



# THE BOOSTER

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*Thornley is the Caloundra & DMRC's DC controlled HO scale T Track modular layout.*

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## **EDITORIAL**

### **Priorities**

Continuing on from last month: It goes without saying that housekeeping is a priority, keeping the clubrooms clean and tidy. When working on the layout, rolling stock, or structures please always tidy up after yourself. Another priority must be to maintain the layout, that is, to fix track, electrical, and rolling stock issues promptly. If we can just keep these two things under control every one is going to enjoy their time at the club.

It is up to all members when you see an issue write it up in the faults book or fill in a bad order card. Then it is up to our committee members to read the faults book and bad order cards and make sure that all urgent issues are rectified asap either by doing it themselves or asking a member with the necessary skills to carry out the work.

As I said last month I think completing the signals should be top priority. If Tony were to provide instructions and diagrams of each block of signals as we work our way around the layout I am sure there are several of us who are capable of carrying out the work with a minimum of supervision. I would be prepared to leave the steel mill where it is and spend my time installing signals. Signals being of higher priority than building the steel mill.

There is not enough of us to do everything. Can the committee draw up a list of priorities and present them at a meeting in the near future? Once that is done we need to stick to those priorities.

I am currently away on my own in Queensland as I publish this edition of The Booster. While up here I have been able to visit the Caloundra MRC, a very welcoming group. Modellers have reached out to me to visit their home layouts and even take me to a swap meet at the Railway modellers club of Queensland. The hospitality of other model railroaders is amazing, it makes me proud to be part of the family of model railroaders. No matter where you go in the world if you are a model railroader you will quickly find friends.

*Ken*

## VICE PRESIDENT'S VIEW

### **The Month of June**

June is a busy month for the Club. We have the AMRE Show – this year at the Showgrounds from 6 to 8 June. This is important event for two reasons – firstly to promote the Club to the public and hopefully to attract new members; and secondly, as a major source of income for the Club. The last two years we have accrued up to 50% of our income by selling donated and surplus items at the second hand stall.

Nine days after the Show, it's the Club's Annual General Meeting on 17 June. The President's and Secretary's positions are up for election. The President will present his summary of the past year and the Treasurer will reveal to members how the Club has fared financially over the past year and will give guidance for future spending and fundraising.

The Committee urges all members to attend the AGM.

### **Promote Your Club**

Your Vice President recently came across the perfect AMR green windcheaters at Harris Scarfe. They are labelled JC Lanyon and have a list price of \$35. HS have almost continuous sales and I obtained mine for \$20. Purchase a club patch from President Jeff for \$3. You can sew it on yourself or take it to your local seamstress who will charge around \$15. Wear it with pride at the forthcoming AMRE Show!



## Magazines Galore

Members will notice that the black drape covering the library has been removed recently, exposing our extensive collection of magazines and books. We have to reduce the number of these items to make way for the Redman East layout extension. For the magazines, the aim is to sell the bound copies and give away the unbound ones up to the mid 1990s. The rationale for this is that the articles and techniques in older magazines are not as relevant today, where the quality and availability of products makes scratch building rarely necessary and state of the art construction techniques are readily accessible on the internet.

The magazines we propose to retain post-1995 copies of are:

*Model Railroader*

*Trains*

Those we propose disposing of entirely are:

*Australian Railway Modeller, Railroad Model Craftsman, Railmodel Journal*

The bound copies held are:-

*Australian Railway Modeller*                      Volumes 1 to 13 (1963 – 1986)

*Model Railroader*                                  Volumes 16 to 57 (1949 – 1999)

*Railroad Model Craftsman*                      Volumes 30 to 59 (1961 – 1991)

*Trains*    Volumes 16 to 43 (1955 – 1983)

Please contact me if you wish to discuss this strategy and also if you would like to purchase or adopt any of these magazines.



