



THE BOOSTER

A 100% NMRA CLUB

EDITOR

KEN HOUSE

CONTENTS

	PAGE
Editorial	1
Ippinitchie Creek & Ut&mc	2
Irregular Feature	5
August operating session...	8
Working on the SCR	11
Vice president's view	13
Notice of AGM	15
Video page	16
AMR timetable	17

HEADER PHOTO

An Ippinitchie Creek consolidation 2-8-0 arriving on the mainline at Davidston on the late John Holland's layout the Ippinitchie Creek & Unicorn Timber & Mining Co

adelaidemodelrailroaders.com



EDITORIAL

Many of the AMR's newer members will not know the history of the Ippinitchie Creek locomotives and rolling stock on the club's layout. In this issue I will explain.

One of the premises of the club's layout, the Southern Central Railroad, is that the Southern Central Railroad is in the process of merging with the Ippinitchie Creek & Unicorn timber and mining co.

Thanks this month to contributors Tony Mikolaj, Christiaan Werk and Warwick Graham.

IPPINITCHIE CREEK & UNICORN TIMBER & MINING CO. by K House

The IC&UT&MC was the layout of the late John Holland a former life member of the AMR. John drew the track plan for the current SCR as well as the previous version built in the AMR's club room when we were at the Islington Railway Workshops.

John built the IC&UT&MC in a fully lined double garage sized shed in his back yard at Colonel Light Gardens. Bench work was L girder and track bed 12mm ply covered with 12mm caneite. He used NCE DCC tethered throttles using 5 pin DIN plugs. Track was code 75. Only about 25% of the layout received a landscape. His landforms were made by forming up a web of cardboard strips and covering them with plaster impregnated gauze. One scene with a bridge crossing a stream was completed. However John had a passion for scratch building industrial structures, many of which graced the IC&UT&MC.

John's layout was designed to be operated point to point. There was a four track staging yard at the highest level at the back of the shed from which the track ran down grade via a couple of loops so arranged that continuous running could be achieved, although I never saw that being done. Once through the loops trains reached the various towns which were named in alphabetical order. Afton being the terminus and heading back to staging came Barre, Catalpa, Davidston, and Eurilia siding before reaching the loops of track ending in Summit siding and finally the staging yard. Davidston was a large town with a fairly extensive yard. Which still managed to get clogged at times. There was a branch line off from Davidston going up through a mining and logging area to Unicorn. John's idea was that the IC&UT&MC was a branch line with a further branch off it set in a valley.

Another area of John's expertise was painting and weathering of locos and rolling stock. The colourful orange and green livery on Ippintchie creek locos has always impressed. His eye as a talented photographer no doubt helping.

John hosted operating sessions on the first Monday night of every month for a number of years. The IC&UT&MC could handle up to eight

operators. All trains were run as locals with one or two branch line trains up to Unicorn per session. There was no actual timetable or sequence. Every thing was controlled by the four cycle waybills and car cards. John kept adding cars to the layout and it appeared that there were too many cars on the layout sometimes especially when yards became clogged.

When John passed away in 2019 he had willed the layout with all it's rolling stock to the AMR. Jeff Barclay bought the layout with structures and NCE DCC from the AMR leaving the club with all the locos and rolling stock giving us sufficient rolling stock to hold full operating sessions.



Above left: December Op session was “bring your own loco” . Jeremy Lance switched Afton with his UP GE AC4400 one year. Above right: Ippinitchie creek GP7 number 905 was the Davidston switcher at times. Below: John Holland and former AMR secretary John Haynes. On the right is Barre and left is Davidston. The Unicorn branch began on the right hand track through the tunnel at the end of Davidston and went around to the back of the mountain. Afton is in the far distance behind John Holland.





Above: The four track staging yard at the back off the shed can be seen. This is the highest point on the layout. Matthew Redden and Jeremy Lance are operating at Catalpa.



Above: Ken House, foreground, and former AMR secretaries John Prattis and Alan (Ziggy) Ziegler operate at Davidson. Above Davidston a train can be seen in Eurelia siding heading toward Davidson. Up in the background trains can be seen in the staging yard.



