



THE BOOSTER

CLUB

OFFICERS

PRESIDENT

Jeff Barclay

VICE PRESIDENT

Warwick Graham

SECRETARY

Tony Mikolaj

secretary@adelaidemodelrailroaders.com

TREASURER

Warwick Graham

EDITOR

Ken House

0403 846 948

WEBSITE

adelaidemodelrailroaders.com



Special deliveries in Houseman yard. I would love to see the wagons that brought these special delivers. These structures were removed from Pt Douglas and the neighbouring steel mill while demolition was happening next door. photo A Mikolaj

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EDITORIAL

Priorities

Although, not minuted there was some discussion about what the club's priorities should be, going forward. Over the past twenty years we have not always got our priorities right but we have always got to where we needed to be in the end even though we may have made things a bit more difficult than necessary for ourselves.

To me, now with our aging membership and fund raising more difficult, it seems that it is more important than ever that we get our priorities right. The SCR's main line was completed in 2018 and we have been able to hold operating sessions since 2022. There for, club's two main objectives have been achieved but it still seems that while there is a definite plan forward our priorities, to my mind, are not quite right. That is not to say that we don't need to plan ahead, like for the Unicorn branch line and the enhanced east end staging or identify changes and improvements like the rationalisation of the industry tracks at Jefferson City and the track additions to Kingston.

Two fairly large jobs are now nearing completion. One is the Ippinitchie Creek return loop. I could argue that this was not a priority but fixing the Cooke's cut off track and putting a removable cover over it was a priority and while that was being done it was logical to install the return loop. Sometimes circumstances dictate when work must be done for example we cleared the ladies toilet because Christiaan was able to engage a contractor to do the heavy and skilled work who may not be available in two three years time.

Now is the time to really look at our priorities. I think that top of the list should be completing the signals. They are the one thing left to do that will greatly improve our experience when operating or during casual running. I question whether ambient sounds are a priority. From what I know of the sounds proposed, waterfall, cows, saw mill, will do little to enhance train running. I would like to hear wheel squeal going round Lower Kerry and the sound of water and coal being poured into a steam locos' tenders giving an operator a reason for stopping at water tanks and coal stages.

Continued next month.

Ken

VICE PRESIDENT'S VIEW

Kingston

A significant project for the Club was carried out on Saturday 18 April. No longer will members have to stand on stools to shunt cars at Kingston. The floor in Kingston has been raised 200mm, so that the viewing height is now the same as at Houseman. Additionally, a ramp has been constructed at the entrance.

An intrepid team of Tony, Wayne, Danny, Paolo, Peter K, Christiaan and later Peter W worked hard from 9.00am until 4.30pm to construct the new multi-layered floor to plans and details prepared by Warwick. Danny is Wayne's cousin and is our newest Club member. He has certainly earned his membership, throwing himself into both the ladies toilet partition demolition and the Kingston floor project with gusto.

The floor will be painted shortly and non-slip tape applied to the ramp. In the meantime, please exercise caution as those with smooth-soled shoes may find it slightly slippery.

below left: view of floor looking towards Warwick Chemicals

below right: the ramp

photos W Graham



Is it BYO?

I was asked recently whether members were expected to bring their own tools to work on Club projects, and if so, why. You may have noticed that some clubs maintain a comprehensive suite of tools for members to use, whilst we have a pretty motley collection of mostly well-worn hand and power tools. I have only been a member of AMR for eight years and I don't know the history but it appears that past members were happy to bring their tools and spend Club income on the layout, and this approach has persisted. Today, with our relatively low income from a small membership base and a disinclination to participate in fund-raising activities, we can't afford to spend funds on tools. And the harsh reality is that club-owned tools are never looked after as well as those you have purchased yourself.

Magazine Disposal

The Committee has decided that it's time to have a long hard look at our magazine collection and decide which if any we should keep. We have the following titles, some going back many decades:

Trains

Model Railroader

Railroad Model Craftsman

Railroad Journal

Australian Model Railway Magazine

Some of the older magazines are bound and would be considered collectors' items. If you have an opinion on which titles we should keep or are interested in acquiring any of them, please speak to me.

