

THE BOOSTER

A 100% NMRA CLUB

EDITOR:

KEN HOUSE

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HEADER PHOTO

The last time the AMR exhibited the AMR's 3200mm long switching layout was at the 2018 Adelaide model railway exhibition.

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EDITORIAL

At our September meeting we decided in principle that we would enter our portable layout at next year's Adelaide Model Railway Exhibition.

At the December meeting if members are still keen to exhibit it will be necessary for us to fill in the application form for AMRE.

To exhibit we will need at least three members to be at AMRE all day for each of the three days of the June long week end 2023. Volunteers will be needed so that we can roster members during that weekend to run the layout and interact with the viewing public.

The portable layout has been securely stored on the mezzanine in the workshop so it

should not require a lot of work to get it up and running. Originally I put uncoupling magnets around the yard and industries using strong rare earth magnets but they were not very successful. Perhaps I put them in the wrong positions. It would be nice to replace my magnets with ones that actually work.

Having an operating layout at the exhibition along with appropriate signage and flyers has brought new members to the club in the past. Just for that reason alone I think that we should exhibit. A decision will need to be made at our December meeting.

OPERATING SESSION PREP

There is a fair amount of work behind the scenes so that operating sessions can be held. I would like to say thanks to Paul Wright, Peter Kirkland, Warwick Graham and Tony Mikolaj for their assistance in getting the layout and rolling stock ready for this months operating session. Paul almost single handed re-staged the layout. He did find it hard to locate some of the cars required. Most of which turned up when I noticed that a train, minus loco, had been left on the single track hidden behind the steel mill blast furnace.

Peter and Warwick cleaned wheels on most of the locos to be run except for consolidation number 28.

Right: The club's CMX track cleaning car behind Ippinitchie Creek PA number 514.

Peter and Tony cleaned the yard tracks while I used the club's CMX track cleaner on the mainline. Kent Henschke supplied automatic transmission fluid for use in the CMX and did a short test using the fluid with a thin washing up sponge on the CMX's pad. At first I tried pushing the CMX along in front of Santa Fe PA number 74. I had too many derailments because the slightly thicker sponge caused the CMX wheels to float



slightly above the track. Then I tried towing the CMX and had no problems. All went well for the distance Barclay to Houseman. Then number 74 stopped for no apparent reason. To be investigated later. At the same time I noticed that the automatic transmission fluid, even though dropping very slowly onto the sponge, was not spreading out all over the sponge, not ideal. I then filled the CMX with iso propyl alcohol which we had on hand. The iso propyl alcohol spread nicely across the cleaning pad. Next I tried using a GP7 that was nearby to tow the CMX but the lighter 4 axle diesel was not up to pulling the heavy CMX. I then went and got Ippinitchie Creek Alco PA number 514 and I was under way again and despite all of my trials I did manage to get over the whole mainline twice changing the pad once.

We did try using Santa fe Pa 74 during the operating session but it again failed after about running the same distance as I had run it during track cleaning. On inspection after the session I found that there was a lot of automatic transmission fluid collected under both bogies.

My conclusion so far is that to pull the CMX a heavy six axle diesel is needed. The thin sponge worked well on the cleaning pad. What type of cleaning fluid we need to use still needs investigation. I recently watched a You-tube recommending the use of Goo Gone, available at Bunnings and supermarkets, in CMX track cleaners. I think that automatic transmission fluid is not meant for actual track cleaning but rather for dabbing, very sparingly, on the track at a number of spots around the layout to improve electrical conductivity.

NOVEMBER OPERATING SESSION

Seven members arrived on time at 7pm Wednesday November 9 for the operating session which gave us enough operators to fill all positions except dispatcher, a position that is mainly symbolic in the current AMR operating system. Road crews were Tony Mikolaj, Warwick Graham, Peter Kirkland, Mark Whibley and Paul Atkins. John Prattis was Kingston yard master and I was Houseman yard master.

After a short pre session briefing the first trains departed at 7.15pm. The layout ran well. Our track and wheel cleaning is paying off. Also just the

extra amount of running being done during operating sessions is helping to keep the layout running well. The more you run a layout the better it will run and members are coming more familiar with the layout now that they are using the whole layout instead of just running around in circles.

Usually I have been train master, out and about solving problems for operators, so I was worried that if many problems occurred I would not be able to keep up with the yard master job I had volunteered for. However the only three problems that I was called away for was the Alco PA Santa fe number 74, mentioned earlier. We swapped that loco over for an F7P from the drawers. Second problem was a short that occurred at Kingston that was easily found. Consolidation number 28 kept stalling near Yorsen mine. Dirty wheels I hope. With the experience of five operating sessions under their belts operators were able to solve any operational difficulties with out the help of the dispatcher/train master. Leaving me to concentrate my work at Houseman yard. Using my small old iPhone 5, which has the wi throttle app, in my left hand and uncoupling skewer in my right hand I was able to efficiently switch cars about the yard to beak down and make up the required trains. Hanging a clip board with the switch list from the valance above my head also worked well for me. John Prattis, the yard master at Kingston, found that hanging the clip board from the valance was too high for him to be able see the switch list. Kingston is higher than Houseman and the valance higher as well. A small hook on the fascia is required at Kingston for yard master's clip board.

