

THE BOOSTER

CLUB

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From the February operating session. Ippinitchie Creek RR 2-8-0 number 28 is picking up loaded flat cars from the saw mill at Opie to be attached to the Jefferson City turn.

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EDITORIAL

Now that the Southern Central Railroad looks to be almost complete some members may have the idea that in the future there will be nothing exciting or fulfilling for them to do.

Nothing could be further from the truth. Especially when one reads Warwick's list of club projects in his Vice Presidents view. I can easily add another three projects to that list. I am sure other members can come up with projects they would like on the SCR and around the club rooms.

The Adelaide Model Railroaders have always prided themselves on having a high proportion of members willing to get their hands dirty and get things done even though we have always been one of the smaller clubs in South Australia number of members wise. When we moved to Outer Harbor in 2002 we had, to my recollection, eleven members who were regularly willing to roll their sleeves up and get things done. Of that group there are only three of us remaining, two who come regularly, Jeff Barclay and myself, both in our eighties, and Murray Dent a bit younger but unable to come regularly. The club can not rely on the three of us for heavy work these days.

At this time the club has about eight members who regularly apply themselves to projects. Still a reasonable proportion of members. However we need the committee to prioritise projects so that we do not go off on tangents and important projects get left undone. I believe that as a club we have not been as organised as we could have been in the past and some projects have been done in the wrong order, sometimes making things difficult for those coming on behind. Planning and prioritising is important.

Warwick reminds us that we still must pay attention to our house keeping. Unfortunately the unglamorous housekeeping tasks must be undertaken regularly so that we can all be comfortable and enjoy the surroundings of our club rooms.

I am sure that we can all pull together to keep the Adelaide Model Railroaders a great club to belong to.

Ken

VICE PRESIDENT'S VIEW

Ladies Toilet & the Future Unicorn

Saturday 14 February 2026 will go down as a day of great achievement under adversity for the Club. The removal of the partition walls in the ladies toilet involved cutting and breaking up 1.4 tonnes of heavily reinforced concrete panels. The cutting was done “wet” with a water-lubricated diamond saw operated by Christiaan’s builder mate Phil. The coved base of the walls had to be removed by jack-hammer and this task was willingly taken on by Wayne’s nephew and soon-to-be member Danny. So there was slurry on the floor and dust in the air from the jack-hammering. Other members – Tony, Christiaan, Wayne and Warwick, man-handled the cut pieces onto a trolley and then to a sack truck, pushing numerous loads along the platform to trailers. Kent arrived in the nick of time to be errand boy, picking up an extra cutting disc and buying lunches. He then brewed coffee for the workers.



Above: Phil cutting wall



Above: *Danny jack-hammering base & Phil cutting nib*

Special thanks must go to Christiaan for saving the Club a considerable amount of money on the operation. Not only did he negotiate hard to get a reduced hire cost for the jack-hammer when the concrete saw battery failed (another story!), but he also used his two free trailer load dumps from PAE Council to dispose of our concrete, saving us around \$350.

Even though it is only 3.1m square, the room looks much larger with the partitions gone, due to the very high ceiling. With dried slurry on the floor and walls, the magnitude of the clean-up can be seen. Beyond that room, dust has spread heavily over the Port and to a lesser extent to the steel-making area. A big clean-up effort will be required next week.

Looking ahead, there is plenty of work to be done in the room before construction of Unicorn can commence. This includes cleaning, wall patching, painting, floor rehabilitation and improved lighting. It is very likely that we will have to install a timber floor on battens over the concrete because of the undulations still remaining from the wall/floor coving. Another thought - the height of the room may make the layout look “lost”. Should we install a hood as for the rest of the layout or a lightweight drop ceiling to

create a better atmosphere? These are questions to be discussed over the coming months.

Other Projects

Consider the list of projects happening at the Club and those being planned.

Underway

- Steel making area east side – ballast and ground surface finishing
- Steel making area west side - track laying
- Cookes Cut-off concealed return track
- Altered landscaping with rock facing around Upper Kerry
- Turn-out direction lights on fascias
- Automatic “return to main” switching for turnouts
- Signalling

Proposed

- Unicorn – a completely new, complex mining and timber layout
- Raised floor in Kingston to make switching easier for short guys
- Revised trackwork at rear of Jefferson City for improved switching
- Longer TOFC track and new caboose track at Kingston
- A return loop from Redman through the area currently occupied by the lockers with staging tracks and a connection through the wall to the main line near Holland Junction.