## Projects Update

Project	Project
Tunnel over tracks at Upper Kerry	80% complete
Cooke’s cut-off return track	Track laid, wiring to be done
RHP Steelmaking Precinct	Modules 1 & 2 80% complete (remaining structures, ballasting & detailing required)
“ “ “	Modules 3 & 4 in detailed planning
Revised rear tracks at Jefferson City	Design approved, hand-built double slip crossover completed
Redman East staging tracks	Preparatory work for locker relocation started
Unicorn logging/mining layout	Room preparation (timber floor) to be undertaken shortly
Canopies over tracks at RHP Precinct & Port Douglas	Design for RHP costed and awaiting approval

*Warwick Graham*

## WORKING ON THE SOUTHERN CENTRAL

by Ken House

Peter Kirkland and Ken House have painted the ground grey on the first half off the steel mill in preparation for ballasting and ground cover. Ken will do a small demonstration area of ballasting and ground cover so another member to carry out the work.



## **BNSF IN BEERWAH QUEENSLAND**

by Ken House

While I am staying at my son's place in Landsborough about 80Km north of Brisbane I was advised to contact Frank Dredge about 13 minutes away just outside Beerwah the next town south. Frank has welcomed me with open arms. As well as allowing me to photograph and video his layout he invited me round to run trains on a second occasion.

Frank has his layout set up for operating sessions in a two storied shed. On the ground floor is the crew lounge with kitchen, drinks fridge and large screen TV for operators to watch DVDs or YouTube while waiting for assignments. Also on the ground floor is Frank's well set up workshop. The amount of modelling supplies that Frank has in his workshop is truly amazing, more styrene, scenery materials, wheels, and couplers than some hobby shops would have.

Upstairs the N scale layout takes up the whole of a 9m by 6m lined and air conditioned room. The layout is modern era BNSF and, although at first sight, the layout looks daunting and complicated once I began running trains on it it soon made sense and I was able to grasp the concept. Trains run loop to loop. Where ever you stand when facing the layout you are facing north, so east is always to your right, so after your train runs around one of the loops it changes from an eastbound to a west bound or visa versa. Another aid to navigating Frank's layout is that the towns run in alphabetical order. There is no staging yard on Frank's layout although some trains do begin in Aitken, a large yard which is the first place you see when you enter the room. Frank has industries in pairs so that traffic flows back and forth between them or traffic may go out loaded from an industry around one of the loops and return empty. Being modern era there is little switching done on the road, rather, there are several large industries that require switching, the most complex one being a paper mill. I had two goes at the Mill job where the switcher is a pair of consisted BN GP30s which are actually DC locos running on DCC track. Frank is able to isolate the paper mill from the rest of the layout so that the DC locos do not sit stewing on the DCC current when not being used. He uses Digitrax DCC, which like Lenz allows a DC loco to be run on address zero. I used a small wireless Digitrax throttle which is a joy to use one handed. Holding the throttle in my left hand it is a simple matter to turn the speed control knob with my thumb and manipulate the direction toggle also with my thumb, very ergonomic. During operating sessions trains are run according to 32 switch lists printed on cards about A5 size. At each town or industry Frank has business card sized cards for the cars in each location. These cards list which train which each car is to be either picked up or set out by. There are no yard master jobs in

Frank's operating scheme instead yard switching is done in sequence determined by taking switch lists in turn. For example the Aitken switcher has a switch list just the same as a road freight like the mine run, so all switching is done in sequence with the road jobs..

The track on Frank's layout is mainly Peco, all turnouts are hand thrown. The layout is divided into three power districts. There is an abundance of nice structures while others are mockups to fill spaces until permanent structures can be built. Land forms are hardshell with removable sections over tunnels. Rock moulds are used extensively as well. Frank is beginning adding ambient sounds. In the meantime he has a CD softly playing loco and train sounds under the loco facility at Aitken which added ambience to running trains on the BNSF.

I thoroughly enjoyed my visits to the BNSF in Beerwah. The ability to run fifty plus car trains over well thought out track that gave me the impression that my trains were going somewhere and having work to do made for a fun experience. Structures and scenery, although not all complete add ambience. Not to mention a generous and welcoming host. Thank you Frank.