Annual General Meeting

Advance notice that this will be held on 17 June, after the monthly meeting. The positions of Vice President and Secretary will be up for election.

Warwick Graham

TREASURER'S TROVE

Did I forget to pay?

Old Scrooge has noticed that the number of attendees at operating night and the money in the jar haven't tallied recently. Similarly, soft drinks are disappearing but the cup is empty. I know that it can be a pain to remember to bring the correct money, but please remember to pay next time.

Subscriptions Due

Yep – our financial year ends on 30 April so please renew your membership in the next two weeks. The fee for next year is \$105 and is best paid by EFT; however, Old Scrooge will take cash too.

EFT : BSB 035 212

Account no. 405 886

Account name: Adelaide Model Railroaders Inc

Warwick Graham

WHATS IN A NAME 3 - OPIE

by Ken House

Locations, industries and structures on the AMR's Southern Central Railroad are mostly named after club members both current and past. This month we will have a look at Opie.

below: The west end of Opie. The turntable serves both Opie and Jefferson City. The loco and caboose are waiting service on the cattle train. Tank cars

are lined up at the oil refinery's loading rack. The blue awning is over the road truck oil loading point.



Opie is named after Len Opie. Len was a life member. Although he joined the club in 1948 he was not a founding member. Len was a talented scratch builder, the saw mill at Opie, the arch bridge over Jolliffee's Jump, and the gravel crusher at Kingston are all Len's creations. There are possibly others on the SCR but I am unable to corroborate them. Len had the ability to create something out of every day items like popsicle and match sticks. Len was quietly spoken and was often accompanied by his little fluffy dog when he came to the club. Len was the type of person who would not take fools lightly. Len began the Booster in the early 1950s and edited it and published it on a roneo machine for a number of years. His Booster newsletter was the precursor to the Australian Model Railway Magazine. As well as being an AMR member for sixty years he belonged to the NMRA for the same time possibly slightly more.

Len worked at the Weapons Research Establishment at Penfield and was an Army reservist and, as such fought in World war two, the Korean war and the Vietnam war. Len won the Distinguished Service Medal in Korea. He began as a private and at the end of his army career he was a major. At the time of his death in 2008 Len was South Australia's most decorated soldier. He was 84 years old. For more about Len <https://www.dailymail.com/news/article-3416730/Len-Opie-one-Australia-s-formidable-soldiers-fought-three-wars-World-War-II-Korean-War-Vietnam-War.html>

below: The largest industry at Opie is the O.P. oil refinery another structure that came from the Mt Pleasant layout. It was further augmented by another refractory and two more tanks from the Ray Applebee estate.





above: The saw mill built by Len Opie. Christiaan Werk did the scenery including the log pond. This mill will be put in the Unicorn branch eventually. The most suitable replacement is Barre Clay co which will call for an extra track and a revamp of the scenery.

below: The third industry is cattle pens with a spur that holds four cattle cars. The SCR's double track begins at Opie and goes as far as Houseman.



APRIL OPERATING SESSION

by Ken House

The Adelaide Model Railroaders held their regular monthly operating session on the Southern Central Railroad on Wednesday night April 8. We had eight operators for the session.

This session was the third and final session needed to complete the sequence of nineteen train orders. Train orders on the SCR are cards giving instructions for the movement of a train which can be out and back in either direction east or west or just a single direction. So, because some cards require trains to go out and back the actual number of trains in a sequence is twenty nine. Trains change numbers when changing direction on the SCR east bounds are even numbers and west bounds are odd numbers.

We only had six train orders left to run this session so to fill the time in several early trains were added back in.

below: Paolo Arman was the Houseman yard master.



At 7.15pm as operating session coordinator I allocated the crews their jobs. There was one two man road crew Tony Mikolaj and Peter Wilcox, three single man road crews, Christiaan Werk, Paul Atkins, Peter Kirkland, Houseman yard master, Paolo Arman, Kingston yard master, Paul Wright, and since Warwick Graham was away I continued his job as the Pt Douglas operator.