The last-mentioned project is intended to improve the efficiency of operating nights as well as providing extra space for train set-up at casual running sessions. Several options have been suggested, with varying extents of disruption in the meeting area. The Committee, in consultation with all members, has plenty of work to do in setting priorities and budgeting for these projects.

Weekend Casual Running

It looks like we have found a time that suits members and visitors for casual running. Good attendances on the first Saturday afternoon over the past two months are most encouraging and it's great to see the enthusiasm for HO railway models from around the world.

With so many projects on the go, the Committee may consider abandoning casual running on the fourth Wednesday, leaving it only for the Wednesday after the meeting. Contact a Committee member if you have strong feelings on this issue.

Personal Pans

It was great to see John Gayler at the Club last week. John has been battling serious illnesses and joint problems and has recently had another operation and another suite of tests. We hope the results are positive, John.

After attending several Wednesday evening sessions recently, Mark Sellars, a long time member who most often has appeared at the AMRE show to help out, has succumbed to a flare-up of an old hiking injury. The joys of old age, eh Mark!

Track Cleaning



Those who attend the Club regularly would be aware that we have a problem with rapid dirtying of locomotive wheels, The Committee has reviewed the literature and has decided that a more scientific approach is required. We will be trialing the use of two products exclusively – isopropyl alcohol for cleaning, followed by application of Innox MX3. This combination will be used for three months and its effectiveness then reviewed. Full details of the application procedure will be provided on a laminated card adjacent to the water bottles, together with protective gloves and applicator materials. During the trial, we ask that no other product be used for track or wheel cleaning.

Speaking Bluntly

One final and important issue. To be blunt, the Clubrooms are quite filthy at the moment. I would be too embarrassed to bring a visitor to the Club, and if our wives saw the conditions....! One can't help but wonder about the relationship between a dusty layout and the rapid fouling of locomotive wheels we experience.

There has been a failure of leadership to enforce regular cleaning and an unwillingness on the part of those working on projects to clean up after every session. This must change. We must get back to the routine of monthly dusting and vacuuming, as was previously enforced by former secretary John Prattis. I am sure with regular cleaning and tidying up, we can have Clubrooms we can be proud of.

Warwick Graham



FEBRUARY OPERATING SESSION

by Ken House

Thanks to those who, on Wednesday February the fourth, helped set up for the operating session to be held on the eleventh of February. It was a complete re-set. Some areas seemed to be missing cars or having too many cars. Port Douglas being the worst affected. We did manage to rectify most of that. All cards were turned and trains returned to their starting points. Wheels on all locos were cleaned and the track was cleaned. However I do wonder if in two to two and a half hours it is really possible to do a thorough job of cleaning track. The guys did their best any how. It was a big job which was handled with enthusiasm.



Above: The staging tracks at Jefferson City after the first trains of the session had departed. The trains staged at Jefferson City have been adjusted to allow the first three tracks clear for the following weeks casual running session.

On Wednesday the eleventh nine members arrived keen to get into the operating session. After Ken gave short briefing he allocated jobs. Mostly members were able to do the job that they volunteered for, those being Houseman yard master, the only two man crew, Tony Mikolaj and Paolo Arman, Prattis yard master, Ken house, the four road crews, Peter Kirkland, Peter Wilcox, Christiaan Werk, and Paul Atkins, and after a little persuasion Wayne Hoskin took on Kingston yard master and Warwick Graham took on the position of Pt Douglas operator. Also present was visitor, Danny Coppick, who drove a train or two. I hope that he enjoyed the experience.

The session got away promptly at about 1920 hours. All mainline trains ran smoothly thanks to clean wheels. The club's latest acquisition a sound equipped Bachman S2 switcher was put to work in Houseman yard and performed well. The sound adding an extra dimension to switching the yard.

Since there was very little work for the Prattis yard master for the first hour and a half I was able to assist Warwick at Pt Douglas. Warwick was struggling a bit. His loco was not performing well. After I cleaned the Pt Douglas track and cleaned the wheels on the Atlantic Coast line GP7 he was at last able to switch the cars smoothly even though he still had to contend with the turn out to G&K seafood sticking all the time. In my briefing I suggested that the Pt Douglas operator carefully follow his train orders (instructions) in correct sequence. Warwick was doing that but the Houseman YM gave him a train of cars for the industries when he should have had a train for the car float. Receiving cars out of order made Warwick's switching more complicated than needed. (If all, including the Houseman YM, follow the instructions the Pt Douglas operator will have all industry spots empty before he has to do the set out making switching simpler.) Also not having cars for the car float meant that the car float had to sail empty. The tug boat's captain complained to the SCR's superintendent asking that this does not happen again. I expect that those involved in this debacle will receive a "bung".

