



THE BOOSTER

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With an EMD E7 in front the Great Northern Empire Builder departs from Jefferson City. This train was left to the club by late member Peter King.
photo: W Graham

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EDITORIAL

We are still in the experimental stages of the Inox MX3 track cleaning regime. So far, both during casual running and operation sessions since we began using Inox back in June trains have run more reliably on the SCR than any time I can recall. I am not sure that we have quite got there in reducing the number of times we have needed to clean track. Also the wheel slipping episode of RS3 no 477 made me think that someone over did the Inox. I am not sure whether Iso propyl alcohol, which we are using along side of the Inox as the actual cleaner, is the best cleaner. May be a non polar solvent like kerosine or white spirits could do better. It seems to me that we are using the Inox to cancel out the alcohol's effects not enhancing them. Having said that it seems to me that we are on the right track with our track cleaning regime, perhaps a little fine tuning may be needed. It has been decided to review our track cleaning regime at the November meeting. Then we need to decide yes, no, or may be. Yes, it's working keep going, No, we need to change something, or may be, give it another couple of months trial, we are not sure.

It seems that the club's reputation is spreading near and far. We can feel proud that overseas visitors want to come to have a look at the Southern Central Railroad. On Wednesday September 16 we had a visitor from the UK, Bill Goddard accompanied by his friend Tom from Hallett Cove. Bill, from the midlands in England, models modern American and is interested in Free-Mo modules. He is a member of the NMRA in the UK. They both seemed to enjoy their visit to the AMR. The AMR welcomes visitors by prior arrangement.

Ken



above: Bill Goddard left and Tom, right with secretary Tony Mikolaj.

VICE PRESIDENT'S VIEW

I'm pleased to be able to say that steady progress is being made on improvements around the Club – both on the layout and in the Clubrooms. Here is a summary.

Layout

- In Kingston, Tony has installed a hand-built curved crossover at the east end of the yard, greatly reducing the manoeuvres required to break up trains and shunt cars to the industries there. Have a look at the turnout - it's a beautiful piece of precision fabrication. Tony has also installed a caboose track at the opposite end of the yard – another very useful addition.
- Kingston has received further work at the west end, where Wayne has extended the TOC track and is constructing a turning area and roadway to the bridge over the main line which he constructed a short while ago.
- Out the back, Ken has completed trackwork for modules 1 and 2 of the steel making area and has come up with a suitably dirty ballast mix for others to lay. He will now move on to track-laying for modules 3 and 4.
- Unfortunately, faults in the track wiring continue to occur and this keeps Tony busy. The good news is that the wiring deficiencies revealed are gradually being corrected.

Club rooms

- Re-organisation of the meeting area is underway, with one set of lockers relocated to the east wall and another about to be moved. The third set will be disposed of. If you want a 3-locker unit for your workshop, please speak to me.
- New shelf units will be built along the east wall to accommodate manuals and magazines. Drawers will be incorporated to hold

stationery and small tools. The top shelf will be a work bench and include facilities for testing of locomotives.

- The kitchen cupboards have been cleaned out – possibly for the first time in 20 years, judging from the grime build-up! They will be fitted with new handles and catches and painted a lighter colour to smarten up their appearance.
- Kent has donated a pod-type coffee machine, together with a milk heater and cups and glasses for all the different styles of coffee. Pods are much more expensive than a spoonful of Blend 43 coffee so please put a gold coin in the supper payments jar every now and then if you utilize this facility.
- The fridge stand has been lowered so that the microwave can sit on top of it at a convenient height.
- Work continues in the former ladies toilet room to fill holes and cover the jagged edges resulting from the wall demolition. When that is completed, the lower walls will be re-painted to brighten up the room. Then we will be able to lay a timber floor to cover the broken and uneven floor slab.

OPEN DAY & RECRUITING DRIVE

The Committee feels that a few more members would be beneficial for the Club, to improve numbers on operating nights and to help with the work of maintaining the Clubrooms and improving the layout.

To this end, we are holding an **Open Day** on Saturday 10 October from 1 to 4pm and inviting people from Lifestyle Villages across the Lefevre Peninsula. We would like to see at least six members attend on that afternoon to show guests over the layout, run trains and keep a watch over the visitors. If you would like to assist, please contact me.

