



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



Above: Trains staged at Jefferson City during an operating session. These long trains, up to 25 vehicles, look impressive

CONTENTS

page

Editorial	2
Vice president's view	3
Track cleaning	3
Casual running	4
What's in a name 2	5
NMRA meeting	9
Operating session	12
Working on the SCR	16
Videos	18
AMR timetable	20

EDITORIAL

TRAIN LENGTH: In the real world trains are much longer than most of us can replicate in model form. Even in the mid 1950s, the era the AMR models on it's Southern Central Railroad, trains with five F units and over 100 cars were not uncommon. Most railway modellers love to see long trains, but compromises must be made. The following is my thoughts on what train lengths can be run on the Southern Central.

To decide a trains length there are a number of factors that need to be taken into consideration, passing siding and return loop lengths, gradients and curves, power of locomotives, and staging track lengths. The longest practical train that can be run on the SCR is three diesel locos 24 freight cars and a caboose. The double track, tracks 1 to 7 at Jefferson City, and the return loop will accommodate that length of train. On the SCR's single track the convention is, that trains should be no longer than the shortest passing loop, Haynes, which will handle a train of 2.9 metres which equates to 2 four axle diesels, 14 forty foot freight cars, and a caboose. However a single sound equipped GP7 or similar will only pull 12 cars and a caboose up the grades on the SCR. The heavier non sound locos will pull more. The AMR's steam locos 2-8-0s and a 4-8-2 will only pull 10 freight cars and caboose up the same grades. I found that the 4-8-2 will pull 18 cars along the flat track. During operating sessions the decision of how long a train is made for the operator. Trains are either already made to the correct length or in the case of the turns their instructions say maximum length 12 freight cars.

The new extension to Redman staging proposed by Warwick and Tony has been designed to accommodate trains within the limits described above.

A few years back before the SCR extended into the ladies waiting room Mal Victory tried to run a 100 car train. He made it past Lower Kerry with some cars teetering, but when he then went upgrade into the sharpish inside curve to Zieglersdorf about ten cars fell over landing on the floor. If anyone wishes to replicate Mal's effort I suggest they risk their own locos and rolling stock.

Ken

VICE PRESIDENT'S VIEW

As discussed in last month's Booster, there is no shortage of suggestions for projects to expand and improve the layout. The first cab off the rank will be installing a raised floor in Kingston, so that it won't be necessary to stand on a stool to perform shunting in that yard.

It is proposed that the work be carried out on Saturday 18 April, and with appropriate preliminary work, it should be completed in one day. This is a nice little carpentry exercise and I would encourage members who want to improve their skills and get some tips from those more experienced to participate. You may like to bring along your own tools, such as a hammer and battery drill.

Of course, the world has changed over the past three weeks and petrol and diesel price increases and availability are making us consider how much driving we can afford to do. If the fuel situation deteriorates, we will have to re-consider whether to pause organised events at the Club.

Track Cleaning

A special vote of thanks must go to Tony, Peter Kirkland, Peter Wilcox and Paul Atkins for their work in cleaning and sealing the track by the new IPA (isopropyl alcohol) Inox MX3 method. (See elsewhere in this edition for details). It worked a treat at its first trials at the most recent Operating Night and the following Saturday with NMRA visitors.

Warwick Graham

TRACK CLEANING MARCH 4

by Tony Mikolaj

We ran the cleaning car with IPA all round.

Followed with a thin wipe of Inox MX3 and polished off with another clean microfiber cloth.



Another thing was to also do the yard tracks with IPA and Inox MX3 and clean all rollingstock with IPA. I believe that the last step of cleaning all rollingstock wheels would have been a big help as the dirt is not going back on the rails. The wheel cleaning paper was black with dirt.

The track has now had a small Saturday run, an operating session and another small Saturday run. It is still working well.

There are still a few wheels to clean and some yard tracks, once these are done plus everything in the storage drawers we hope to only have to add a little Inox MX3 and clean occasionally.

CASUAL RUNNING

by Ken House



Above: Peter Wilcox's British railways austerity 0-6-0 at Jefferson City.

WHAT'S IN A NAME 2 JEFFERSON CITY

by Ken House

When one enters the AMR's premises the first part of the layout one sees is Jefferson City, which is an impressive sight, and sets the tone for the rest of the Southern Central Railroad.



