THE BOOSTER

A 100% NMRA CLUB

EDITOR:

KEN HOUSE

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HEADER PHOTO

Christiaan Werk's HO scale home layout. His layout uses NCE DCC and is 6.1m long by 1.8m wide.

photo C Werk

adelaidemodelrailroaders.com

EDITORIAL

January is the time to take stock of where we are. Looking back over 2021 much progress was made on the layout. All of the new track ,rooms 4&5, has been ballasted and weathered. Christiaan has done the scenery along Atkins loop. Phillips viaduct at the rear of Houseman yard has been built. Paul Wright has constructed Rolanof TOFC terminal at Houseman. John Prattis supplied the structure for Yorsen mine and completed the track there. Christiaan has almost finished the scenery between Phillips and Werkendam. Paul Wright has begun the scenery between Yorsen mine and Haynes. Work has started on Pt. Douglas A great effort all round.

TOWARD OPERATING THE SCRR PART 5

By Ken House.

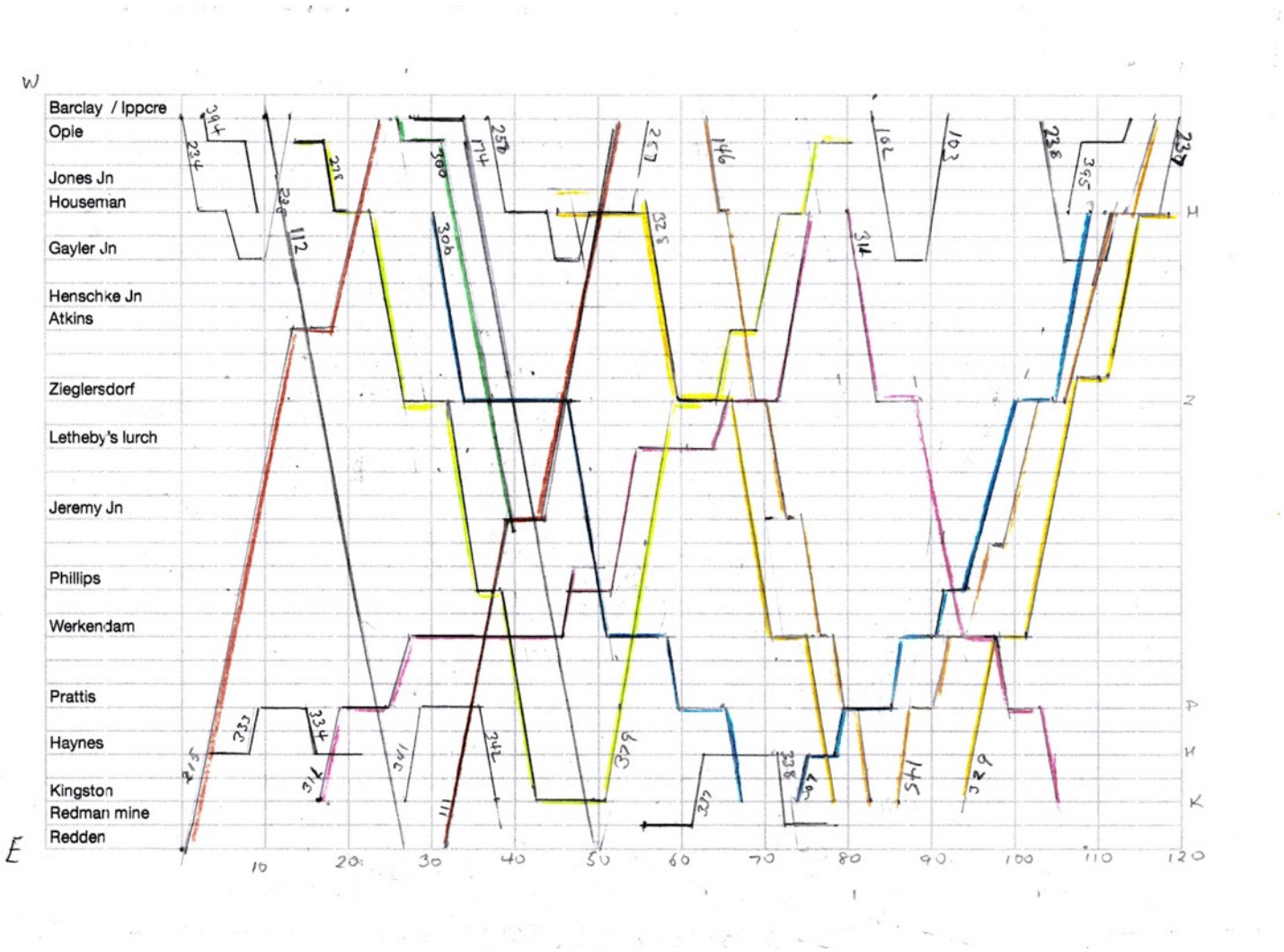
In part 2 of this series I identified the SCRR as a bridge route with a number of towns along it's route route and placed it somewhere in the south of the USA's mid west giving the SCRR connections with class one railroads east and west. In part 3 we looked at all of the industries along the SCRR and part 4 discussed the operating of individual trains using switch lists (**Train order / switch** list combined).