Warwick

CASUAL RUNNING

by Ken House



above: Vic Rail B class CoCo and VR coaches emerge from the return loop tunnel. One of Peter Wilcox's trains.

below: A victorian flat top T class BoBo passes under Haynes Bridge into the passing loop at Letheby. Train by Peter Wilcox.





above: Paul Atkins ran the Empire Builder during the September Saturday casual running session. I would like more photos of what is happening on the Saturday sessions or for any time really. Please just SMS your photos to me , Ken, on 0403 846 948 with a brief caption. photo: W Graham

below: Wayne Hoskin's Santa Fe 4-8-4 rounds Lower Kerry with the club's Santa Fe coaches. This loco is an old Bachman product which had a pancake motor and split frame. Not suitable for DCC. However when Wayne looked at the tender he realised that the wheel spacing was virtually the same as an Alco PA diesel. Having an Alco PA Wayne swapped the loco's body for the tender's body and the same with the bogie side frames and removed the old mechanism from the steam loco. Now the 4-8-4 is tender driven and runs so well that Wayne may consider putting sound in it.



SEPTEMBER OPERATING SESSION

by Ken House

First Wednesday of the month, September 2, was the pre-operating session Wednesday. Since the September session is a mid sequence session locos, cars, trains and cards just needed a quick check to see that everything looked correct. The layout seemed to be running well during the intervening casual running sessions so it was decided that only a light track clean would be needed, concentrating on the yards and places where work had been done on the layout.

right: Paolo Arman and Paul Wright cleaned the track at Kingston. To quote Paolo "The accompanying photograph illustrates routine track maintenance procedures, specifically highlighting the careful avoidance of excessive application of Inox MX3."

photo: P Arman



On Wednesday September 9 we had seven operators turn up but they had to wait before we could begin. Wayne Hoskin had just discovered that the mainline and passing siding through Zieglersdorf was dead! Peter Wilcox and myself could not find a obvious cause, although, to me, it looked strange that both power feeds went to both bus wires. I thought that the front (right hand) feed should have gone to the white signal bus wires because signals have not yet been installed at Zieglersdorf. When the detectors for the signals have been installed one feed will go to the detectors then feed the front bus wire through the detectors via the white wires. In the mean time the feed wire to the front (right hand) track should be connected directly to the white signal bus wires. All of the droppers from the front rail on both the main line and passing sidings should go to the signal bus wires. When Tony Mikolaj arrived he had a look at the dead tracks and their wiring and declared that he could not see how we were ever getting power to those tracks. Tony connected a couple of jumper wires to the signal bus to get power back and then we could begin.



above: *Ippinitchie Creek GP7 number 905 is an example of John Holland's great paint jobs. It is sitting in front of the repair shops at Prattis waiting for duty as the power for the steel train.*

Running a little late the crew divided up as follows, Pt Douglas operator, Peter Wilcox, Houseman yard master, Tony Mikolaj, Kingston yardmaster, Warwick Graham, Prattis yardmaster, Ken House, road crews, Peter Kirkland, Wayne Hoskin, and Paolo Arman.

All the road crews reported that their trains ran exceptionally well except for SCR number 477 the Alco RS3 on the Kingston turn. 477's wheels slipped on most of the grades even though it was only pulling ten cars. 477, even though quite light, has pulled twelve cars in the past. I am wondering if the Inox MX3 has been over applied. I had stalling issues with SCR Baldwin switcher number 120 in Prattis yard. Not sure if dirty track, wheels or pick ups.

Peter Kirkland began the session by departing Jefferson City with the Jefferson City turn east that he had assembled at the end of the last session. He had only to pick up two loaded flat cars at the Opie saw mill on his way to Houseman where he left that train. Then he ran 216 merchandise behind the mountain class to the return loop setting out at Houseman on the way. His next train was the Doodle Bug Houseman to Kingston and back. For his final train he once again drew the mountain class, this time on 217 and in the return loop. 217 a westbound manifest freight departs from the return loop, picks up at Houseman before heading to the staging yard at Jefferson City.