Above: The impressive station building at Jefferson City was built by “Hutch” Hutchinson from a Volmer kit. The track to the far left is the DCC programming track.

Jefferson City is named after club president Jeff Barclay and is a major yard in the SCR. John Holland named this location Barclay in the original plan of the SCR, and Barclay it remained until early 2024 when Jeff asked that it be changed to Jefferson City. The real Jefferson City is the capitol city of the state of Missouri in the USA which could tie in with the layout name Southern Central, but I think we should just think of the SCR as a generic layout that could be anywhere.

Jeff Barclay is our longest standing member by a long way having joined the club in 1965 even before the club moved into the Mt Lofty railway station. Jeff has been club president for around 30 years, probably a record. Over that time Jeff has guided the club and the Southern Central Railroad to where we are today. Jeff was instrumental in finding the Outer Harbor

railway station for our club premises when we had to vacate the Islington railway workshops in 2002.

Jefferson City is divided into three power districts, the first three tracks district 1, the middle five tracks district 2 and the back three district 3 so that any short on a turnout or something the whole yard is not effected.

The yard at Jefferson City is not functional for making up or breaking down trains because there is no space for a switching lead. However we do make use of the whole yard.

The first three tracks are for members to put their trains on during casual running sessions.

The middle five tracks are used for operation session west end staging.

We have begun switching the industries at Jefferson City using the rear three tracks. Tony has scratch built a double slip to place at the entrance to the rear tracks which will save all the zigzagging that needs to be done there with the original track layout.

Jefferson city has an extensive locomotive servicing area for both steam and diesel and a turntable and round house. During operating sessions the tank train and Jefferson City turn both use these facilities.

Below: The commissary building and Railway express agency and the building in between were all purchased by the club from a layout, that was a tourist attraction at Mt Pleasant in the Adelaide hills, when it closed down. Jeff Barclay did the back scene from printed back scenes.





Above: The first three structures are from Mt Pleasant. These industries are switched by the Jefferson City turn. The trains in this photo are those staged during an operating session.

Below: Barre Clay co was a scratch built, by John Holland, industry at Barre on his Ippinitchie creek layout. This is the only structure from the IC&UT&MC to make it on to the SCR after John bequeathed his layout to the club. The club kept all of John's locos and rolling stock and sold every thing else. Some of the zigzagging track can be seen in front of Barre Clay co. Barre Clay Co processes clay for the manufacture of vitreous china products. A better place for Barre Clay Co would be at Opie when the saw mill is moved to Unicorn.





Above: The Jefferson city locomotive servicing facility was built by John Holland. The coal stage is a Walthers kit and the large 130' turntable is also from Walthers.

Below: The view of Jefferson City as one enters the AMR club rooms.



NMRA MEETING

by Ken House

The AMR hosted a meeting of division six, S.A., of the NMRA - Australasian region on Saturday afternoon March 14. AMR members Tony Mikolaj, Paul Atkins, Paolo Arman, Peter Wilcox and Ken House attended.

The show and tell part of the meeting was all G gauge. Division superintendent Scott Taylor brought a 3D printed G scale ballast plough that he was making. The model's prototype is a South Australian Railways Y class narrow gauge four wheel open wagon that the SAR converted to a ballast plough. Master model railroader Vern Cracknel showed us a completely scratch built, figures and all, G gauge park diorama.

Before and after the meeting Paul Atkins, Peter Wilcox, Tony Mikolaj and Ken House ran trains on the Southern Central for the enjoyment of our guests while they viewed the progress on the layout since their last visit.

Right: Vern Cracknel's G scale diorama.





Above: Tony Mikolaj receiving the hosts plaque from NMRA division superintendent Scott Taylor. Thanks to Tony for organising the occasion.

Below: Some of those present, Vern Cracknel, Paul Atkins (obscured), Tony Harrison, Ray Brownbill, Tony Mikolaj, Jane Robinson and Michael Robinson.





Above: Peter Wilcox ran his A4 pacific, Mallard, in British railways green.

Below: Tony Mikolaj put on a good show with his Climax and Shay geared locomotives and log train.



