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Wild Creek on Ray Brownbill's Wild Creek RR night and day but from different angles and times.

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EDITORIAL

After the July general meeting members unboxed locos and rolling stock that the club has inherited from our esteemed late member Peter King. We are very grateful for Peter's support and efforts at the club over many years and appreciate Peter's thoughts in bequeathing his equipment to the AMR.

This is of course an opportunity to build on club owned equipment and to raise club funds by selling off unsuitable and excess items. I am sure those responsible will proceed in a orderly and informed way and not rush in. This is a chance to get good quality items. If we miss this opportunity we will have to pay much higher prices to secure the same item at a later date.

Peter was a meticulous modeller and always purchased good quality equipment which he looked after. Not ever having a layout of his own much of Peter's equipment has had little running.

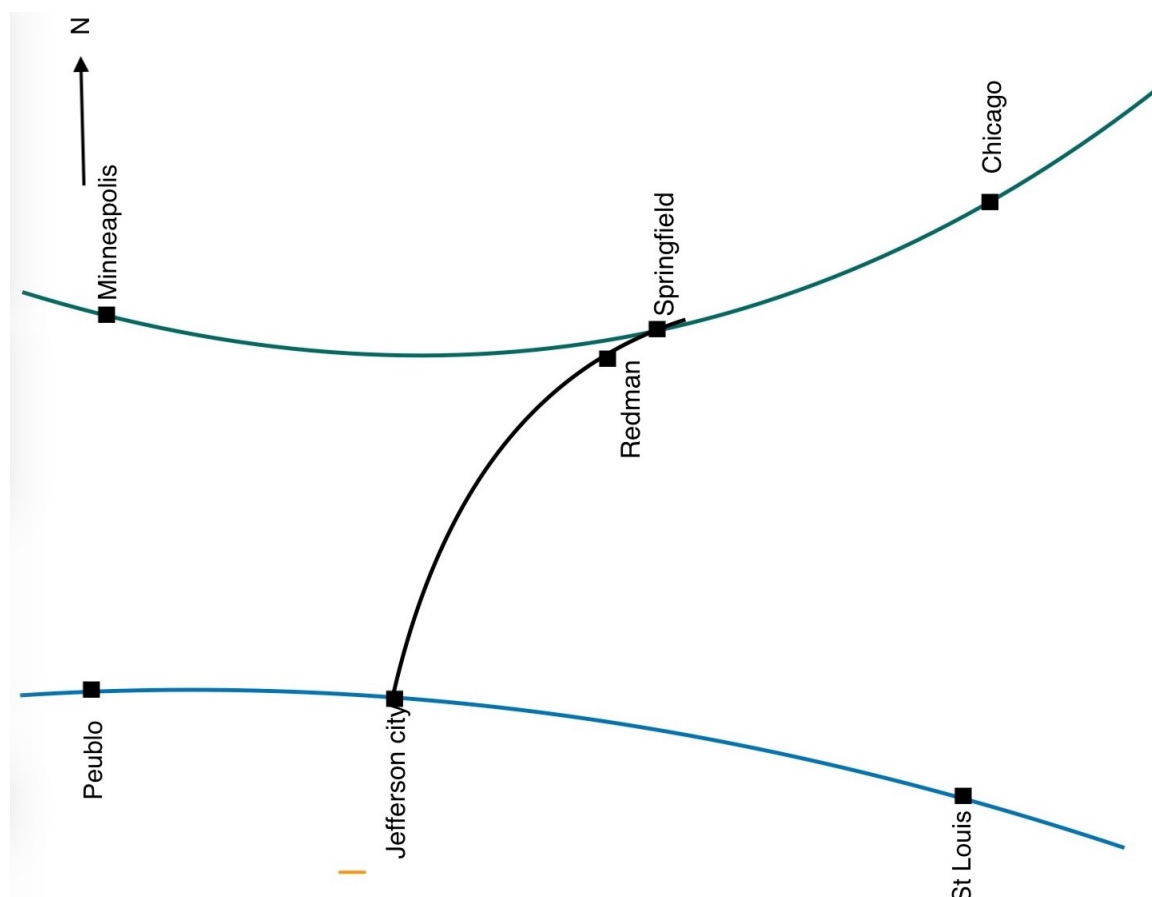
Peter King was a fan of the American Great Northern Railway and even though he had equipment from the latter years of the Great Northern he had a lot of transition era stuff as well.