Wayne Hoskin ran the consumables train. This train begins at Dent where the two lovely running F3s pick up eight hoppers loaded with coal from Redman Mining Co then go on to Kingston where the yardmaster had four hoppers of limestone from Atkins Aggregates ready. The consumables train's destination is Prattis where it leaves its train in the yard and picks up a train of empties to deliver back to Kingston and Redman Mining Co at Dent. Wayne's other train for the night was the Kingston turn behind SCR RS3 number 477. He began as 314 the Kingston turn east a way freight departing from Houseman. Despite much wheel spinning 477 managed to get the Kingston turn east to Kingston and at the end of the session was ready to return to Houseman as 315 the Kingston Turn west. We use the name turn for our way freights that start at one place then return. The Houseman and Kingston turns turn around as soon as their work is finished at their named destination. The Jefferson City turn spends hours at Houseman because it has to wait for the timber flat cars to come into Houseman from Pt Douglas. Paolo Arman ran 311 the Houseman turn west departing from Kingston and working at Prattis, Werkendam and Zieglersdorf before arriving at Houseman where he was due to depart back to Kingston. However Paolo did not notice **PTO** at the bottom of his train order so he left the Houseman turn in Houseman and ran 212 through freight from Jefferson City to Redman arriving at Kingston at knock off time. 212 picks up two piggyback cars at Kingston before proceeding to Redman.

I did not of course get to see all of what happened but Tony Mikolaj Houseman yard master and Peter Wilcox Pt Douglas operator seemed to be enjoying themselves.

Warwick Graham, Kingston yardmaster, did not have enough work to fully occupy himself. If the Houseman Turn had made it back to Kingston it could have been different. Also only having three road crews means that not enough trains were getting to Kingston.

Prattis yardmaster is never a busy position. I like it because it gives me the opportunity to see how the session is going and take some photos and videos. Never the less to try to move things along I ran the loaded iron ore drag west from Yorsen Mine at Haynes to Prattis but did not have time for the empty ore drag east back to the mine.

This leaves us with the following four trains out on the layout to complete their runs next session, Houseman turn at Houseman, Kingston turn at Kingston, 212 through freight at Kingston, and empty iron ore drag at Prattis.

We completed the session at 9.30pm. Every one had enjoyed the session mainly because our trains ran so well. It was a happy crew that sat down for supper and conversation after the session was over.



above: Houseman yard. The red ACL caboose has arrived on a Pt Douglas train. The Ippinitchie Creek mountain class is pushing the ten cars coming on line in manifest number 216 into the classification tracks under the yardmasters directions.



above: Under Peter Kirkland's control the mountain class positions the cut of ten cars in number four road in Houseman yard.

below: Southern Central Alco RS3 number 477 at Houseman. This was the wheel slipping loco that Wayne Hoskin drove on the Kingston turn.





above: As Redman mine looms in the background the Ippinitchie creek F3s emerge from behind a couple of trees with eight loaded coal hoppers which are the beginning of the consumables train.

below: Peter Kirkland was the steam driver this session. Here he is backing two flat cars onto the Jefferson City turn with Ippinitchie creek consolidation number 28.





above: Two Ippinitchie Creek SD9s pull the loaded iron ore drag away from Yorsen Mine.

below: The Iron ore drag west arriving in number one road Prattis yard.





above: Prattis yardmaster, Ken House, has cut the SD9s off the loaded coal drag and will now send them back down the mainline to attach to the empty iron ore jennies sitting in number two road.

below: At the end of the session this group were congregating at Kingston offering “helpful” advice to the yardmaster Warwick. Left to right, Peter Kirkland, Paolo Arman, Warwick Graham, Wayne Hoskin. Paolo and Wayne had arrived at Kingston with 212 through freight and 314 Kingston turn respectively.





Enjoying supper after the session.

above: Paolo Arman, Peter Kirkland, Ken House, Warwick Graham, and Tony Mikolaj,

below: Kent Henschke, Paolo Arman and Peter Kirkland



STEEL MILL SURROUNDINGS

by Ken House

Our previous secretary John Prattis proposed that the Southern Central Railroad should serve a steel mill. Matthew Redden had Walthers kits for all of the major steel mill structures for sale to the club at very reasonable prices and John Holland agreed to build the blast furnace and coke ovens. Hence the name of the proposed steel mill became RHP steel, Redden, Holland Prattis. Once the decision was made to have a steel mill the club decided to put it in the corridor room so the large structures would not dwarf the other structures around the layout and I was co-opted to make it happen.

