

THE BOOSTER

EDITOR:

KEN HOUSE

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HEADER PHOTO

Where the hell is Ippinitchie Creek? Ippinitchie creek runs through the Wirrabara forest reserve a few Km west of Wirrabara in the South Australia's upper north. There are a number of campsites along the Ippinitchie Creek. With the number of Ippinitchie Creek locos and rolling stock recently appearing on the SCRR one wonders whether there is an Ippinitchie creek in the mid west of the USA.

adelaide model railroaders.com

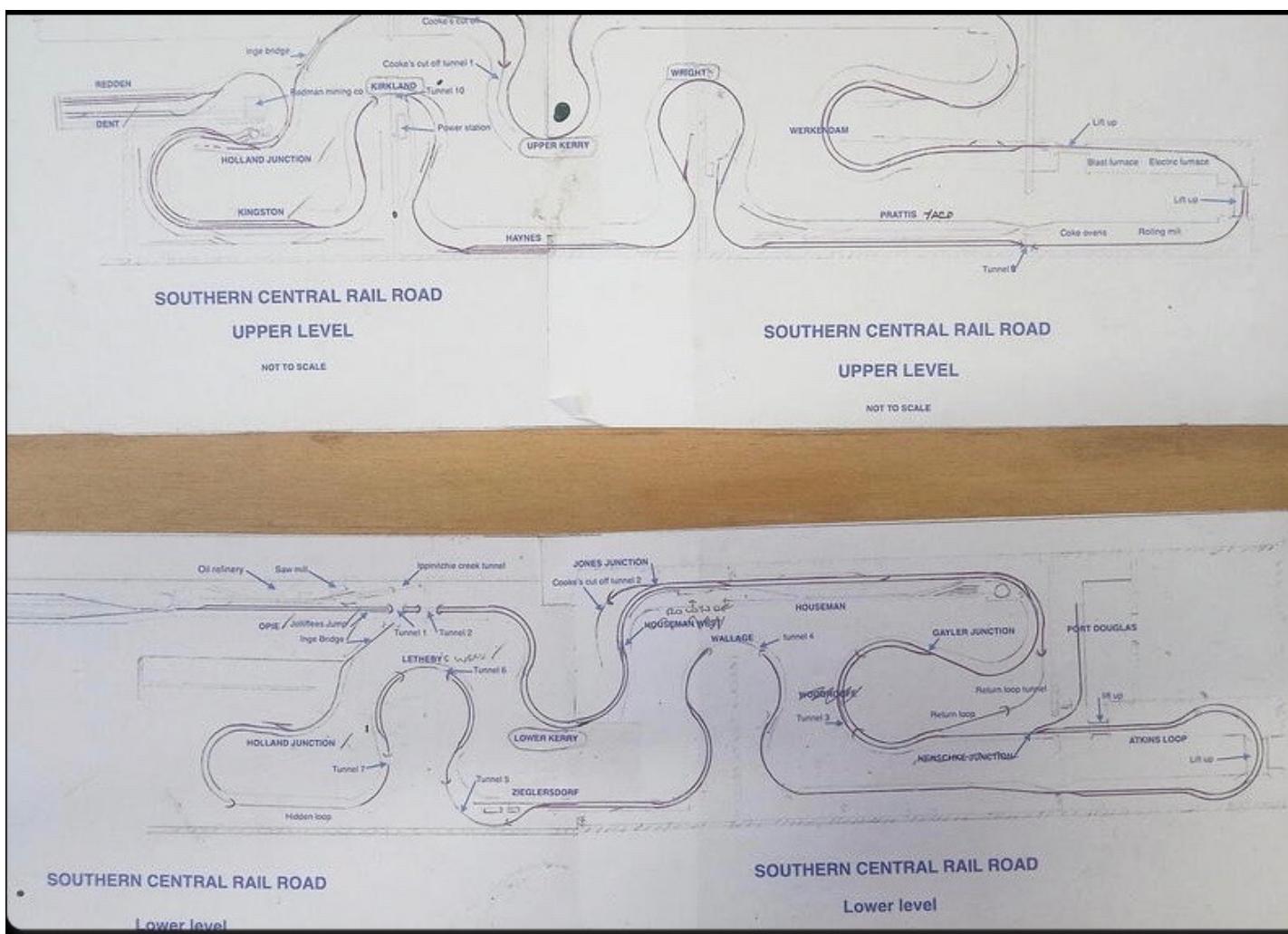


EDITORIAL

This month the AMR has launched its own website. See the link above. Tony Mikolaj has put a lot of work into uploading our website with input from John Prattis, Jeff Barclay and Ken House. We hope that the club's website will raise the club's profile and can be used as a tool to attract new members.

