THE BOOSTER

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A goods train shunting at Marabost on Ron Solly's Devan and Summerset railway.

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EDITORIAL

At the October general meeting it was revealed that the committee wants to make an effort to bring all of the club's rolling stock strictly into our chosen transition era, that is, say 1950 - 1957 particularly 1955. I applaud their decision. We are already moving toward that goal having sold the 1960s bulkhead flats that I bought and the 1980s coal hoppers from Murray Dent. I was somewhat astounded when they suggested we sell all the 50' boxcars. 50' boxcars were becoming more prevalent during the 1950s and all of ours have roof walks so they fit the era perfectly. In the 1950's much of America's grain was still being shipped in boxcars as we do on the SCR. Our grain extra picks up 5 X 50' boxcars at Houseman and 3 X 40' boxcars at both Zieglersdorf and Wekendam. Because our operating scheme does not use car numbers having the two sizes of boxcars adds complexity for the Grain extras crew and the yard master at Kingston where the grain goes. Also there is one card that sends a 50' boxcar to the car float at Pt Douglas. This card adds complexity to the Houseman yard masters job because he has to find the lone 50' boxcar in his yard.



When I questioned our president about this decision he claimed that trains with shorter cars looked longer, so we need to get rid of long cars. Look at the two ten car and brake van trains in staging on my home layout. The left hand train, the roadside goods, has mix of cars from 16' to 40' in length and it's 10 cars and brake van is 1520mm long while the Adelaide Jet has mostly 63' container flats and comes to 2250mm for it's 10 cars and brake van. Quite obviously the Adelaide Jet is much longer and is worthy of double heading with a C class and a 930 class while the roadside goods has a single 930 class.

Take the SCR's grain extra which at present is 5 X 50' boxcars and 6 X 40' boxcars. If it were 12 X 40' boxcars this train would be exactly the same length and standing layout side both trains of solid boxcars look the same. To me it is the actual length of the train that counts not the length of the cars in it. I love longer trains and would love to have more of them on the SCR. Currently we are not using the full siding lengths on our through trains but with consisting we will eventually run trains a bit longer. In short a long train is a long train no matter what. The committee must not sell all the 50' boxcars they add complexity and variety. We need at the very least 8 X 50' boxcars.

Another thing the committee could look at is the road vehicles on the SCR. Some of them are out of era and area as well as scale. There are a few earth moving type vehicles that are larger than HO scale.

below: *Peter Kirkland has been practicing making gum trees from the article in the July 2025 Booster by Mel Jones. The latex rubber has given theses two gum trees beside the shearing shed on my layout the gnarly look typical of old gum trees. Peter kindly presented them to me. Thanks Peter. If you can not find the July 25 Booster the article is on the club website.*

https://www.adelaidemodelrailroaders.com/how to/download/How to Gum.pdf



Ken

VICE PRESIDENT'S VIEW

There's been a real buzz around the Club in recent weeks. I suspect that the combination of warmer weather, more members attending on Wednesday evenings, current projects and the prospect of exciting future projects has been responsible. Long may it continue.

What's in a name?

We are looking for a name for the future yard to be built immediately in front of the entry door (at the back of Redman).

My suggestion – **Islington**; a name with a railway heritage and an acknowledgement of the period the Club spent there at the former railway workshops. Write your suggestion on the Club whiteboard.

Surplus equipment purchase

As you know, we have had a lot of equipment donated by kind benefactors the late Peter King's family and Murray Dent. There's more than we can use on our layout and some of it is of the wrong era so there will be quite a few items available for purchase. There's a bit of work to catalogue it all and decide what to keep. In the case of the locos, we have to test them all so we can advise potential purchasers of their running condition. So bear with us. We hope to have a sale in mid November.

Housekeeping

Tony's sockets

What a simple, clever idea Tony has come up with to install power sockets at the much more convenient front of the layout below the fascia! No more crawling under the layout looking for a GPO on the back wall.

Note: we now have two designated locations for the long extension cords – one beneath Jeremy Junction; the other at the left end of the workshop bench. Please return the cords to those locations after use.