It is taking a long time due to me being ill for a while, having lengthy holidays and not being able to get to the club during week days. I have had help though, Christiaan Werk covered all of my modules with cork. Tony Mikolaj and others have installed the backdrop, Wayne Hoskin helped with wiring the two run-able modules, Peter Kirkland helped fill gaps and paint the first two modules. Thanks to you all, with out your help we would not even be up to where we are now. I am about ready to move on to the two final modules. Already Tony has provided me with a workable track plan because I am doubting whether my track plan will fit in the area.

Now is the time to ask for help again so that we can get the steel mill finished in a reasonable time. I plan to leave the scenery to a volunteer.

The steel mill scenery will need to be quite different to the rest of the layout. Being in it's own room this should be able to be carried off. I would like the ground around the steel mill structures to be grungy and well trodden to convey the impression of heavy industry. Mostly a dull grey with a few weeds poking through in the less well trodden places.

To explain my ideas on the scenery I have done a little demonstration area of ground cover in front of the rolling mill.

I had the idea of using grey dirt from my garden which I used on the original module of the club's portable switching layout. My dirt is water repellant so not suitable for ballasting so I used the usual ballast that has been used in all other areas of the Southern Central Railroad. I glued the ballast down with PVA glue diluted one part PVA to four parts water with six drops of washing up detergent per 250ml. The whole area has been painted dark naval grey. To make the whole area an even grungy grey colour I glued my grey garden dirt over all of the ground, track and all. I brushed the surface with Mod Podge Matte to glue the dirt. I use the Matte instead of PVA glue because PVA can show through gloss which is the last thing we want.



1. I used a folded business card to drop the ballast along the edge and down the centre of the track. In more open areas the ballast can be heaped high in the centre of the track allowing ballast to be spread quicker, spreading it in the centre of the track and down the sides of the rails at the same time.
2. I spread the ballast with a brush
3. **Important:** I clear stray ballast off the top of the ties and sides of the rails using a smaller brush and a small screwdriver. Try to keep as much ballast off the top of the ties and sides of the rails as possible.



4. My ballast glue applicator is this 250ml bottle with the tube from a spray bottle glued in with contact adhesive. The mix is 200ml water, 50ml PVA and about 6 drops of dish washing liquid.

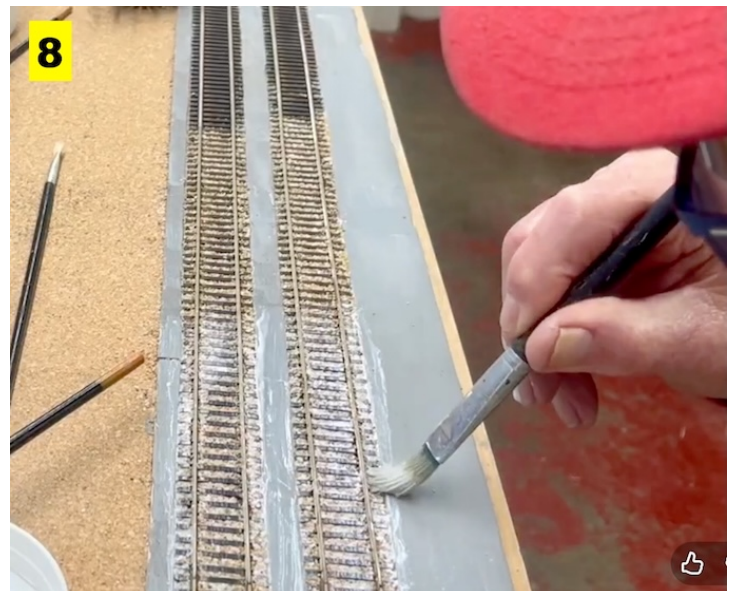
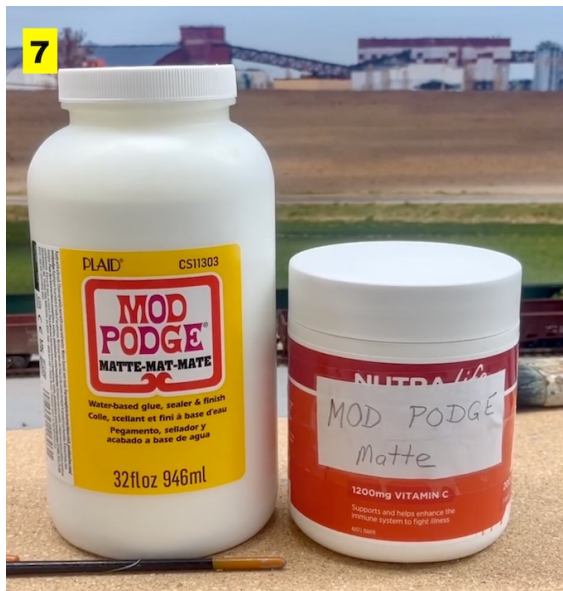