At the time I was asked how can we run Great Northern equipment along side of our Southern Central Railroad equipment. I replied that our operating scheme considers the Southern Central to be a bridge route and therefore we can run trains of several rail roads over the Southern Central.

BRIDGE ROUTES

A bridge route railroad is one that connects two or more rail roads usually class one railroads allowing them to get to places their own tracks do not reach. The bridge route generates income by charging the other railroads using it's rails for the tonnage they carry over their rails. It goes with out saying traffic over a bridge route will be traffic that is normally found in the the state, or local area where the bridge route is. In the September 2024 Booster I wrote a back story for the club's railroad the Southern Central Railroad. Back issues are available in newsletters on the club's website. <https://adelaidemodelrailroaders.com>

We have named the location including staging at the western end of the SCR Jefferson City. The real Jefferson City is the capitol city of Missouri. From there on I have taken modellers licence to bend history and geography to suit our purposes. Apologies to any readers from the lower 48 states from someone who has never visited them.



In my very basic diagram above, the blue line at the bottom, is the Missouri Pacific RR (MoPac) the black line is the SCR, of which we only model Jefferson City to the fictional Redman. The green line is a very much a fictional Great Northern.

In the 1950s the only line through Jefferson City was the MoPac but they did give trackage rights to the Missouri, Kansas and Texas railroad (the Katy). Today there is still only one railroad going through Jefferson City, the Union Pacific which took the MoPac over. In our version of history the SCR built in a north easterly direction to Springfield 186 miles away. Springfield is the capitol city of Illinois and in the 1950s had up to eight railroads running

through it including the Santa Fe, Norfolk and Southern, and Illinois Central but not including the Great Northern. In our version of history the Great Northern was one of the eight. Today four freight railroads run through Springfield.

As can be seen in my diagram if the Great Northern was to send a train via trackage rights from Chicago to Pueblo (much further west than shown) it would use the SCR. Similarly the SCR would provide a short cut for a Great Northern train going Minneapolis to St Louis. Considering the number of railroads going through Springfield if we obtain more foreign power or members would like to run their own locos during operating sessions we could run almost any other western railroad including, Santa Fe, Union Pacific, CB&Q, Western Pacific, Northern Pacific, Rio Grande and Frisco.

Pt Douglas is hard to justify because I have located the SCR nearly 1000 miles from the Atlantic ocean. Lets just use modellers licence to allow our Atlantic Coast Line GP7 to run into Houseman and say no more 'except that there could be an opening for one eastern railroad loco at a time during SCR operating sessions and give ACL 109 a rest.

Although we have determined a location for the SCR it is really a generic American transition era layout, but having a location and era gives us a sense of reality.

FOREIGN POWER ON THE SCR

They say that variety is the spice of life. It will be nice to give our operators more variety in the trains that they run. It would also give members a chance to run their own locos during operating sessions provided they are suitable. Also foreign power would give more variety to pictures in the Booster and videos for readers and viewers world wide. Foreign power would only be used on trains coming from off line.

That brings me to what the club should keep from Peter King's estate. We will need to consider road numbers so as not to clash with what we have on our roster to date. It would be better to hang on to more rather than less.

We can always sell what we do not use sometime in the future. My list would be three four axle road switchers EMDs either GP7s or GP9s and perhaps an Alco RS3, three six axle road switchers EMD SD7s or SD9s and three F units F3s or F7s plus two switchers including the GE44 tonner. Then for the steam fans in the club two of Peter's lovely steam locos.

