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Circa 1984: Two VR C class a VR X class and three AN 930 class on an interstate freight passing the Mt Lofty station, part of which was the AMR's clubrooms from 1967 to 1992

CONTENTS

page

| | |
|-----------------------|----|
| Editorial | 2 |
| Vice president's view | 3 |
| Open running session | 5 |
| Casual running | 7 |
| Working on the SCR | 9 |
| What's that car | 11 |
| Fir Trees | 12 |
| Videos | 18 |
| AMR timetable | 19 |

EDITORIAL

2026 will be the 24th year that our club rooms have been in the Outer Harbor station. That achievement has only been eclipsed by our 25 year tenure in the Mt Lofty station. There is no for-seeable reason why will not continue enjoying our lease on the Outer Harbour station for many years to come.

Opening the club on Saturday the 3rd of January was another resounding success. Those members opening up on the first Saturday of the month need to be applauded and encouraged. Thanks Guys.

2025 was a successful year in a number of ways, I hope that we can be at least as successful in 2026. Wayne will soon have the Cooke's Cut Off - Ippinitchie creek line complete. Tony is progressing well with the removable covers over the Cooke's Cut Off tunnel. I will soon have the first two steel mill modules ready for someone else to do the scenery. The demolition work in the former ladies toilet should be complete next month. It has been decided that this 3m X 3m room will be solely a back woods type logging and mining branch. The correct decision has been made to not try to shoe-horn extra staging in below the logging and mining branch. However construction of this branch line will not begin until 2027. Other projects have high priority. One of which is the raised floor at Kingston which at a height of just over 1500mm is difficult to operate especially the abattoir in the far corner. It is hoped that Paolo and Peter W will be able to advance the ambient sound project. I personally would like to see our signalling system advanced.

The committee is investigating adding extra staging at the eastern end of the SCR for casual running. Tony notes in his piece that staging was congested at Jefferson City on the 3rd. The plan tabled at the meeting for a circular track going through the wall to Kingston would work well reinforcing the fact that during casual running it is best that all trains run clockwise round the upper level of the SCR. However this exercise will require a lot of reorganisation of our lockers and take up space in our meeting area and entrance. We should weigh up our options before beginning.

Ken

VICE PRESIDENT'S VIEW

Bright Start

Our first **Saturday afternoon session** of the year was well attended by both members and those wishing to see what we offer. There was much interest as participants pulled out their favourite locomotives and rolling stock. We may operate American but on this day, Australian, British and even eastern European equipment appeared on the layout and is always welcome on casual running occasions.

Finances Boost

The Club's finances received a surprise boost when a donation of \$300 was received just before Christmas. Thanks very much, Mr Anonymous.

Safety at all Times

When one considers what we do at the Club and the tools we use, one would have to say that we have been lucky to have had no injury worse than a cut in my seven years as a member. We shouldn't push our luck and there is even less excuse now as extra safety equipment has been purchased. This includes:

- Leather-faced gloves
- Wrap-around safety glasses
- Ear muffs
- Disposable dust masks

Ear muffs may be too late for some, but for those who still have reasonably good hearing, it's crazy not to keep it that way. Eye protectors can prevent a nasty item like a steel shaving from entering your eye, sometimes requiring expensive surgery to remove it. And of course, gloves can prevent timber splinters from getting into the skin.



Unicorn

There has been intense discussion in the Committee on the best arrangement for this new part of the layout, which is intended to feature logging and mining. Should we have a multi-level layout with hidden staging at the lowest level? Or should the extra staging be built elsewhere so that the spectacular scenery and switchback track work in a mountainous setting is not compromised? We are working towards a solution which will be presented to the membership for approval shortly, but in the meantime, some “dirty work” and subsequent cleaning up will be required in the ladies toilet, as described below.

DEMOLITION DAY

All reasonably fit members are requested to be at the Club on Sunday 15 February when the toilet partition walls in the ladies toilet will be removed, and a slot cut in the east wall for tracks to enter the room. Christiaan’s mate Phil will do the cutting using a water-damped diamond saw, as well as some jackhammer work at junctions. Members will load the cut slabs onto sack trucks and wheel them down the platform to trailers. Slurry from the cutting process will be scooped up into 20 litre pails which will be put aside to allow the cement powder to settle.

Before the big day, we will have to erect screens and completely cover the layout beyond Prattis. More details will be provided closer to the day.