5. I dropped the glue along on top of the rail heads and allowed the glue to spread through the ballast. The glue flows readily.

6. The thinned glue is likely to flow down along the turnout push rods and stick them. So I applied full strength PVA around the first two ties either side of the throw bar using my small screwdriver, wiping excess PVA off the tops of the ties. Then I dropped ballast, using the business card, over the PVA.

I was careful not to get glue on any moving part.

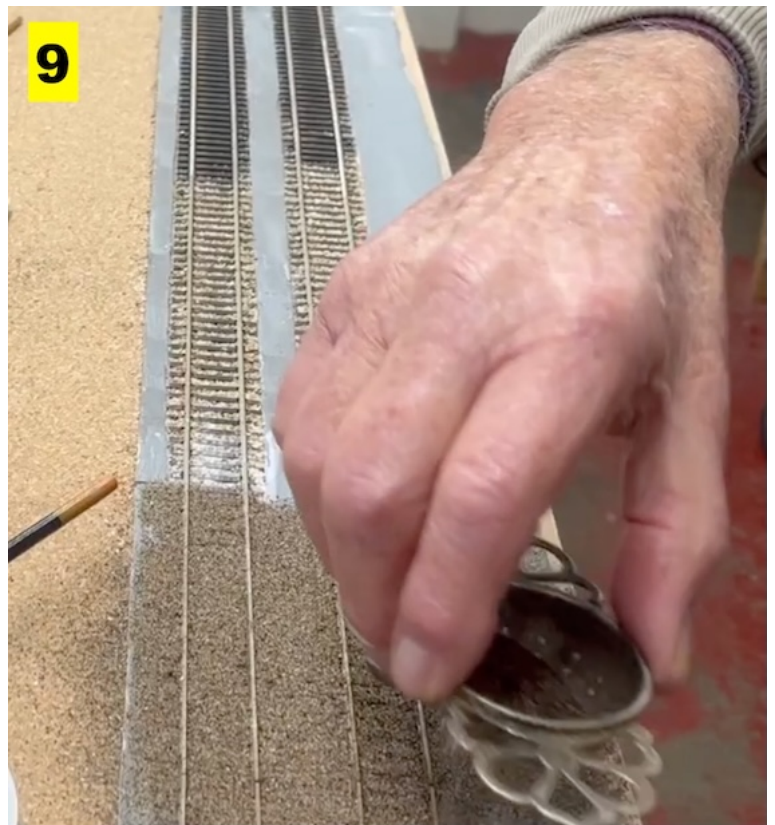




7. I used Mod Podge Matte to glue down the grey dirt from my garden. PVA has a gloss finish which will show through the dirt especially over the painted surface. Any gloss will spoil the well trodden effect we want.

I poured about 50ml into a smaller plastic jar so that I was not dipping a dirty brush in the large pot.

8. Once the ballast was fully dry and being careful to stay off the rails I liberally painted a small area, ballast and all, with the Mod Podge matte. I worked in small areas so that the Mod Podge did not dry out before I applied the dirt. It was a slow process to paint the ballast around the track but this process will go quicker in areas away from track.



