

THE BOOSTER

A 100% NMRA CLUB

EDITOR:

KEN HOUSE

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HEADER PHOTO

On Saturday August 12 the AMR hosted the monthly meeting for Division six of the NMRA-AR. Thanks goes to Tony Mikolaj for organising the afternoon.

photo: C Werk

adelaidemodelrailroaders.com



EDITORIAL

A different issue this month because I am up in the Sunshine coast Queensland visiting my son during most of August. I began this issue at the end of July using some photos Christiaan Werk took in November 2021 which I had saved until needed.

I took a few photos on the last Wednesday of July, a work night.

Christiaan Werk and Tony Mikolaj have kindly sent photos and text that I have been able to use to complete this issue.

Ken

MAKING FRENDA MINE

By Christiaan Werk



Cardboard webbing



Chux



Rock moulds



First coat of plaster



Tinted plaster



Rock moulds tinted and more rock moulds added



Ground cover



Tree line and more ground cover



More greenery and a track leading to the mine.



All photos taken by Christiaan Werk as he made this scene October-November 2021.

WORKING ON THE SOUTHERN CENTRAL RAILROAD

These photos below were all taken on Wednesday July 26. A lot of progress has been made by a few members and some things are now starting to come together.



Above left: The track into Pt Douglas has now been laid by Tony Mikolaj, it can be seen curving away to the left and around the corner. The Henschke Junction turnout will now be in a tunnel to allow for a better two track tunnel.

Above right: Tony Mikolaj ran the first locomotive into Pt Douglas on 26-7-23.

Below: Mikolaj Junction? Tony is working quietly away at extending the Ippinitichie Creek line about 5 meters (all hidden track) under the layout to come out here on Cooke's Cut Off.





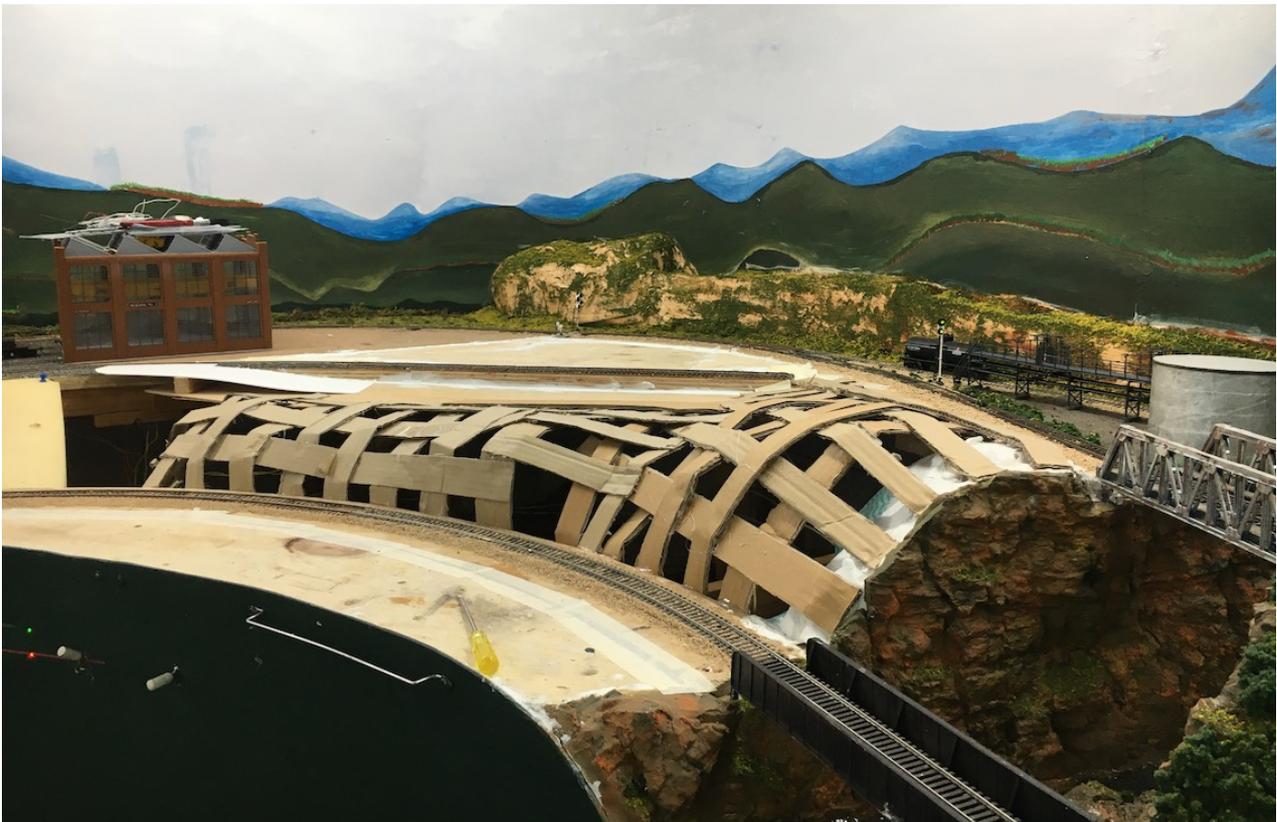
Above: Peter Kirkland screwed the coke ovens in place and glued the coal bins and conveyors into their final positions. He has put the unloading track, which still has to be pinned down, in place.