Warwick Graham

LOCOMOTIVE DISASSEMBLY AND MAINTENANCE

Clinic by Tony Mikolaj: February 18 meeting night

OPEN RUNNING SESSION SATURDAY 3RD JANUARY by Tony Mikolaj

As part of our first Saturday of the month open running sessions I put out a What's On via email to all members that I would be in attendance and the clubrooms open from mid morning until at least 4pm and later if there was demand for it. I duly arrived at about 10:30 to find that Warwick Graham was already there, and soon after Jeff Barclay, then Wayne Hoskin arrived with Danny Coppick and Jasper Condell, both prospective new members. These were followed by Peter Wilcox and Paul Wright. There was also another prospective member who did tell me their name but unfortunately I can't remember it.

So a very worthwhile exercise and something that I would like to see much more of.

Below: The tables were covered in train boxes





Above: Jefferson City well loaded

There were so many trains at Jefferson City that we had to move the tank train out to Opie and one of the manifest trains to a rear track to make room. Looks like we have a real need to build those staging tracks to make more room at Jefferson City. Especially now that we are looking at having these at Dent and around the corner at “Scratch” where there will be loading facilities and box storage on top of the roll out lockers.

I had run a track cleaner over the layout a couple of days before but elected to repeat that just to be sure. It was not long before I had to dodge other trains or pull into sidings to let them pass as the tracks filled. It was nice to see many different trains cruising the Southern Central. Mostly they were European so a nice change of scenery. I later put my three truck Shay on the track with a rake of logs for a nice long run, once again ducking in and out of sidings to let others pass.

<https://adelaidemodelrailroaders.com/AMRgal/index.php/Tony/Open-run-days>

Above: Link to some videos and more photos

Everyone had a good time and liked the ability to run long rakes across the Southern Central and by the time we pulled stumps and had everything back in their boxes it was getting near to tea time. Finally locking the door and leaving a bit after 5:00pm.

CASUAL RUNNING

by Ken House

It has been great to see a variety of trains running over the Southern Central. On Wednesday nights Paul Wright, Wayne Hoskin, Peter Wilcox, Mark Sellars and Ken House have run trains Australian, American and British.



Above: One of Peter Wilcox's Triang Victorian Railways B class. Peter has put DCC decoders with lighting effects in two of these 1960s made locos.

Below: The club's Mikado is now officially on the roster. It is now Ippinichie Creek 142 and has the DCC address 1042 in line with the club's addressing system. The amazing rocks in this photo are part of the removable tunnel cover over Cooke's Cut Off.





Above: The NSWGR 442 class with a train of four wheelers exiting tunnel number one belongs to Paul Wright. The 442 class, nick named Jumbos, was built between 1970 and 1973, their power plant was a turbocharged Alco V12 215c four stroke diesel rated at 2150 HP.

Below: Paul is fond of the Victorian C Class. He says that these 3000hp EMDs were one off the nicest riding locos that he drove during his career as a train driver. The C class were built by Clyde Engineering at Rosewater SA in 1977 and 1978 and are mechanically the same as the American SD45.



WORKING ON THE SCR

by Ken House

As mentioned in the editorial Tony Mikolaj is progressing with the Cooke's Cut Off tunnel cover and Wayne Hoskin is well advanced with the Ippinitchie Creek line which connects Cooke's Cut Off to the double track mainline at Opie all via hidden track and is in effect a reverse loop. Jeff Barclay has begun painting station buildings to the Southern Central's corporate paint scheme starting with the Prattis station. Sunday February 15 has been set for the contractor to come in and demolish the partition walls in the former ladies toilets clearing the room ready for the Unicorn branch.

Able bodied volunteers will be needed to assist with removal of debris.