*below: An overall view of the BNSF. The large yard is Aitken.*





*above:* The paper mill has a mix of permanent structures and mock ups. Operating the “mill job” which switches this complex is a fun job that takes some time to do.

*below:* There are a number of grain elevators around the BNSF.





**above:** This farm is built in sections on 3mm ply bases then placed on the layout. The farm is inside Turner Park loop so named because trains turn in the loop and can park in the loop  
**left:** Crew lounge, shelves of modelling supplies line the back wall, TV and collection of DVDs in unit facing settee.  
**below:** The town of Junction. Labels on tracks help new operators find their way around





*above: Oil refinery*



*left: Gravel*

*below: Station at junction*



## RAILWAYS IN SRI LANKA

by Warwick Graham

The Sri Lankan railway system is not extensive – only 1450km of track over 10 major lines. Most of it was built in the late 19<sup>th</sup> century by the British when they were the colonial power. Being British, the track is broad gauge – 5' 3". Sleepers are mainly timber, but concrete and steel types were also seen.

During my recent 2<sup>1/2</sup> week tour, a local train was seen only once, and that was the last passenger carriage and it appeared to be at least 60 years old.

However, tourists can ride in more modern trains in locations of spectacular scenery. This is thanks to Sri Lanka's Chinese "friends". Sri Lanka is an excellent example of China's Belt and Road diplomacy and the recklessness of politicians trying to win votes by spending taxpayers' money. The Chinese government provided loans for construction of ports, roads, telecommunication towers, a soccer stadium and more. They were built with Chinese labour and used mostly Chinese-supplied materials, so there was very little benefit for the local economy. Now Sri Lanka, which also has big loans from India and the World Bank teeters on the edge of bankruptcy.



But I digress. This particular train line runs through the highlands where sections are over 1800m above sea level. It has 10 carriages and a 2400hp diesel locomotive at each end to avoid re-setting. The train is less than 10 years old and looks smart. The interior is basic but clean and comfortable. By far the best feature is the scenery. The train runs along a series of

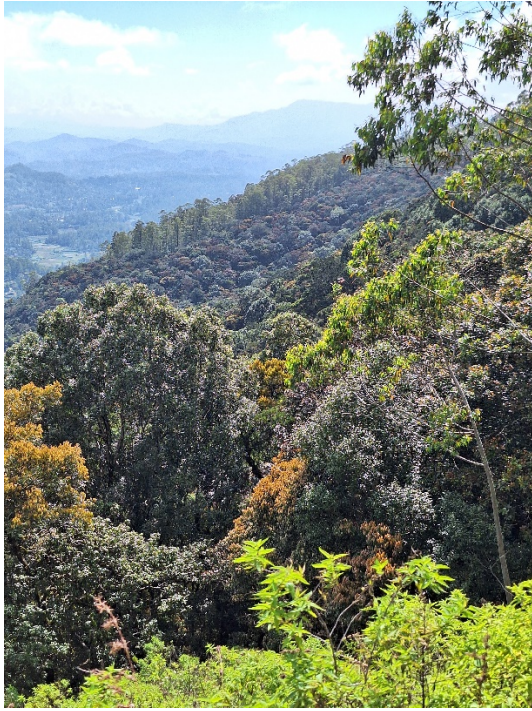
mountain ridges with spectacular views down to the valleys below. At one point, there appeared to be white smoke over the front of the train, but it turned out to be cloud on the ridge. There were numerous short tunnels concrete lined with a keyhole arch profile and multi-span arched bridges built from basalt stone. In virgin country, the lush forest formed a dense green blanket, scattered with lighter green or orange foliage. In the lower sections, tea bushes were growing on incredibly steep slopes right up to the track, whilst into the valleys, every temperate climate vegetable imaginable was being grown.