The website is for the use of members as well. Members are welcome to upload their own railway inspired photos on to the club's website. Also the AMR website is able to link with members sites as well. I hope that members take advantage of these facilities which will give viewers of the AMR website the best impression of the club possible.

TOWARD OPERATING THE SCRR PART 2

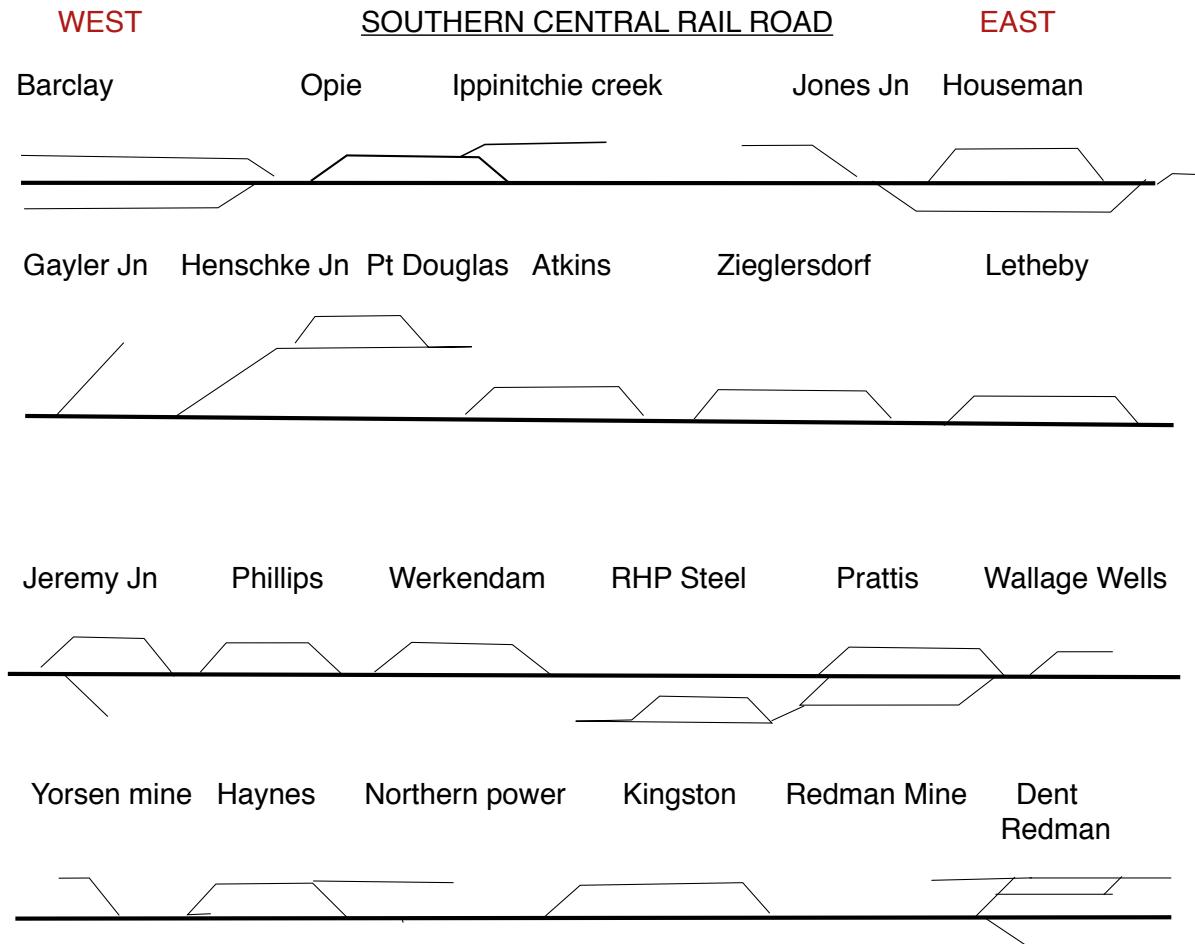


Above: SCRR track plan

The first thing we need to do is consider what is the purpose of the Southern Central RR.

