



THE BOOSTER

A 100% NMRA CLUB

EDITOR:

KEN HOUSE

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HEADER PHOTO

Paolo Arman, foreground, and Peter Kirkland, at the rear, are in control of the Kingston turn east, not in photo, as it approaches Zieglersdorf during this month's operating session.

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EDITORIAL



This month we welcome new member Paolo Arman to the AMR. Paolo has recently come back into the hobby and has joined the NMRA and, after hearing about the AMR, decided to join us as well.

Paolo has begun work on a double decked South Australian layout in a garage. He has completed the bench work and is currently working on a track plan to suit his bench work.

SEPTEMBER OPERATING SESSION

On Wednesday September 13 ten members turned up for the Operating session. We had two two man road crews, Paul Atkins and Wayne Hoskin and Peter Kirkland and Paolo Arman. There were three one man road crews, Christiaan Werk, Warwick Graham and Mark Whibley. Paul Wright was yardmaster at Kingston. Tony Mikolaj was the Houseman yardmaster. Ken House was Trainmaster/roving dispatcher. .

Every one enjoyed the session. Trains ran well.

Early on Christiaan arrived at Prattis yard with the loaded iron ore train. At the same time Peter and Paolo were approaching with the consumables train. To allow the Iron ore train to work at Prattis the dispatcher held the Consumables train at Haynes. To complicate things further the Houseman turn west, which also had work to do at Prattis yard, was not far behind. It had to wait at Haynes until the now empty iron ore train had departed Prattis yard and arrived at Haynes before proceeding to Prattis yard. At another point in the session we had three trains converging on Zieglersdorf. As the session ended Peter and Paolo just managed to complete the Kingston turn east's work at Zieglersdorf. While they were completing their work Christiaan was approaching Zieglersdorf from the east with the empty cattle train which had to wait at Letheby, the siding just to the east of Zieglersdorf. Wayne and Paul A were on the main heading to Zieglersdorf from the west with the Kingston turn east. So at the end of the session we had three trains wanting to be at Zieglersdorf. The dispatcher sent the Kingston turn east back to the loop at Atkins so that the Kingston turn east was not blocking the mainline.

Next session will begin with the Kingston turn east at Atkins, the Houseman turn east at Zieglersdorf and the Cattle train west at Letheby. The Houseman turn and the Cattle train both have work to do at Zieglersdorf. No doubt the dispatcher will be able to sort things out. One would expect that having five road crews we would have got through more trains, but this was not the case. Due to the frequent times trains had to wait for another train

working the town they were heading for meant that it took longer to run each train.

Even though operators are becoming more proficient and professional some operators are still not completely sure of the superiority of trains. Basically passenger trains are first class, hot through freights second class and stopping freights third class with east bounds of the same class superior to west bounds. To help operators the second line of each Train order/switch list has the train's class printed eg **Class 2W**.

A set of rules for the SCR was published in the March 2022 Booster. (see newsletters on the AMR website). Rule number four reads.

Superiority of trains

A train is superior to another by right, class, and direction. Right is conferred by the dispatcher; class and direction are specified in the timetable. Right is superior to class or direction. Direction is superior between trains of the same class.

First-class trains are superior to second-class trains, second to third. East bound trains are superior to west bound trains of the same class. Extra trains are inferior to regular trains.



Above left: Unicorn Timber & Mining Co Alco RS1 number 1000 from the Houseman turn picks up hoppers from the Kirkland Coal company trestle at Zieglersdiorf while Peter and Paolo work the Houseman turn east.

Above right: Ippinitchie Ck consolidation departing Kingston with the empty cattle train west. First stop Zieglersdorf. The dispatcher held it at Letheby.



Above: Operator Christiaan Werk is bringing the iron ore train westward to Prattis yard. The train has not come into view as yet. The track in the foreground is the steel mill slag dump track. Across the main line is the Wallage wells crude oil loading point.



Above: F unit number 780 heads a hot through freight past Wallage Wells. This is a second class train.



Above: The morning sweeper east: Ippinitchie Creek RR GP7 number 905 is about to set out a cut of cars in Houseman Yard before heading off line on to the Pennsylvania RR (the reverse Loop).



Above: Houseman yard: Foreground L-R Wayne Hoskin and Paul Atkins are a road crew. In the distance is Houseman yard master Tony Mikolaj.