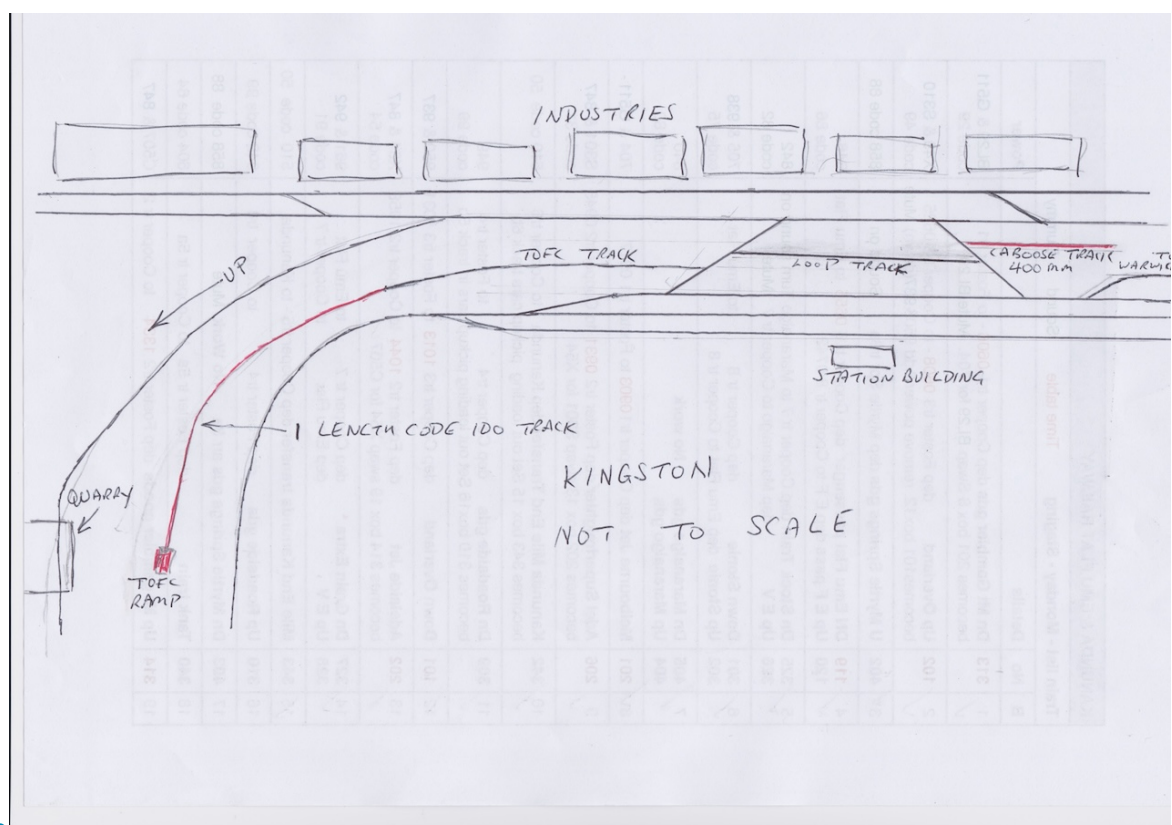


Above: Alco S2 number 117 is new to the SRR's roster. Seen here on my home layout alongside one of my kit bashed Australian National 500 class. I painted 117 with a spray can of acrylic White Knight gloss black purchased from Bunnings. After applying the decals the club bought from Ted (Teditor) Freeman of the Toowoomba MRC I applied a coat of Vallejo matt spray.



Above: I have made a new sign for the oil refinery to replace the shabby one currently in use.

Below: I presented this sketch of part of Kingston. I proposed that we extend the TOFC track by a length of track. At present our 7 car TOFC train looks too crowded and would look better in the open area in front and below Atkins Aggregates. Then we would lengthen the TOFC train to perhaps 10 cars. We have enough trailers but the club would need to obtain 6 suitable flat cars. Kingston needs a caboose track for the two cabooses used there. A 400mm track can go off the runaround opposite the TOFC track. A small radius Peco turnout will just fit. I have a near new one I am willing to donate.



WHATS THAT CAR 7 - WOODEN TANK CARS

by Ken

House

Not using car reporting marks (numbers) for operations on the Southern Central Railroad does make it easier to operate, but it does mean that operators need a good knowledge of American transition era rolling stock to be able to identify the cars they need to move during a SCR operating session.

Many Australian modellers do not have that knowledge. In this series I will show members all of the types of cars used during SCR operating sessions, and then, maybe more of you will come along on operating session nights and have a go.

This is the final episode in the series. In the early days of tank cars tank cars used for corrosive liquids were made of wood in a similar way to wooden barrels. Even water can rust steel tank cars. I am told that some of these wooden tank cars lasted until the 1970s. Today tank cars for corrosive liquids are resin lined.

Below: *The pickle cars that serve Amy's Finest Pickles at Zieglersdorf have four wooden tanks. The bottom pickle car has wooden sides protecting the tanks.*





Above: The tanks on these cars are wooden. The steel straps circling the tanks hold the wooden staves together. Although the Southern Central has no industries requiring tank cars like these they go through the Southern Central on through freights as bridge route traffic. The two through freights allow us to run unusual or unique freight cars that have no work on the SCR.

HOW TO CREATE FIR TREES

by Mel Jones



Trees may appear perfect in nature but on closer examination they are all different so don't be afraid of experimenting or of making what you may believe is a mistake. In the end you are creating and spending exhaustive time in trying to achieve "perfection" which really is not worth the time and doesn't affect the end result, Trust Me!