The SCRR is designed to be operated as a point to point rail road. The string diagram on page 3 illustrates how the SCRR runs west to east point to point from the west end staging at Barclay to the east end staging at Redman.

Let's consider the SCRR to be located somewhere in the southern half of the USA's mid west and, even though it is about 90 miles long, (our modelled portion is not much over 50 miles long) it connects two or three class 1 western railroads at it's western end with a similar number of eastern class 1 railroad connections at it's eastern end through some difficult territory. Being able to allow various railroads to route trains across its rails means that the SCRR is a Bridge Route and as such allows for various rail road's trains to pass through.



NOTES:

The main line is double track as far as Houseman single for then on.

Ippiniche Creek branch line branches off over a trestle bridge at Opie

Jones Junction is the lower connection of Cookes Cut Off

The return loop returns into the eastern end of the double track at Houseman

The return loop returns into the eastern end of the double. The return loop branches off to the left at Gayler Junction.

The line to Pt Douglas branches off to the left at Henschke Junction.

Cokes Cut Off branches off to the right at Jeremy Junction.

RHP Steel can only be accessed through Prattis yard.

Yorsen mine and Northern Power are switched at Haynes yard. Steel can only be accessed through Haynes yard.

Torsen mine and Northern Power are switched at Haynes. Bedman mine is switched from Dent

Redman mine is switched from Bent.

The staging at either end of the SCRR represents the rest of the country. Trains coming from the west of the USA enter the SCRR at Barclay's west end staging yard. Trains coming from the east of the USA enter the SCRR at Redman the east end staging. These trains are considered to be coming on to the SCRR from "off line". Bridge route traffic comes on line at either Barclay or Redman and travels over the layout then goes off line at either Redman for east bound or Barclay for west bound. However a considerable amount of traffic is generated by industries in the various towns and locations along the modelled portion of the SCRR this traffic will go to other industries on the modelled SCRR, on line, or it will go off line, that is to staging, (somewhere else in the USA).

To get a clear picture of what and how traffic moves across the 50 miles between Barclay and Redman we will examine the line and the industries in the towns and locations on the SCRR.



Above: Industries at Zieglerdorf: 2 reefers at Parkers Packers, 1 pickle car at Amy's pickles, coaling tower on the main line then, on a spur, there are 2 cattle cars at the cattle pen and 3 box cars at the grain elevator.

Trains have come about 20 miles along SCRR tracks before reaching Barclay the first town on the modelled portion of the SCRR. Barclay is the administrative centre of the SCRR and its offices are in the large station building there. There are a number of industries along the back of Barclay yard including a commissary and a railway post office. Also Barclay has steam and diesel servicing facilities and a turntable and round house. The three dead end tracks at the front of Barclay yard have been designated as staging tracks. While three staging tracks are fine for informal running sessions they are inadequate for more immersive operating sessions. So

with apologies to those members who installed all the cross overs and industry tracks we will need to use five of those tracks as dead end staging tracks. Barclay is very wide and it is not possible to reach across to the industries any way. Barclay will then become an eight track staging yard. Some tracks may be able to contain two trains.



Above: A passenger train on track 3 of the dedicated staging tracks at Barclay.

Barclay's 3 staging tracks can hold three bridge route trains that would travel to Redman. These trains will be a through freight, a reefer express and a passenger express. Some bridge route traffic will travel through Barclay as an eastbounds, goes round the return loop and return through Barclay as westbounds. The next four tracks will hold those trains. Two are through freights that stop and set out or pick up at Housman, a TOFC train that stops at Houseman to exchange TOFC cars, and a passenger express. Track eight will hold the Petrol train which comes in off line proceeds to the Opie oil refinery to pick up ten or so tank cars then proceeds to Jeremy Junction where it goes off line down Cooke's Cut Off and will stay for the remainder of the session.