WORKING ON THE SOUTHERN CENTRAL

In attempt to clear out surplus stuff the AMR had a table, manned by Tony Mikolaj, Mark Sellars and Ken House, at the SARMA swap meet on Sunday September 17. We sold items to the value of \$299 which was pleasing and worthwhile. But disappointingly we did bring a lot of rolling stock back. It seems that we will need to drop prices to rock bottom to move some items.



Above: Mark Sellars on the club's swap meet table as the swap meet began.

Tony Mikolaj has added an operations page to the clubs website.

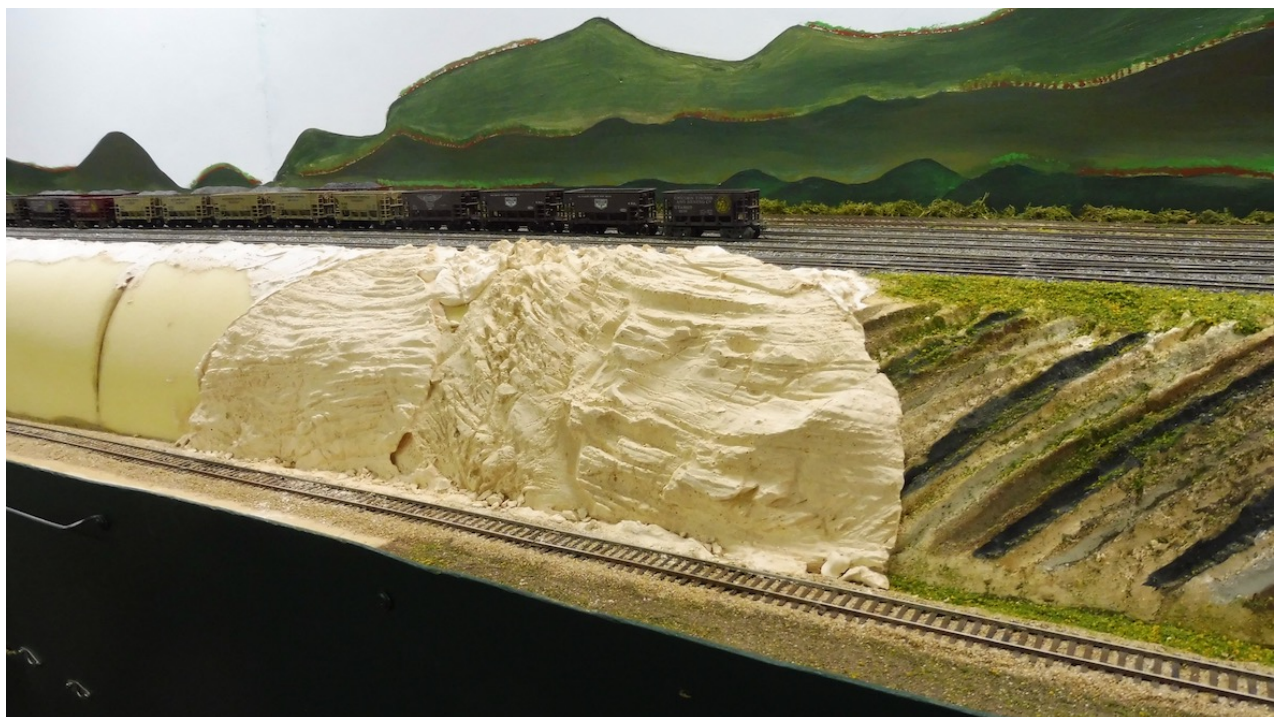
<https://www.adelaidemodelrailroaders.com/about/operations.html>

Tony is also making progress on the extension of the Ippinitchie branch line.

Warwick Graham and Peter Kirkland are now working on the approach to the car float at Pt Douglas.



Above: Kent Henschke has put some clear acrylic on the edge of the layout where cars are left close to the edge and where structures or signals are close to the edge of the layout to help prevent damage. He will do more as and when areas are identified as needing protection.



Above: Christiaan Werk is carrying on the with scenery along the lower main line in the Prattis yard area.

SEPTEMBER INFORMAL RUNNING

After the September 20 meeting Christiaan Werk drove the tank train down off Cooke's cut off and set out ten tank cars at O. P. refinery before placing the loco, remaining cars and caboose in the blue drawers. Others to run trains were Paul Wright and Ken House. It is important to run the SCR as often as possible. The more you run a layout the better it will run.