MARCH OPERATING SESSION

by Ken House

Quite a few members are away on holidays this month so on operating session night, Wednesday March 11, we had a small crew of five. We annulled the Pt Douglas position leaving Tony Mikolaj to be Houseman yard master, Ken House Kingston yard master, and Peter Kirkland, Peter Wilcox and Christiaan Werk to be the road crews. Ken began by running trains 216 / 217 manifests and Tony finished the session off by running train 212 the through freight east.

Of special note was how well trains ran. I feel that this was due to the new track cleaning regime introduced by Warwick Graham. A special thanks to those who carried out the track cleaning on Wednesday March 4.

The first train to depart was the Kingston passenger service with Peter Wilcox driving the Doodlebug which performed admirably.

Peter Kirkland continued on from last session when he left train 311 the Houseman turn west stabled in Prattis yard. There was plenty of work for 311. When Peter arrived at Letheby he was alerted to the fact that Christiaan Werk had begun switching 314 the Kingston turn east at the next town Zieglersdorf. Being westbound, 311 is inferior by direction to eastbound 314 so 311 was obliged to wait for 314 the superior east bound in any case. On the SCR all passenger trains are first class so when the Doodlebug, train 121 Kingston passenger west, passed by, both turns had to clear the tracks causing further delay. When returning to Kingston with 312 Houseman turn east once again Peter tied up in Prattis yard as the session ended.

Christiaan Werk completed running 314 / 315 Kingston turn east and west. Peter Wilcox completed running the iron ore trains 351 / 352 west and east between Haynes and Prattis.

Ken experienced the only track problem when Ippinitchie creek mountain class number 142 began wheel slipping, presumably on a patch of over applied Inox MX3. See the video of this session.

At about 9.30pm it was a relaxed crew who were able to spread out and enjoy a cuppa and biscuits in the meeting area.





Above: Under Peter Wilcox's control the Doodlebug, Kingston passenger, glides into the station at Werkendam.

Below: SCR 120 Baldwin SW 1200 is shunting cattle cars at Kingston. The structure at the far left is Werk's Ice Works where reefers are iced before loading at Jefferson Abattoir. The next three structures could be anything, but they help create the impression that Kingston is a busy and important industrial area.





Above: Ippinitchie Creek number 142 a 4-8-2 mountain class is approaching Houseman with 217 manifest freight west. This operating session was first revenue run for 142. It handled 18 freight cars and caboose on the flat track but 8 or 9 would be it's limit going round the reverse loop's curves and grades. During casual running 142 managed 10 freight cars and a caboose over the complete length of the SCR.

Below: SCR RS3 number 477 is departing Kingston with 315 the Kingston turn west under Christiaan Werk's control.





Above: SCR 120 retuning to Kingston cab hop. The Kingston yard master used SCR 120 to deliver two empty coal hoppers to Redman mining co at Dent. Because he had to go beyond the Kingston yard limits he must take a caboose with a conductor.

Below: SCR GP7 number 436 with 312 the Houseman turn east stabled in Prattis yard at the end of the session. The Houseman turn began its trip at Kingston and headed to Houseman working at the stations in between on the way. At Houseman it picked up a new consist and retuned toward Kingston but it's engineer, Peter Kirkland, reached his limit of hours at Prattis and could go no further.



WORKING ON THE SCR

by Ken House

Right: The Kanunda & Emu Flat Railway paint shop has been busy once again, repainting Ippinitchie Creek Alco FA re - number 261 to black Southern Central Railroad number 233.



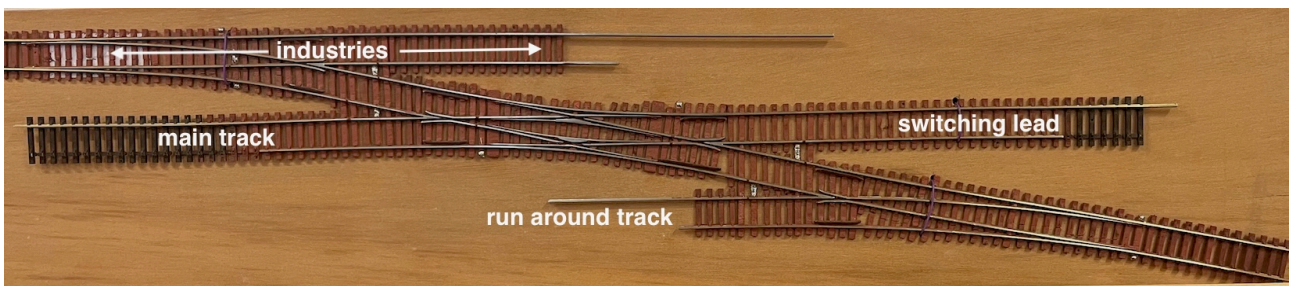
Above: Blue flags. A blue flag behind a car, cut of cars or locomotive means that the vehicle must not be moved. A blue flag can only be removed by a person of the same craft that put it there. Blue flags are usually used when employees are working around, under or in-between vehicles.