Tools

The unwritten Club policy has been that members should bring their own tools for the tasks they are working on. This is for cost and practicality reasons. However, there are times when one needs a tool unexpectedly or doesn't bring the right one. For that reason, we have some basic tools on the pegboard in the workshop. The range has been expanded recently with the addition of a putty knife for plastering and filling work, and a set of screwdrivers. Please use the screwdrivers for screwing only, not for levering or scraping. There are plenty of old screwdrivers for that purpose.

Tidiness

A huge amount of time has been expended over the past five years to improve the appearance and functionality of the Clubrooms. Numerous boxes from under the layout have been removed and the contents sorted, stored and labelled so we know what we have and where it is. The meeting area is being re-organised and refreshed. And we now have a scheduled monthly cleaning session.

However, it's easy to slip back into bad old ways. Here are a few examples of what we don't want:

- leaving Club tools on the layout so other members have to search for them;

- pulling down boxes to obtain parts and not putting them back;

- leaving tools and off-cuts scattered over the workshop bench;

- Leaving extensions cords across walkways after use, creating a tripping hazard;

- Leaving washed tools and containers on the kitchen sink instead of returning them to the workshop.

Handy hint

Some of us continue to struggle with which direction on the layout is east and which is west. President Jeff has a simple way of remembering:-

When facing the layout, you are looking north; therefore left is west and east is right.

Hoppers, anybody?

One type of car we have in abundance and available for sale is coal hoppers. You can buy a six pack of Conrail 4 bay (boxcar red), Peabody Coal (yellow) 4 or 2 bay, Great Northern 2 bay (boxcar red) or Delaware & Hudson 2 bay (black) for just $60, or single cars for $15 each. All with Kadees and metal wheels. What a bargain! Talk to Treasurer Warwick.

Warwick







STRIPPING PAINT OFF PLASTIC MODELS

by Ken House

Peter Wilcox asked me if I had stripped the paint off any off the club locos that I painted. I did not because it would have involved taking out the wiring for the lights and, I was worried that the paint stripper would loosen the glue John Holland used to glue extra weight in the loco's shells. To paint the Ippinitchie Creek locos for the Southern Central I washed them then sprayed them with a primer then carried on with acrylic paint from a spray can going over John's paint. We did however loose some rivet detail etc.

Peter wanted to strip a Lima loco. Many years ago I had success stripping two Athearn locos using brake fluid. I had been warned that brake fluid could dissolve some plastics. I thought that seemed unlikely since brake fluid comes in plastic bottles and is guaranteed not to effect rubber seals but do be careful. I had a broken Lima SAR 930 class loco shell to experiment on so I told Peter I would do so.

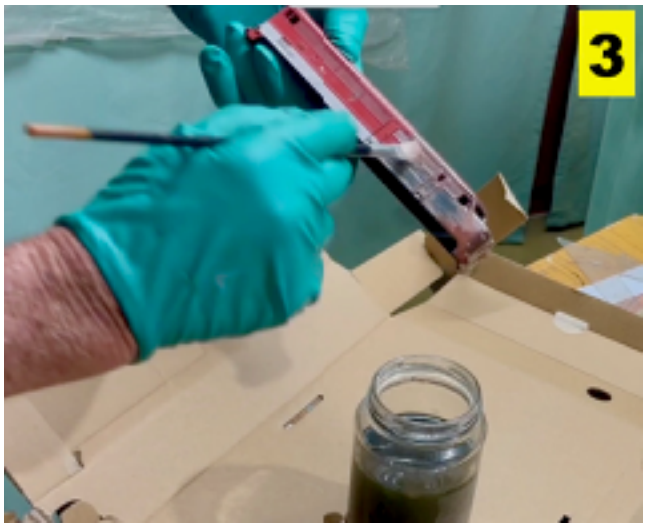


1: I put the loco shell in a jar of brake fluid.

I have had three bottles of brake fluid sitting on a shelf for about twenty years since I did the Athearn locos. At that time I used a larger jar that held the whole loco shell.