To complete our look at the SCRR's bridge route traffic we need to skip to Redman at the eastern end of the modelled portion of the SCRR and it's three dead end staging tracks. The actual SCRR is imagined to go about another 20 miles after Redman before reaching the end of the SCRR where it will connect with the eastern rail roads. Three west bound trains can

depart from Redman with careful scheduling. These will be two through freights and a passenger express all of which will travel to Barclay only stopping for possible meets.

These 11 trains, along with others that cross the SCRR at other times, earn revenue for the SCRR while they cross the SCRR. They can use SCRR locos and crews or home locos and crews.

Next month I will discuss “on line” trains and traffic and have a look at how the industries along the SCRR support those trains.



Above: A through freight on the third staging track at Redman. Dent is behind and slightly above Redman.

WORKING ON THE SCRR

Ken House has now put club DCC addresses in all of the Ippinitchie Creek locomotives that have decoders. Along with the locomotives that we already had we now have 32 diesels, two steam locomotives and a motor inspection car ready to run with club DCC addresses, (10 plus the last two digits of the locomotives actual number). During this addressing process there have been several locomotives that needed new numbers because they had the same last two digits in their numbers so Ken has temporarily patched over the old number with blue masking tape. See the second Alco FA in the train above. There are a dozen or more locomotives that need decoders and a couple of steam locomotives that still need club addresses.

The club has purchased two NCE 5amp power boosters. Hopefully when these are installed on the SCRR locomotive shut downs will be a lot less frequent.

Christiaan Werk, with help from Peter Kirkland, has now installed the whole of Phillips Viaduct which runs along the back of Houseman. They made the viaduct by glueing two two pieces of 3mm ply together making 6mm ply and cutting the arches out of that and then glueing the arches to

another piece of 3mm ply. Then they painted the whole assembly with matt grey from a rattle can before screwing the viaduct sections in place. Christiaan has also planted grass along in front of the viaduct and put in a gravel car park along by the double track mainline.



Above: Phillips viaduct carries Phillips siding above and behind Houseman yard.

Tony Mikolaj is still progressing with the signals.

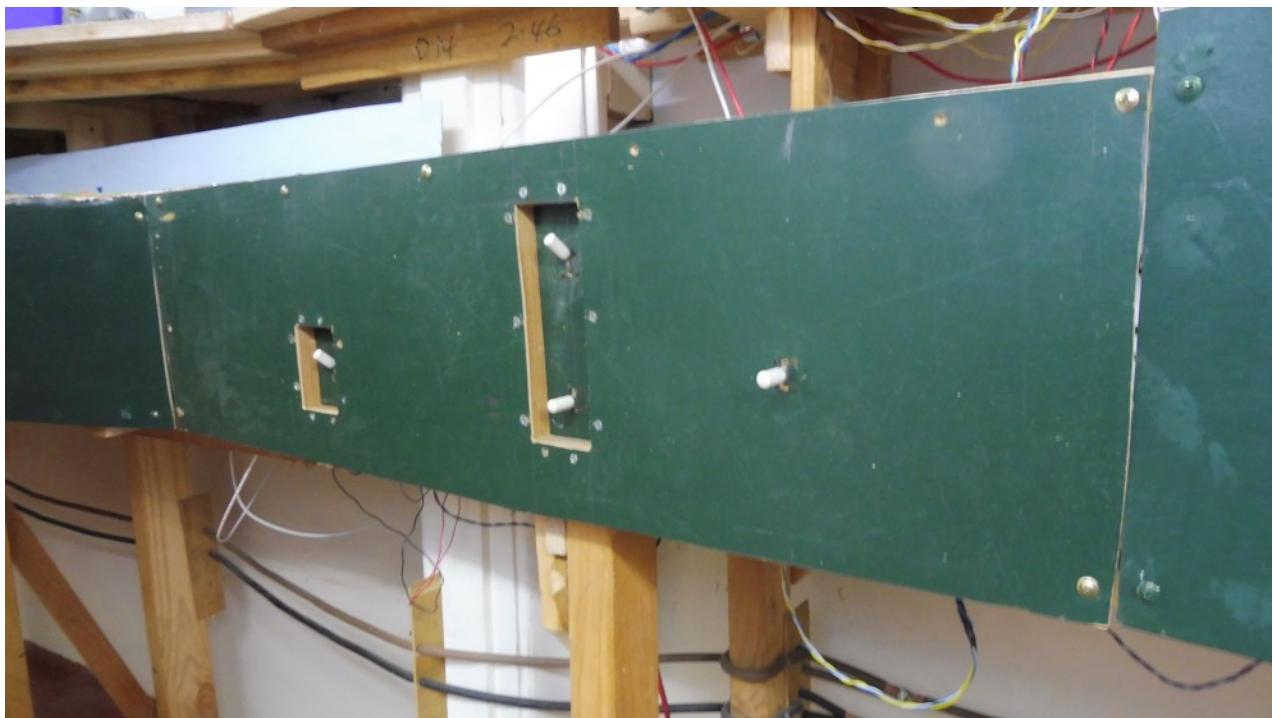
Warwick Graham will have, by the time you read this, have put the colour-bond sheets in the roof space above Jeremy Junction to divert water, from a leak in the roof, to outside of the building.

