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



The Eurostar in Gare du Nord Paris photo: P Atkins

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EDITORIAL

Many thanks to Paolo Arman, Paul Atkins, Tony Mikolaj and Christiaan Werk for submitting photos. I am happy to receive railway and model railway photos either by e-mail houseken26@yahoo.com.au or by SMS 0403 846 948. Even though I was unable to use all of the photos submitted this month they were all appreciated and have been saved so that they may be used in a future issue. Also in this issue we have an article by Wayne Hoskin and a letter to the editor from a reader who is not a club member. Contributions from members and readers help to make the Booster more relevant, varied and interesting.

The first Saturday casual running sessions seem to be gathering momentum. It is great to see photos from the November 7 session in this issue. The members running trains on those Saturdays have been able to make a modest amount toward club funds from visitor donations on those Saturdays. Well done guys.

It is exciting to see prep work being done for both the expanded staging yard and the logging and mining branch line. Work has also begun on the second half of the steel mill. Good to finally see the blast furnace and electric furnace in their proper positions.

I hope that we will see as many members as possible along at the December general meeting on December 16. It is a tradition for members to bring along a plate and drinks to make this meeting a festive occasion celebrating Christmas. It is also a time to reflect on the past year and the progress that has been made by the club. Please come along and enjoy the fellowship with our members.

Ken

VICE PRESIDENT'S VIEW

I'm pleased to report that activity continues at a high level on the layout and in the Clubrooms.

- Tony has almost finished rockscaping around the Cooke's cut-off connection to the main line near the Houseman West. This has also involved re-building the removable rock face below Upper Kerry – a major undertaking.
- Ken continues to lay track for modules 3 and 4 in the steel-making area.
- Christiaan has been ballasting track in modules 1 and 2.
- Wayne is finishing paving and detailing in the TOFC carpark area outside Kingston.
- Paul Wright is working on detailing the area around the oil refinery at Opie, his latest challenge being assembling very fiddly chain-wire mesh security fencing.

On the Clubrooms front, your vice president has:

- Patched and painted the walls in the old ladies toilet, readying the room for the Unicorn timber and mining extension;
- Painted the raised floor in Kingston with a rather bright yellow non-slip paint;
- Constructed new shelves for the east wall to more efficiently house magazines, books and manuals. There will also be drawers to house stationery and small tools.

The floor in Unicorn has a 35mm fall towards the door so installing a level timber floor to cover the rough, uneven concrete surface will be a challenge. This work will be commenced shortly.

I'm sure you will agree that it's very satisfying to see ongoing scenery improvements on the layout, and the meeting area looking cleaner and fresher.

Electronic vs Paper

I get the impression that most members get their inspiring photos, information and construction tips from YouTube. The fact that it is very difficult to obtain a paper copy of a model railroad magazine indicates that printed magazines have fallen out of favour (the exception is the Australian Model Railway Magazine).

I still prefer magazines – I find it much easier to read and enjoy articles and pictures from a magazine rather than from a screen. And when it comes to using an article as guidance on a project, the information is right there on paper.

The Club has a good library of magazines for modellers, including the most popular American titles.

Model Railroader – the most popular magazine and best all-rounder, with articles on inspiring layouts, product reviews, how-to items and clinics on areas such as DCC.

-We have loose magazines from 1991 to 2017 and bound copies from 1949 to 1999 in the basement.

Railroad Model Craftsman – the name says it all This magazine has articles on high quality layouts, constructing or modifying locomotives, rolling stock and structures, realistic operations and signalling.

- Loose magazines from 1990 to 2017; bound copies from 1961 to 1991.

Railmodel Journal - I'd never heard of this magazine until I found several boxes under the layout. They are a treasure trove for those interested in US locomotives and rolling stock. Every issue contains the history of several locomotives and a list of parts to super-detail off-the-shelf models. There are also extensive details of freight cars, a feature layout and product reviews.

- We only have four years of this magazine – 1999 to 2002.

I appreciate that most of our members model Australian rather than US, but I urge you to take a look at these very informative magazines.