Also a reasonable quantity of Peter's freight cars would give us more variety. Being able to rotate rolling stock will enhance our operating sessions and have plenty of spares in case of breakdowns. A good stock of locos and rolling stock in our drawers will be available for casual running without having to disturb locos and rolling stock staged for an operating session.



above: Jan 2019. Peter King's Great Northern SD9 long hood forward at Kingston. This SD9 is an old Athearn model.

below: September 2019. Peter King watches his 2-6-6-2 as it descends Cooke's cut off.

Ken



VICE PRESIDENT'S VIEW

I'm back home after having spent the past four weeks in Queensland. With my skinny body, I am truly uncomfortable during the coldest winter months so the warmth of the north is very much appreciated. We had just four cloudy or showery days out of thirty - the remaining being brilliant sunshine. The only downside was that I wasn't able to indulge in any model railroad work and had only one short train operating session, at the Australian Model Railway Association (Qld), located at Zillmere, a northern suburb of Brisbane.



above: The view down one of the peninsulas.

photo: W Graham

What a club this is. They have an expansive property, formerly a rail maintenance depot. It has a large shed containing two layouts between a kitchen and toilets at one end and a library at the other. There are two smaller sheds housing portable layouts and a workshop. Storage is taken care of in two shipping containers. A house on the property is rented out at low cost and the renters maintain the property and do the cleaning. Finally, there is an elevated garden railway.

The Club, which was formed in 1954, has 320 members around the state and in northern NSW. They pay \$40 per year membership and \$2 per attendance (or \$50 per year).

The main layout measures approximately 15 x 10 metres and comprises a series of parallel peninsulas, each of which has a central partition to separate the scenes. The theme is rural Australia. To my mind, the most outstanding feature of the layout is the painted backdrops, which are highly detailed and blend beautifully with the layout in front. The scenes are finished with a high level of detail, to a standard we should aspire to. Several photographs of the layout are included in this newsletter.

The Club opens four times per week. I visited on Tuesday, when older members attend for casual operating, repair work and a chat. The layout is run on DC on that day. The complexities of a DC/DCC layout were clearly evident when I was given the opportunity to run a train. A member led me and my train around the layout, he struggling to find the right switches on complicated control panels. Plugs for the tethered throttles are very widely spaced, necessitating a guide up to 10 metres away when trying to spot a train accurately.

One feature I liked was a raised bench along one side of the building for locomotive and rolling stock testing and repair. It is something we lack at the moment. It would be great to have one at the front of the building but of course a shortage of space is the problem.



above: Workbench adjacent to the layout - What a good idea.

all photos: W Graham

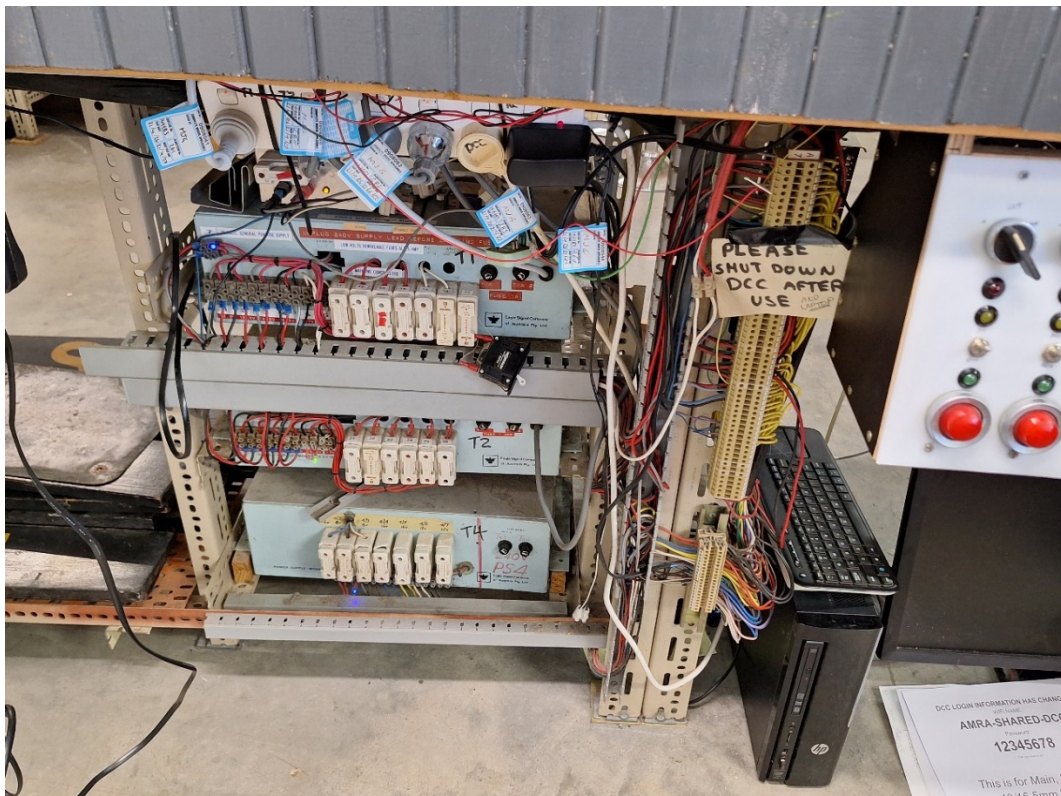
below: Well detailed scene with backdrop blend in.