Jeff Barclay has been continuing to clear out at John Holland's. He recently brought back a big supply of scratch building materials including strip wood and styrene.

Work is underway at Pt Douglas. Warwick Graham and Peter Kirkland now have the risers up from the L-girders in place and have installed the first 3mm ply "water" section.

John Prattis is continuing on with the track and turnouts at Yorsen mine the iron ore mine.

Ken House has installed the final piece of fascia on the main layout. This section spans the doorway into the corridor room which is the narrowest part of the SCRR.



Above: The final section of fascia. Three turnout toggles have been inset using 19X19mm timber. The three inset toggles are in the doorway where space is at a premium and should stop people snagging their clothing on them when they walk through the doorway. The fascia section still needs a coat of green paint.

AMR WEBSITE IS NOW LIVE

Members are invited to upload train related photos in to the Gallery section of the club's website <https://adelaidemodelrailroaders.com> I would encourage those who can to do so because it will give prospective members a better idea of what the club is like and what it's members are about.

To upload members need to e-mail Tony on
webmaster@adelaidemodelrailroaders.com

What Tony needs is

What you want to call your album
A desired user name
A password (minimum 9 characters)

Thanks Tony for the work he has put in on the website.

OCTOBER RUNNING NIGHT

This month's running night was a trouble free affair. The few who ran trains did so at long intervals apart so only two or three trains were running on the SCRR at a time. Christiaan was first away running his UP Challenger that he has just got back after having a considerable amount of work done on it. The Challenger performed well hauling a rake of passenger cars. Next was Matt Redden running his New Haven Rapido FL9s and lighted passenger cars. Ken House ran a cattle train picking up cattle cars at Opie, Houseman, and Ziegler'sdorf and delivering them to Kingston. Ken used the club owned Ippinitchie Creek Bachman 2-8-0. This little steamy performed admirable hauling the eight cattle cars and caboose all the way up to Kingston. All the while John Prattis was running his track cleaner up and down Barclay yard. Late in the evening Peter Kirkland ran a freight behind an Ippinitchie Creek FA and Tony Mikolaj was having a conversation, or so it seemed, with his Shay geared steamy which has a TCS WOW sound decoder that speaks back to the user, in a female voice, with instructions on how to use the decoder's functions.



Above: Christiaan Werk's Challenger in Houseman Yard while Matthew Redden's New Haven FL9s haul a passenger train over Phillips Viaduct.