Warwick

CASUAL RUNNING SATURDAY NOVEMBER 7



above: *A good time was had by all.* *photo: P Arman*

below: *Paolo Arman's Australian National BL class approaching Holland Junction with a train of vans.* *photo: P Arman*





above: *Jackson Coppick's New South Wales Government Railways 38 class pacific on the main line at Kingston. photo P Arman*

below: *Tony Milolaj and Jackson Coppick running trains at Kingston. photo P Arman*





above: *Tony Mikolaj ran the two ex Peter King 2-6-6-2s seen here at Kingston. photo: P Arman*

below: *Paul Atkins Union Pacific train meets Danny Coppick's ANR 900 class hauled Overland at Werkendam. photo P Atkins*





above: *Paul Atkins' Union Pacific EMD in Missouri Pacific heritage livery at Zieglersdorf. photo: P Atkins*



NOVEMBER OPERATING SESSION

by Ken House

Preparations for the November operating session were a little hap hazard because there was a lot going on in the club rooms that night including packing up the portable exhibition layout and storing it on the mezzanine in the workshop. Resulting in Peter Kirkland, Peter Wilcox and Tony Mikolaj not being available for the full evening. There were four of us involved in op session set up. Although all cards were turned and all rolling stock and locos placed in correct staging positions only a few loco wheels were cleaned and no track was cleaned.



above: *Tony Mikolaj was Houseman yard master and Peter Wilcox assistant yard master.*

It was very pleasing to see eleven members arrive for the session on Wednesday night, November 11. Peter Wilcox wanted to learn the Houseman yard master job from Tony Mikolaj. Paul Atkins had to leave early so asked to be paired with Peter Kirkland and Danny and Jackson Coppick wanted to work together. So the final line up was Houseman yard master, Tony Mikolaj and Peter Wilcox, Kingston yard master, Warwick Graham, Prattis yard master Ken House, Pt Douglas operator, Wayne Hoskin, and four road crews, no 1 Christiaan Werk, no 2 Paul Wright, no 3 Peter Kirkland and Paul Atkins, no 4 Danny and Jackson Coppick.

The session began on time, but most trains departing from Jefferson City, west end staging, encountered problems either dead track or unexplained shorts. Once out on the mainline all trains ran well. It seems that our Inox MX3 track cleaning regime is working.

From Jefferson City Paul Atkins was first away with the passenger east, followed by Peter Kirkland and Paul Atkins with the TOFC train and last Christiaan Werk with the cab hop to Opie which picks up the tank cars at the OP oil refinery. Christiaan encountered a lot of dead track before he departed Opie with the tank train east. Danny and Jackson Coppick picked up the grain train at Houseman.

Soon after 8pm a security guard came into the clubrooms and asked us all to evacuate because a **suspected bomb** had been discovered in one of the rubbish bins out side. The security guards had heard beeping and ticking sounds coming from the bin so they called SAPOL and the bomb squad arrived about 25 minutes later. The bomb squad positioned three vans with lights flashing in the street, quite a sight. When they put a camera in the bin they discovered that three smoke alarms had been dumped in the bin. After being outside for about a total of 45 minutes we were allowed back inside to continue our operating session.

We did have a few other problems on the night. A couple of locos gave some problems including the ACL GP7 at Pt Douglas. The track was dirty at Prattis and so were the rear tracks at Jefferson City. Also Pt Douglas did not seem to be running well. I improved Prattis and Jefferson City by spraying one of the cork blocks with Inox MX3, drying it off with paper towel till the block was barely damp, and then wiping the tracks with it cleaning them in the process. This method, although not in the club's track cleaning protocols, did get trains running better. I noticed that the short flat cars being used in the TOFC train were not staying on the track very well. The short flat cars did not seem very heavy. I my experience short cars need to have more than the NMRA's recommended weight.

It is great to see that all members do not let a few problems get in the way of enjoying our operating sessions. Although I think that this session we seemed to go backward a little, but, generally the SCR is moving forward and becoming more reliable.

Thanks to all who took part in what turned out to be a eventful operating session. I have never heard of an operating session being interrupted by a bomb scare so we are one up on everyone else there. We did manage to run quite a number of trains despite the delay. As usual operators enjoyed supper and a get together after the session to discuss the night's happenings and other things.



