

THE BOOSTER

A 100% NMRA CLUB

EDITOR:

KEN HOUSE

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HEADER PHOTO

The XPT at Spencer St station
Melbourne waiting to depart
for Sydney.

Photo: Paul Atkins

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EDITORIAL

NEW MEMBER MARK WHIBLEY

Welcome aboard Mark. We hope that you will enjoy many happy hours running trains on the Southern Central rail road with us. As well as enjoying the AMR in general.

Warwick Graham introduced Mark to the AMR. Mark was not previously a model railroader. He is one of Warwick's yachting mates who Warwick thought would enjoy our operating sessions.

So in a way our recently introduced operating sessions have resulted in an increase of membership. We should try to build on this.

OCTOBER SOUTHERN CENTRAL RR OPERATING SESSION

We were pleased to have eight operators arrive keen to operate on Wednesday night October 12.

Eight operators meant we could run a complete crew given that each individual crew was a one person crew. The line up was five road crews, Peter Kirkland, John Prattis, Christiaan Werk, Mark Whibley, Paul Wright, Houseman Yard Master, Tony Mikolaj, Kingston Yard Master, Warwick Graham, Dispatcher/Train Master, Ken House.

On the previous Wednesday, Tony Mikolaj, Peter Kirkland, Paul Wright, and Ken House cleaned the wheels on all the locos to be run and cleaned the track. This paid dividends. All trains locos ran well making operating that bit more enjoyable.

We did have a few derailments. A couple of trains had cars derail as they departed Inge bridge (the swing bridge) just as they arrived in the Jeremy Junction passing loop. This brought about a bit of pressure because Christiaan Werk had the Houseman turn east arriving at Jeremy Junction while Mark Whibley had entered the block heading up to Jeremy Junction behind him with the Reefer Express east, and John Prattis was in the block between Phillips and Jeremy Junction heading west with the West Wind passenger express. Three trains heading for Jeremy Junction, one of which was derailed at the western entrance to the Jeremy Junction loop. The derailed Houseman turn held up proceedings somewhat, but then the Reefer Express derailed at the same spot complicating things even more. That was the worst stuff up for the evening so in reality they session went pretty well.

There was at least one missed set out due to not reading the switch list fully.

During the session I would like all operators to imagine them selves actually driving the trains. Turn locos where there are turntables. We have a lot of single ended diesels, and the steamer's crews do not like running tender first. Also please do not back into the Ippinitchie creek branch. Try to imagine that it is over ten miles from Opie to Ippinitchie creek not just a short

hidden staging track. The Ippinitchie creek turn needs to turn its loco at Opie and put the caboose on the other end of the train before it crosses the trestle bridge and goes into the tunnel (hidden staging). Having arrived at Opie from Houseman as a west bound and then departing east along the ippinitchie creek branch. There is a track directly from Opie onto the turntable nearby.

It is still a learning curve for all of us and no one expects perfection. Which will be rarely achieved I believe. Even in real life crews sometimes missed set outs and pick ups. But they would not have backed up for a whole block of track to correct the error. The missed set out or pick up would have to be done on the return journey, or by another train resulting, possibly, in a customer complaint about late delivery.

At 8.55 the booster supplying power to the blocks Zieglersdorf to Atkins burnt out. Fortunately we had only twenty minutes to go. We do not have a spare so Kent Henschke has volunteered to purchase three 5amp NCE boosters for the club. Then we will have spares.

Had the booster burn out not occurred we would have almost finished the full sequence. This time we have done it in two sessions, mainly because we have had five road crew both sessions. Last sequence we only had four road crew for sessions one and three. Getting so close to finishing the sequence means that the best thing to do will be to re-stage completely before the next session and begin a new sequence next session.

Apart from the early ending for most crews, due to not being able to cross the blocks of track between Atkins and Zieglersdorf, the session was a success and we all enjoyed themselves.

The break down gave us more time to enjoy a cuppa, a cookie and some chat before heading home.

Thanks to all who came

Cheers Ken.



Above: John Pratis drove the coal drag from Redman mining co at Dent to Northern Power at Haynes. Locos for the coal drags are stabled in the round house at Kingston and travel light engine to Dent where they pick up loaded coal hoppers from Redman mining co. Above SD24 number 240 is leaving the Kingston round house.