Above: John Holland sitting at his workbench doing running repairs while behind him, Jeff Barclay operates the Unicorn branch line terminus.

IRREGULAR FEATURE

The Great Wall of China Tony

by Tony Mikolaj

Those of you that saw our display at AMRE 2024 or photos of it would have noticed the major addition of a rear wall. I thought that I would explain the reason of existence, the design plan and the method of manufacture.

The reason is that a black back wall of this nature blocks out all the annoying things behind the setup, other layouts, people, hanging power

wires and anything else that distract the viewers and show up in the most irritating way in photos. Last time that we displayed there were large windows behind us and this made it difficult to get good photos as the light coming in would upset the exposure making the layout dark with a bright background. It also creates a letterbox or picture frame effect especially with the black table cloths. The wall gives us somewhere to hang banners and photos etc. Another feature is it helps to lessen some of the cold breeze and so makes things a little more comfortable for the operators.

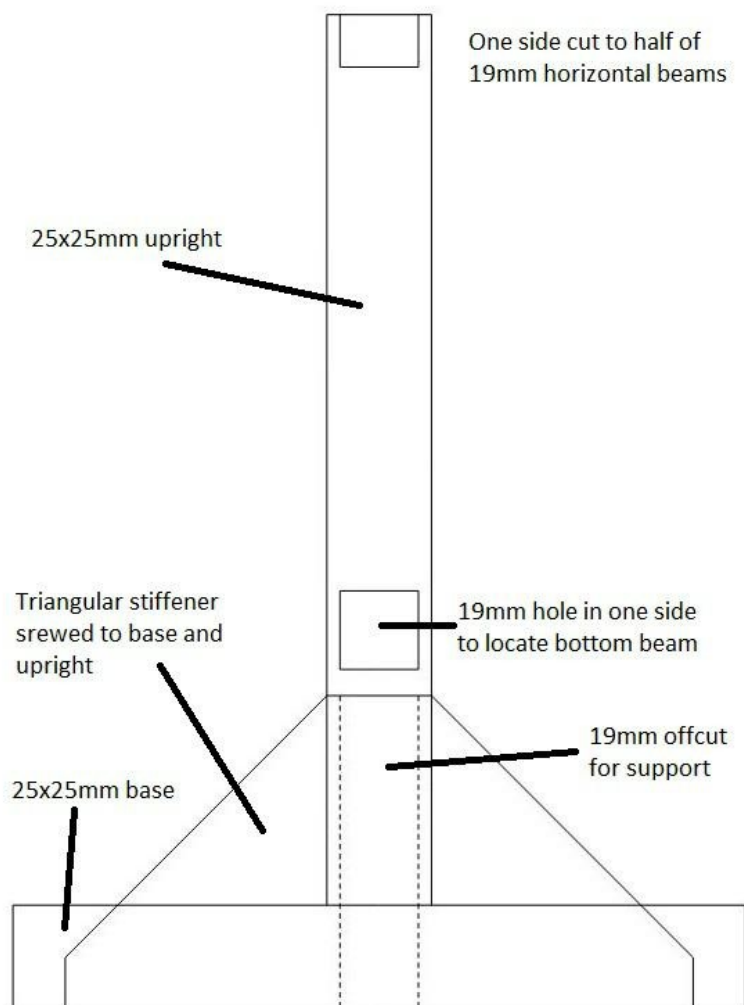
The basic design was for it to be light weight, easy to set-up, take down and transport. The materials used are aluminium, black tablecloths and Velcro. First requirement of light weight fulfilled. I went on to design, I don't like screws, bolts or clamps for this style of transportable temporary construction as screws will strip out the hole over time, especially in aluminium, bolts and nuts can get cross-threaded or lost easily and clamps could be dislodged and therefore fail, they also look very unprofessional, none of which is good. To overcome the above potential problems I went with a simple interlocking method using square tube, 25mm for both the uprights and feet and 19mm for the horizontals. Overall size of the panels was set to fit the smallest of the tablecloths that I had and also to fit economically to the standard length of the aluminium to save cost and to keep the transport easy.