Right: Ken House has extended the track on to the second steel mill module. The first turnout has been pinned down while the second one, although working, has not been pinned down as yet. Manual point control, using slide switches, is being used here because this portion of the SCR is double decked. Christiaan can be seen in the next room working in the slag dump area.





Above: Christiaan Werk has built and installed the tank car loading platform at Wallage Wells.



Above: In this area, immediately west of Werky's Gorge, Christiaan is beginning scenery at and around the steel mill's slag dump.

The August Booster is more up to date than I expected because both Christiaan Werk and Tony Mikolaj have sent photos of their most recent work on the SCR.



Above: Christiaan Werk is moving along with the scenery at and around the Steel mill slag dump. He has used the actual slag that John Gayler was able to obtain from the Whyalla steel works here in South Australia.

The way this slag dump is intended to operate is that a train of slag cars will be pushed up along the top of the slag dump where the slag will be tipped down into the dump. Once cooled, the slag will be crushed into manageable lumps using a bulldozer. Then a front end loader will load the lumps of slag into dump trucks to be taken away along the road heading off into the background. Slag from steel mills can be used, among other things, as road bed, railway ballast, and in cement making.

Photos C Werk



Above: Tony Mikolaj's work on the branch line into Pt. Douglas: The single line tunnel, installed by Christiaan Werk, at the left is on the return loop. On a slightly lower level a number eight turnout is the beginning of Atkins, a long passing loop that continues the mainline run through the complete length of the lower deck of the double decked part of the Southern Central. Henschke Junction, a number four turnout just inside the double track tunnel, is where the line to Pt Douglas branches off.



*Above left: Atkins passing loop exits through a double track tunnel portal just before the lift up to Pt Douglas after passing through the wall between the ladies waiting room and the corridor room.
Above right: The single track tunnel portal leading from Pt Douglas back to the mainline via a branch line and Henschke Junction.*

photos: Tony Mikolaj.

AUGUST OPS SESSION Story: Tony Mikolaj Photos: Christiaan Werk
 Dispatcher/Train Master; Tony Mikolaj Houseman yardmaster; Tony Mikolaj
 Crews; Peter Kirkland, John Gayler, Wayne Hoskin, Billy Page,
 Christiaan Werk.

There wasn't much to do at Kingston so we went without a yardmaster. Most trains ran well, the steel train loco had a bit of dirty wheels problem, once cleaned it ran fine. John had some trouble with a passenger, his controller got switched to yard mode where stop is in the middle and forward/reverse is on each side. We did a controller swap to the bigger "T" shape and he ran fine after that.

There were a few minor derailments and one train going the wrong direction.

We finished one train that was leftover from last session and completed 11 others, the last of these was the first Houseman to Port Douglas and return. It worked well but I messed up the blocking by putting the flatcar on the wrong end and had to do some extra shunting which was a bit awkward as not all the track has been laid yet, so didn't leave much room for the extra work.

All had a good time.



Above: Wednesday 9-8-23. John Gayler is in the corridor room running the West Wind west, a passenger train, on the mainline which travels around the back of the yet to be finished steel mill using the big "T" shape hand piece.



Above: The only train not to complete it's run last session was the Houseman Turn east. Southern Central GP7 number 478 arriving at Kingston, long hood forward, has the Houseman Turn east. Kingston is the end of it's run having travelled to Houseman and return.



Above: The doodlebug is travelling through the wilds after departing Phillips.



Above: A manifest freight with a F7 at the front passes by Christiaan's latest scenery as it goes over the lower Werky's Gorge bridge.