above: *The card rack at Houseman. The yellow cards indicate that the Kingston turn is being assembled.*

below: *Still at Houseman Wayne Hoskin, Pt Douglas operator is brining a Pt Douglas train into Houseman yard.*





above: *Jackson and Danny Coppick have arrived at Kingston with the grain train east. Yard master Warwick Graham is in the background.*

below: *Southern Central 478, the GP7 from the grain train, is about to be turned on the Kingston turntable ready for the trip back to Houseman dropping off empty box cars at the various grain elevators.*





above: *The train of boxcars in the passing siding at Kingston is the, just arrived, loaded grain train east. The efficient Kingston yardmaster has a train of 12 40' boxcars in the departures/arrivals track ready for GP7 number 478, once it has been turned, ready to depart as 329 empty grain train west.*

below: *The Southern Central heavy mikado steps out onto Upper Kerry with the trailers on flat cars train.* *photo: P Atkins*





above: *An Ippinitchie Creek Alco PA is on the passenger west as it passes through Jeremy Junction.*

below: *The A-B-A consist, with a SCR Alco FA leading is on manifest freight west number 215 as it waits in the return loop.*



WHAT'S IN A NAME 8 - PT DOUGLAS

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 Pt Douglas.

Fittingly Pt Douglas is named after late member Jim Douglas. Jim was a ship's captain. He was often the captain on the tanker that regularly docks at Outer Harbor near the AMR's clubrooms. Jim presented the club with the round houses at Jefferson City and Kingston as well as the turntable at Houseman. Jim joined the club when it was at Mt Lofty and continued his membership until he passed away in the 2000s.