These inexpensive trees provide a fantastic effect either on their own or as a group. Being larger, and more detailed than the pine trees, they can be placed closer to the front of the diorama and act

more as a "Feature".

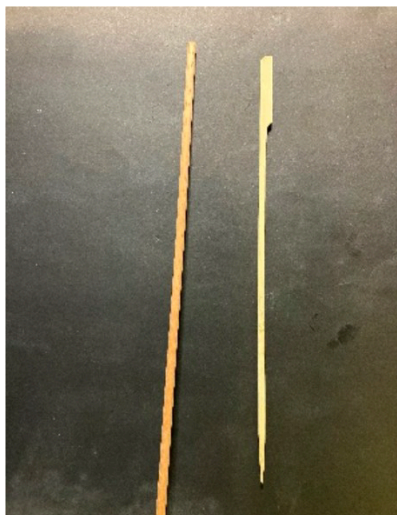
This process enables you to create trees to the height you wish and provides the ability to represent "Thicker" growth on some trees, the finished colour is entirely up to you. The process is the same for all.

Warning – The idea of making "Scale Height" trees may sound exciting but when complete and placed on your layout may well appear "Over-sized" and "Out of Place"

What you need to make these trees is shown at the end of these instructions.

Step 1

Take a BBQ skewer, or wooden dowel, and cut it your desired length. With a sharp blade create a point at both ends. N.B. Kitchen skewers may be used but the thin trunk may look out of place when finished. BBQ skewers are not that much more expensive



Creating a point at both ends serves 2 purposes:

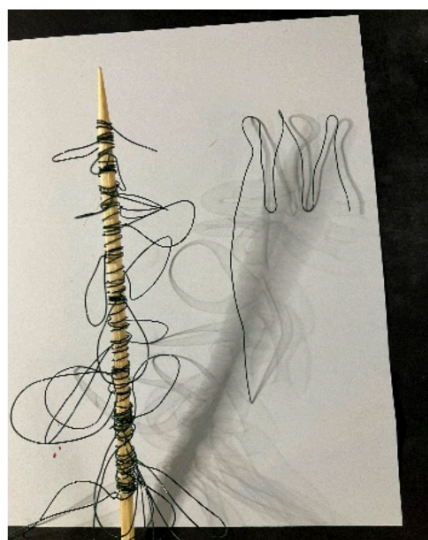
Provides a pointed end at the base to easily insert into polystyrene, when building, and when complete into the layout.

Trees have a pointed top and not an abrupt square finish.

At this stage you need to consider what final effect you wish the base of your tree to have, see step 4.

If you wish to use a small wire brush to gain the required look then now is the time. This only applies if you are using a BBQ skewer or wooden dowel as the kitchen skewer is too small.

Step 2



This stage creates the basic shape of the tree

Start at the base and wrap the florist wire around the trunk several times. Make a loop in the wire, about 3 fingers in length, and continue wrapping. At approx. 0.5cm make another loop and continue up the tree.



As you get higher you can reduce the length of the loops to two fingers, don't get too fussy as the length of the branches can be trimmed later. As you arrive at the taper make a few turns with the florist wire and cut. Cut a 20cm piece of wire and fold as shown above.

Using the long length to wrap around the loops fix the top wire in place. Using strong glue/gel fix both the top of the “Trunk Wire” and “Top section” to the skewer.

N.B. Strong glue or Gel is much preferred as normal super glue will run and make life difficult.

Set aside to dry.

Step 3

When dry cut the individual loops to form the branches and trim to create the shape of the tree. We are now going to add the bark using either sawdust or sieved dirt and grout. Wood glue is best for this process as it is thicker, hiding the wire loops, and creates less run off than PVA glue. Starting at the top, liberally coat a section of the tree with glue and then sprinkle the sawdust or dirt onto the trunk. It makes less mess if you do the trunk in sections.

Put aside to dry.



Step 4



Now take your wood glue and 12mm static grass. Again wood glue is preferred as it is more tacky and creates less mess than PVA/Modelling glue.

N.B. You do Not require an earthed static grass applicator for this stage.

Using a paint brush coat 2 branches at a time with glue, both top and bottom, and sprinkle/tease the 12mm grass onto each branch. Shake the excess off and re-use.

N.B. It is Not recommended you use spray glue as this will stick to the trunk and ensure the 12mm static grass will stick where you don't wish it to get. Removing the

static grass from the trunk is a nightmare and only ruins the final result.