The SCR uses them at Kingston when cars are left on the sloping yard track by the yard master to stop them rolling. We could say that the air hoses are being connected. The yard master puts the flag there so he must be the one who removes it.

The K&EFR workshops have made a more realistic blue flag. The base is still styrene, about 20mm square on top with a 16mm X 20mm X 2mm piece to go between the rails. The flag is tinplate soldered onto 1mm brass wire which was then soldered on to a a tinplate base 16mm X 20mm which was glued to the styrene base using super glue.

Peter Wilcox has been tinkering with the club's locos. His latest effort was the Doodlebug which was an unreliable runner. Peter has been able to sort the Doodlebug out and it ran very well at this month's operating session.

Tony Mikolaj has begun building the roadbed for the track that will join into the Atkins loop and form the entrance to Unicorn, the yet to be built logging and mining branch. This track will form a wye. Even though construction of Unicorn is some way off this track must be laid and tested now so that the deck above that will contain the steel mill's blast & electric furnaces can be reinstated.



Above: Tony has scratch built this track arrangement to replace the awkward crossovers in front of the industries at Jefferson City. The double slip is a work of beauty.

This trackage will be at the eastern end of the industries. The Jefferson City turn will come in from the bottom right hand corner and pull into the main track and its loco will run around its train to first take off the cabooses which will be set out in the cabooses track, which will be the track extending off the run around track, not seen, but to the left of this photo. Then all switching of the freight cars can be done through the double slip with the loco running around the consist for the trailing point industries. Operators will soon get used to the double slip once they have been through it a couple of times.

Tony's double slip will help make Jefferson City more functional. At last the industries will be able to be switched in an efficient manner. There is a gap between these three tracks and the rest of Jefferson City yard which will give the Jefferson City turn's operator some space to see what he is doing.

It would be very difficult to switch the bulk of Jefferson City's tracks because there is no switching lead or space to put one. Some tracks have crossovers near the western end but with no shunting lead those crossovers are somewhat redundant.

We are making the best use of Jefferson City by using it for staging. I think that the long trains sitting there make Jefferson City look like a busy place and shows off the club's rolling stock into the bargain.

VIDEOS Please click on the images to view on You Tube.



Above: The mountain class departs Jefferson City. OPS session action.



Above: During the NMRA meeting Tony Mikolaj ran his BR 2-6-2 tank engine seen here about to cross Inge Bridge.

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
Child \$5

EFTPOS AVAILABLE

Crafers Institute Hall
1 Main St Crafers, South Australia

 **ADELAIDE HILLS MODEL RAILWAY SHOW**
0430 857 395 or 0403 992 013





NEW LOCATION FOR THE 2026 EXHIBITION
RIDLEY CENTRE
ADELAIDE SHOWGROUND
MORE DETAILS SOON!

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



South Australia

©2025 Website build by Gauel ICT Consulting

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 April 1

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

SATURDAY April 4

Casual running session and limited work session.

WEDNESDAY April 8

SCR operating session (no work or casual running)

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

SAT APRIL 11 10am - 5pm Sun April 12 9am - 4pm

Adelaide hills model railway exhibition

Crafrers institute 1 Main St Crafrers

WEDNESDAY April 15

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

WEDNESDAY April 22

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

WEDNESDAY April 29

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

SATURDAY May 2

Casual running session and limited work session.

WEDNESDAY May 6

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

DISCLAIMER

While all care is taken to ensure that all content in this newsletter is correct. Adelaide Model Railroaders inc and the editor take no responsibility for errors, omissions or content. Also, the opinions expressed by the editor and contributors are not necessarily the views of the committee of the Adelaide Model Railroaders inc.