*above: light cloud on high point of route.*

*below: work train, likely to have been clearing formation damaged by torrential rain last year*





*above left: beautiful mountain scenery. right: the shackle doesn't look adequate!*

### WHAT LOCOMOTIVE IS THAT?

The shunter below was spotted at the back of the yard at Bandarawela station. It looks similar to an Alco S3 apart from the curved cab roof being lower than the Alco's. However, it is British - built by North British Locomotive Co in 1951, and retired in 1986.



## **RMCQ SWAP MEET AND OPEN DAY**

by Ken House

On Sunday May 17 I traveled from Beerwah to the Railway Modellers Club of Queensland at 20 Terrance Road Brendale with Frank Dredge, a trip of about one hour. The RMCQ holds three swap meet - open days every year. Luckily the weather was fine because the swap meet was set out in the club's grounds like an open air market with a few stalls inside the RMCQ' large shed (club rooms). There was a large amount of stuff for sale in every conceivable prototype, and scale. Prices varied, like most swap meets, from expensive to outright bargains. I bought a flat car for the club for \$2 and detail items for myself, HO scale 44gal drums and folded tarpaulins.

The RMCQ was formed in 1973 and is a member of the Mens Shed movement. The RMCQ has about 150 members. Their premises is a large comfortable shed on about a half acre block. They have plenty of parking space in front of the shed. Inside is a large meeting space with a well equipped kitchen on the left hand side. Also on the left hand side are workshops for members to use.

There are three layouts in the shed the first is N scale which is partly double decked and would be at least 40' long by 20' wide. The bottom deck has four mainlines 28m long and some shunting. The bottom deck caters for DC and DCC operation as well as sitting operation. The top deck is solely DCC and has a 75m mainline with plenty of shunting and switching. The frame work of the N scale layout is made of steel and has LED lighting set in a valence above the layout. Next is the HO,OO,HOn31/2 layout which is about the same size as the N scale layout but is fully double decked with a helix connecting the two decks. There is about 85m of HO scale double track mainline on the bottom deck. The top deck continues the HO track except the centre peninsula of the top deck has the HOn31/2 track. The track and turnouts on the HO layout is all Peco code 100 and the turnouts are operated with servos. The HO layout is solely DCC and mostly trains are controlled using mobile phones. There is no valence over the HO layout so I did notice the lighting was not as good as the N scale layout. In the back left hand corner still under construction is the MAL layout. This layout will allow better access for people with mobility issues. The MAL layout would be about 20' by 8', table top height, and single level. It will be HO,OO, and HOn31/2 and will have DC and DCC operation. An arduino DCC system (DCC - EX) will be used on the MAL layout.

Outside to the rear of the shed is an elevated G scale track. On the day I was there, there was a live steam shay geared loco running as well as a Queensland Rail G scale diesel electric.

The RMCQ also maintains a N scale exhibition layout called South Pine and a HO scale exhibition layout called Pine Rivers.

I was very impressed with the facilities RMCQ provides to it's members. All of the RMCQ members I met were very friendly and willing to answer my questions. They truly have a club to be proud of.

**below:** *The RMCQ's N Scale layout.*





*above: RMCQ's workshops and office*

*below: Queensland country town on upper deck of HO layout. HOn3 track.*





*above: HO layout, helix on right*

*right: RMCQ HO layout*

*below: Photo backdrop behind farm. Upper deck*

*bottom: Mt Beerwah looms up behind this station on upper deck HO layout.*





**above:** Bridges on HO scale layout

**right:** Farm on lower level HO scale

**below:** G scale live steam shay geared locomotive on the out door elevated G scale track



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



*above: Unit coal train on the BNSF in Beerwah.*



*above: The NSW XPT crossing one of three beautiful bridge scenes with lovely back scenes behind the bridges on RMCQ's N scale layout.*

## **WHAT'S IN A NAME 4 - JOLLIFEE'S JUMP**

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 Jolliffee's Jump.

Jolliffee's Jump is named after Phil Jolliffee. Phil was club treasurer for a number of years. He died before the club moved from the Mt lofty Railway Station. The club had Jolliffee's Jump on the Mt Lofty layout and just like now it was a spectacular scene. It had a deep dry gorge with three bridges over it forming a triangle. One of the bridges was a spectacular steel trestle.