Above left: Crossing Joliffes' Jump. Ken House ran his Kodachrome Santa Fe U36c and yellow bonnet Santa Fe GP40 with a train of club rolling stock.

Above right: Paul Wright actually drove the full size 3078, a SD40, for BHP in the Pilbara when working there. The train on the 20th had a varied and eclectic mix of cars. You-tuber Tom Edwards thought that it could be a Hazmat train. For a better look at both trains see the video on page 11.

NOTICE OF ANUAL GENERAL MEETING

The AGM of the Adelaide Model Railroaders will be held before the general meeting on

WEDNESDAY OCTOBER 18.

Positions up for renewal are Secretary and Vice President.

ON MY WORKBENCH

By Ken House

I am currently working on two 1990s Atlas GP7s for the SCR.

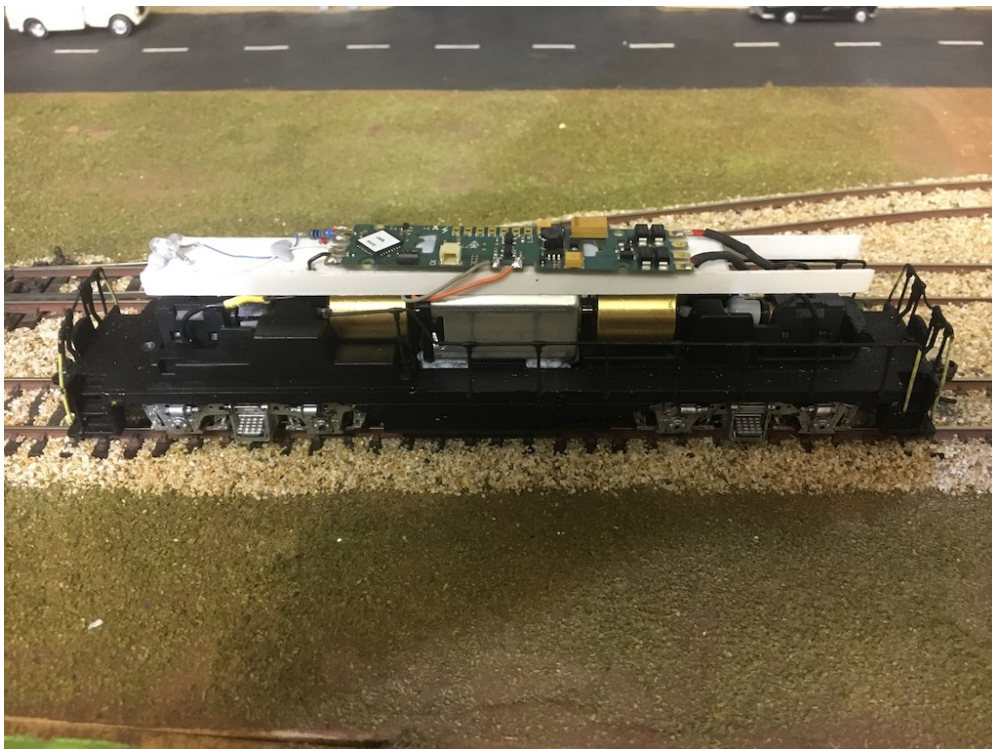


436 is almost finished. The shell has had the first of two coats of Vallejo acrylic clear matt. The Soundtraxx Economi decoder has been installed along with a sugar cube speaker from OzRail. I removed the original printed circuit board that was fixed to the top of the motor cradles and replaced it with 1.5mm styrene with a stiffener and mounted the decoder speaker and LEDs on the styrene. I have test run the install in 436. Click video below to see.



