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Some of the Daddillibah group gathered around their OO scale layout. Your editor was invited to visit.

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EDITORIAL

The AMR held its annual general meeting on Wednesday June 17. During the AGM it was revealed that the number of financial including our two life members stands at 16. There may be a few late payers to come. While 16 members is in no way concerning, we did have 27 members at the end of the previous financial year. At least 7 of the 27 were a group of young members who joined, but found due to pressures outside of model railways they did not have the time to spare for being club members. Our committee did offer to make alternative times available for members to attend but none was suitable. However as a result, secretary Tony Mikolaj, is making sure that the club is open on the first Saturday afternoon of the month 12noon to 4pm. It is hoped that these Saturday afternoons will attract more members. Thanks and well done Tony.

At the general meeting Paolo Arman presented the first draft of a handout to welcome new members stating the club's ethos. I think that this document will need quite a bit of input from members. I have not had the chance to fully digest the whole four pages. A lot of it is common sense, some is welcoming, but some is possibly a little woke and some a little off putting. We must not scare new members off by making joining the AMR sound onerous. I think that, model railways are indeed fun, needs to be in the forefront of the clubs philosophy.

The AMR is somewhat exclusive being all DCC HO/OO so we will never be a big club, even though during casual running any prototype can be run. While a handout for new members is an excellent idea we do need to try harder to attract new members in the first place. We need to get our flyers into more hobby shops. Our website is excellent, better than most model railway clubs, but it probably should be supplemented with a club Facebook page, then we may get noticed more. The Booster goes out to many people, courtesy of Trevor Gibbs of the free online magazine Railway Modeller Australia. <https://sites.google.com/view/rmahome> I put the club's web address in most of my YouTube video descriptions. I am sure that we all do what we can to promote the club in our own ways. *Ken*

VICE PRESIDENT'S VIEW

Sincere thanks to those members who ventured out of their warm lounges to our chilly clubrooms to attend the Annual General Meeting last week. Apart from three members interstate or overseas and two members ill, we had an almost full attendance.

The air was cool but there was plenty of good news as the Treasurer revealed that our financial situation is healthy (see report below) and the Committee outlined an exciting program of projects over the next 12 months and beyond. The program is included in this bulletin. The aim is three-fold:

- i) To inform members of the work ahead;
- ii) To continue to improve and expand the layout;
- iii) To provide activities other than running trains to give members the opportunity to practice their skills or learn new ones, in a collaborative way.

Recently, there haven't been many projects on the go (other than the weekend working bees), so there has been little incentive for members to attend other than on operating nights. We would like to change that, with a series of projects we can work on together at a steady pace over the months ahead to give everyone a task and a greater sense of satisfaction.

One exception is the canopy over the steel-making area. We want to get that done quickly because it must be completed before work can resume of the track work, buildings and scenery.

AMRE

Misgivings about the change of location for the exhibition from Greyhound Park to the Showgrounds proved to be unfounded. The attendance was estimated to be 50% higher. The exhibitors and sellers were all together in the one hall which was bright and at a comfortable temperature. The standard of the layouts was excellent and there was a positive vibe about the whole event.

There appeared to be a higher proportion of young children and our layout was at times inundated with those youngsters wanting to operate the trainsand play with the turnout switches! This was great for the kids but simply

running trains back and forward isn't the intent of the layout – it's a switching layout for teenagers and adults to work out how to spot cars in sidings when there are other cars in the way and the car is on the wrong side of the loco.

Tony was there for every session on all three days and showed incredible patience in explaining to the youngsters how to operate the throttle and, for the brighter ones, how to do some simple switching. Other members did half a day of that and were exhausted.

The Committee has discussed this and has formed the view that changes should be made to give and get more from our attendance at the Exhibition. The switching layout will be raised to be out of sight and reach for younger children, allowing adults to have a go. It has been suggested that a second layout of size 7ft x 3^{1/2} ft be built, featuring a two track oval with a few inside storage sidings, a tunnel through a mountain and selected buildings. It could operate on DC control.

A further necessity from my point of view is to better promote the Club with more banners showing the layout and our best scenes. So there is plenty of work to do, but if visitors get a better idea of what we have to offer, there is more chance of attracting new members.

Warwick Graham

TREASURER'S TROVE

Overall, the past financial year saw a satisfactory result, with a loss of \$352. Expenditure on the layout was modest but the cost of two significant projects – the raised floor in Kingston (\$491) and internal partition demolition for the Unicorn mining/forestry extension (\$852) pushed us into the red.

Income was boosted by equipment sales totaling \$1200 (mainly from donated items) and donations (\$330).

The AMRE show falls in the new financial year and it has proved to be a boon for the Club with \$1778 earned through the second-hand stall and \$209 from the sale of caps, badges and magazines.