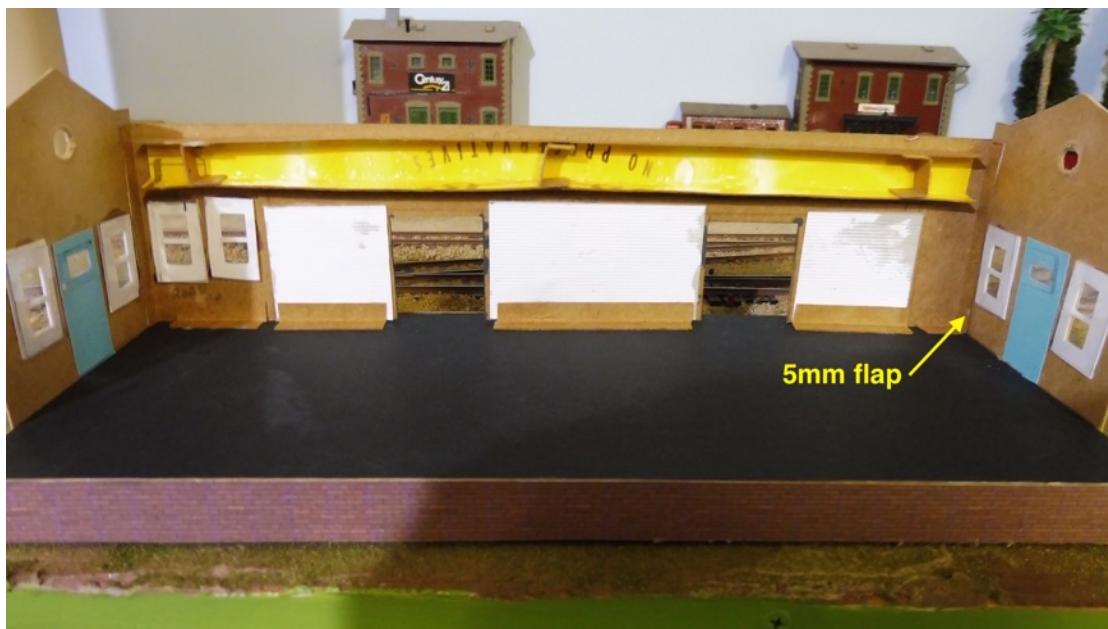
Photo: C Werk



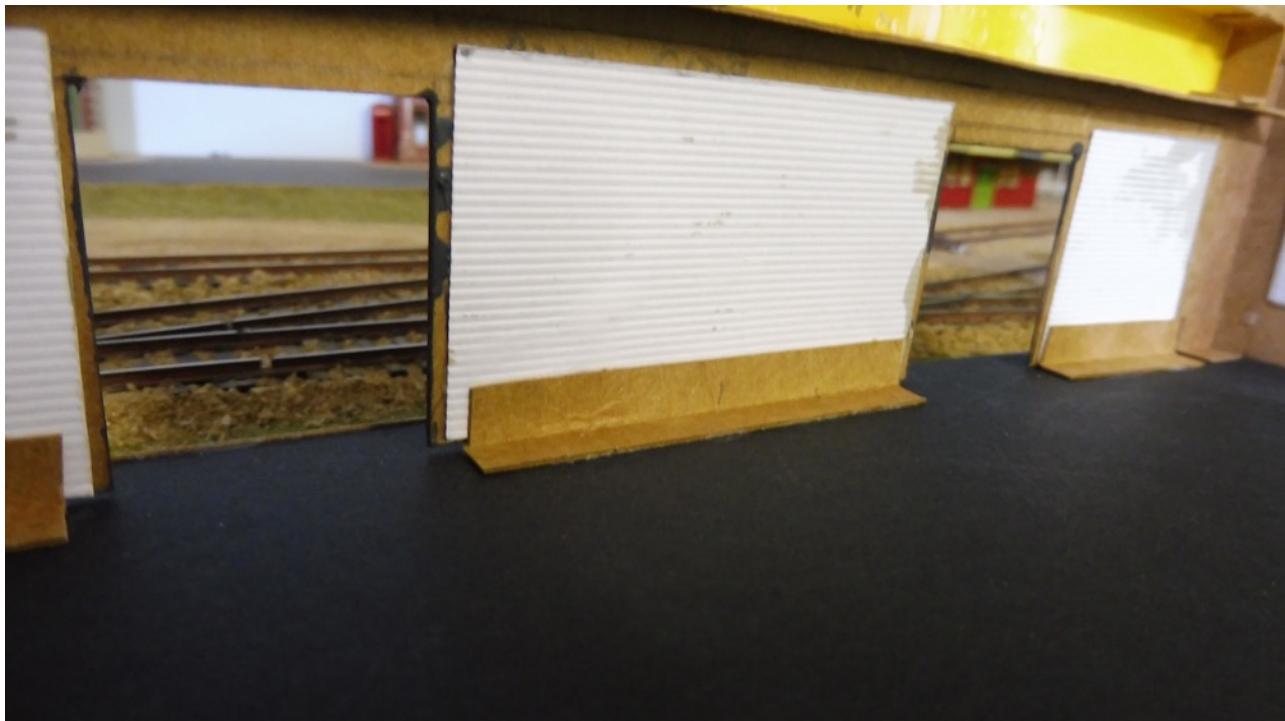
Above: Ippinitchie Creek consolidation number 28 at Kingston with the cattle train.