Trains operating on the SCRR will be quite varied in type and length. Some of our staging tracks at Barclay are capable of holding trains of up to two or three locos 25 cars plus a caboose. It is possible to run trains of that length along our double track main line and around the reverse loop and return to Barclay. Trains running over the single track main line will need to be around 15 or 16 40' cars maximum and no more than double headed. Some trains will be further constrained by the length of the industry tracks that they serve.

The length of run will also vary considerably. Only six trains, three east and three west, will be able to run the full length of the modelled portion of the SCRR there being only three tracks in the east staging at Redman. The shortest run will be the iron ore train from Yorsen mine at Haynes to RHP steel at Prattis, one town to the west. Getting to run several varied trains over different parts of the SCRR will make for interesting operating.

Double headed passenger train at Barclay.

The first thing that an operating system needs is some kind of schedule of trains. It was quite a challenge to bring the large variety of trains that the SCRR would have into some type of schedule. So, the first thing I did was to draw a train graph with all of the towns (distance) on the SCRR on the vertical axis and time along the bottom of the graph. I was able to use real time considering that it takes about 17 minutes to travel from Barclay to Redman (Redden on the graph).



The graph above proved to me that we will be able to operate all of the trains envisaged. From a train graph a timetable could be generated. I am not in favour of running all trains to a full time table. I have found that some operators take much longer to switch a town or industry than others. Also things happen like derailments and shorts. My experience with time tables has been that to take into account operators differing methods and skills as well as the occasional short or derailment there has to be plenty of spare

time in the time table, so much so, that at most times we had operators standing waiting for departure times and not enough actual train running. The AMR ran a few time table sessions in the 1980s on the Mt Lofty layout, organised by secretary Peter Smith. In these sessions we synchronised watches and ran to real time. No switching was involved. They were only moderately successful and interest was not sustained.

The other option is to merely run trains in a sequence. Allowing operators negotiate their way around the layout using signal indications, where we have signals, and by conferring with the other crews in adjoining blocks of track. A rule book will be drawn up to help crews decide whose train moves and when. The rule book will feature in a future episode of this story.

Above: An operating session on Ray Brownbill's Wild Creek RR. The guy sitting at the desk is the dispatcher. He has a control panel that controls all of the mainline turnouts and through detectors, LEDs, tell him where each train is on the layout. Train crews must ask him for permission to pass through each block of track. On the SCRR we have no such central control panel. Our operators need to throw all of the turnouts them selves as they travel round the layout.

Our train sequence can be made using the graph above. Each switch list (see December Booster) will be numbered in sequence then placed in a document tray marked "issued". At the beginning of an operating session road crews will take their switch lists in order at one minute intervals. When a road crew has completed a switch list the completed switch the crew will place the list in a document tray marked "fulfilled" then pick the top switch list

from the “issued” tray. If the road crew does not want to run trains that involve switching and the top switch list is a stopping train they will have to stand aside until a suitable train come to the top of the “issued” switch lists. For example in the sample sequence below if the crew not wishing to do any switching draws 11&12 Kingston turn they will have to wait until another crew picks up the Kingston turn train order so that they can pick up number 13 reefer express.