The Committee's work program for the next 12 months lists at least seven projects, with an estimated cost of \$5000. We have the funds to finance this but the high expenditure continues the following year as work progresses on

Unicorn. We resolved several years ago that it was acceptable to run down the savings of the Club but at a prudent rate.

It is therefore essential that we keep up the fundraising of recent years which has been approximately \$1500 per year. An effective way of doing that is to identify unwanted layouts and take them over at low or zero cost for disposal at buy-sell meets and particularly at AMRE. I encourage all members to keep an eye out for such opportunities.

Warwick Graham

below: The photo back scenes on the portable switching layout the AMR exhibited at AMRE are the work of Tony Mikolaj who used excess trimmed off the back scenes purchased for the steel mill.



AMRE 2026

by Ken House

Held over the King's Birthday long weekend the Adelaide Model Railway Exhibition returned to the Royal Adelaide show grounds at Wayville for the first time since 1997. This time in the Ridley centre. After Grey Hound park, the Ridley Centre is a much more comfortable venue, it is light and airy, carpeted, and the lighting is much better. Also the show ground is a more central venue with better public transport links. The more central location seems to have paid off because attendance was an all time record. I hope that this guarantees a good financial return for the AMRE committee.

There were 30 layouts covering most scales, gauges and sizes. The standard of modelling on display was of an excellent quality. G scale live steam in an out door area was a first for AMRE. 20 vendors and producers and 10 kindred organisations filled the hall out nicely. Something a bit different was Anthony Goldsmith's layout under construction demonstrating various construction methods.

below: Borderline, HO scale, is somewhere near the border between South Australia and Victoria. Two Australian National 930 class on a grain train.



The Adelaide Model Railroaders once again exhibited our eleven foot long switching layout. As previously reported Tony Mikolaj has altered the track on the left hand module to include a run around. The layout performed well all weekend and Southern Central Alco S2 number 117 ran like a clock the entire time. As usual we were the kids U drive layout, the only one this year. Young girls and boys really enjoyed switching and trying to uncouple using the magnets that Tony has implanted. We did get through a bit of rolling stock because the couplers got a hammering. Our layout was continually surrounded by patrons, children look for us year after year. While we continue the U drive concept we will likely be continually invited to AMRE because we are such a draw card for the younger attendees.

That being said it can be quite tiring showing children how to run a loco and how to uncouple. A vote of thanks must go to all of those who helped out over the weekend. Tony Mikolaj, Warwick Graham, Jeff Barclay, Peter Wilcox, Paul Atkins, Paolo Arman and Ken House.



left: The club's Southern Central railroad at AMRE. King of the kids, Tony Mikolaj, teaching model train operation to a willing audience. Peter Wilcox at the rear is handling sales and promotion.



above: Southern Central Railroad Alco S2 number 177 took on all of the children's driving, smooth and rough, all weekend with no problems at all but finally failed when Paolo Arman tried to use it in Houseman yard during the operating session the following Wednesday.

below: Australian Model Railway Association Victoria brought HO scale Maryborough. The magnificent station building is scratch built and the photo back drop is photos taken at the actual site. In the 19th century author Mark Twain, when passing through, is reported to have said that Maryborough was a small town attached to a large railway station.





above: John Prattis former AMR secretary now residing in Canberra operating trains on Canberra based O scale layout Glasson, a NSW prototype. Glasson won the Rob Burford trophy for best in show. Animas canyon was runner up. Brian Thomas, Glasson's owner and Booster reader, displayed a number of beautiful O scale SAR steam locos scratch built by his uncle.

below: A South Australian Railways 700 class diesel on Glasson.





above: *The Strand at Port Elliot. Cooper Green has captured perfectly the scene in HO scale on his layout "Pt Elliot". Pt Elliot is a sea side town in South Australia and this layout brings memories of meals in Hotel Elliot while on holidays. The structures are scratch built. Port Elliot was equal third best layout with the British Railway Modellers Australia's Spirsbury.*

below: *A SAR Rx 4-6-0 in the loop at Port Elliot station. The actual Port Elliot is on Steam Ranger's heritage railway in South Australia*





above: A Rx shunting on HO scale Terowie North. Adelaide Modellers Group's Terowie North is a great rendition of the broad and narrow gauge railways in the mid north of South Australia in the 1960s. The town scene is typical of the area. Structures are scratch built. Locos and rolling stock are scratch and kit built with a very few ready to run. Terowie North was runner up in the public choice vote.

below: British N scale Beaumont on Thames won the public's vote. It features the London underground running below this scene. This small but beautiful layout is the work of Marty Fox and friends.

Photo: A still from Michael Robinson's YouTube video of day 2 of AMRE.