Because we were placed on a corner site the initial build was done to fit the two walls of the site but also with the ability to morph into whatever shape or size is needed in the future. To lock the corner a small foot with two holes close together was made and a connecting block for the top. A variation of this will be some uprights set at the end of the foot with holes for another upright and a short fill added so that a straight wall can be setup with a 500mm kick back for stability.



Adjustment of the length can be done by leaving sections out, or as we did for the corner site, overlap sections to achieve the required length 3000x5400mm.

Uprights construction view showing holes and reinforcing (not to scale)



To make the tubes interlock 19mm holes were “machined” in the 25mm tube in my fully equipped C HC (Crummy Hand Control) workshop AKA the garage, this was done by drilling out most of the way and finishing with a file. Ten holes for the uprights and ten for the feet, a total of twenty holes, the machine (me) needed a rest and service after that.

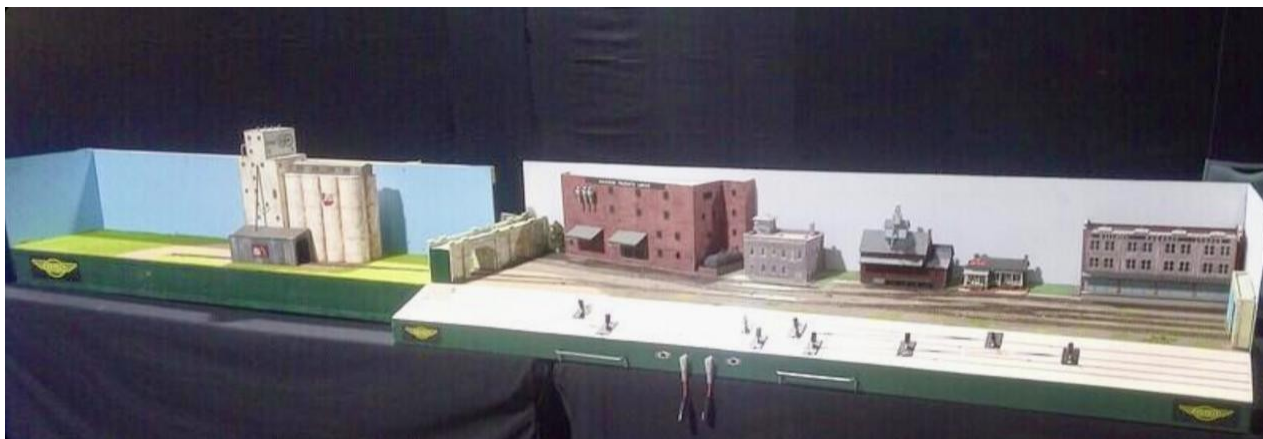
For the top rail I cut a slot halfway through the 19mm rail and removed a small section from one side of the top of the 25mm so that the top rail slots in and locks level. To affix the feet, off-cuts of the 19mm were inserted into the bottom of the 25mm tube and a

triangular stiffener was screwed across the joint. At this point the frame would assemble and stand but could easily be knocked down as the bottom rails only slot in with no retainers. This is where the next part of the design comes into play, the black tablecloths wrap around the frame on all sides and are fixed with Velcro at the back so they hold the frame together and pull the cloth taught, in doing this the frame is also held together.

With the frames made it was time to cut and sew the cloth to fit, while I am no tailor, I am quite handy on a sewing machine. The design required a corner cut out so that the cloth wrapped around the upright to the top and over the top of the rails but with a hole at the top of the upright so that a connector would fit and to let the upright pass through at the bottom. It took a fair bit of trial and error with a lot of adjustment to get right but once worked out I made a simple template and it was easy after that. The last thing to do was apply the Velcro to the frames and sew the other half onto the cloth. This was a bit of an 11th hour production as I was still sewing the last few bits of Velcro on the Friday morning before the setup for the

exhibition, but as we all know if it was not for the last minute, nothing would ever get done.