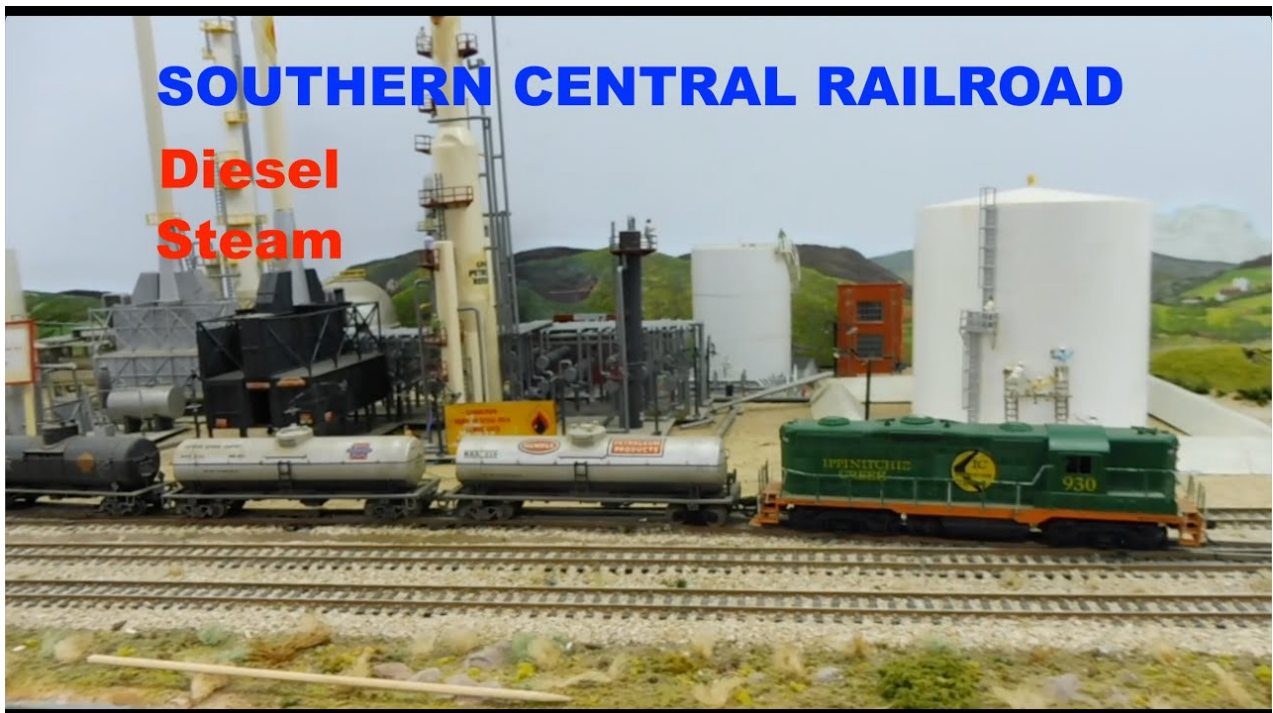


Above: Painting is finished on 437



Above: After I began work on 437 I discovered that the motor had burnt out wirings. Fortunately Peter King found a Canon motor amongst the club's spare parts. The canon motor is somewhat larger than the the original motor so I did away with the cradles that held the original motor in and stuck the canon motor in with Blu Tack. To mount the decoder, speaker and LEDs I made up a styrene mount which I glued to the top of the motor with super glue leaving almost 4mm air space above the motor. I still have the speaker and rear LED to fit and the decoder to programme.

SEPTEMBER VIDEO PAGE



Above: September operating session. GP7 no 930 is picking up tank cars at O.P. oil refinery.



Above: September informal running night.

AMR TIMETABLE

Visitors welcome by prior arrangement.

WEDNESDAY Oct 4

Operating session set up & limited work session.

SATURDAY Oct 7

Work session & informal running session

WEDNESDAY Oct 11

SCR operating session

Please advise Ken House by Tues Oct 10 if you wish to attend.

SATURDAY Oct 14 2pm

NMRA-AR division 6 meeting at David Orr's Modbury North

For details please contact David Orr div6sup@nmra.org.au

Please advise David Orr by Wed Oct 11 if you wish to attend.

WEDNESDAY Oct 18

AGM, General meeting & Informal running session

SUNDAY Oct 22 10am- 1pm

Ray's swap meet. 260 Grand Junction Rd, Athol Park.

WEDNESDAY Oct 25

Work session

WEDNESDAY Nov 1

Operating session set up & limited work session

SATURDAY Nov 4

Work session & informal running session

WEDNESDAY Nov 8

Operating session.

SATURDAY Nov 11 12pm

NMRA AR div 6 Christmas Lunch Venue to be announced

NMRA-AR division 6 meeting at J & M Robinson's Flagstaff Hill

Please contact div six superintendent David Orr for details.

Please advise David Orr by Wed Nov 8 if you wish to attend.

SATURDAY Dec 2 & SUNDAY Dec 3 11.30am to 4.30pm

St John's Exhibition.

St John's Church auditorium, Church St, Salisbury.