JUNE OPERATING SESSION

by Ken House

This month's operating session attracted seven operators. Before we could begin we had to put items from the exhibition away. Some of those items were structures off the layout and locos and rolling stock needed for the operating session. This meant that the session began half an hour later than normal so the session was shorter than usual.

For this session Tony Mikolaj volunteered to be the Pt Douglas operator, I took over the Kingston yard master job from Wayne Hoskin who was away, Paolo Arman who was late arriving was the Houseman yard master. We had no yard master at Prattis. The road crews were, Peter Wilcox, Paul Wright, Christiaan Werk and Warwick Graham.

A west bound tank train, numbered 359, was run for the first time this session. This train follows on from 358 the tank train east and departs from being staged temporarily in Cooke's cut Off. Then it has to travel east for a short distance to the return loop from where it heads west to OP oil refinery where it sets out it's empty tank cars at the oil loading rack before heading cab hop to Jefferson City where the caboose is put in the designated caboose track and the loco taken to diesel loco service. Hopefully regularly running 359 tank train west will save having the tank train left in limbo in Cooke's Cut Off between sessions. When the Ippinitchie return loop is wired 359 will run westward, arriving back at Opie via the Ippinitchie creek line.

Christiaan Werk had the honour of running 359 tank train west as well as a manifest freight. Peter Wilcox was the other operator to run two trains, the consumables train and the Kingston passenger (the doodlebug). Paul Wright managed to run the Kingston turn both east and west arriving back at Houseman just at clock off time. Warwick Graham ran the Houseman turn but only made it to Zieglersdorf on his return journey east to Kingston.

I do not know how Tony fared at Pt Douglas but when I looked in on him he seemed to be looking a bit frazzled, still "hung over" from his efforts at AMRE. He did however run the Pt Douglas passenger (the budd cars).

I had fun being Kingston yard master, a job I always enjoy. Being yard master puts you in a position of some authority even if you do get criticised by the road crews from time to time but that is all part of the fun. I try not to let them pull the wool over my eyes. In the end I did manage to sort everything out. The embedded video will show.

Paolo, Houseman yard master, experienced some locomotive problems but was on top of things at the end of the session.

Every one knocked off between 9.15 and 9.30 for a cuppa and cake. The die hards were still conversing when I left at 10.00pm.



above: Paolo Arman at work as Houseman yard master being photo bombed by Paul Wright.

below: Southern central Alco S2 switcher number 117 ran perfectly, at the exhibition but failed for Paolo during the operating session so it was replaced by this PRR GP9. Later it was found that 117's address had some how changed.





above: Southern Central 478 a GP7 also on switching duties at Houseman.

below: Warwick Graham, looking the part, was a road crew.





above: Peter Wilcox, left, has arrived at Kingston with the doodlebug while Paul Wright, right, has the Kingston turn ready to depart.

below: Southern Central Baldwin switcher number 122 was the switch loco at Kingston. 122 is seen pushing four empty hoppers from the returning empty consumables train, up grade to Atkins Aggregates.





above: Two Ippinitchie Creek RR F3s departing Kingston with the loaded consumables train west.

below: Ken House, Kingston yard master, i-phone in hand, is using the WiiThrottle app to control the Kingston switch loco.





above: Tony Mikolaj was the Port Douglas operator.

below: The crew enjoying supper. Left to right, Paul Wright, Warwick Graham, Tony Mikolaj, Kent Henschke, Christiaan Werk, and Paolo Arman.



WHAT'S IN A NAME 5 - KERRY

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 Upper Kerry and Lower Kerry.

Upper and Lower Kerry are curves in the SCR's main line. Lower Kerry is between Opie and Houseman and is reached after passing through tunnels 1 and 2 and then travelling along a straight section of the double track mainline on the lower level of the SCR's track. Upper Kerry is on the single track mainline directly above Lower Kerry and is in between Jeremy Junction and Phillips.

Upper and Lower Kerry are named after, Peter Kerry his son Rick Kerry and his cousin Mike Kerry. Peter, now deceased, joined the club in 1954. Peter was a plumber he installed the Club's kitchen sink and associated plumbing. During his time at the club Peter was involved in all of the heavy work at the club until his passing. Peter was the club's key worker at all of the Adelaide model railway exhibitions up to 2019. Peter was a club stalwart in every way. Although Peter seldom ran trains at the club he had a layout at his St Peters home and was interested in small steam locos and geared logging locos. Rick Kerry works on the track machines on the suburban rail network, a permanent night shift job, so we rarely see him at the club. Rick has a HO scale home layout and follows the Burlington Northern Railroad and one of it's predecessors the Chicago Burlington and Quincy Railroad. Mike Kerry who passed away in the 2000s was a former South Australian Railways and AN train driver. Mike's modelling followed the Santa Fe. He installed the OP oil refinery and did the adjoining scenery o the Southern Central Railroad when we were in our previous premises. the railway workshops at Islington.