I am not sure what had happened. The Houseman YM said that he was under pressure and mistakenly gave the wrong cars to the Pt Douglas train. That could be so but I noticed that he had changed the order of Pt Douglas trains in his list. He claimed that that was the order they went out last time. It would appear that last time the Pt Douglas operator did not follow his instructions and brought trains in and out of Pt Douglas in any old order. In my pre session briefing I asked that all operators read their instructions and follow them. This is an example of not doing that and in the words of the Fat Controller it caused confusion and delays. The Houseman YM is not the only one at fault the Pt Douglas crew should have checked their instructions before departing Houseman.

To stop this situation compounding I will write temporary train orders for the rest of the sequence for the Pt Douglas crew and issue a temporary revision of the Houseman YM's train list. Then we will try to get back to the original instructions when we begin the next new sequence.

Apart from that everything else went to plan. Peter Wilcox successfully ran the Grain train out and back. Christiaan Werk ran the Jefferson City turn, passenger west and the consumables train. Peter Kirkland ran the passenger east and the TOFC train and began 311 Houseman turn west

which finished the session at Prattis, Paul Atkins ran the tank train, and merchandise trains 214 and 215.

When we finished at 2130 eight train orders had been completed and only one train 311 Houseman turn west was left in Prattis yard ready for the next session. A perfect end to the session.

All present then sat down to enjoy a cuppa, cookies, cake and a chat. When I left at 2200 most were still sitting around the table discussing outback pubs and trains.



Above: Tony Mikolaj and Paolo Arman were the happy crew at Houseman.

Below: The club's newest loco, this Alco S2 switcher, SCR number 117, moving the two flat cars from the Opie saw mill into a classification track. Number 117 performed well and the crew enjoyed having a sound equipped loco to switch with.





Above: Warwick Graham is approaching Houseman with a Pt Douglas train, caboose in view. Peter Kirkland has his train out of sight.

Below: Atlantic Coast Line number 109 is heading toward Pt Douglas with a train for the car float.





Above: The two Ippinitchie creek RR F3s are departing Kingston with the consumables train which has eight hoppers of coal from Redman mine at Dent and four hoppers of limestone from Atkins Aggregates at Kingston. The hoppers are for RPH steel mill at Prattis.

Below: Wayne Hoskin, Kingston YM, is watching the consumables train departing his domain. Peter Kirkland has just left the roundhouse with the SCR GP7 that will be on the point of the Houseman turn west.





Above: Ken House, Prattis YM, has set the turnouts in his yard for the consumables train to arrive in track 2.

Below: Number 100 passenger east crossing the upper Werky's Gorge bridge. The Alco PA and coaches are in Ippinitchie Creek RR livery.





Above: 315 merchandise train west is on the return loop and is being passed by 221 TOFC train west. 315 will stop at Gayler junction to allow 221 to pass on through Houseman and on offline. Then 315 will call into Houseman to pick up a cut of cars.

Below: Christiaan Werk is about to stop 101 passenger west at Zieglersdorf. 101 has six Athearn Santa Fe heavy weight passenger cars and an Ippinichie creek RR Athearn F7.



WORKING ON THE SOUTHERN CENTRAL

by Ken House

As noted by Warwick the long awaited demolition of the partitions in the old ladies toilet happened on Saturday February 14, reportedly a heavy and dirty job. On behalf of club members I offer a vote of thanks to all involved, Christiaan Werk, Warwick Graham, Tony Mikolaj, Wayne Hoskin, Danny Coppick, Kent Henschke and contractor Phil. This space will eventually be the Unicorn branch. Readers will not hear much about the Unicorn Branch for a year or two because the AMR has many projects that need to be completed first. The demolition work has been carried out now for two reasons, one, the turn outs entering the Unicorn branch are on the lower deck under the second half of the steel mill on which work will begin, I hope, as soon as they have been fitted and tested, and this timing suited our contractor.

Right: Wayne Hoskin took the sub road bed for the Ippinitchie line out on the platform to temporarily stitch it together to lay the cork roadbed and track. It will be separated back into three or four sections which will be later lifted into place.





