

THE BOOSTER

A 100% NMRA CLUB

EDITOR:

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CONTENTS

	PAGE
Editorial	1
August NMRA meeting	2
Aug SCRR ops session	4
Working on the SCRR	8
Operating session video	9

HEADER PHOTO

Wednesday 27 July: The Cockle train at Victor Harbor with South Australian Railways 500 class number 507.

Photo: K House

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EDITORIAL

ANNUAL GENERAL MEETING

WEDNESDAY SEPTEMBER 21

The positions of president, treasurer, and secretary will become vacant this year.

The AMR will be needing a new secretary this year. Our current secretary, John Prattis, has to step down because he is returning to Canberra to live.

I am sure that all members wish John all the best for the future and thank him for the great work he has done for the AMR over his tenure of about nine years as secretary.

AUGUST NMRA DIVISION 6 MEETING

The AMR hosted the August div 6 meeting in our clubrooms. There was a good roll up of about twenty members including Jeff Barclay, Kent Henschke, Peter Kirkland, and Ken House from the AMR.

Div 6 superintendent David Orr chaired the meeting. Ray Brownbill Div 6 Achievement Programme coordinator awarded NMRA member Graham Cocks with the Golden Spike award and Master builder scenery for his layout "Strathalbyn" which was on display at this years Adelaide model railway exhibition.

As usual all attendees were asked about what they have been working on during the past month. Vern Cracknell said that he was retiring his G scale exhibition layout "Running the gauntlet" and has dismantled it. He brought the bridge from the layout along to give away to who ever wanted it. Ken House gave the meeting a run down on the AMR's operating session procedures. Tony Mikolaj demonstrated the working level crossing that he is building on the Southern Central RR. Those were some of the talks.



Above: David Orr was chairman of the NMRA meeting.



Above left: Graham Cocks, left, receives the Golden Spike and Master builder scenery certificates from Ray Brownbill.

Above right: Tony Mikolaj, centre, demonstrating his level crossing to the NMRA members.



Above: The bridge from “Running the gauntlet” that Vern Cracknell is giving away.

AUGUST SOUTHERN CENTRAL RR OPERATING SESSION

We had seven operators. Jeff Barclay, Peter Kirkland, Paul Atkins, Warwick Graham, and visitor Mark were the road crews. Tony Mikolaj was the yard master at Houseman and Ken House took on the yard master job at Kingston.

This session we completed the sequence of trains. Two trains had not completed their runs last session. The grain train was still heading eastward picking up loaded box cars and was at Zieglerdorf. The grain extra ran to Kingston picking up another three loads at Werkendam before arriving at Kingston where the YM had eleven empty box cars waiting for the grain train to take back westward to set out at Wekendam, Zieglerdorf and Houseman. The other train still out was the Kingston turn a way freight which had made it's way as far as Kingston. The Kingston YM from the previous session had the Kingston turn west's train made up ready for the turn's loco and caboose. The Kingston turn west had work at Pratis, Werkendam and Zieglerdorf before reaching it's destination at Houseman.

There was six trains left to run in the sequence. The rail car, Houseman to Kingston, the Southern Belle, a passenger express running Barclay around the return loop and back to Barclay, the Afternoon sweeper which takes cars from Houseman back to the west end staging, the Ippinitchie creek turn west and two through freights one east and one west. To fill time in the TOFC train was given a run again.

The session finished at about 9pm allowing time for those present to set up the meeting room for the NMRA meeting to be held the following Saturday.

At the end of the evening those present enjoyed supper and a debrief.



Above: Consolidation number 27 began the session at Zieglerdsdorf where, last session, it had picked up three box cars loaded with grain, which are to be delivered to Murray Mills at Kingston.



Above: The doodle bug being turned at Kingston after running up from Houseman. Unfortunately it failed during the return trip with a broken gear. Passengers completing the journey in replacement busses.



Above: The two through freights met at Lethby.



Above: Through freight east, a manifest freight headed by an Ippinitchie creek F7 passing by the plant at Yorsen mine iron ore mine.



