

THE BOOSTER

A 100% NMRA CLUB

EDITOR:

KEN HOUSE

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HEADER PHOTO

The cruise season is now in full swing. This view of the Westerdam is typical of what greets AMR members as they arrive at our club rooms of a Wednesday night.

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EDITORIAL

2023 marks the 75th anniversary of the AMR. Hopefully it will be a year to remember as we build on the operating sessions commenced in 2022. Operating sessions have helped bring the club together.

We can also look forward to more progress being made on the SCRR. Such as scenery done between the lower main in front of Pratis yard all the way round to the level crossing. More signals. Port Douglas up and running and track laid and running on modules 1 and 2 of the steel mill. Operating sessions do cut into work nights but at least two members Christiaan Werk and Tony Mikolaj have the ability to come to the club during the

day to work on the SCRR thus helping us to progress the layout. Thanks Christiaan and Tony. Paul Wright and Ken House take projects home to be done. This is also a help.

The one down side to holding operating sessions is that informal running has come to a halt. At this month's club meeting informal running on the SCRR was encouraged. The club's scheduled informal running sessions are on the third Wednesday after our general meeting is over and on the first Saturday of the month. Informal running is available at other times as long as it does not interfere with work on a work night, fourth Wednesday, or ops set up on ops set up night, first Wednesday. There will be at least two tracks left empty at Barclay and one track empty at Redman to set up in. Club locos and rolling stock are available for informal running but please when using club locos or rolling stock for informal running see that they are returned to exactly where they came from so that they will be ready for the next operating session. The ideal being to use locos or rolling stock from the blue drawers and return them to the drawers when finished. Please be encouraged to engage in informal running, I for one love to see and hear our member's nice locomotives and varied era and prototype rolling stock running on the SCRR.

Other news is that S.A. NMRA Achievement Program chairman, Ray Brownbill, will be at our February meeting to give a talk about the NMRA's Achievement Program.

Tony Mikolaj has reported that our portable layout has been accepted for the Adelaide model Railway Exhibition on the June long weekend.

JANUARY OPERATING SESSION

I was an apology for the January session. Because we finished about three quarters through our sequence in December a hybrid session was designed for this month consisting of the last few trains of the sequence plus not prototypical coal and consumables trains which returned loaded hoppers to the mines thus setting those industries up for the next session and a few through trains that would be easy to re-stage. On hand to operate were Matt Redden, Tony Mikolaj, Warwick Graham, Peter Kirkland, Mark Whibley, and

Christiaan Werk. For this truncated session there was no need to have yard masters at Houseman and Kingston. The layout ran pretty well. there may be just a couple of areas needing attention. It was reported that at one point the layout clogged with four or five trains trying to get through the same area at the same time. All seemed to have enjoyed the session.



Above: A Unicorn timber & mining co Alco RS3 is taking the steel train west on the mainline through Werkendam while the empty grain train west is in the siding about to set out three empty box cars at the Werkendam grain elevator.

This was the first run for the club's new Walthers bulk-head flat cars. The steel train ran into Cooke's Cut Off where it is finally staged. The RS3 had trouble getting up Cooke's Cut Off due to the fact that the caboose used has very stiff electrical pick ups that would not allow it's wheels to rotate freely. The purpose of the steel train is to take steel from the rolling mill at RPH Steel to the end user. These flat cars will eventually carry slab steel or RSJs. Being a heavy train the steel train will eventually be double headed.

photo: A Mikolaj



Above: The doodlebug ran passenger service Houseman to Kingston and back, seen here passing Yorsen mine, it is travelling westward on the return trip to Houseman. The doodlebug had not been run for months. It ran well this session.

photo: C Werk



Above: One of the re-stage trains. SD9 # 953 has picked up empty hoppers from Redman mine and is about to pick up more empty hoppers at Atkins Aggregates and take them to Prattis yard where 953 will set the empties out and pick up a train of loaded hoppers which will be returned to Atkins Aggregates and Redman mine ready to go out next session. photo: C Werk

WORKING ON THE SOUTHERN CENTRAL RR

Tony Mikolaj is continuing to advance the layout signalling as well as preparing the portable layout for the June exhibition. Christiaan Werk is continuing with scenery work. Warwick Graham and Peter Kirkland are working on Port Douglas. Ken House is laying track at RHP steel.