Because we were near the end of the sequence and unexpected trains had been added I printed one off instructions for the yard masters at Houseman and Kingston. There was not much work for the Houseman yard master so I included the set outs not done at Prattis in his work, effectively combining the work for both yards. This worked because both yards are on the opposite sides of the same room.

Trains began rolling just before 7.30pm. All trains ran really well except for perhaps in Pt Douglas. Thanks again to our new track cleaning regime using Inox MX3. In Pt Douglas I found that the ACL GP7 number 109 had fairly dirty wheels and stalled several times on the Pt Douglas tracks but was OK when working at at Houseman. I am putting this trouble down to the fact that it got extremely dusty in the Pt Douglas room when the demolition work was going on in the room next door a few weeks ago. I am sure a deeper clean with Inox MX3 will fix things for the next session.

The session ran smoothly. The only unusual things to occur was that the coal train went past the power station at Haynes and so then did a lap of the upper level to get back again and the steel trains Alco RS1's wheels slipped on the grades. The steel train had loads which are real steel and quite heavy so we removed the loads. We need to make plastic steel slabs and paint them suitably, the heavy bright steel slabs needed painting any way so it really will not make much more work.

Being tucked away in Pt Douglas most of the session I was unable to observe all that went on. The following is what I did manage to see. Peter Wilcox and Tony Mikolaj ran the cattle train. This train starts at Opie and goes east to Kingston picking up loaded cattle cars and returns to Opie setting out empty cattle cars. Since the cattle train travels almost the whole length of the SCR Peter and Tony took the whole session to complete this job. Peter Kirkland finished the Houseman turn that he was on at the end of last session. Then he ran the steel train and the TOFC train but timed out again. The TOFC train was one of the trains added in. Paul Atkins ran train 211 a west bound through freight with SCR F7 number 231, just out of the paint shops resplendent in it's new black SCR livery. Christiaan Werk ran the coal train and began the grain train but timed out when he arrived at Zieglersdorf travelling east. The grain train was the second train to be added to fill in the sequence. Since it was almost 9.30pm I asked Christiaan to take

the grain extra back to Houseman elevator where the grain train began. Hardly prototypical but it will save work when we re-stage the layout on the first Wednesday of May. As Pt Douglas operator I took a train of cars from the Pt Douglas industries, wharf shed and crane, seafood processor and fishing boat fuel depot to Houseman from where they will go to off line destinations retuning with a train of cars to be set out at the industries. Then I unloaded the car float and took the cars to Houseman and returned with cars that I set out on the car float. Finally I ran the Budd railcars from Jefferson City to Pt Douglas and back. Even though I was kept busy I did manage to find time see what others were doing and take a few photos and video. If all runs well and you are organised Pt Douglas operator is a fun job with the bonus of less pressure in view of the fact that you are off on your own with no through traffic to worry about for a considerable amount of the time.

With my operating session coordinator / train master's hat on I asked Paul Wright why he was putting a caboose on to the string of empty cattle cars waiting at Kingston. He replied saying that it would save time. To which I suggested that the caboose on the incoming loaded cattle train should be used saying that the conductor would not want to shift all his paperwork and etc to another caboose for the retuning trip. Paul's reasoning was that Kingston is a marshalling yard and the procedure in a marshalling yard would be place a caboose from the yard on out going trains. Paul has 31 years experience as a train driver on the New South Wales government railways so he is very knowledgeable on railway procedures. So I defer to him. Also I like to see crews making informed decisions when operating. There is often more than one way of doing things. To me Kingston looks more like a town with a number of industries in other words an industrial switching area. So perhaps either way would be OK.

below: The TOFC train was one of the two extras that timed out



The session ended at 9.30pm. The six trains left in the sequence very nearly filled out our two hours. Both of the two extras timed out. Because the grain train ran back to its origin, Houseman, the only train left out on the layout was the TOFC train.