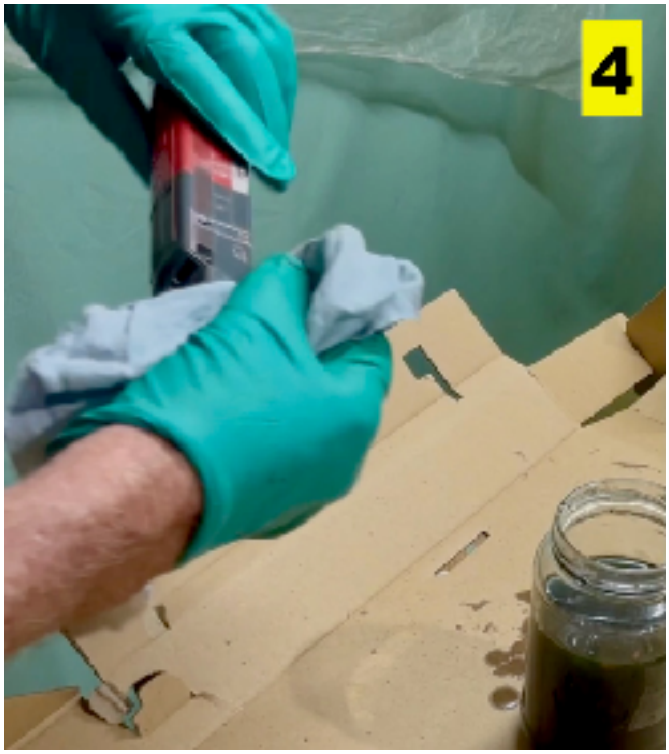


2: 24 hours later I took the loco shell out of the brake fluid. All of the submerged paint had softened and some had dropped off. Notice how the brake fluid is no longer clear looking.
Let the brake fluid stand for another 24 hours and the paint will settle to the bottom of the jar allowing the clean brake fluid to be poured off for use another time loosing only a few mils.



3: Then I used a stiff brush to loosen all of the paint.
I used gloves and goggles to protect myself from splashes of brake fluid.

4: Using a rag I was then able to freely wipe all of the paint off of the loco shell right down to the bare plastic.



5: This is the result, after about three minutes work. All of the paint has been stripped off of the treated area which is now clean and dry.
Before painting I would recommend that the model be thoroughly washed in warm soapy water. Also it would be best to begin painting by applying a primer or undercoat first.
See video demonstration on page 21.

warning: I have heard that Kato shells will melt in brake fluid. I have only used it on “Blue box” Athearn and Lima models.



DEVAN & SUMMERSETT RAILWAY

by Ken House

The Devan and Summersett Railway is a freelanced British OO scale layout built by Ron Solly aka Sol. The D&S, which is built for operations, is in a 20' X 12" room converted from one end of the back verandah of Sol's house. The layout uses Peco code 75 track. All turnouts, except those at the branch line terminus of Charde which uses push rods connected to slide switches, are operated using Peco twin coil switch machines controlled from control panels. The D&S is powered using a NCE DCC system. Sol's well built card structures are a feature of the D&S. Sol uses Scale Scenes kits which he downloads as PDFs as well as Metcalfe and Super Quick kits. All of the D&S's locos and rolling stock are fitted with KD couplers. The twice round the room track plan enables quite long runs between stations and several staging locations make for a varied operating session. On Monday September 28 I was invited to an operating session on the Devan and Summersett and took the following photos.

below: *Left Ron Solly right Ken House*





above: *The D&S from the doorway. A lift up is used to gain access. The viaduct to the branch line terminus of Charde is a Scale Scenes kit. Tiverton a branch line terminus is on the shelf at the far left. Under that branch line is Tawnton the main station and yard. On the right at the back is the town of Watchit and foreground Marabost, both through stations. The elevated track on the right is staging. The screens tell operators the fast, 5 : 1, time.*
below left: *It takes two operators to work the yard at Tawnton*
below right: *The western end of Tawnton. The branch to Tiverton is on the shelf.*







above: *This Irish Railways bo bo, class 141, was the loco on the Charde to Tawnton goods.*
below left: *David Orr, a former AMR member was the operator at Marabost. Operators on the D&S do not follow their trains. Train Control, Sol, sets the turnouts and signals for them. David is running a train that is at Tawnton.*
below right: *Marabost passenger platform and industries. The track closest to the facia is the through track Watchit to Tawnton. Staging is on the shelf.*





WHAT'S IN A NAME 7 - ATKINS

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 Atkins.