Above: Christiaan Werk's latest scenery. He has ground cover over the landscape on the remaining corner of this yet to be named peninsula and a road that will go over the road bridge to Wallage Wells. The farm scene is coming together while the river has a long way to go.

photos: C Werk & K House



Above left: Memorial Park at Werkendam is by Christiaan Werk.

Above right: Ken House laying track in front of the coke ovens at RHP Steel.

photos: C Werk

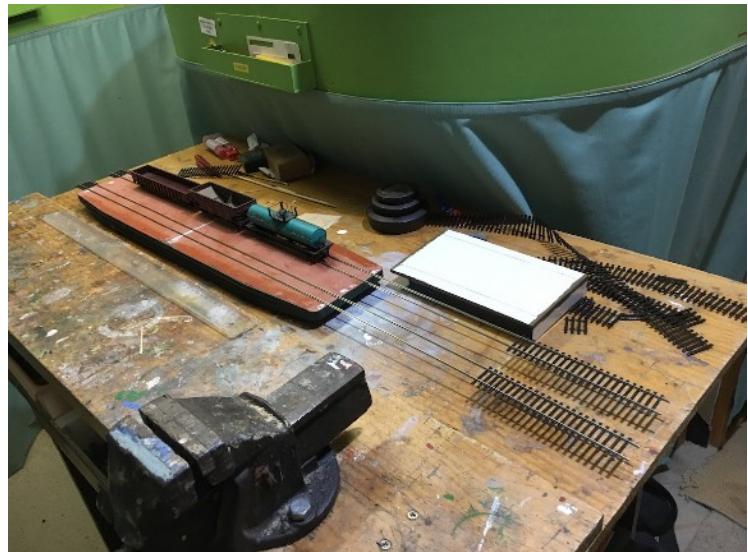
ON MY WORK BENCH

by Ken House

The Port Douglas car float. Continued from November 2022.



Above: I took a length of Shinohara code 83 track and removed most of the ties leaving four at either end of the car float and 15cm worth on the track that would lead to Pt Douglas yard.



Above left: I drew a line 29mm in from the side of the car float. I applied five minute epoxy glue to the underside of the rails using a skewer then working quickly I dropped the rails on to the car float's deck and aligned them using three three point track gauges before the epoxy set.

Above right: Both sets of rails fixed to the deck of the car float.



Above left: To glue the rails on to the car float apron I drew lines 15mm in from the sides of the apron. To apply the five minute epoxy to the underneath of the rails I turned the car float upside down and used a skewer again. Then again working quickly I turned the float right side up and dropped the rails on to the apron using three point gauges to line up the rails with the lines I had drawn. This time because the rails wanted to curve I weighted the rails to make sure that they stayed straight while the epoxy cured. Also the weights kept the car float and apron in line.

Above right: Originally the car float had four pegs that lined up with the apron when docking. I was only able to save the loops from the original apron so now there are only two aligning pegs on the apron and float. If in future some one wishes to cut the rails between the car float and the apron the pegs will help align the car float when they are separated and put back together again.

I gapped the rails on the apron so that locomotives are not able to go on to the car float.

VIDEO PAGE

Tony Mikolaj has uploaded four short videos from the January operating session on the club web site. Link to one below.

<https://adelaidemodelrailroaders.com/AMRgal/index.php/Tony/Operations-videos/Empty-steel-train-through-Inge-Bridge>

For the other three videos look at operations videos.

OPERATIONS ON KEN HOUSE'S LAYOUT

Click image below to view video.



Above: On the K&EFR Penstone Quarry is next to Five Mile creek. Penstone Quarry crusher is a Walthers kit, the quarry is quartz crystals I collected set in plaster, and Five Mile creek is envirotex two part epoxy.

Video: K House