above: *Port Douglas. At the left are the wharves with the coaster Queen Bee, built from a Scale Scenes card kit by Graham Redman. In the distant left is G&K fisheries built by Paul Wright and named after Warwick Graham and Peter Kirkland who did most of the construction of Pt Douglas. The two boxcars are in the team track. In the distant far right the tugboat, built by Paul Wright, has positioned the car float up to the apron.*

BORDER DOWNS RAILWAY

by Ken House



above: *Typical South Australian scenery on the Border Downs railway*

On October the 22nd I had the opportunity to take part in an operating session on Geoff Mathias' Border Downs Railway.

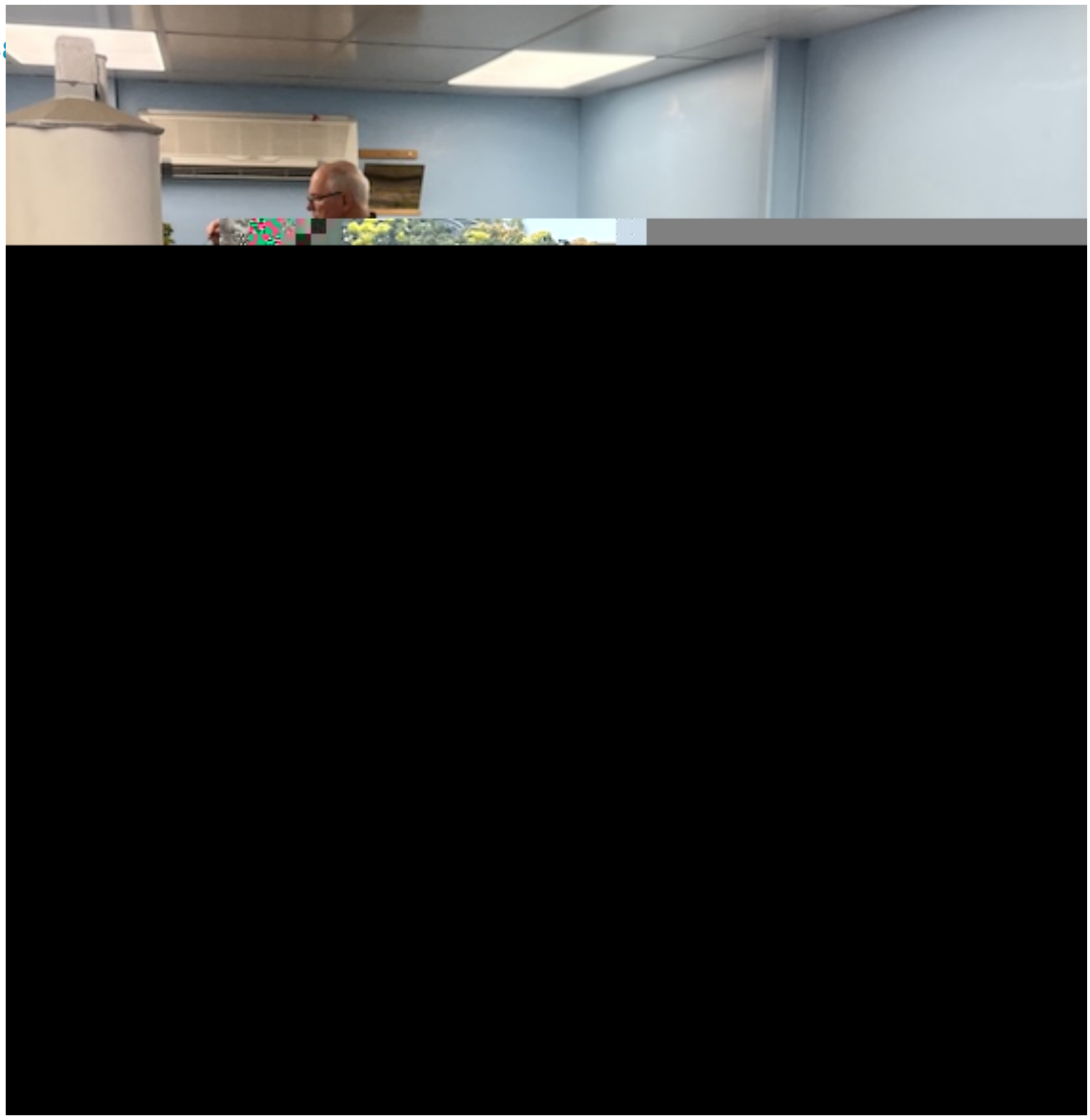
The BDR is a 1980s freelanced South Australian HO scale layout set between Tailem Bend and the Victorian border. The layout fills a 20' X 24' lined and air-conditioned shed. Geoff's station names really set the area modelled. The BDR's western end is the staging yard Riverbend, think Tailem Bend. Riverbend is on the lowest deck of the triple decked layout and is about 2 foot above floor level. From there trains head along the central peninsula and up a five turn two track helix to reach the second level and the small town of Yumali from where after passing through Ki Ki Coonara on the top deck is reached. Coonara being a combination of Coonalpyn and Tintinara. Around the other side of the peninsula is Donald which represents Keith. The track goes round the top deck twice. The final modelled station is Border Downs, think Bordertown. From there trains go down the helix to Easton which represents either going over the border to Melbourne or down to the south east and Mt Gambier. The helix and twice around the top deck track arrangement gives the BDR a lengthy mainline. During the operating session all trains were run to timetables according to a 5:1 fast clock. The crew consisted of a controller, the owner Geoff, a station master (yard

