

THE BOOSTER

A 100% NMRA CLUB

EDITOR:

KEN HOUSE

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HEADER PHOTO

Trains staged in Barclay yard well prior to an operating session. The first three tracks are left empty to enable members to put their trains on the layout for informal train running between operating sessions.

Photo: Tony Mikolaj

adelaidemodelrailroaders.com



EDITORIAL

AGM results.

For the coming two year period Jeff Barclay was re-elected club president and Ken House was re-elected treasurer.

Tony Mikolaj was elected to serve as secretary for a one year period.

Thanks to outgoing secretary John Prattis for his seven year stint. Elections at next year's AGM will be for secretary and vice president.

Christmas dinner.

This month's meeting was rather long so there was no time to discuss the club Christmas dinner. Last year we had a Christmas lunch at

the Birkenhead Tavern. Most older members preferring lunch over dinner. Previously we have had Christmas dinner on the third Wednesday evening of November. What do members want to do this year? Wednesday lunch, Saturday lunch or Wednesday evening. I will send a bulk e-mail circularising members in a day or so so we can make a decision at the October meeting.

SEPTEMBER OPERATING SESSION



Above: Click on the image above for video of the September operating session.

Seen above visitor Mark and Peter Kirkland switching the Ippinitchie creek turn which arrived at Opie over the trestle bridge having travelled west down the Ippinitchie creek branch line. Then they picked up two flat cars of sawn lumber (on the front of the train) from the Opie saw mill, turned the consolidation on the turntable and are now about to pick up their caboose before departing, travelling east, to their destination, Houseman.

We had our best roll up for an operating session so far, eleven people, including two visitors (prospective members?). I would like to remind club members that while we welcome visitors especially those who may become

future club members our insurance allows visitors and prospective members to come along for three months only for prospective members three times for visitors. Then they must join the AMR.

Crews for the evening were, Warwick Graham Kingston yard master, Tony Mikolaj Houseman yard master, two man crews, Peter Kirkland and visitor Mark, Murray Dent and visitor Jarrod, Paul Atkins and Rainier Davenport, then single man crews Paul Wright and John Prattis. Finally train master/dispatcher Ken House.



Above: Left to right at Houseman yard Tony Mikolaj the yard master, Paul Atkins and Rainier Davenport who are crewing the Houseman turn which has arrived in Houseman from Kingston. Their GP 7 is in the foreground.

Since the sequence had been completed last month the layout had been re-set and re-staged back to the beginning of the sequence. The morning sweeper the first train in the sequence departed Barclay staging at about 7.40pm. Because some trains struggled on the Southern Central's grades on previous sessions maximum train length for trains on the graded parts of the layout were restricted to a length of twelve cars and caboose. No trains struggled with the grades this session and most trains ran quite

well. However some did not run all that well. It appears that the track was still somewhat dirty in places and wheels could have done with some cleaning. During the session we cleaned the wheels of the two Southern Central Baldwin switchers as well as GP7 923 on the Houseman turn. More train running between sessions will help to achieve smoother running, the more you run a layout the better it will run.

I did notice that not all operators can identify the various types of freight cars used on the SCRR. Because we are not using the reporting marks on the freight cars to identify freight cars it is important that operators can tell the difference between a box car and a reefer and a three bay hopper from a two bay hopper so that the industries along the SCRR get the right commodities delivered.



Above: The morning sweeper runs past Matthews Machine company limited as it arrives at Houseman where it will set out a cut of six cars which will eventually go into some of the industries at Houseman or onto other towns along the SCRR in either the Kingston turn or Houseman turn.

As the session was drawing to an end three trains were converging on Zieglerdsdorf. The Houseman turn east was rounding up it's train having just completed it's switching moves at Zieglerdsdorf while the empty cattle train west was approaching from Letheby to set out empty cattle cars at the

Zieglersdorf cattle pens. At the same time the Kingston turn east was at Atkins about to approach Zieglersdorf from the other direction. When the session did actually end the Houseman turn east had completed it's work at Zieglersdorf and was able to proceed to Letheby and the empty cattle train west arrived at Zieglersdorf ready to set out the two cattle cars and the Kingston turn east was still in the loop at Atkins.

So this session ended with three trains sitting in consecutive passing loops, Atkins, Zieglersdorf and Letheby two east bounds and a westbound.



Above: GP7 number 930 passing below Haynes bridge with the Petrol train. east. The Petrol train came onto the SCRR at Barclay with four tank cars of petrol (gas or gasoline in America), it picked up another ten tank cars at Opie oil refinery. Although an east bound on the SCRR it will head off on Santa Fe rails after leaving the SCRR at Jeremy Junction on Cooke's cut off. Once it is hidden in the tunnel on Cooke's cut off it is deemed to be away on Santa Fe rails. Cooke's cut off tunnel number one being considered hidden staging.



Above: GP7 number 923 switching Kerry canning at Werkendam while working the Houseman turn west. The Houseman turn begins at Kingston as a west bound travelling to Houseman where after setting out it's train and turning the loco it picks up a new train before departing east and proceeding to Kingston with switching along the way.



Above: Kingston switcher, SCRR Baldwin number 122, with Jefferson abattoir in the back ground is setting out empty cattle cars on the yard track. Because this track has a 1.5% grade a plastic "blue flag" pushed into the track behind the last car prevents the cars from rolling away. The "blue flag" means danger and can only, according to AAR rules, be removed by the operator putting it there.