Catch you down the track...Tony Mikolaj



Above: The black wall at the rear of the club's display at AMRE 2024.

AUGUST OPERATING SESSION IN PICTURES

by Christiaan Werk



Above: Ippinitchie Creek 905 on a manifest freight crossing Jolliffe's Jump.



Above: Redman, the east end staging tracks. Alco FA on a manifest and Alco PA on a passenger consisting of Ippinitchie Creek heavy weight coaches.



Above: The manifest freight on the mainline at Kingston. Warwick Chemical Co is in the back ground.



Above: A meet at Werkendam between an Ippinitchie creek PA hauling Santa Fe heavy weight passenger coaches and the FA hauled merchandise.

Below: The Consumables train departing Redman Mining Co behind a SD9 with eight coal hoppers. This train will pick up four hoppers of lime stone from Atkins Aggregates at Kingston before proceeding to Prattis.





Above: Ippinitchie Creek 2-8-0 number 28 crossing the upper bridge at Werky's Gorge with the cattle train heading toward it's destination at Kingston.

photos C Werk

WORKING ON THE SOUTHERN CENTRAL



Above: Club president Jeff Barclay had this large version of the club's current logo made at his own expense and has donated it to the club. The new current logo has the correct year, 1948, when the Adelaide Model Railroaders was formed.

photo A Mikolaj

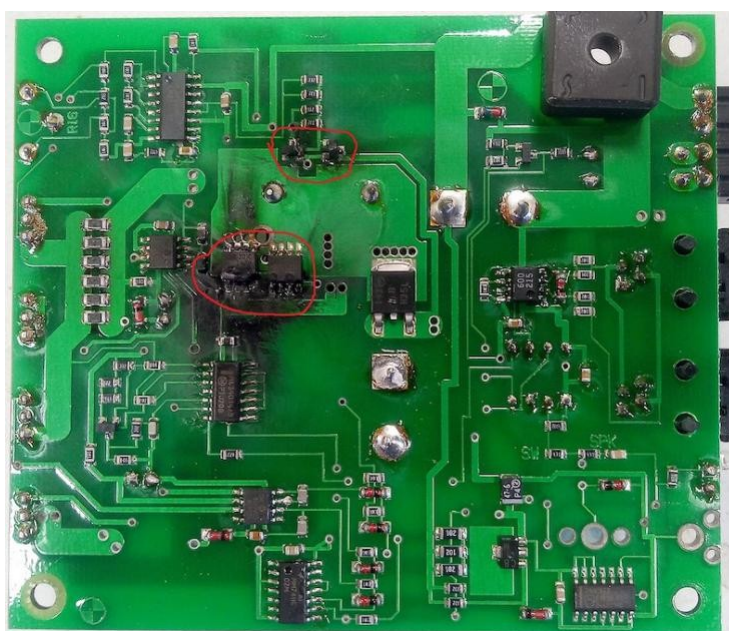


Above: Christiaan Werk has continued working on the scenery at Pt Douglas. He has now added brown gravel around the yard so that the brakemen can walk unimpeded when coupling and uncoupling cars.

Photo: C Werk

HOUSEMAN BOOSTER by Tony Mikolaj This booster failed on Wednesday while setting up for the August ops session. I believe this was caused by a long drawn out short of a loco sitting over a wrongly set point.

I don't know if I will be able to repair it but will have a look when I get time. In the meantime I have installed the new spare booster and Kent is buying another spare.



Right: The failed booster with burnt out components circled in red. photo A Mikolaj

Year 2024 is passing rapidly. The worst of winter is behind us, days are getting longer and the footy finals and the Royal Show aren't far way. September is also the month when we hold our Club's Annual General Meeting. The meeting normally is short and sharp – hearing a report from the President, learning about the financial situation of the Club, and the election of two office-bearers. However, this year will be significantly different.