Atkins is named after member Paul Atkins. Paul joined the club in August 2013.

After departing east from Houseman and going through Gayler Junction we reach Atkins passing loop which provides passing facilities between Houseman and Zieglersdorf. Atkins covers the entire length of the lower deck of the only double decked section of the SCR and, at about 10.7 metres long Atkins is by far the longest passing loop on the Southern Central. Construction of the SCR at this point was changed to double deck due to width constraints in the corridor room that the SCR goes through at this point. The steel mill with it's large structures has been put on the upper level. There is a lot going on at Atkins. There are two lift up bridges allowing operators access to the room containing Port Douglas and the workshop. A lefthand turnout, called Henschke Junction, hidden in the tunnel at the western end of Atkins leads into Port Douglas. Preparations have been made for two turnouts to be inserted into the first curve in Atkins to gain access to the future logging and mining branch, Unicorn.

below: *A lefthand number eight turnout marks the western end of Atikns loop which goes through the double track tunnel. The right hand track is the mainline the other is the passing siding, off of which Henschke Junction, another lefthand turnout, leads into Port Douglas.*





above: *Atkins crosses the lift up to Port Douglas as it exits the tunnel.*

below: *The first part of the double decked section. The steel mill's electric furnace is on top here. Christiaan Werk did the scenery.*



WORKING ON THE SOUTHERN CENTRAL

by Ken House

Quite a lot of work has been done around the clubrooms and layout during the past month some dramatic and other things quite subtle. Christiaan Werk has begun ballasting the track around the rolling mill and coke plant at RHP Steel. Photos next month.



above: *The lockers have been moved to make way for the expanded staging tracks. Also, not seen here the fridge's stand has been lowered so the microwave can be put on top allowing bench space for a coffee pod machine.*

below: *Wayne Hoskin is progressing with the hard standing for trailers at the TOFC terminal. He is using card.*