above: One of the towns on the layout.

below: Layout wiring looks a little haphazard.





above: The G gauge garden railway

Another Deceased Member Donates to the Club

Peter King was one of the most important members of the Club since it moved to Outer Harbor. He did extensive work on the layout and was responsible for the electrical installation in the building and the layout wiring.

Peter passed away in May 2025. A fortnight ago, his family handed over all of Peter's railroad equipment. Peter didn't have a layout – just short test tracks but he did accumulate an extensive collection of locomotives and rolling stock, much of which is in the livery of his favourite railroad – Great Northern.

The donated equipment will be invaluable for the Club – not only to expand our own stock of locomotives and rolling stock but also to earn us income from surplus equipment. Some sorting has already taken place. The Committee will be meeting shortly to discuss arrangements for selling the surplus equipment, with members having the first option. It is likely that we will have a sale in the Clubrooms in the near future.

Warwick Graham

AUGUST OPERATING SESSION

by Ken House

SET UP NIGHT WEDNESDAY AUGUST 5

As was expected due to members being away on holidays on the sick list and the cold wet weather only a small crew turned up to set the Southern Central up for the next operating sequence which will take two or three operating sessions to complete. Thanks to those who did turn up to help me, Tony Mikolaj, Peter Kirkland, and Peter Wilcox. We managed to turn all of the car order cards, re-set all of the trains, change all the loads for empties and put all off the train orders in correct order. Some loco wheels got cleaned and the track received a light quick clean.

OPERATING SESSION WEDNESDAY AUGUST 12

***below:** At Houseman, yard master Tony Mikolaj, road crew for the grainy Wayne Hoskin, and Peter Wilcox Pt Douglas operator. The Pt Douglas train is at the front while the grainy is at the back of Houseman yard.*



Again it was a miserable cold damp night when the August operating session arrived. I was pleasantly surprised that eight members turned up, some back from their holidays and some over their illnesses. It was nice that all arrived at around 7pm. Thanks guys it does help if we do not have to wait for late comers.

After a quick briefing outlining changes to the sequence, jobs were allocated. Eight operators is a good sized crew. We had four road crews, Paolo Arman, Paul Atkins, Wayne Hoskin, and Peter Kirkland. Peter Wilcox volunteered to be the Pt Douglas operator, Houseman yard master was Tony Mikolaj, Kingston yardmaster was Paul Wright, and I took the Prattis yard master job.

The two manifest trains 214/215 and 216/217 have been changed so that each train will be two separate trains run by two different crews in the hope of making them a bit more realistic and to give the Houseman yard master more time to have the cars going off line ready for the westbound manifests. To accomplish this the manifests have the double sided train order card below.