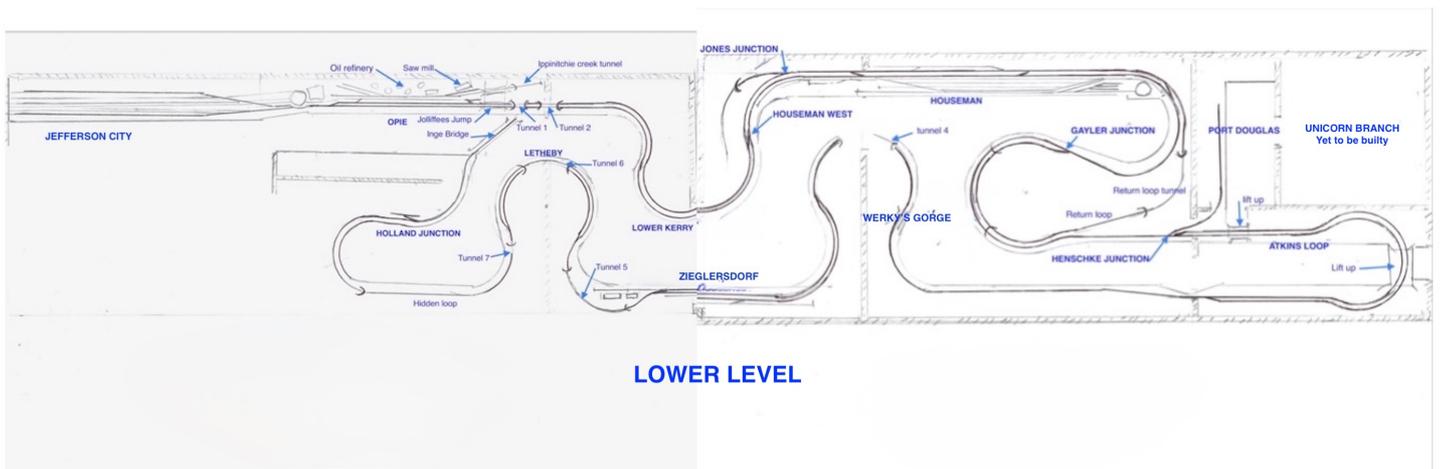
Above: Newly painted by the Kanunda and Emu Flat railway workshops is EMD F7 number 231 formerly Ippinitchie Creek RR 231. It now wears Southern Central Railroad black. This loco is an old blue box Athearn that late member John Holland, superintendent of the Ippinitchie Creek RR, re-motored with a can motor. The more locos we have in the SCR livery the more believable the SCR will become.

WHAT'S IN A NAME? - SOUTHERN CENTRAL RAILROAD by Ken House

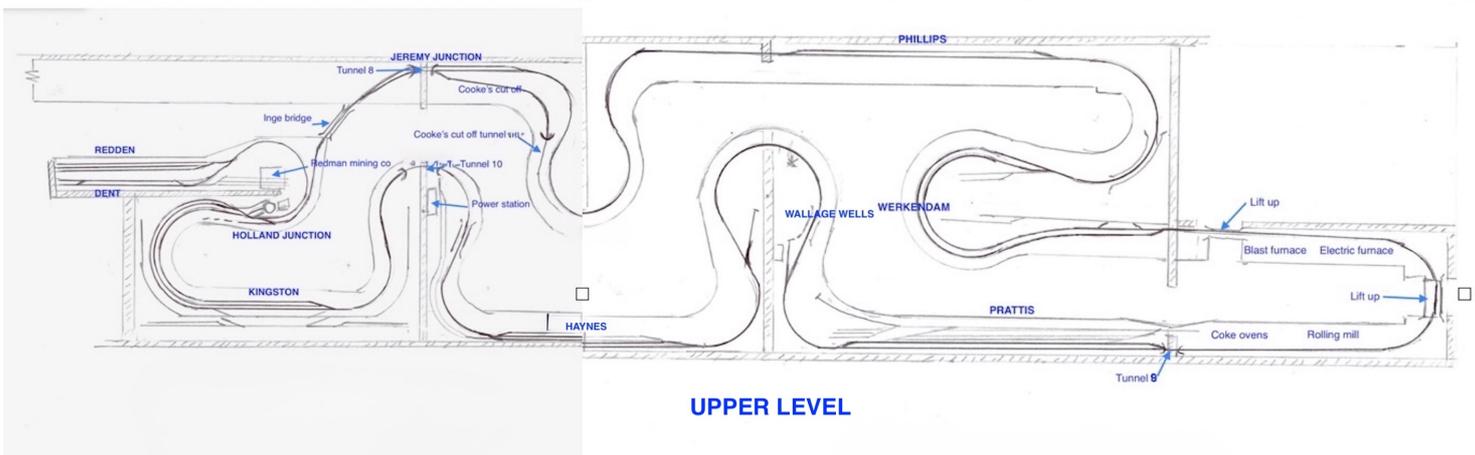
Some time ago Warwick Graham suggested that I should delve into the names used on the club's layout. I mentioned last issue that we will have been in our current premises for 24 years this year. There are only a few of us left who were there when we moved into the Outer Harbor railway station, Jeff Barclay, Murray Dent, Rick Kerry, Graham Redman and myself. Jeff and myself being the only regular attendees. Jeff, Graham and myself are all life members so it is timely that I get on with the story of the names of the towns, locations, features and industries on our layout.