Continue up the tree until all branches have been coated in the static grass.

Put aside to dry.

N.B. At this stage you have a choice depending on how thick you wish your final foliage to be.

If you wish your tree to have a thicker foliage then proceed with this additional step.

At this stage use well mixed watered down PVA/Modelling glue at about 30% glue/70% water. This allows the glue to capillary along the individual spikes on the branch. Taking the “Dry” tree and diluted glue repeat the above process taking two branches at a time, coating both sides of the branch and then sprinkling/teasing the static grass to the branches. For a less dress look you may choose to only coat the top of the branches. Put aside to dry.

Step 5

The tree is now ready for painting. Use a Matt/ Satin finish and the colour of your choice. In the examples shown Rustoleum Espresso Brown has been used.

The brown provides a more authentic finish as opposed to a black for more distant trees.

Put aside to dry



Step 6

You now need to consider what final colour your tree to be, the choice is yours. Be wary of choosing a “Bright” or “Stark” finish as the tree will look false. A mid green or Hay colour has been used in these examples. Don’t be afraid to experiment and mix different colours together.

Taking your watered down PVA/modeling glue apply to either one or both sides of two branches. Now take the 4mm grass, colour as required, and sprinkle/tease onto the branches. Continue until the tree is covered.

Put aside to dry.

Step 7

Once dry you can shape the tree as desired. You will find the structure robust and the branches easily bent to the desired shape.

Step 8

Plant the tree.

The above process allows you to make trees of various sizes, density and colours, there is no right or wrong way.

Estimated cost per tree (2024 prices)

Using dowel \$3.20

Using skewers \$2.50



Materials Used

Items are available from various suppliers, below is where the builder purchased and in no way represents suggested brands.

Trunks

Kitchen Skewers \$3 for 25 Coles/Woolworths

BBQ Skewers \$6 for 25 Coles/Woolworths

Wooden Dowel \$5 per metre Bunnings craft



Foliage

12mm Static grass – The colour does not matter as you will be spraying.

4mm static grass – The colour is dependent upon what you wish for the final result. Beware of bright and bold colours as these will look somewhat artificial.

Glue**PVA Wood Glue**

This is thin glue and mixed 30/70 with water.

**Gorilla Wood Glue**

This is thicker, more tacky and makes less mess.

**Spray paint**

Rustoleum Satin Espresso \$17 Bunnings paint
Avoid using Gloss paint! If you can find a cheaper flat/satin paint then please use, and let me know where you purchased it from.

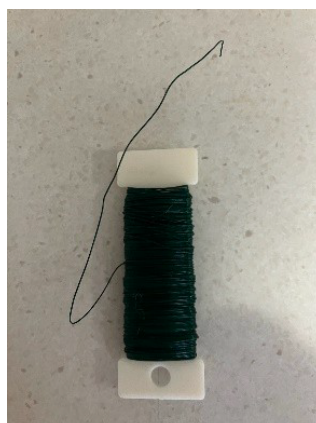
**Fiddly Bits Flat Black \$6 Bunnings paint**

Flat black can be used but the end result is not as convincing when the tree is viewed at close range.

Trunk Coverage

Saw Dust Free Bunnings Trade
Or Sieved soil/dirtFree

These are used to both cover the wire coils and provide texture.

**Branches Florist wire Spotlight \$7**

VIDEOS

Please click on the images to view on You-Tube.



Above: Wayne Hoskin's Santa Fe RSD15 approaching Phillips.



Above: Anthony Goldsmith's 900 class locos. Ten 900 class were built by the SAR at their Islington workshops between 1951 and 1953 using English Electric 16SVT four stroke turbocharged diesel engines.

AMR TIMETABLE

Visitors welcome by prior arrangement.

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

WEDNESDAY February 4

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

SATURDAY February 7

Work session and Casual running session

WEDNESDAY February 11

SCR operating session (no work or casual running)

Please advise Tony Mikolaj by Feb 10 if you wish to attend.

SUNDAY February 15 Former ladies toilet.

Demolition Day: Able bodied volunteers needed to remove masonry cut out and take to the tip. Also slurry from cutting tool needs to be cleaned up. Warwick will keep members informed nearer to the date.

WEDNESDAY February 18

General meeting

Tony Mikolaj clinic: Locomotive disassembly and maintenance

Casual running session, limited work

WEDNESDAY February 25

Work session, limited running (lift up bridges to remain up)

WEDNESDAY March 3

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

SATURDAY March 7

Work session and casual running

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