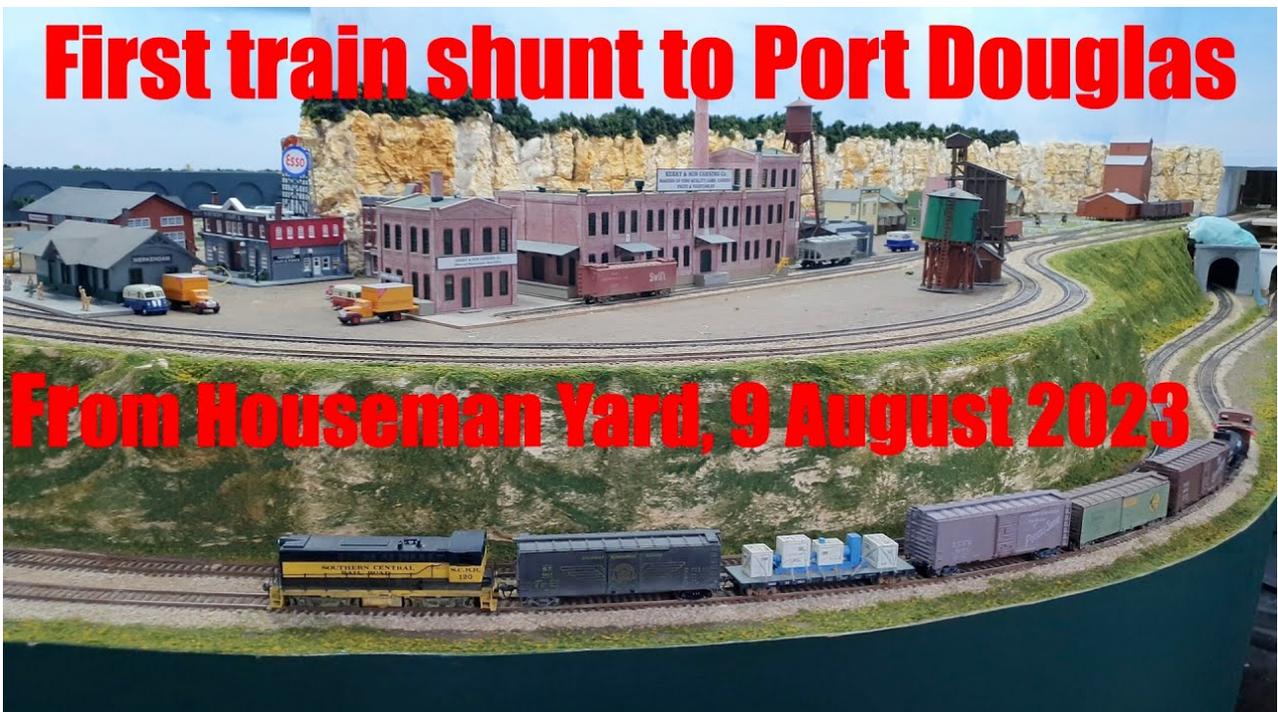


Above: What we all have been waiting for. The first working into Pt Douglas during an operating session. Although there is more track to be laid Tony Mikolaj was able to switch Pt Douglas. He successfully made use of the uncoupling magnets installed by Warwick Graham. Pt Douglas is a switching puzzle and will be a sought after job by those who enjoy switching operations. See the video on the next page.

VIDEO PAGE Please click on the images to view.



above: July running night. Billy Page's NSWGR 38 class pacific emerging from tunnel number 2. By Ken House



above: SCR 120 is on it's way back to Houseman after completing it's work on the new trackage at Pt Douglas. 9-8-23 By Christiaan Werk

AMR TIMETABLE

Visitors welcome by prior arrangement.

SATURDAY SEPT 2

Work session & informal running session

Modelling the Railways of South Australia Convention <http://www.mrsac.com/>**WEDNESDAY SEPT 6**

Operating session set up & limited work session.

SATURDAY SEPT 9 2pm

NMRA-AR division 6 meeting at David Orr's Modbury North

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

Please advise David Orr by Wed Sept 6 if you wish to attend.

WEDNESDAY SEPT 13

SCR operating session

Please advise Ken House by Sept 12 if you wish to attend.

SUNDAY SEPT 17 10am to 1pm

SARMA swap meet. Windsor Gardens. The Avenues college gym.

Corner Danby & McKay avenues.

WEDNESDAY SEPT 20

General meeting & Informal running session

WEDNESDAY SEPT 27

Work session

WEDNESDAY OCT 4

Operating session set up & limited work session.

SATURDAY OCT 7

Work session & informal running session

WEDNESDAY OCT 11

SCR operating session

Please advise Ken House by Oct 10 if you wish to attend.

SATURDAY OCT 14

NMRA-AR division 6 meeting Ray Brownbill's Blakeview

Please contact div six superintendent David Orr for details.

Please advise David Orr by Wed Oct 11 if you wish to attend.

WEDNESDAY OCT 18

AMR AGM (note change of month for this year only)