SOUTHERN CENTRAL RR

TRAIN SEQUENCE 2 West odd East even

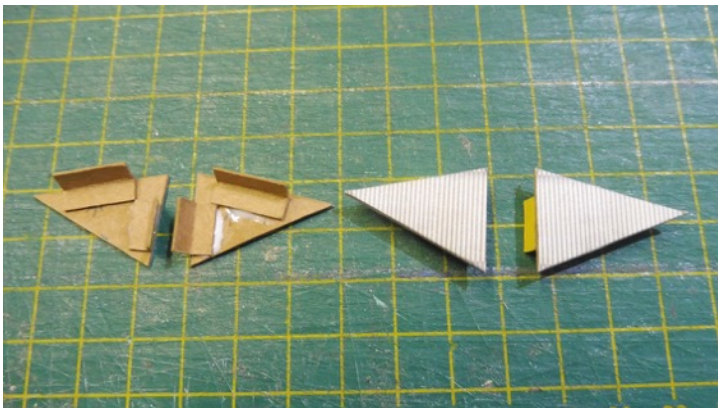
T/O no	TRAIN NO	TRAIN NAME	DEPARTING FROM
1	234 & 235	Morning sweeper	Barclay
2	215	Merchandise W	Redman
3	394	Ippinitchie turn E	Ippinitchie Creek
4	112	West wind E	Barclay
5	333 & 334	Iron ore drag	Haynes
6 & 7	311 & 312	Houseman turn	Kingston
8	278 & 379	Cattle train	Opie
9	300	Petrol train	Barclay
10	341 & 342	Consumables train	Kingston
11 & 12	306 & 307	Kingston turn	Houseman
13	174	Reefer express	Barclay
14	111	West wind W	Redman
15	258 & 259	TOFC	Barclay
16	327 & 328	Coal drag	Dent
17	328 & 329	Grain extra	Houseman
18	146 & 147	Local passenger	Barclay
19	102 & 103	Southern Belle	Barclay
20	238 & 237	Afternoon sweeper	Barclay
21	395	Ippinitchie turn W	Houseman
22	345	Steel train	Prattis
23	216	Merchandise train E	Barclay
24	225	Merchandise train W	Redman

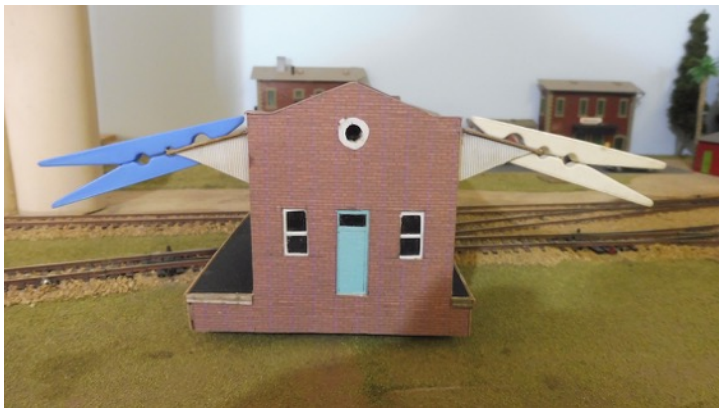
To run the above number of trains would need 4 or 5 road crews. Also there needs to be a Yard Master at Houseman and Kingston who will have a separate list of instructions and switch lists. Road crews arriving or just passing through Houseman or Kingston will have to ask permission from the Yard Masters to proceed into or pass by their yard.

This system would not require a dispatcher but it would be useful to have a roving Train Master to help crews with advice.

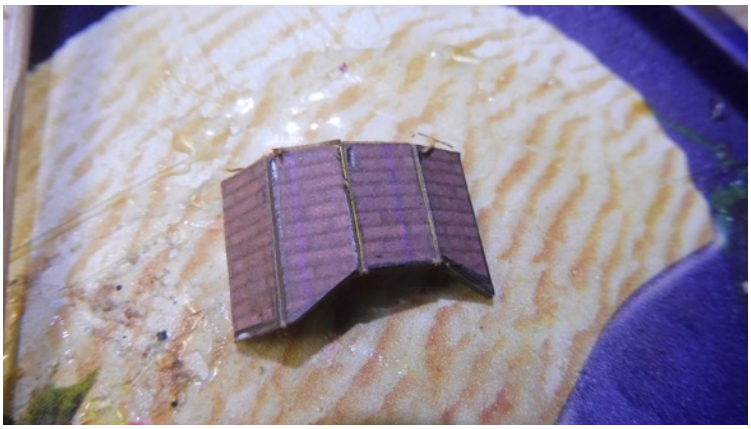
Next month we will look at staging and re-staging.

A FREIGHT STATION FOR HOUSEMAN PART 9



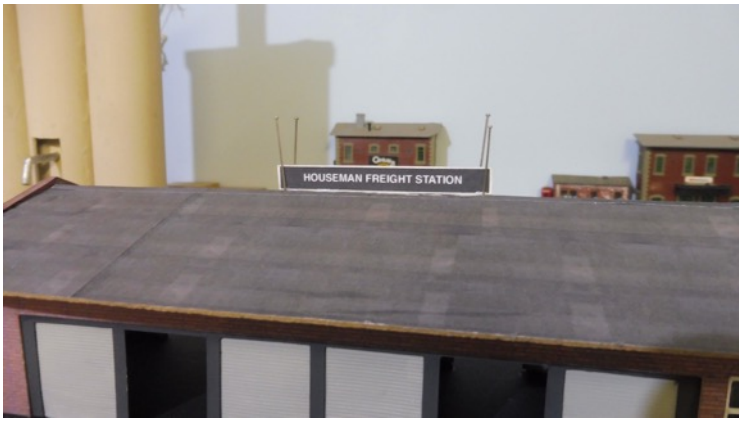


The freight station has the verandah ends enclosed with corrugated iron. I made these as above from card covered in white corrugated iron paper. Note the tabs for gluing. I held the verandah ends in place with clothes pegs while the PVA glue dried.

