

SOUTH AUSTRALIAN RAILWAY MODELLERS' ASSOCIATION INC.

PROMOTING THE HOBBY IN SOUTH AUSTRALIA



THE BUFFER STOP



BL30 and BL31 at Broken Hill

An Easy Way To Log Problems On Your Layout

A Website With Photos From The Past

A Train Control Panel

October Display Photos

The *Coffee Pot* in On30

Modelling the Railways of SA Convention Photos

One Man Point-to-Point Layouts



The Buffer Stop

SARMA Inc. meets on the **SECOND WEDNESDAY** of each month at 7.30 p.m in the ‘**Log Cabin**’ building on Lyons Road, Dernancourt, at the corner of Balmoral Road. Modelling nights are held on other Wednesday nights in the shed adjacent to the log cabin. See the Diary on Page 2 for details.

UBD Map 96 Ref D12: the red Scout symbol marks our clubroom.

Membership rates 2010 – 2011

Joining Fee:	\$10.00	Country:	\$45.00
Full (age ≥ 18):	\$53.00	Student (full time; age ≥ 18):	\$45.00
Family:	\$53.00	Corporate:	\$90.00
Junior (age ≤ 17):	\$30.00		

The Membership Year runs from 1 April to 31 March.

Quarterly pro-rata rates apply to new members after 30 June each year.

All correspondence and membership enquires should be addressed to:

The Honorary Secretary, SARMA Inc., P.O. Box 4, Prospect, S.A., 5082.

SARMA Telephone InfoLine: (08) 8411 5500

Visit our web site at <<http://www.sarma.asn.au>> for more information and a membership form.

Webmaster: Peter Michalak <petemichalak1987@gmail.com>

“Buffer Stop” Contributions

Email address: <bufferstop@internode.on.net>

We welcome contributions from members. Articles and photographs may be emailed to the address given above; they can also be submitted on paper. Members who forward articles written by, or photographs taken by, a third party are asked to obtain permission for their publication. Contributions may be subject to editing. Neither the Association nor the Editors accept any liability for the content or presentation of notices, articles and advertisements submitted for inclusion in the Buffer Stop other than those submitted by the Committee on behalf of the membership. Nor do the Association and the Editors necessarily subscribe to the views expressed or implied by contributors. The Editors reserve the right to refuse acceptance of any material that is considered unsuitable for publication. Material may have to be held over to a later edition.

Advertising rates: full page \$40, half page \$20, quarter page \$10.

The deadline for each issue is the last Friday of the previous month.

Committee Members 2009 – 2010

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Vice President (Administration): Roger Wheeler Phone: 8356 9044 email: rawheeler.grange@hotmail.com	Maintenance Director: David Vander Linden Phone: 0419 847 619 email: david@vanderlinden.id.au
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Librarian: Allan Norris Phone: 8346 1742 email: addnor@optusnet.com.au	Chris Marlow Phone: 8362 3484 email: marlowc@internode.on.net

AMRE Representatives: Peter Pickering; Phone: 8344 7625; email: peterp23@bigpond.com
 Allan Norris; Phone: 8346 1742; email: addnor@optusnet.com.au

The Library may be accessed in the adjacent shed before the club meeting.

The Buffer Stop

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Diary

- Wed 10 Nov:** **Annual General Meeting:
Election of Committee, 2010 - 2011
Entertainment:
Master Modellers Display**
- Wed 17 Nov: Modelling Night/Layout Night
- Sun 21 Nov: SARMA Swapmeet, Enfield High School
- Wed 24 Nov: Modelling Night/Layout Night
- Fri 26 Nov: 6-ish: Committee Meeting @ Dean's:
BYO BBQ
- Wed 1 Dec: Modelling Night/Layout Night
- Wed 8 Dec:** **SARMA Mystery Bus Trip**
- Wed 15 Dec: Modelling Night/Layout Night
- Wed 22 Dec: SARMA BBQ @ Dernancourt



Down the Track...

- 2011 March 12 - 14:**
Sandown Model Railway Expo
- 2011 March 27:**
Model SwapMeet
Enfield High School
- 2011 April 15 - 17:**
SARMA RailShow
Golden Grove
- 2011 June 11 - 13 Long Weekend:**
Adelaide Model Railway
Exhibition

On Thursday 14th October, more than 400 people, including at least 32 members of SARMA and many former members, gathered at Mount Barker to farewell our friend and mentor, Rob Burford.

There were eulogies from Rob's family, Rotary and model railroaders, covering all the aspects of Rob's wide-ranging and productive life.

He will be deeply missed, but his memory will live on in many ways.