SOUTHERN CENTRAL RAILROAD

not to scale



LOWER LEVEL



UPPER LEVEL

Above: The HO scale Southern Central Railroad runs through seven rooms of the Outer Harbor railway station and will soon go into an eight. The SCR is a two level layout designed to be operated point to point but with provision for continuous running.

The name Southern Central was first used for the club's layout built at the Islington railway workshops and has been carried over to Outer Harbor. Southern Central was chosen because Adelaide is on the south coast of Australia and is the capital city closest to the centre of the south coast. The SCR is American in appearance and the deliberately vague name, Southern Central, allows members to run many different American railroads' trains across the SCR's rails. Setting the SCR in the steam to diesel transition era allows for even more variety and being a bridge route there is reason for several railroads' trains to be seen on the SCR at any one time.

The SCR was planned by late member John Holland. While his plan has generally been followed adjustments have been made to fit structures the club has acquired and to accommodate changing operation expectations. Most of the names that John used are still in use. A black and yellow livery for SCR locomotives was decided upon at Islington where switchers 120 and 122 were painted by John. So far, Ken House has painted another eight locos in a simplified black and yellow livery. John Holland bequeathed all of his trains to the club so there is a lot of Ippinitchie Creek RR (John's Layout) locos and rolling stock on the SCR. The back story is that the SCR has taken the ICRR over.



Above: *The two levels of the SCR are evident in this photo. On left is the Phillips siding viaduct and Houseman yard. The upper level of the central peninsula is Werkendam and the lower level is the single track mainline and the return loop. On the right the mainline is below Prattis yard. Close by, right, the upper level is Farm curve and the lower level is in a tunnel.*

VIDEOS Please click on the images to view on YouTube



Above: Highlights from February's operating session.

by K House



Above: Christiaan Werk's Y6b on Dan Shepard's layout.

by C Werk

ADELAIDE HILLS MODEL RAILWAY SHOW

**SAT & SUN 11th - 12th
APRIL 2026**

Sat 10 am - 5pm
Sun 9 am - 4pm

Sausage Sizzle & Refreshments

ADMISSION

Adults \$10
Family \$20




Kingston SE Branch of the National Trust of South Australia  kingstonse.nts@gmail.com
Phil 0419807169

KINGSTON SE MODEL RAILWAY & HOBBY EXPO

7-9th MARCH 2026
9:30am - 5:00pm Sat-Sun | 9:30am - 4:00pm Mon



TRAINS. AIRCRAFT. AUTOMOBILES. LEGO. MODELS. ART.
A jam packed exhibition for hobby lovers of all ages!

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Adults \$15 | Concession \$12 | Children \$5 | Family \$25
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TICKETS AVAILABLE AT THE DOOR OR ONLINE AT
<https://www.discoverkingstonse.au/event-details/kingston-se-model-railway-and-hobby-expo>



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AMR TIMETABLE

Visitors welcome by prior arrangement.

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

WEDNESDAY March 4

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

SAT - MON March 7 - 9

Kingston SE Model railway and hobby expo

Town Hall Kingston SE

WEDNESDAY March 11

SCR operating session (no work or casual running)

Please advise Tony Mikolaj by Mar 10 if you wish to attend.

SATURDAY March 14

Casual running.

NMRA meeting 2.00 pm. AMR members welcome.

Please advise our secretary Tony secretary@adelaidemodelrailroaders.com by Wednesday March 11 if you wish to attend the NMRA meeting.

WEDNESDAY March 18

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

WEDNESDAY March 25

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

WEDNESDAY April 1

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

SATURDAY April 4

Work session and casual running

SAT Apr 11 10am - 5pm SUN Apr12 9am - 4pm

Adelaide Hills model railway show

Crafrers Institute 1 main St Crafrers

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