It was a happy crew who gathered in the meeting area at the end of the session for supper and debrief (bull session). Even if everything is not done to perfection it really does not matter that much. What matters is having fun and trying to make it look as if the trains you are operating look like they are going somewhere and carrying out the necessary work on the way. It appeared to me that everyone enjoyed the session.

below: Peter Kirkland, in front and Paul Atkins enjoying the session. On the left of this photo the upper level is Werkendam and the lower level is the single track main line and the reverse loop. Prattis yard, upper level, and, single track mainline, lower level, are on the right.





above: We finished with something of an imbalance of traffic at Pt Douglas. Normally there would be three reefers at G&K fisheries at the end of a session. Perhaps G&K are expecting a very busy day tomorrow.

below: The imbalance continued on the wharf. Normally there would be 2 flats and a gondola at the crane, 3 boxcars at the shed, and 2 boxcars in the team track. We finished with 2 flats at the crane and 5 boxcars for the shed. The yellow boxcar in the team track is an off spot car for the shed. That makes 13 cars when there is normally 12. The imbalance was probably because all cars were taken off Pt Douglas while the cubicles were demolished a couple of weeks ago and the correct cars were not returned. It will not be too hard to re-set before the next sequence starts. The car order system is quite forgiving in these sort of situations.





above: Your author, Ken House, was Pt Douglas operator. Through the doorway was the original ladies toilets where we demolished the cubicles to make space for a logging and mining branch.

below: ACL GP7 number 109 is taking the caboose off this Pt Douglas train ready to begin loading the six freight cars on to the car float.





above: The Budd cars at the passenger depot in Pt Douglas.

below: Ippinitchie Creek consolidation number 27 is crossing over Haynes bridge with the empty cattle train under Peter Wilcox's control. He will set out the empty cattle cars at Zieglersdorf, Houseman, and Opie cattle pens. While, newly painted in Southern Central black F7, number 231, at the head of through freight 211 west, passes under the bridge.



ADELAIDE HILLS MODEL RAILWAY SHOW

by Ken House

Thanks to Jane and Michael Robinson and Rod Stewart for their reports allowing me to compile this article.

This show was held in the Crafers institute hall on the weekend of April 11 and 12 and is the first to be held biannually. There were 10 layouts, Orient Express hobby shop, a small second hand stall and a cafeteria selling nice cup cakes etc in the small hall. Outside was a sausage sizzle and, under a marquee, Junction models hobby shop.

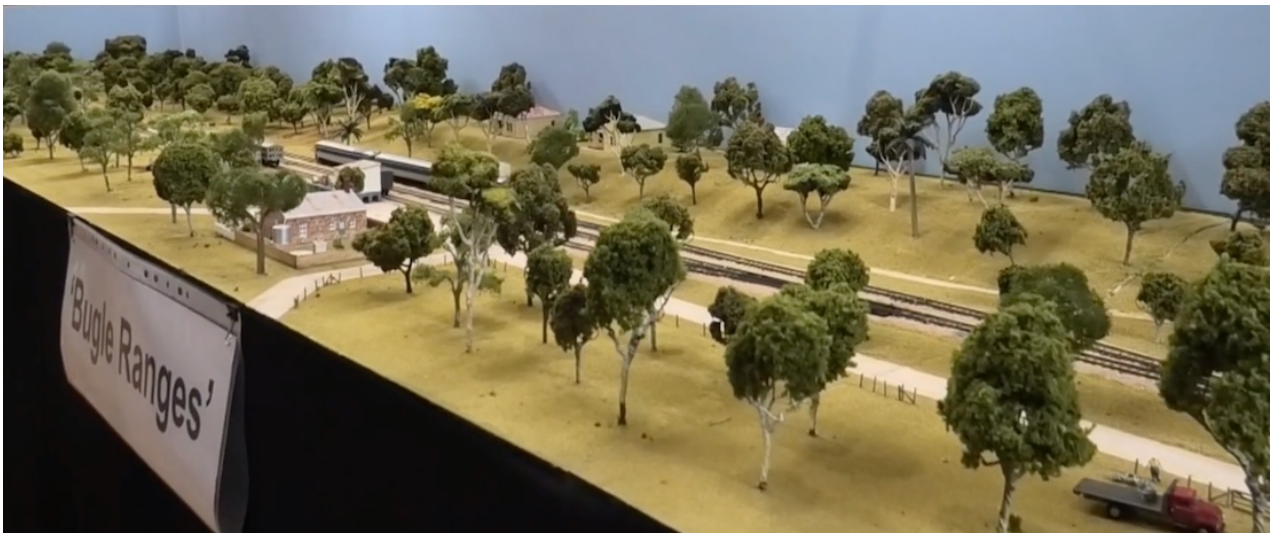
Over 2000 people attended over the weekend turning a good profit for the organisers. The standard of layouts was excellent with at least three new unseen layouts. American, British and Australian prototypes were represented. The stand outs were Glencoe West, a narrow gauge layout set in the South East of South Australia, N scale Bugle Ranges which is in the Adelaide Hills and HO scale Port Eliot. There is a group planning to build more high quality SA prototype exhibition layouts.