When we called an end to operating at 9.30pm all of the road crews had run two trains. There was three trains left out on the SCRR all of which were left in passing loops to allow for any informal running by members between sessions. Please note if you do use any of the club's trains , locos or rolling stock, for informal running please return them to exactly where and how you found them.

Operators then enjoyed supper and a debrief and chat before leaving around 10pm. There is video on page 11. Please click on the image.



Above: This could be John Prattis' last operating session on the SCRR before he moves back to Canberra to live in December. We thank John for all the work he has put in at the club over nearly ten years. This photo gives a good indication of the height of Kingston above floor level. The valance is well above John's head so he has his clipboard tucked under his arm. The empty cattle train is in the passing siding ready to head back to Opie.



Above: The difference in height between the yards is evident in this photo of Ken House making up the Houseman turn east in Houseman yard. Houseman is about 30cm lower. The Houseman turn begins at Kingston travels to Houseman as a westbound and returns to Kingston eastbound.



Above: Warwick Graham has the loaded cattle train east passing Frenda mine. He has picked up loaded cattle cars at Opie, Houseman and Zieglersdorf and will hand them off to the Kingston yard master who will have empties ready to be set out on the return journey to Opie.



Above: Paul Atkins is departing Werkendam with the Houseman turn west behind GP7 number 923. His next stop is Zieglersdorf. Time ran out before he was able to reach Houseman where the consist for the Houseman turn east is waiting to be picked up.



Above: The Houseman turn west is crossing Inge bridge having just left Jeremy junction passing loop. The turn will go down grade to Letheby loop where it will cross its opposite number the Kingston turn east before reaching Zieglersdorf where it has work to do.



Above: Peter Kirkland drove the reefer express a through train behind an Alco FA. Seen here approaching Kingston. On the lower level is Letheby.

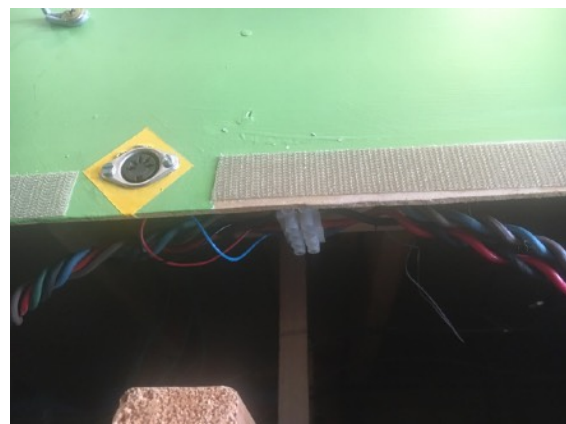
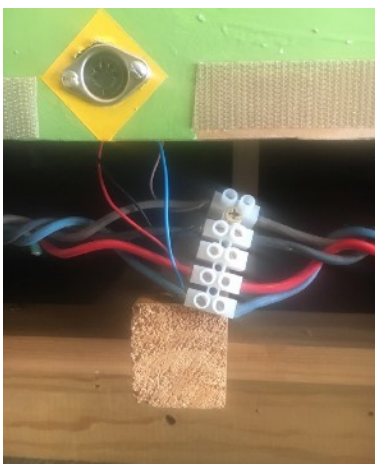


Above: Mark Whibley is pulling hoppers of iron ore from the facility at Yorsen mine. The hoppers will be taken to Prattis for use in the steel mill. Mark will collect a rake of empty hoppers for the return trip to Yorsen mine.

ON MY WORKBENCH

by Ken House

After 20 plus years of use some of the five pin DIN sockets on the K&EFR have begun operating erratically. Sometimes when plugging in the Lenz hand-pieces an operator just gets line of dashes in the read-out and no control. After examination I found a mixture of worn out sockets and loose connections which have now been fixed.



Above: One of my DIN sockets and cab bus. When I installed the cab bus I had a heap of three phase cable from a traveling crane. I used the cable for both the cab bus and control bus on the Kanunda & Emu Flat railway. Very little voltage drop with such heavy cable.

Right: I have started modifying the apron for the car float to be used at Pt Douglas on the SCRR. The white styrene is the new apron which will have two tracks laid across it to the car float.



Above: The apron and car float on my work bench.

CHRISTMAS LUNCH



Above: Ten people associated with the club gathered at the Birkenhead Tavern for lunch on Wednesday November 16. It was a beautiful day for once and all enjoyed their meals. Always a good feed at “The Birk”.

WORKING ON THE SCRR



Above: It has always been the plan to use LED strip lighting on the lower deck of the double decked section of the SCRR. RHP steel mill will be on the upper deck while Atkins loop is on the lower deck. There is about 200mm between decks. Tony Milkolaj has begun experimenting with LED strips. Left before lighting and right after. LED strips will not be permanently fixed in place until after the upper deck has track laid and is wired.

Photos: T Mikolaj

MONTHLY VIDEO SECTION Click on images to view.

Above: **NOVEMBER AMR OPERATING SESSION**

Saw mill and cattle pens at Opie are near Jolliffes Jump. The Ippinitchie branch can be seen going off in front of the waterfall.



Above: **OPERATING SESSION ON KEN HOUSE'S K&EFR**

V-LINE X49 and AN 940 passing through Kanunda on main line.