Above: A TOFC train was run to make the session just a bit longer. Here the switch loco at Houseman has picked up a cut of TOFC to be placed on the rear of the train in this photo when it returns as a westbound.

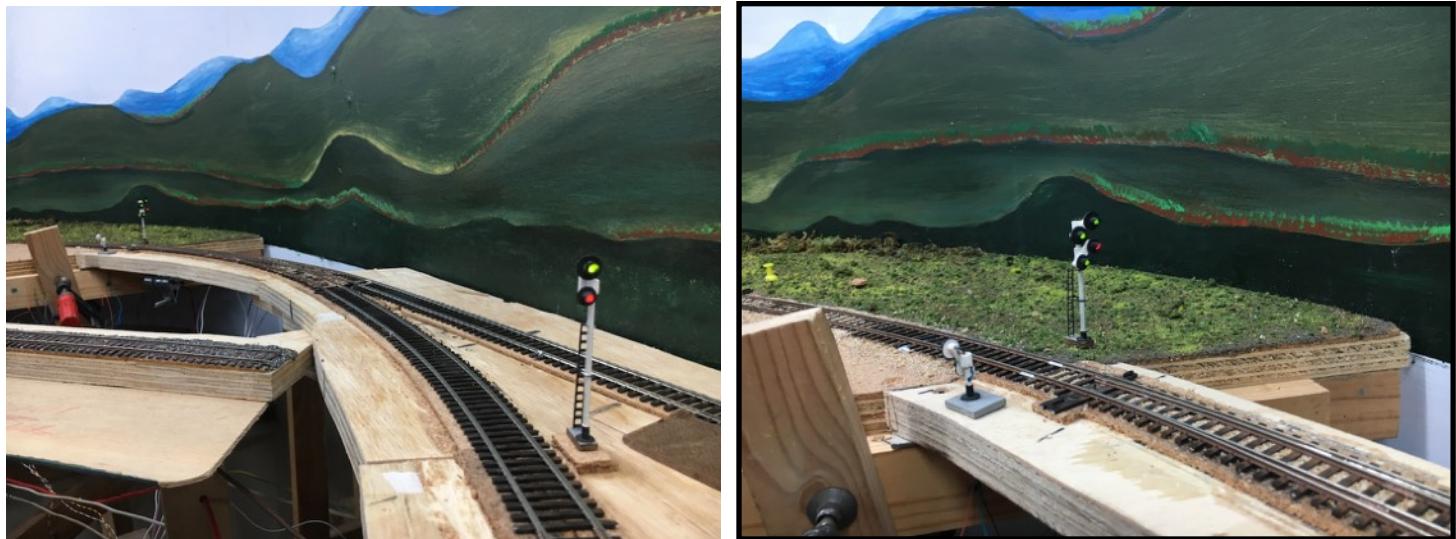


Above left: left to right: Paul Atkins, Peter Kirkland and Tony Mikolaj at Houseman. Tony was the Houseman yard master while Paul and Peter were operating through trains.

Above right: Left visitor Mark and right Warwick Graham were the only two man crew. Their train can just be seen on the main line as it goes behind the rolling mill.

WORKING ON THE SCRR

There being several of us away on holidays this month the only one doing much work on the SCRR this month was Tony Mikolaj.



Above: Tony has advanced the signals as far as the eastern end of Prattis yard.

Right: Tony is also realigning the lower track below Wallage Wells. This track is actually in between Atkins and Zieglerdorf. The realignment will allow for more scenery in front of the slag dump, cut out a reverse curve and allow better approaches to the bridge which will be inserted in this section of track.

Photo: T Mikolaj



Right: The realigned track. More space between the slag dump (shelf in the distance) and the lower track and a smoother curve.

Photo: T Mikolaj



Tony also videoed a test run through the realigned track: see below.

<https://www.adelaidemodelrailroaders.com/AMRgal/index.php/Tony/Construction-and-modifications/Atkins-Loop/Test-run-01>

AMR OPERATING SESSION VIDEO AUG 2022 (Click to watch)