below: Glencoe West captures the radiata pine forests of the South east. The loco is a 3'6" gauge Y class 2-6-0. photos: Michael Robinson





above: Port Eliot: A goods is crossing The Strand in Pt Eliot S.A. The station is in the distance. Hotel Eliot and the other structures are laser cut structures. photo: Michael Robinson



above: A three car Blue Bird rail car set passes through Bugle Ranges. N scale. photo: Michael Robinson
below: A highly detailed 1920s layout. photo: Michael Robinson



CASUAL RUNNING

by Ken House



above: Wayne Hoskin had his RSD 15 alligator on a reefer express.

below: The Evening Star is Peter Wilcox's favourite loco. British Rail standard class 9F Evening Star, built at Swindon in 1960, was the last steam loco built by BR. The 2-10-0 loco has been preserved.



WORKING ON THE SCR

by Ken House



above: The Ippinitchie creek line, a reverse loop is taking shape. Here it snakes of from Cooke's cut off through the wall back toward Jolliffee's Jump and Opie.



left: Wayne Hoskin hard at work under Jeremy Jn. installing the Ippinitchie creek line. While doing this head banging work the cap goes someway toward protecting Waynes head. Who said they had not seen Wayne around the club rooms lately?



above: Tony Mikolaj has built the base board for the track into the proposed Unicorn branch. Trains will enter Unicorn via a triangle. Tony will custom build three Y turnouts. Even though Unicorn is a long term project the priority is to temporarily get the steel mill base board back in place so that track to the blast and electric furnaces can be laid.

below: The Unicorn entrance from the space that the Unicorn branch will occupy.





above: Tony Mikolaj has taken advantage of the empty ex ladies toilets AKA Unicorn branch space to prepare the club's switching layout ready for the Adelaide Model Railway Exhibition in June.

below: ADELAIDE MODEL RAILWAY EXHIBITION

RETURNS FOR 2026!
RIDLEY CENTRE
ADELAIDE SHOWGROUND
6-8 JUNE

Proceeds from the Adelaide Model Railway Show are donated to Surf Life Saving of South Australia



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Video footage thanks to Will James Railways

South Australia

VIDEOS

Please click on images to view YouTube.



above: April AMR operating session by Ken House

below: Ken House's operating session on Monday April 13. Red ANR 930 class number 961 is crossing the lower Bindieye creek bridge.



Video of the Adelaide Hills model railway show can be found on Michael Robinson's YouTube channel <https://www.youtube.com/@m698dr>

AMR TIMETABLE

Visitors welcome by prior arrangement

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

SATURDAY May 2

Casual running and limited work session.

WEDNESDAY May 6

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

WEDNESDAY May 13

SCR operating session (no work or casual running) Please advise Tony Mikolaj secretary@adelaidemodelrailroaders.com by May12 if you wish to take part.

WEDNESDAY May 20

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

WEDNESDAY May 27

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

WEDNESDAY June 3

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

SATURDAY June 6 - MONDAY June 8

Adelaide Model Railway Exhibition
Ridley Centre, Royal Adelaide Show Grounds.

WEDNESDAY June 10

SCR operating session (no work or casual running) Please advise Tony Mikolaj secretary@adelaidemodelrailroaders.com by June 9 if you wish to take part.

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