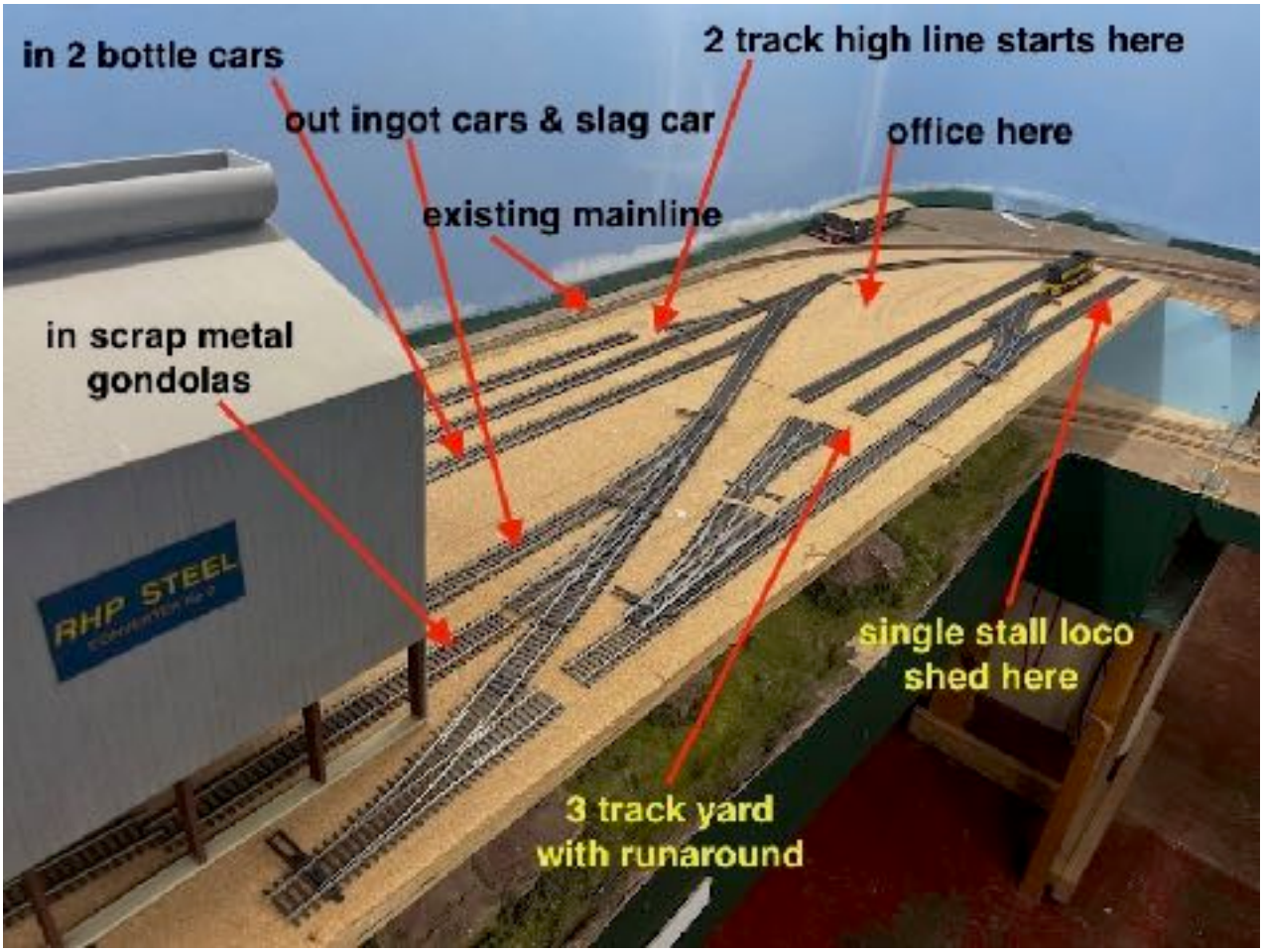




above: *Tony Mikolaj is progressing with the removable scenery over Cooke's Cut Off tunnel, the longest tunnel on the SCR. He is fixing rock moulds over plywood.*

below: *The junction where the Ippinitchie Creek line branches off Cooke's Cut Off. Tony's excellent colouring of the rock moulds is evident in this photo. We need a name for this junction. Perhaps the committee could come up with a few suggestions for members to vote on.*