Above: Alco FA no 461 approaching Gayler Junction is actually on the return loop. The train is the TOFC train west which will pick up a cut of five TOFC from Rollanoff Transport at Houseman. The yard master will do the switching. We could do with up to six more flat cars suitable for TOFC to fill out this train with more TOFC.



Above: Unicorn timber and mining co RS1 number 1000 has just worked Prattis yard and is departing for Kingston with the Kingston turn east, where it will set out its train and pick up another consist of cars before heading back west to Houseman.



Above: Following a block behind the Kingston turn east was the Houseman turn east on its journey back to its origin, Kingston. Here Houseman turn's power GP7, Ippinitchie creek number 923, is setting out two flats to be loaded by Wright stone cutting at Werkendam.



Above: At Lower Kerry (Upper Kerry is the high level track above) the Southern Belle east is powered by an Alco PA.



Above: Meanwhile the Houseman turn east has moved on to Prattis where it is setting out a cut of three cars. The reefer behind the loco was picked up from Henschke Wurst haus at Wekendam and is in front of the Prattis cars. The reefer will stay coupled to 923 for the rest of the journey to Kingston where it will be set out at Jefferson abattoir.



Above: Left John Prattis is has arrived at Dent with empties from Northern Power and is setting out the empty hoppers at Redman mining co. Right Christiaan Werk is switching flat cars at the Opie saw mill. Christiaan's switch list can be seen hanging from a hook on the valance above.



Above: Having set out two empty flat cars at the Opie saw mill loading dock consolidation no 27, off the Ippinotchie creek turn, is retuning a loaded flat back ready to be picked up by a later train. The track in front of the loco and flat car is the Ippinitchie creek branch line which goes over a trestle and then into a tunnel.

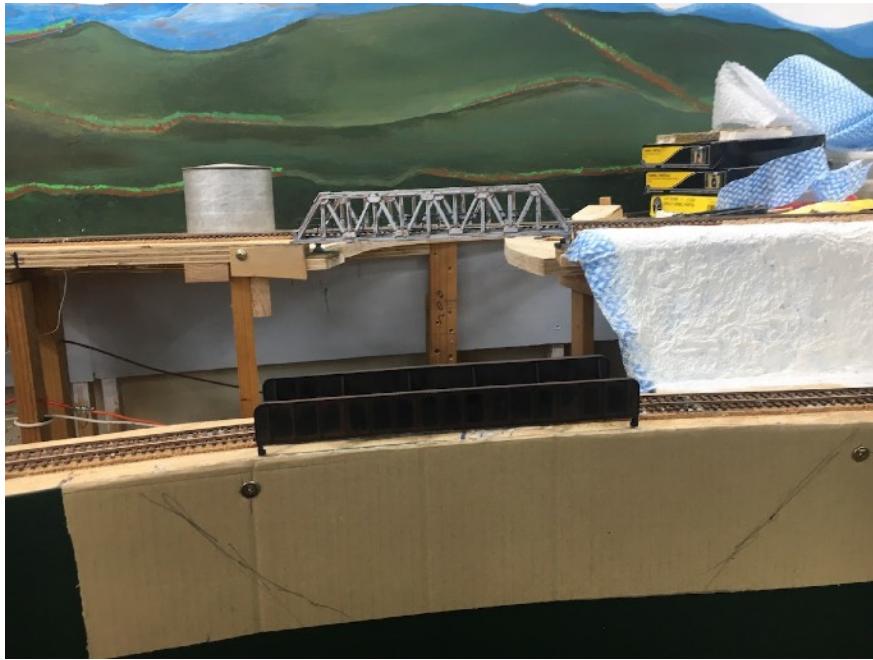
Right: Tony Mikolaj bought two reasonably priced mobile phone holders from a radio control hobby shop and adapted them for use on the SCRR. Warwick Graham Kingston yard master used this one to hold his phone.



WORKING ON THE SOUTHERN CENTRAL RR



Above: Tony Mikolaj is making progress on the tunnel on the lower track at the end of the peninsula between Atkins and Ziegler'sdorf.



Above: Truss bridge installed on the upper level mainline to the east of Prassis and a through girder bridge about to be installed in the lower main east of Atkins. Tony Milolaj is doing the work. The AMR recently bought the girder bridge from John Prassis. The truss bridge has been in our stock for many years.

OPERATING SESSION VIDEO



Above: Click on image to view a surprise video. This factory at Kingston is a scratch build. I don't know what it manufactures but it looks good. It was probably built by the late Len Opie