There is a proposal for a significantly revised Constitution setting out the rules by which the Club operates, up for consideration and voting. As previously outlined, the major changes are:

- i) A better defined management structure including clarification of the duties of the office-bearers.
- ii) An expanded Committee which includes at least one member without portfolio, to give that member time to acquire an understanding of the operation of the committee and the duties of its office-bearers.
- iii) A minimum number of committee meetings each year to improve forward planning.
- iv) Clarification of the process to change the Constitution.
- v) Deletion of redundant practices including use of a seal and appointment of an auditor.
- vi) A change in the financial year to 1 May to 30 April, and moving the AGM to the months of May or June. This has become necessary to ensure that we have all members paid up before the end of the financial year, as required by the NMRA.

Note that if the new Constitution is voted in, it will be necessary to vote in two new committee members without portfolio. Could that be you?! Would you like to have a bigger say in where the Club is heading and how it is being run? If so, talk to one of the current office-bearers about what is involved, and lobby other members to nominate you.

The Treasurer has been taking a look at the Club's financial position into the future and doesn't like the trend. He will be asking some difficult questions

about how much members are prepared to pay, or alternatively, whether more effort needs to be put into fund-raising activities.

It promises to be an interesting AGM!



There didn't seem to be much discussion around the Club over the conflicting views expressed by Ken and myself in the July Booster about whether the Club should adopt an Australian railways theme on occasions, given that many members model that system. I'll stick my neck out again and state that I can't imagine pulling all of the American rolling stock and locos off the layout and replacing them with Australian equipment for just one operating session. However, I suspect that quite a few members would love to get their Aussie locos and rolling stock onto a layout to show them off and run them with similar equipment. So maybe every three months on a casual running night we could free up some of the staging tracks in Jefferson Junction and Houseman to allow members to assemble and run their trains. Would you be in that? Please talk to Secretary Tony if you would be interested in participating.

Sharp-eyed members may have noticed that some of the 34 foot ore cars parked in the Yorsen mine or Prattis yard now have "ore" loads. Orange

coloured rock chips have been glued to pieces of polystyrene shaped to fit inside the car bodies. These loads are not fixed in place and they can be removed at their destination and the cars returned empty to the mine. A piece of steel sheet is glued to the underside of the styrene. A strong magnet placed above it will lift the rock-covered styrene out of the car. Ingenious, eh!



NOTICE OF ANNUAL GENERAL MEETING

WEDNESDAY SEPTEMBER 18

ELECTION OF OFFICERS

President

Treasurer

Ordinary member(s)

VOTE on constitution amendments.



Above: A busy Davidson yard on John Holland's IC&UT&MC. A few days after this operating session, July 2017, John had a heart attack. Although he did recover, sadly, he was never well enough to set foot into his train shed again before he passed away in 2019.



Above: 830 class Alco no 858 shunting the Maranalgo goods shed on Ken House's K&EFR.

AMR TIMETABLE Visitors welcome by prior arrangement.

If club owned rolling stock is used during informal running it must be returned to its exact position ready for the next operating session

WEDNESDAY Sept 4

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

SATURDAY Sept 7

Work session & informal running session

WEDNESDAY Sept 11

SCR operating session (no work or informal running) Please advise Tony Mikolaj by Sept 10 if you wish to attend.

SATURDAY Sept 14 2pm

NMRA-AR division 6 meeting at Bob Bevan's Mallala

For details please contact David Orr div6sup@nmra.org.au

Please advise David Orr by Wednesday Sept 11 if you wish to attend.

SUNDAY SEPT 15 10am - 1pm

SARMA swap meet. Avenues College Gymnasium, Corner of Danby and McKay Avenues, Windsor Gardens.

WEDNESDAY Sept 18

AMR AGM

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

WEDNESDAY Sept 25

Work session, limited running (lift up bridges to remain

WEDNESDAY October 2

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

SATURDAY October 5

Work session & informal running session

WEDNESDAY October 9

SCR operating session (no work or informal running)

SATURDAY October 12 2pm NMRA-AR division 6 meeting

at Graham Cock's Hallet Cove Please contact div six superintendent David Orr for details