***below:** The scenery is undergoing changes around the Upper and Lower Kerry area. This 2023 photo shows Big Boy 4014 and Northern 844 rounding Upper Kerry on the single track with a passenger consist.*





above: Also from 2023 Santa Fe F3 A&B set on passenger train arriving at Lower Kerry. Ken House did the hard shell land forms and coloured the rock faces while Terry Inge did the ground cover.

right: A F7 hauled freight passing Terry Inge's clump foliage scenery at Upper Kerry.



below: Two freights passing on the double track mainline at Lower Kerry. All three photos circa 2023.





above: Lower Kerry, June 2026, is being redeveloped with removable scenery to allow access to the track hidden in the long Cooke's Cut Off tunnel. If a train stalled or derailed in the Cooke's Off Tunnel it was almost impossible to reach. One side of the peninsula was cut open years back, and now, the work has finally begun to close the scenery and make it removable. Thanks Tony Mikolaj.

below: Upper Kerry, June 2026. the Doodlebug is approaching the Upper Kerry sign. Another view of Tony's work.



THE DADDILLIBAH GROUP

by Ken House

The Daddillibah group are a group of model railroaders who meet in a member's large shed in the locality of Daddillibah which is between Woombye and Nambour, Queensland every Wednesday. The group is informal, no fees and few rules, just a group of blokes getting together to have fun with trains. At about 9am on the Wednesday I attended, about 17 members arrived and sat around a large table for morning tea, everyone bringing something to eat. There was a lot of banter and laughter among the usual modellers' discussion of decoder installs, locos, track planning and all things model railway. Then we adjourned to a nicely finished room which had an English OO scale layout and a HO scale Australian layout in it. The group is extending the Australian layout so that it will have a yard, turntable, and motive power depot. A few trains were run on the OO scale layout while the banter and laughter continued. I had to leave at 11.30 so I presume some work may have been done on the Australian layout or another 4m long layout that was only at the benchwork stage elsewhere in the shed. I enjoyed my morning with this group of great blokes. Thanks for having me and thanks to Frank Dredge for taking me along with him.

below: The layout room: OO scale English layout at the front and the HO scale Australian layout at the back. Frank Dredge in the hi viz.





above and below: The OO scale layout uses NCE DCC





above and below: The HO scale Australian layout. This layout is to be made switchable between DC and DCC.



VIDEOS

Please click on images to view videos on YouTube



above: Two SAR 900 class thunders across a bridge with a goods train on SARMA's layout, Wilkins at AMRE 2026.

below: Southern Central GP7 number 436 departs Kingston with the Houseman turn west during the AMR's June operating session.



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 July 1

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

SATURDAY July 4 12 noon to 4pm

Casual running and limited work session.

WEDNESDAY July 8

SCR operating session (no work or casual running)

Please advise Tony Mikolaj by July 7 if you wish to attend.

WEDNESDAY July 15

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

WEDNESDAY July 22

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

WEDNESDAY July 29

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

SATURDAY August 1 12 noon to 4pm

Casual running and limited work session.

WEDNESDAY August 5

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

WEDNESDAY August 12

SCR operating session (no work or informal running)

Please advise Tony Mikolaj by Aug 11 if you wish to attend.

DISCLAIMER

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WORK PROGRAMME & COSTS 2026

by the AMR committee

Jun-26

SUGGESTED WORK PROGRAM & ESTIMATED COSTS

ACTIVITY	Jun-Sep 26	Sep-Dec 26	Jan-Mar 27	Mar-Jun 27	Jun-Sep 27	Sep-Dec 27	Jan-Mar 28	Mar-Jun 28	Jun-Sep 28	Sep-Dec 28
Turnout lights & upgraded control										
Signals installation										
Sound effects around layout										
Track covering at Upper Kerry										
Cooke's cut-off return track										
Track alterations at Kingston										
Track alterations at Jefferson C										
Canopy over RHP steel	600									
Electrical work for RHP, Unicorn		800								
RHP mod 1 & 2 landscape, bldgs										
RHP mod 3 & 4 trackwork										
RHP * * wiring					200					
RHP * * landscape, bldgs										
Redman East - preparatory work			500							
* - benchwork				900						
* - trackwork					100					
* - wiring						100				
* - landscape, bldgs										
Unicorn - detailed layout plan										
* - raised timber floor		600								
* - wall clean up, painting										
* - canopy, backdrop, lights						450				
* - benchwork									2000	
* - track supports										
* - track laying										
* - wiring										
* - basic land forming										
* - landscaping, buildings										
										45000