master) at Border Downs and four road crews. Crews had to return all mainline turnouts to normal if changed once they had passed through and advise train control when ever they arrived at a station or departed a station. While I was there the BDR ran pretty well faultlessly.

The Border Downs Railway's road bed is foam with cork underlay under the track. The land forms are also foam covered with Chux with a 50/50 glue and water mix with a dash of dishwashing liquid added then topped with real sieved dirt from the Coomandook area to get the Mallee colour. The track is Peco code 100 with insulfrog turnouts which are all hand thrown, except for a few at Riverbend staging that the controller sets. Nice South Australian structures and low scrubby looking trees really set the scene for the upper south east in S.A. The BDR is indeed a beautiful layout.

below: *Looking down the first aisle the busy station of Border Downs is on the left at middle deck level. The upper deck level track can just be made out running along at the back above Border Downs. On the bottom deck below is Riverbend. On the right and top deck is Coonara. Not seen below Coonara are some Border Downs industries. At the end of the Peninsula is the helix.*





above: *Looking down the second aisle on the top deck is Donald. On the right hand side the track runs twice through typical upper south east country side. Below the country side is Easton, the east staging yard, on the bottom level. The BDR crew all wear smart looking black polo shirts with BDR logos.*

below: *Two red 930 class depart Donald with an express goods.*





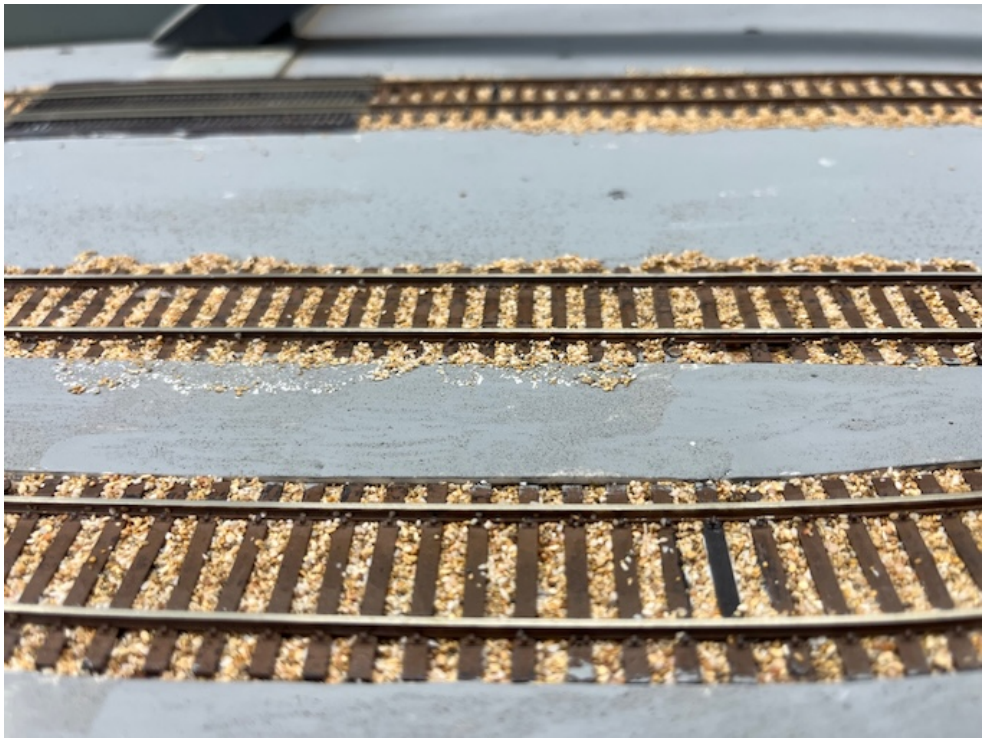
above: *On the second deck a 700 class is waiting with through goods 234 in the loop at Yumali. The station of Donald is on the top deck.*

below: *Sheep waiting to be loaded at Coonara. The BDR uses Lenz DCC.*



WORKING ON THE SOUTHERN CENTRAL RAILROAD

By Ken House





above and left: *Christiaan Werk has begun adding scenic texture to the first half of RPH steel. By Wednesday September 30th Christiaan had ballasted all of the track.*



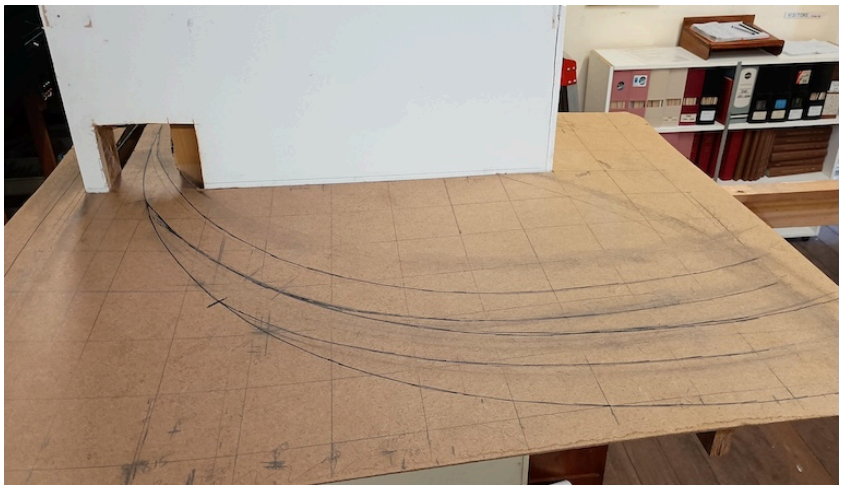
above: *By October 28th Christiaan had covered the whole area with dirt glued down using Mod Podge matt. At this point he has not recovered the loose surface dirt.*

right: *Peter Wilcox has mede a new improved set of name badges for club members. These badges, with christian names in bold print, will help to make our members identifiable at exhibitions as well as when the club is open for visitors.*



below: *Tony Mikolaj has begun some prep work for the expanded east end staging yard. These photos are of the test fit of the pattern before point construction begins. photos: A Mikolaj*





below: *Warwick Graham has painted the floor at Kingston with non-slip paint*



KINGSTON BRIDGE

by Wayne Hoskin



My design for this bridge changed a little during the design process, I did originally want to build it with lattice girders, similar to the road bridge pictured at Belair Rd on the SAR South Line, I thought I had seen Evergreen Styrene sections like this, they were available but not really in the size that I wanted, besides not being available in Australia made them prohibitively expensive. I did hunt for some lattice bridge sections (Atlas or Peco etc), but drew a blank, so I settled for the deck girder style with a concrete deck for my build, I don't know how well engineered it is but I reckon it looks the part!