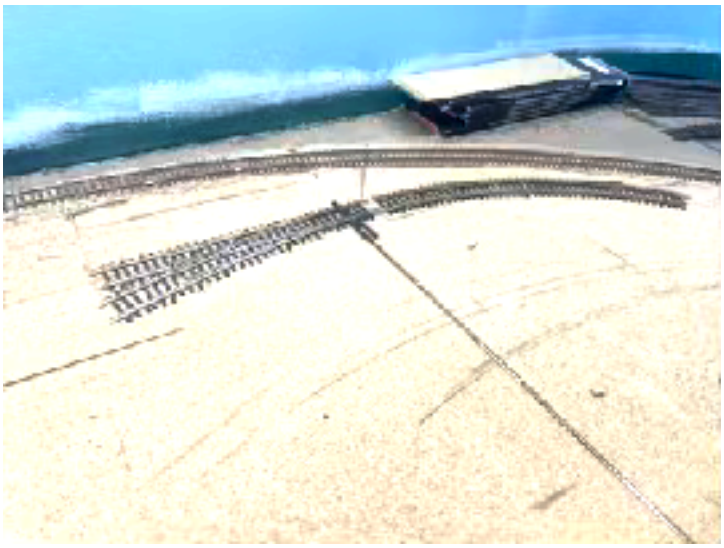


above: *To begin work on the second half of RPH Steel I laid the track components out to see if they would fit. The end of the first module which is 1m long is a few centimetres before where the high line which goes up to the trestle behind the blast furnace starts. The structure is the electric furnace, converter number 2, which converts the molten iron delivered in bottle cars from the blast furnace into ingots of steel which then go to the rolling mill for finishing. This is converter number 2 because converter number 1 would be a basic oxygen furnace (BOF) which we do not have room for. The space in front of the electric furnace will be used for open air storage of spare ladles and electrodes which must be replaced regularly. There is room for a small office block behind the three track yard. The yard is needed for storage of slag cars and gondolas and provides a necessary runaround close by. I will scratch build a small loco shed from styrene. I hope that all this will provide the SCR with a busy scene.*



above: *The blast furnace's actual position. The existing mainline runs along the back of both furnaces and the high line. Iron ore, coke and limestone will be delivered to the blast furnace via the high line in hoppers in trains of between two and four cars. Bottle cars carry molten iron to the electric furnace.*

right: *On Wednesday October 21 I pinned down the first turnout in the second half of RPH Steel. Turnouts will be operated using push rods and slide switches like the first half. I placed a section of Peco second radius set track before the turnout to gauge where the track connecting the two parts of RPH Steel will go. The track at the back is the SCR's existing mainline.*



OCTOBER OPERATING SESSION

by Tony Mikolaj

We had heard beforehand from Peter Wilcox that he had spoken to, and invited the Port Adelaide Enfield Mayor, Claire Boan to visit us. She and her husband, are regulars at the AMRE Shows. Just as we were getting ready to start Claire turned up eager to view our establishment. Claire was on a tight schedule and had an upcoming meeting, so before starting we duly gave her a royal tour of the layout and a description of what we do. Claire was quite amazed at the size and look of the layout, something that she had no idea was in existence before Peter mentioned it to her. Unfortunately for Claire, time ran short and she had to get to her meeting but not before taking some photos to show to her husband who I am sure we will see for a visit in the near future as he is a rail modeller.

Getting back to operations it was a big turnout with eleven people in attendance, this meant that there had to be some double crews and I had to quickly add some extra trains, or it would have been a short but busy session. I added two passenger trains, one in each direction and a special freight of 21 cars pulled by double headed 2-6-6-2s with sound, these are from the estate of Peter King.



above: *Kingston Yard Master Warwick and road crew Emilio and Christiaan Werk*

Kingston Yard Master was Warwick Graham. I took care of Housman.
Peter Wilcox ran Port Douglas.
Road crews were Christiaan Werk and his son Emilio, Danny and Jackson Coppick, Paolo Arman, Paul Atkins, Peter Kirkland and Wayne Hoskin.

If we keep getting this many turning up, we will have to add a yard master at Jefferson City to make, break and turn trains and get the steel works fully functional to soak up more operators. Overall things seemed to run okay, Warwick had a problem with the shunter stopping but I think this may have been caused by the box cars at the silo being parked partway over a point causing an intermittent short, the jury is still out on this. I did receive a reefer that was supposed to be delivered to Werkendam. My shunter was tripping the breakers each time it started moving, this is something that I have seen at Jefferson City also and may be related to how many sound locos are on the track and taking the breakers near to their trip points. There are some adjustments that I can try but if that doesn't do the trick we may have lash out to add more breakers to share the load. Either way we will have to get more soon for the additional areas we are building.



above: *Paolo Arman and Peter Kirkland*



above:
Peter with the steel train about to pass over the in-progress rock-work

By the end of the night we were through all the sequence except the special freight. Having nothing left to do, I took it for a run.