9. I liberally spread the dirt over the wet Mod Podge painted area using a tea strainer. This process went really quickly.



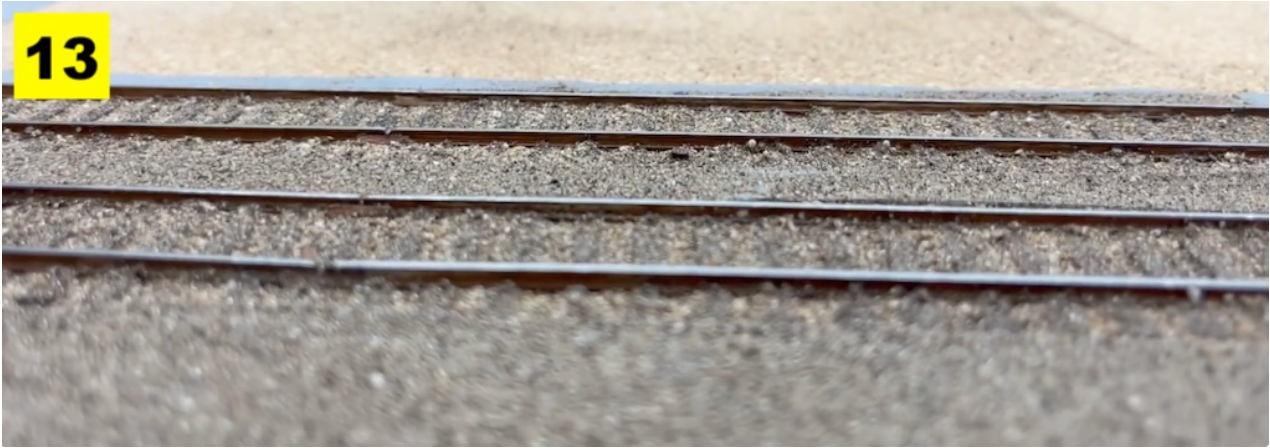
10. I carefully painted Mod Podge around the turnout's throw bar with a smaller brush keeping away from moving parts.

11. I sprinkled the dirt over the wet Mod Podge using my fingers.

12. When the Mod Podge was dry, at least 24 hours later, I brushed the excess dirt away into a heap so that I could reclaim it using a scraper to return the excess dirt to the pot. Vacuuming the dirt will not work because the dirt is very fine. I can no longer reproduce this exact dirt due to adding compost to my garden to improve the soil.

There are a few bare spots that I will have to touch up. I may have tried to do too large an area and the Mod Podge had dried too much. I cleaned the track with a track rubber at this point.





13. The final result. I think that this process has produced a ground surface that looks like the ties (sleepers) have been buried into ground with only the rails exposed, like in any heavy industry area that has lots of foot traffic and road traffic around. Glueing 2mm EVA foam against the track helped by bringing the ground level up to the top of the ties.

The whole steel mill area should have this grungy look with a few weeds coming though in a few less trodden areas. Perhaps some static grass would look good. I will leave that to who ever finishes the scenery.



14. I have touched up the bare spots. Even though the ground looks a bit patchy it reinforces the well trodden heavy industry effect. For more detailed information please look at the video on page 24.

WORKING ON THE SCR

by Ken House

During the week after the operating session when we had a problem with the mainline and passing siding at Zieglersdorf Tony Mikolaj made a permanent repair. He has now connected all the wires in a more understandable way, red to red, black to black etc. As well now the right hand feeds go through the signal detectors even though signals have not been installed yet. The detectors are now working.



above left: Tony now has the cross over between the passing siding and the arrivals / departure track at Kingston operational.

above right: Tony has now installed a much needed caboose track at Kingston. When Tony gives the OK perhaps someone can ballast this track work.

right: Wayne Hoskin has put handles on the Inge Bridge swing bridge. It is amazing how much easier it is to open and close Inge Bridge now. Why has no one thought of this simple idea before now?





above: Wayne Hoskin has extended the TOFC track at Kingston to move the TOFCs a bit further out of the yard.