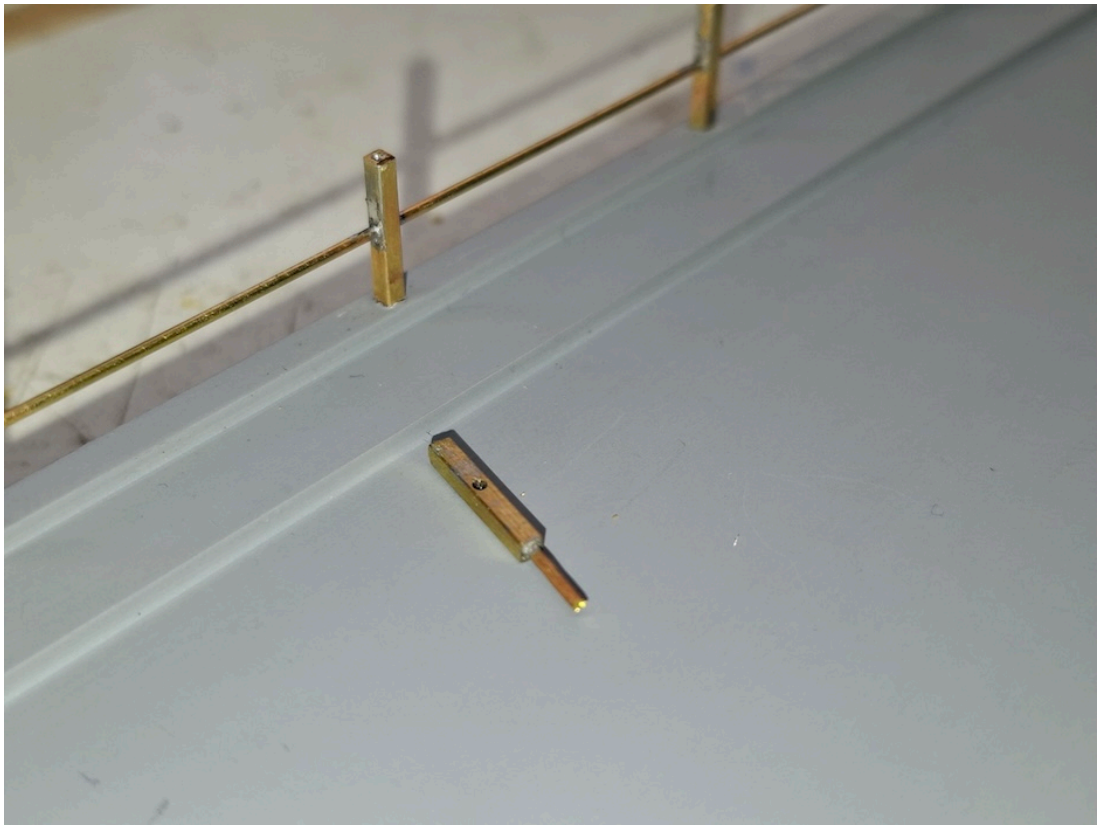


right: *The Belair Rd bridge*

The build was pretty standard fare, the I beams were sourced from Ebay (much cheaper than shops), the columns are knitting needles, the flanges at the bottom are flat washers, reamed out for a good fit, all the gussets were individually cut, I cheated and glued rectangular pieces on then filed them to triangles, the abutments and footing are MDF.