BURFORD Robert Oliver. —

The model railway fraternity in SA is saddened by the sudden death of Robert who was a quiet, competent and friendly person. He was a member of SARMA for 40 years, a past President and a Life Member since 1993. His work with the annual AMRE exhibition, the annual Railway Convention and with SARMA will be long remembered. Condolences to Lesby and her family from all at the SA Railway Modellers Association.

Cover Photo: BL30 and BL31 waiting on Peter Carter's large-scale outdoor layout at Broken Hill loco for their next turn of service on the Ore Train. Interesting the different liveries on the same class of loco.

Peter Carter

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SOUTH AUSTRALIAN RAILWAY MODELLERS ASSOCIATION Inc.

MINUTES OF GENERAL MEETING HELD AT DERNANCOURT ON 13 October 2010

Meeting opened at 7.50 p.m. by President, Hugh Williams.

Members in attendance: 43

Apologies: 3

Visitors: 5, Edward Vardon (new member applicant), guest speaker/presenters from the Northern Operating Group: Des McAuliffe (Life Member), Lindsay Baker, Peter Bartrop and Steve Cranwell.

New Member: Edward Vardon was nominated by Richard Ash, seconded by Don Snow and Carried that he be a member. Hugh welcomed Edward into the membership.

One Minute Silence:-The president advised of the untimely death of Life Member Rob Burford and observed one minute of silence in respect and remembrance

Minutes of previous meeting : moved Richard Ash; Seconded Trevor Carter. Carried

Outstanding Actions and Business arising: Nil

Correspondence in:

- AMRE – Minutes of September meeting
- Australian Model Railway Magazine – October
- End of line Hobbies – Voucher being 5% of SARMA members' purchases
- Telstra – Info Line Message Bank Account
- Letter from Stephen Cleverly – re train set available to members
- Sierra Publishing – 2010 Catalogue of available books
- Southern Cross Model Railway Association – Oct Booster
- City of Tea Tree Gully – Account for Shed
- Savings & Loans Credit Union – Notification of AGM
- Australian Railway History – Oct
- AMRA – Journal Sep/Oct
- Membership Application – Edward Vardon
- Junction Models – Voucher for Oct Raffle prize
- Steam Era Models – August 2010 Catalogue (enough copies for all members)

Correspondence out : Nil

Business from correspondence: Nil

Finance:

Financial Statements and accounts for payment, presented and moved by Treasurer David Jameson and Trevor Carter, Seconded Don Worby. Carried.

Non wearing of member's name tag: Two members fined, Gordon Chaplin and David Boyce.

Reports:

Premises – Reported that John Badcock is to meet with new TTG Council Officers re the proposed new clubrooms. Separately, TTG Council is being approached re the feasibility of erecting clubrooms near the shed currently occupied by the Club.

Exhibition Layout - Modules are being progressively set up in the shed and worked on in readiness for the Sandown 2011 exhibition.

Royal Show Layout:- Re its future, recommendations have been made re general maintenance, upgrading, engine replacement and other general improvements.

Club Layout – Nil.

Social – Reminder of the forthcoming 2010 Christmas Dinner and Family Mystery Bus Trip. Refer pages 7 and 19 of Oct Buffer Stop. Members requested to advise Barrie of any contacts for hiring a 48 seater bus.

Buffer Stop – Usual request to members for more Buffer Stop articles and a vote of thanks to the members who collated at the last moment an additional page dedicated to the late Robert (Rob) Oliver Burford OAM JP.

Library - Received monthly magazines as per "Correspondence in" above.

Maintenance – Rat baits have seemed to fix the rat problem in the shed.

Bulk buys - Iain suggested that with the good US/Aust dollar rate a larger than usual order of KD #58 should be procured – Agreed. Members advised that the DVD on the MBR (Moping Branch Railway) is available in the Shops and that work is progressing on the DVD featuring SARMA 2008 Railshow.

Special Projects

Swapmeet

- 21st November 2010, Enfield High School Gym.
- Terry advised that of the 56 applications sent out he has 37 paid tables taken up and that members wishing to avail themselves of the commission table should get the forms from him.
- The Club will occupy two tables to sell its ROCO collection of Engines and Coaches.

AMRE - September meeting minutes available for members perusal. AGM meeting appointed Tim Leach as the new Treasurer.

Returning Officer : Richard Ash (to replace the late Rob Burford) was nominated by Bob Houston and seconded by Iain Kennedy to be the Returning Officer for the 2010 AGM. Carried.

Hugh reminded members that nominations for 2010 AGM are due at tonight's meeting and that the Club will be requiring a new Treasurer and during the year replacements for the positions of Editor and Secretary will probably be needed.

Public Officer:- Roger Wheeler (to replace the late Rob Burford) was nominated by Hugh Williams and seconded by Trevor Carter. Carried.