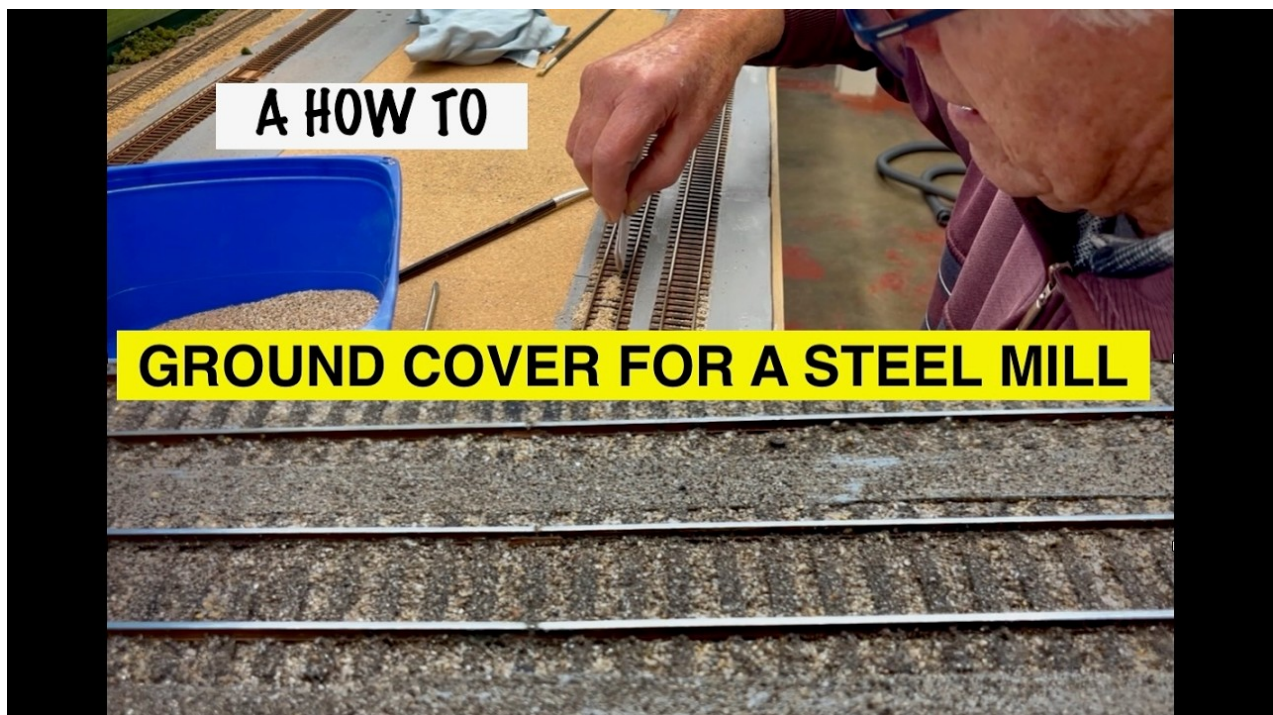
right: Wayne has been working on the bridge over Letheby and into Kingston. This road will extend into the TOFC loading area. Wayne's work here emphasises the loading and unloading of the TOFCs rather than the rail cars themselves.



VIDEOS Please click on the images to view



***above:** SCR GP7 no 436 arrives in the passing siding at Werkendam during the September operating session*



***above:** Creating the steel mill surroundings*

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

SATURDAY OCTOBER 3

Casual running and limited work session.

WEDNESDAY OCTOBER 7

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

SATURDAY OCTOBER 10 1PM - 4PM**OPEN DAY and membership drive.****WEDNESDAY OCTOBER 14**

SCR operating session (no work or casual running) Please advise Tony Mikolaj secretary@adelaidemodelrailroaders.com by October 13 if you wish to take part.

WEDNESDAY OCTOBER 21

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

WEDNESDAY OCTOBER 28

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

WEDNESDAY NOVEMBER 4

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

SATURDAY NOVEMBER 7

Casual running and limited work session.

SATURDAY NOVEMBER 21 12.30 BIRKENHEAD TAVERN

**Annual club Christmas lunch for members, wives, partners children and friends.
Please contact Secretary Tony Mikolaj to make a reservation.**

DISCLAIMER

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