Jolliffee's Jump is a signature scene on the SCR. The land forms were created by Christiaan Werk. He used a large number of rock moulds which he then coloured. Christiaan used Woodland Scenics water effects on the waterfall and river.



***above:** Three bridges carry the double track mainline over Jolliffee's Jump. Late member Len Opie built the steel arch bridge, John Holland another deceased member built the truss bridge. John is the one who drew the original track plan for the SCR. Ken House shortened a Walthers through girder bridge to complete the track on the westbound side.*



**above:** *On a windy day spray from the waterfall drops on passing trains. Christian Werk built the dramatic looking trestle that takes the Ippinitchie Creek branch across Jollifee's Jump and into a tunnel. The Ippinitchie Creek branch commemorates John Hollands layout the Ippinitchie Creek & Unicorn Timber & Mining Company. For a number of years this line has been a dead end staging track but soon the new reverse loop will emerge from the tunnel. It is hoped that the Ippinitchie Creek branch will then get more use.*

## **SATURDAY 2nd MAY OPEN RUNNING**

by Tony Mikolaj

open running session in May was quite well attended and once again the tracks at Jefferson were well used. It was good to see a variety of prototypes and nationalities roaming the tracks.

I spent some time in the morning adjusting CVs to do a simple speed match of a couple of club diesels ready for the next operations session. Starting by removing all momentum and braking delays. I then set CV65 to turn on the starting kick and played with CV116 for the amount of kick needed (1 - 7) and CV117 the rate (1 - 50) Even though these were the same locos and decoders there were some slight differences between the settings for each loco. Once that was done both locos would start reliably and run slowly and smoothly at the same speed on speed step 1.

I then set the top speed of the fastest loco to match the slower one with CV6 then adjusted CV5 for middle speed. Once all this was done I added a little momentum so that they stopped and started smoothly. While not quite perfect, a very acceptable result as they play very nicely together. Link to video below, this is from a standing start with full acceleration to top speed and then hit reverse. Near the end I slowed to speed step 1 and you may see a very slight push/pull in the couplings but at this speed not worth worrying about. As you can see they pair very nicely and these are now consisted for one of the manifests of our operation running.

<https://adelaidemodelrailroaders.com/AMRgal/index.php/Tony/Speed-matching>

By this time many others had arrived and train boxes were piling up on the tables. I ran a Climax and Shay with a few flat cars that I needed to test, ducking in and out of passing sidings so that others could pass. Also on the track were Australian passenger and freight trains, various US freight and passenger and British. Below is a link to some videos that I took of a few of the trains.

<https://www.adelaidemodelrailroaders.com/AMRgal/index.php/Club/Open-running-2-May-2026>

Warwick also invited some visitors who were very impressed with our little empire.

## MAY OPERATING SESSION

Seven members enjoyed the May operating session. Wayne Hoskin was Kingston yard master, Tony Mikolaj was Housman yard master, Peter Kirkland took on Port Douglas. Road crews were Peter Wilcox, Christiaan Werk, Paul Atkins and Warwick Graham. Paolo Arman was originally going to attend but unfortunately pulled out with a crook back. It's okay Paolo, Housman Yard is fully up to date for you next run.

Things all seemed to run smoothly except the first manifest arrived with needed cars only just as the port train was looking for a load for the float, lucky the float can be loaded in any order so there was no need to marshal them, simply pull and deliver.

Catch you down the track...*Tony Mikolaj*



*above: Climax and Shay geared locos approaching Lower Kerry during the open running session on Saturday May 2*

*photo: A Mikolaj*

## **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 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 by June 9 if you wish to attend.

WEDNESDAY June 17

General and **AGM** meetings & Casual running session, limited work, running priority

WEDNESDAY June 24

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

WEDNESDAY JULY 1

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

SATURDAY July 4

Casual running and limited work session.

WEDNESDAY July 8

SCR operating session (no work or informal running)

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

## **DISCLAIMER**

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