I didn't have a lot of time to take photos but here are links to two videos of the special freight.

https://www.adelaidemodelrailroaders.com/AMRgal/index.php/Tony/Operations-videos/Climbing-Atkins
https://www.adelaidemodelrailroaders.com/AMRgal/index.php/Tony/Operations-videos/Leaving-Haynes

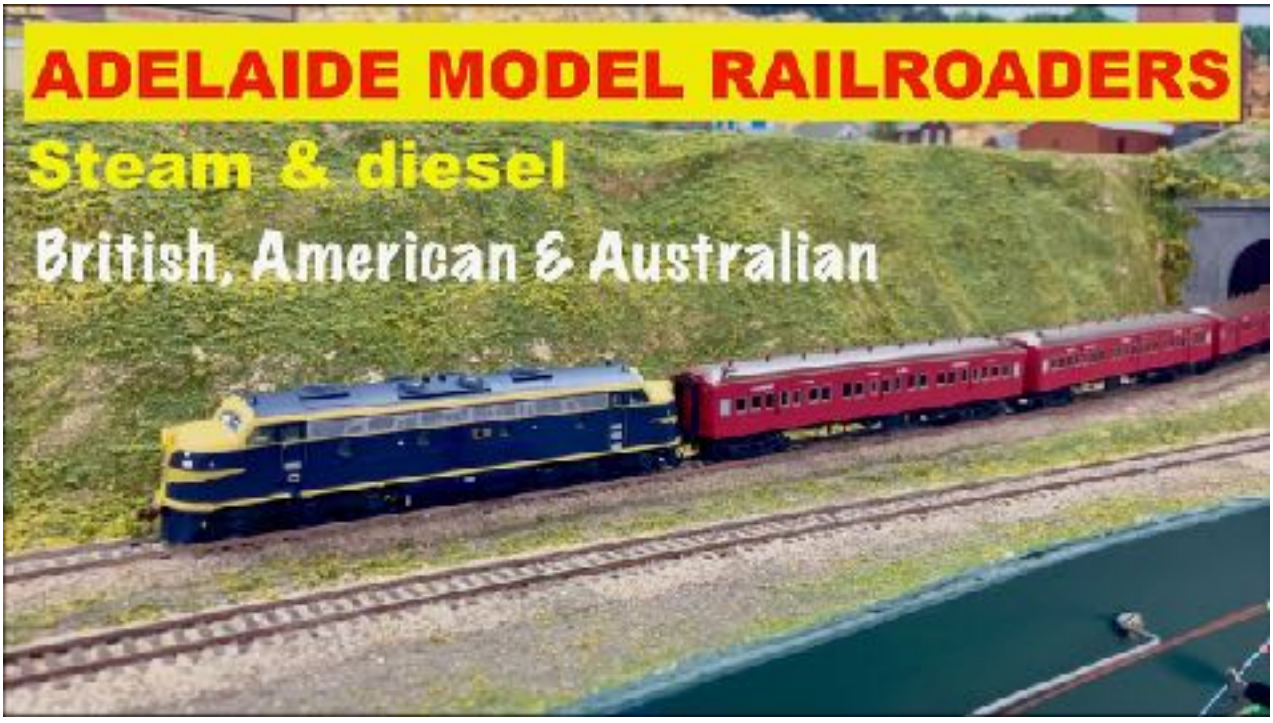
below: *Some of the crew relaxing with a cuppa. I was a bit late getting the photo as some had already left.*



VIDEOS Please click on the images to view on YouTube



above: Paint stripping



above: Casual running - Peter Wilcox's VR B class.

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 November 4
Operating session set up, track cleaning & limited work and running.

SATURDAY November 7
Casual running and limited work session.

WEDNESDAY November 11
SCR operating session (no work or casual running)
Please advise Tony Mikolaj by Nov 10 if you wish to attend.

SUNDAY November 15 10am - 1pm
Noarlunga MRC swap meet.
Reynella Neighbourhood Centre, 164 - 170 Old South Rd

WEDNESDAY November 18
General meeting & Casual running session, limited work, running priority

SATURDAY November 21 12pm
AMR annual Christmas lunch
Birkenhead Tavern **Please advise** Tony if attending by Wed Nov 18

WEDNESDAY November 25
Work session, limited running (lift up bridges to remain up)

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

SATURDAY December 5
Casual running and limited work session.

SATURDAY December 5 & SUNDAY December 6, 10am - 4pm.
St John's Model Railway & hobby exhibition.
St John's Anglican Church, 10 Church St Salisbury.

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