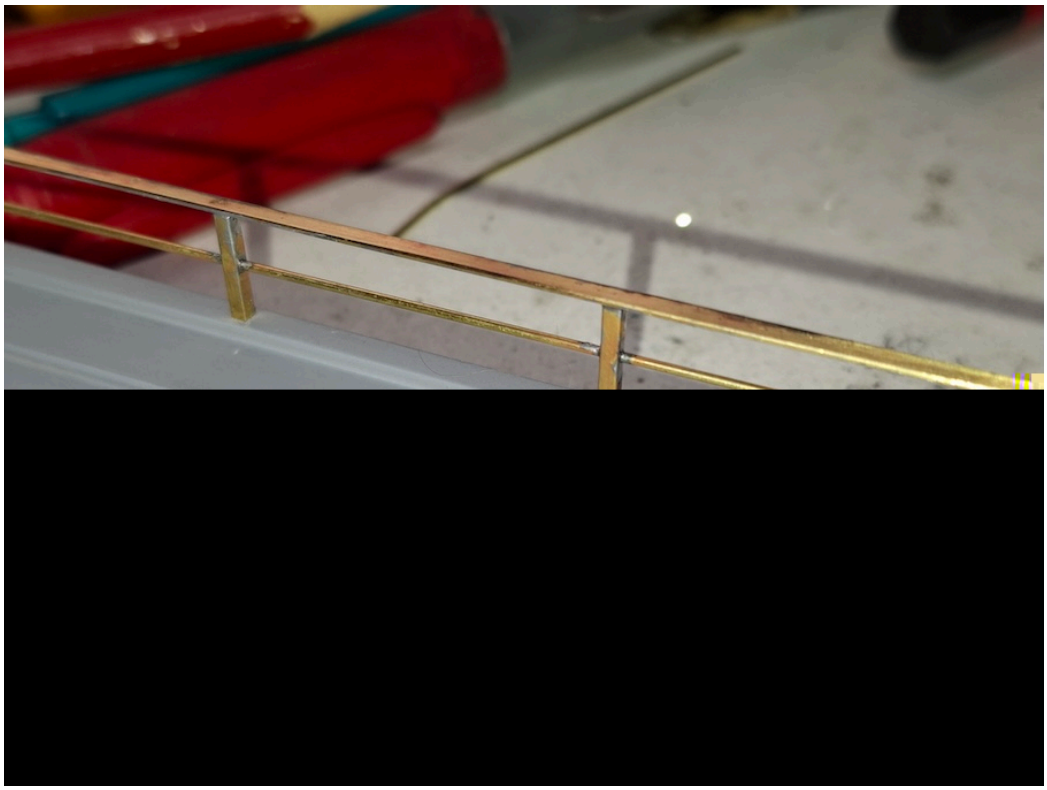
Being right at the edge of the layout, although protected by the perspex, I wanted the railings to be sturdy and break proof, a photo shows the stanchions I fabricated (16 of those little suckers), they were 1/16" square brass tube with a 0.8mm brass wire soldered in, all the stanchions were jig drilled for the 0.8mm brass wire railing. The top rail was a challenge, I had planned to use 2mm wide brass strip, I didn't have any and this sort of scratchbuilding medium is becoming very hard to get, so I had to cut some strips out of brass sheet that I do have, I have a little guillotine which cuts ok if one wants airplane propellers, I obviously wanted flat pieces so each piece I cut took a while to get flat and true, one could untwist them easily enough, but that created a banana shape, would this pain never end? For the good of the club I persevered! I had pre drilled all the stanchion locating holes in the styrene deck, so stanchions were fitted and squared up, wire inserted and everything was soldered in situ, but I had to be quick with the iron and a damp cloth!