SOUTHERN CENTRAL RAILROAD

[A]

T/O no..... Jefferson City

Loco(s)..... Code.....

Train # 214 Merchandise East

Take cards from 214 / 215 box

Depart Jefferson city

Proceed to Houseman

At Houseman

Set out cars at YM's directions

Place cards in Fulfilled box

Proceed to Return loop

Leave train in Return loop

PTO

Place this T/O at the front of the pack. Then take the next T/O.

SOUTHERN CENTRAL RAILROAD

[B]

Train order no..... Return Loop

Loco.....

Train # 215 Merchandise West

Depart return loop

Proceed to Houseman

At Houseman

Pick up 10 cars at YM's directions

Take corresponding cards from Off line box

Proceed To Jefferson City

Place cards in 214 / 215 box

Train order [A] sends train 214 to the return loop after which it's crew will take the next train due out, leaving train order [B] for the next road crew to come along. Having two crews run these trains instead of one emphasises the fact that 214 and 215 are different trains as well as taking longer to go round the reverse loop to arrive back at Houseman.

Similar new train orders for the tank train, route it from Cooke's Cut Off then around the return loop and back, making it two trains as well. When the Ippinitchie branch line is operational the tank train may be able to return via that line. The advantage here is that the tank train will not be left hanging in Cooke's Cut Off after the session.

The first trains began rolling at 7.15 pm. Both passenger expresses seemed to be running slow and behind time. I think this may be a result of our inadequate track cleaning the previous week. At one point train 100, express passenger east, got behind the grain train and was following the grainy far too closely. I had to step in as dispatcher and ask the passenger to stop in the loop at Atkins so that the block between Atkins and Zieglersdorf had only one train. That allowed the grainy to be able to let the passenger past while working at Zieglersdorf restoring order once again. The moral here is that trains should not be following nose to tail out on the mainline, there should only be one train at a time in a block.

Paul Atkins ran the tank train east then, after running train 100, the passenger express east, found himself running the tank train west.

Peter Kirkland ran train 101 the passenger express west then the twenty one car train 214, the merchandise east, headed by an ABA set of diesels and finally began working at Jefferson City with Ippinitchie Creek consolidation number 28 as he made up the Jefferson City turn east. However he was having problems with dirty track. These tracks did not get cleaned at all. I helped out by cleaning the Jefferson City track with isopropyl alcohol on a cork block and by applying a sparing amount of Inox MX3 to the track using a paper towel while Peter ran the consolidation. We got the consolidation running well in the end. By the time the Jefferson City turn was ready to depart it was 8.45 pm so we decided to knock off then rather than be caught out on the mainline when the session ended.

I saw Paolo Arman run the TOFC train with the Southern Central Mikado on the point. The TOFC train ran well and the Mikado's sound is quite magnificent.

Wayne Hoskin began with the grainy which also performed well. He then had the honour of running train 215 the merchandise train west departing from the return loop stopping at Houseman to pick up ten cars going off-line before departing for Jefferson City. 215 pulled into the west end staging tracks at Jefferson City at 9.15pm ending the two hour session. Staggering knock off times allowed us to finish with all trains clear for casual running sessions in the upcoming weeks.

Peter Wilcox seemed to have everything under control at Port Douglas completing slightly more work than expected. As far as I saw Tony Mikolaj and Paul Wright were not over run in their yards all night.

All in all, except for some track problems and a box car and flat car giving minor problems it turned out to be an excellent operating session. It was a happy satisfied crew who sat down after the session to enjoy supper.



above: Southern Central Alco S2 at work in Houseman yard operated by Yard Master Tony Mikolaj.

below: Ippinitchie Creek Alco PA number 514 is on the passenger express west as it glides toward the Houseman station under Peter Kirkland's control. The Doodle bug is due out next operating session.





above: Paul Atkins has just passed through Gayler Junction with the passenger east which is an all Ippinitchie Creek consist.

below: The Southern Central Mikado at Jeremy Junction with the TOFC train.