You-tube: <https://www.youtube.com/watch?v=KLhL3qwXdXs&t=72s>

A FREIGHT STATION FOR HOUSEMAN PART 6



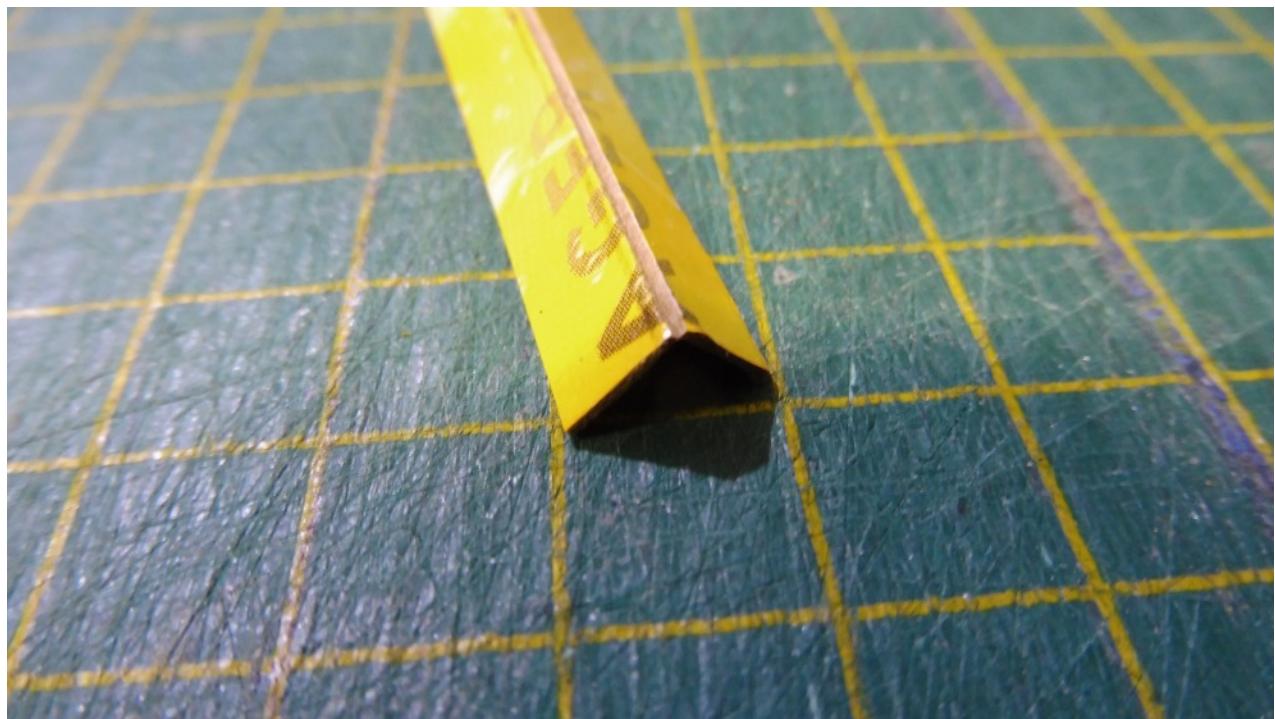
Above: Looking from the inside, the roadside wall has been erected. I used L shaped card strips on the bottom of the wall to get a strong bond between wall and floor. The 5mm flaps at the end of each wall that hold the corners of the walls in place are only just visible.



Above: Close up of BGB corrugated card roller door and L shaped strips glued in place to create a strong bond wall to floor.



Above: Cutting the beer carton card using a Stanley knife and a steel rule as a guide. The cuts are done on a flexible cutting mat.



Above: Close up of one of the L shaped strips. The straight bend was achieved by scoring the card half way through then bending the card along the scored line. The green mat is the flexible cutting mat that I use.



Above: Roadside view: Four walls erected.

Next month we will make a start on the roof.