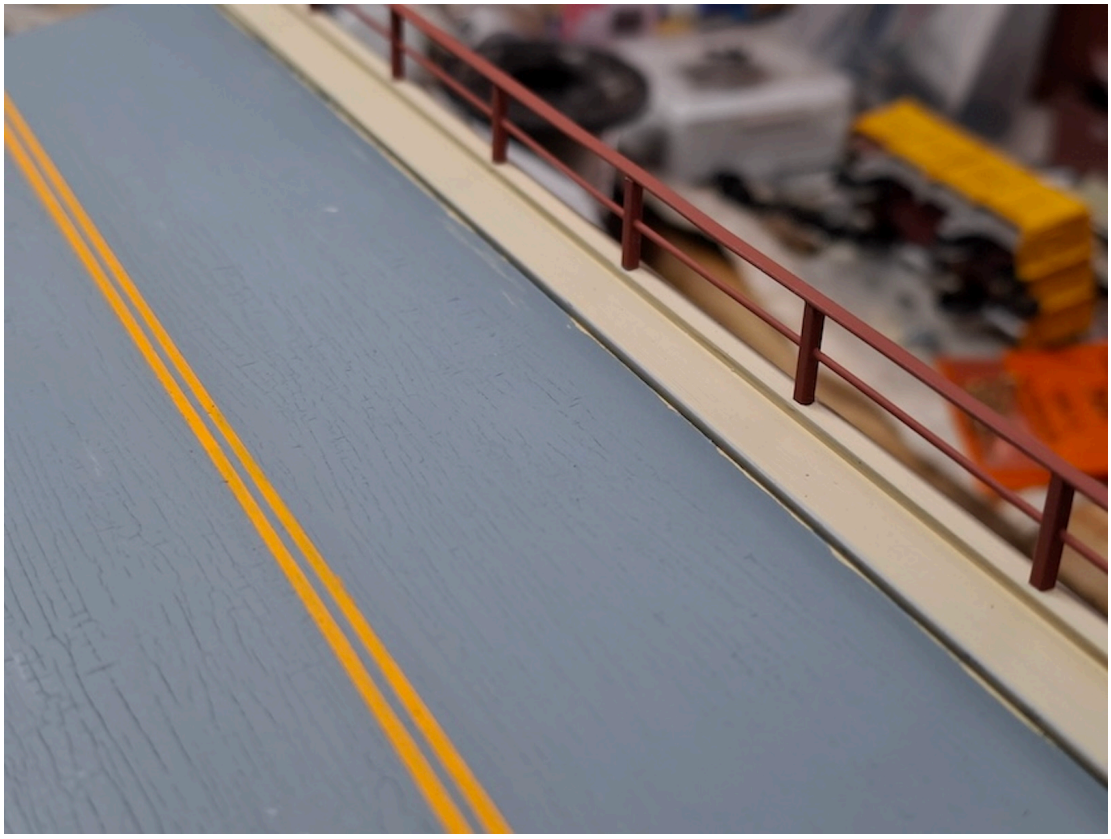
below: *Stanchions*



There are many YouTubes out there detailing different road building styles, the SCR being American themed I knew it had to be to American practice, and I am a bugger for reinventing the wheel, recently I came across a product called "Liquid Graphite", some US model loco builders are using it for painting drivers and valve gear on steam engines, I purchased a jar, and liked the colour and thought it would be good for a road surface, it was easy to apply, dried quick and looked good, until I painted the lines and the masking tape pulled it all off, mutter mutter mutter! Fortunately it washed off real easily. So I returned to making wheels the same way everybody else does! I selected a nice grey, in my case it was some Humbriol #5 grey which I had on hand, unfortunately it was gloss but the dull coat fixed that, some videos showed white lines, others showed yellow lines, some research told me that prior to the 50's, all road markings were white, into the 60's this was changed so the "centre yellow lines distinguished the lanes of opposing traffic and used in areas of poor visibility", the yellow was easier to see in the snow and stopped head on's, white lines were used to mark the road verge. my yellow lines were done with 1mm wide masking tape, I laid the first one down then another on either side with some wider tape on the outside of them, then the 2 strips where the yellow line had to go were removed and 2 coats of Humbrol matt #46 was brushed on, the red areas (ie, steel work) are all Tamiya red primer, a final spray of dull cote and it is nearly ready for traffic.

below: *Railing complete*





above: *Ready for traffic.*

A LETTER TO THE EDITOR

Hi Ken,
Just a follow up to the paint stripping article in your latest AMR Newsletter. (Great newsletter by the way. Thanks for adding me to your list).

My go-to is always methylated spirits, as that will take the paint off almost everything, including (some) Kato products.
It's also completely harmless to most plastics, while brake fluid will attack most plastics if things are left in it for too long.

As an example, I went to strip some wagons the other day and found I'd left a wagon in my stripping tin so long all the metho had evaporated and the wagon was still perfect.
Metho can also be warmed gently (e.g. next to a heater) for quicker results, especially in the colder months.

Just in case you want to let people know.
regards
Steve Weedon

VIDEOS Please click on image to view on YouTube.



above: *The USRA heavy Mikado departing Jefferson City during the November operating session.*



above: *A 700 class in front of the SAR Californian bungalow style station building at Coonara on the Border Downs Railway.*

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 December 2
Operating session set up, track cleaning & limited work and running.

SATURDAY December 5
Casual running and limited work session.

Saturday Dec 5 - **Sunday** Dec 6 10am - 4pm
St John's model railway and hobby show
St John's Church, 10 Church St, Salisbury

WEDNESDAY December 9
SCR operating session (no work or casual running)
Please advise Tony Mikolaj by Dec 8 if you wish to attend.

WEDNESDAY December 16
Festive General meeting. - Bring a plate and drink, celebrate 2026 and Christmas - Casual running

WEDNESDAY December 23
Work session, limited running (lift up bridges to remain up)

WEDNESDAY December 30
Work session, limited running (lift up bridges to remain up)

SATURDAY January 2
Casual running and limited work session.

WEDNESDAY January 6
Operating session set up, track cleaning & limited work and running.

DISCLAIMER

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