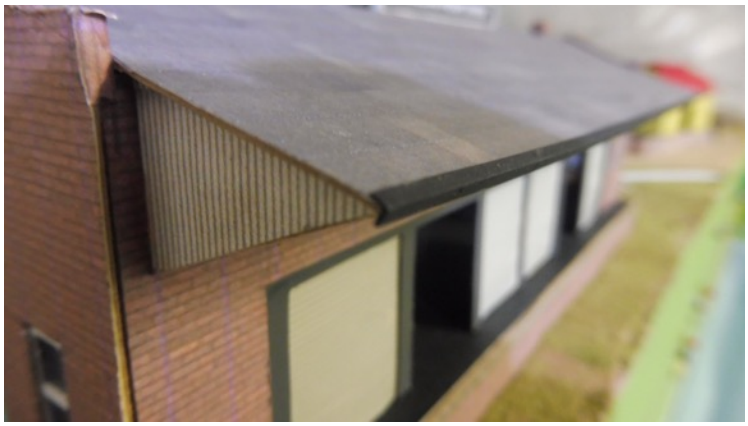


Then I made the chimney from brick paper covered card. The close up photos show all the imperfections but as you will see when finished and viewed from the appropriate distance the imperfections will not be noticed.

The chimney glued in place.



The building needs some signs. I printed the rooftop sign using “Pages” on my mac and glued the signs back and front on to a strip of thin white card using a glue stick. Then the sign was glued to the ridge cap supported by four pins while the PVA glue dried. The office sign was simply glued above the office door using a glue stick.



I finished off the front of the verandah with a gutter made from a strip of “Ever Green” styrene 1.5mm X 1.5mm angle painted with Humbrol matt black. I glued in the styrene strip in place with Sellys Multi grip.

John Holland’s bequest to the club came to my rescue when it came to the steps at each end of the building. From a box of “Plast struct” John had I was able to find steps and hand rails. I glued the hand rails to the steps with super glue. I leant them up against a small piece of angle iron while they dried. I was then able to super glue the assembled steps onto the building.

The door knob is a cut off pin head super glued in place.

To protect the paper surfaces I brushed the entire structure with a coat of Humbrol satin clear paint.

The completed freight station sitting at Maranalgo on my layout. This photo shows the track side.

On the club layout we will view the Houseman freight station from the road side. All it needs now is to be bedded in and roads and other scenery done around it. That will probably be left to other members.

WORKING ON THE SCRR

I have not been at the club at all during January but I can report that a good running night was had. There being no problems encountered.

John Prattis has reported to me that he has been working on the two spur tracks in Houseman.

Christiaan Werk also let me know about the scenery he has been doing. He has spent a considerable amount of day time at the club rooms other than our regular Wednesday nights to get these projects to the sate that they are.

Christiaan has added grass, tree stumps, small trees and a dirt track leading up to the small mine (Frenda mine).

photo: C Werk

Over the Christmas break Christiaan set to work on the scenery gap between our old scenery in room 3 and the newer section of the layout in room 4. Above the shape of the new scenery taking place.

photo: C Werk

Getting colour into the scene.

photo: C Werk

The tunnel into room 4 and Phillips siding (viaduct)

photo: C Werk

The completed scenery looking west.

photo: C Werk

The completed scenery looking east.

Christiaan's scenery work over the last two or three months has made a world of difference to the beginning of the newest extension of the layout. He is to be commended for all of his efforts. Christiaan has particularly excelled in his use of rock moulds and has coloured then exquisitly. A job well done. Thank you Christiaan.

A progress video from Christiaan Werk

https://www.youtube.com/watch?v=Hvqqdj0geaA

Signs are important so that operators can identify industries. These signs are styrene backed. The Rolanof Bros sign for the TOFC facility has been made to replace my original sign in which I spelt Rolanof incorrectly. My original card Kirkland Coal sign has warped badly so it will be replaced with a styrene backed sign. Kirkland coal is the retail coal dealer at Zieglersdorf. Atkins aggregates quarry is at the western end of Kingston. The Frenda mine sign is for the small mine that Christiaan Werk has sunk in the new scenery just west of Werkendam.