above: Taking the high ground at Kingston are yard master Paul Wright and grainy crew Wayne Hoskin. Even Paul conceded that Kingston is so much better to operate now with the 200mm high raised floor.

below: Southern Central Alco Fa number 233, Ippinitchie creek F7b number 789 and Ippinitchie Creek Alco Fa number 1410 have the long merchandise east number 214 stretched out into the distance as they round the curve at lower Kerry.





above: Southern Central EMD GP7 number 437 is passing through Houseman with the empty tank train west.

below: Paul Atkins had the honour of being the first to shunt the empty tank cars up to the loading rack at O.P. oil refinery. This is the first time that we have run an empty tank train west. In the distance is Jefferson City with it's diesel and steam service facilities, industrial switching and west end staging tracks. Behind Paul two trains can be seen in Redman, the east end staging.



WHAT'S IN A NAME 6 - GAYLER JUNCTION

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 Gayler Junction.

Travelling east on the lower section of mainline from Houseman the first turnout trains come to is the left hand turnout that leads into the reverse loop. Being an important location during both casual running sessions and operating sessions it needed a name.

The name chosen was Gayler Junction after member John Gayler. John, who is one of our older members, was introduced into the club by Christiaan Werk and joined in September 2015. John and Christiaan became acquainted through playing the train simulator "Trainz" on line. John is mostly interested in large American articulated locomotives. John, a retiree, had a long career as an executive in the motor industry. We are currently missing John's positivity and encouragement around the club while he gets through a period of ill health. John says that he will soon be back at the club possibly even before I publish this issue of the Booster.

The return loop was designed to be run around in an anti clockwise direction with trains entering the reverse loop at Gayler Junction. When adhering to the clubs convention of righthand running on the double track anti clockwise running follows naturally sending trains back toward Jefferson City, west end staging, on the correct track. However sometimes during operating sessions the Houseman yard master may instruct road crews to go round clockwise to bring trains closer to his yard when they are retuning to Jefferson City. The return loop will hold quite long trains. For proper operation only one train at a time may be in the return loop.

below: SCR 437 approaching the no 8 turnout at that is Gayler Junction



WORKING ON THE SCR

by Ken House



***above:** The valances over both sides of the steel mill area are finished*



***left:** Tony Mikolaj is installing a cross over between the passing track and the arrival / departure track at Kingston. The blue foam used on this part of the SCR can be seen.*

Tracks in this photo left to right, track in front of Jefferson Abattoir, the track leading to Warwick Chemical Co, arrival / departure track, passing track, and mainline.

This crossover will allow locos escape when the yard master has a cut of cars placed further on in this very long arrivals / departures track.

N SCALE CONVENTION LAYOUT TOUR OPEN HOUSE by Ken House

Jeff Barclay, Tony Mikolaj, Peter Kirkland, Wayne Hoskin and Ken House opened our clubrooms on Monday August 24 for conventioners from the 19th N scale convention held at the Hopgood Theatre Noarlunga Centre over the weekend. We were underwhelmed, having only two visitors, David from Bendigo and Mal from Canberra. Never the less we did enjoy a spot of casual running. The visitors enjoyed their visit.



above: Tony Mikolaj's British Railways 4-6-0 passing a Southern Central way freight at Jeremy Junction.

VIDEOS

Please click on images to watch on YouTube



***above:** Recent casual running. Ken House's AN 830 class at Jolliffe's Jump.*



***above:** August operating session. A Pt Douglas train arrives at Houseman*

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.

WEDNESDAY September 2

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

SATURDAY September 5

Casual running and limited work session.

WEDNESDAY September 9

SCR operating session (no work or casual running)

Please advise Tony Mikolaj by Sept 8 if you wish to attend.

SUNDAY September 13 10am - 1pm

SARMA swap meet. Avenues College Gymnasium corner of Danby and McKay Avenues Windsor Gardens.

WEDNESDAY September 16

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

WEDNESDAY September 23

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

WEDNESDAY September 30

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

SATURDAY October 3

Casual running and limited work session.

WEDNESDAY October 7

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

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