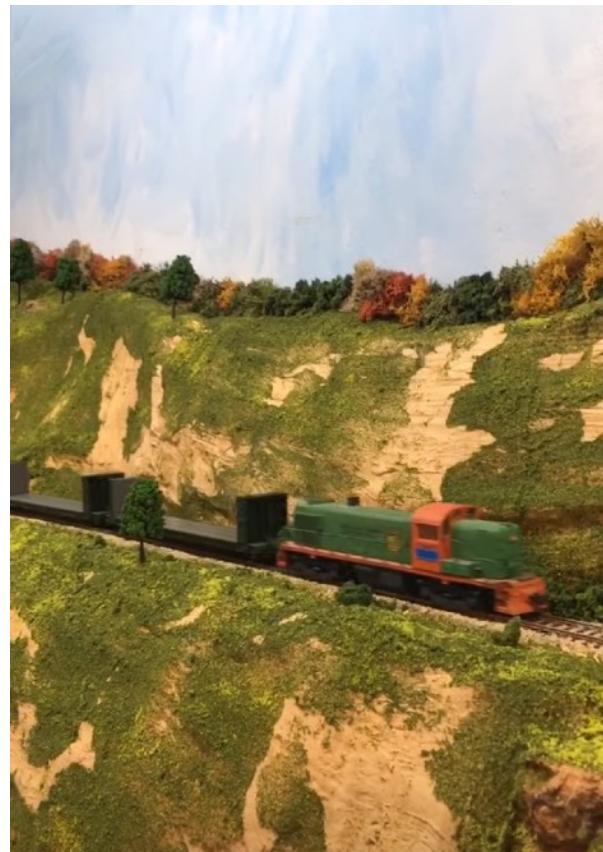
Above: Looking in either direction at Kingston we have operators, left, Paul Wright ,and right, John Prattis.

After the session ended all retired to the meeting area for tea, coffee and cookies for supper. All operators said they had enjoyed the session and are looking forward to the next session.

WORKING ON THE SOUTHERN CENTRAL RR

Having been ordered from Walthers on August 24 2019 the twelve bulkhead flat cars finally arrived on September 7 after production problems and supply chain delays due to Covid. These cars will carry RSJs (rolled steel joists) and similar steel shapes from the RHP Steel rolling mill. They are slightly later than our era but close enough for our purposes.

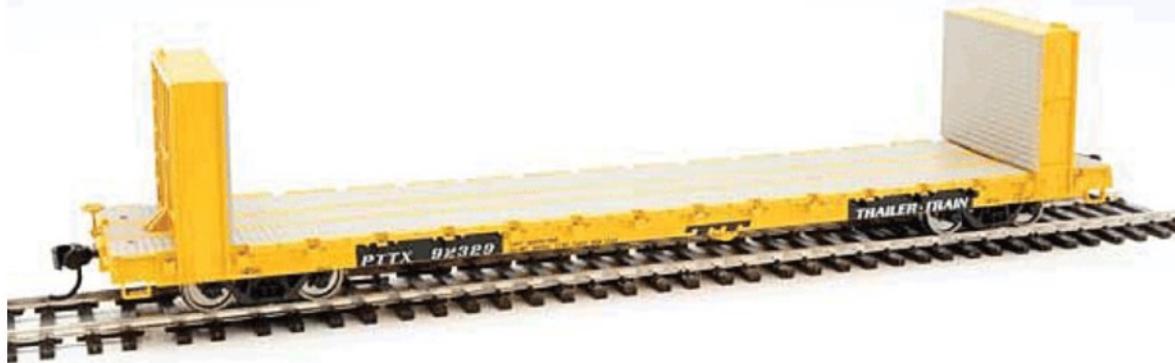
Right: New bulkhead flats behind a RS3.



Short video below:

<https://www.youtube.com/shorts/A4vBEslh46M>

Expand Your HO Flatcar Fleet with These New WalthersMainline® Models



Move all kinds of loads safely aboard [WalthersMainline 60' Pullman-Standard Bulkhead Flatcars](#), coming soon in HO! Based on flatcars upgraded in 1968 with end bulkheads to reduce damage caused by end-to-end shifting, these unique cars were used to move a variety of loads including pipes, steel shapes and more. Ready for service, the models feature the correct 8'6" tall bulkheads with bolt attachment details, plenty of weight for excellent performance loaded or empty, detailed brake gear with piping, and 70-ton roller bearing trucks with correct 33" turned metal RP-25 wheelsets. This run includes colorful schemes for railroad- and private-owner cars, each available with multiple car numbers to add realistic variety to your fleet in minutes! For the finishing touch, add the easy to build SceneMaster™ Pipe Load Kit (#949-3250, or the one-piece resin Pulpwood Load (#214-7264), new from Chooch®! All of the cars and loads are on track for a Fall 22 delivery, but you'll want to order yours now so you don't miss out!



Above: The new tunnel Tony Mikolaj is installing at the end of the peninsula east of Wallage Wells. The road for to the level crossing can be seen in the right photo. The tunnel covering is removable. Photos T Mikolaj

Paul Wright has completed Walthers kit Interstate fuel and oil. This bulk fuel dealer is the final industry at Kingston.

Adding the bulk fuel dealer to Kingston does not mean that work is finished in that area of the SCRR. The area now requires detailing to bring it to life. The structures should be weathered lightly for most heavier for the quarry structures. Roads, trees, fences, drums, boxes, crates, pallets, road vehicles, cattle and people should be added thoughtfully. For instance I believe that people should be posed in stances of little movement eg sitting, standing waiting for a train, standing in conversation, or about to lift something. People jogging, running, jumping, or marching do not quite work in model railway scenes, too much movement implied.

Also Kingston needs a caboose track.



Above: Mikolaj fuel and oil is the new industry at Kingston. Built by Paul Wright it is a Walthers Interstate fuel and oil kit. Mikolaj fuel will receive petrol and diesel in tank cars as well as oil, grease etc in drums in box cars.