiddling with skewers.