General Business:

- Lions Club of York Peninsula are selling by bids a YPR T387 Powerline model [see September *Buffer Stop*]
- SARMA November General Meeting is the Master Modellers Display/Awards including the Tiny Edwards Award for Structures. Refer page 14 for categories and Hugh announced that there

The Buffer Stop

MINUTES (continued)

would be an incentive voucher awarded in addition to the other certificates.

- Harry Rush advised that the On3 Coffee Pot Models will arrive soon.
- N Gauge group (Jeremy Kemp and Matt Lavista) are requiring members' help to restore the N scale layout for exhibiting at the April 2011 Railshow.
- Brian Woods paid tribute to the late Rob Burford for his help, guidance and support to himself and to the business of Junction Models.

Show and Tell Model Display: Members who displayed models included:-

- Dwayne Norris:- A loco and several pieces of rolling stock from the USA Montana Rail Link
- Paul Mackinnon:- Value for the \$ at the Reject Shop. 8 tubes of super glue for \$2, 4 Tea Light Candles for \$3 utilised in Station lights and road grade gate crossing lights; and 2 white LED lights with batteries and switched by magnets passing a reed switch for \$3.00, use still to be determined.
- Matt Lavista:- UK models of EL1 Tank steam loco, A4 Steam Loco in experimental Blue Livery, German model HO Diesel and HOe Glass House Rail Car.
- Graham Nixon:- set of 4 NSW RLUY box car from Auscision Models.
- Andrew Timmins:- Vic Rail QR open bogie wagon and E open bogie wagon and a Commonwealth DE shunter. from a Bachmann 44 ton diesel.

Meeting break: adjourned at 9.00 PM and reconvened after 15 minutes.

Raffle:

- D29 Bob Houston Junction Models \$30 voucher
- D24 David Holmes Steam Era XSC Type 2 bogies
- C25 Lindsay Baker BGB kit CSR 20ft Tautliner
- D36 Allan Norris Excel Model knife
- C39 Andrew Timmins SARMA Logo sticker
- D42 Tim Leach Thomas Tank engine watch
- C58 Edward Vardon SARMA Coasters

After Meeting Activity:

Guest speaker/presenters from the Northern Operating Group Des McAuliffe (Life Member), Lindsay Baker, Peter Bartrop and Steve Cranwell gave a picture presentation and talk based on material previously presented in AMRM articles, MSARC 2008 'Setting the Scene' and 2009 'Oil Depots' presentations. Des McAuliffe gave the commentary with Steve Cranwell manning the computer.

Photos of various industrial sites around SA were shown and then their conversion in full or part model form or their utilisation into background scenes as used on Des's 'Wakefield River' or Lindsay's SAR (South East Division) layouts were shown and described. Discussions also focused on the inward and outward movement of goods and materials to each industry and the likely rail wagons and movement required to model such.

Industries covered Flour mills, Cold stores, Butter factory, Oil depots and other various structures

Hugh thanked the Northern Group and the **Meeting closed** at 9.55 p.m.

Next meeting Show and tell: AGM and GM with Master Modellers Competition.

From The Buffer Stop Archives



Nixo

50 Years Ago: November 1960

- President: N. Scanlan.
- Cover Picture – Drawing of a U.S. Railroad Hump Tower.
- Our president gave a vote of thanks for the generous way in which several of the members, namely Tiny Edwards, Ron Willshire and Trevor Carter lent their equipment which was used to give a demonstration on ABS Channel 2. Several members who viewed the program said it was exceptionally good publicity for the club.
- Members were asked what they would like to do at the meetings, after the business was complete. The main trend seems to be as follows:- Running trains on our layout, Films on Prototype railroads or models, Slides, Games, Lectures on all aspects of modelling, Instructional corners, Maintenance of equipment etc, Prototype operation, Drawbar pulls, and Marshalling operations.

40 Years Ago: November 1970

- President: John Gordon
- Cover Picture – Drawing of a T Class steam loco hauling a narrow gauge freight.
- The SAR appear to be using the up Pirie express trains for loco balancing. I have heard of three recent occasions when triple 900 Class diesels have brought the train into Adelaide around 5.15 p.m.

The Buffer Stop

**From
The Buffer Stop
Archives (continued)**



Nixo

- Garrett 409 arrived at the ARHS Museum, Mile End, on Tuesday 10th November to be unloaded by the SAR steam crane. T Class 254 is expected by the end of November and the Coach “Baroota” some time later.
- Friday 13 November - Club trip to Brinkworth behind a rattling freight train. Be at Dry Creek by 7.05 p.m. Return sometime on Saturday, 14th November behind another freight. Bring along some tucker and liquid refreshments to keep those hunger pains at bay – (No apples perleeezzze). Fee for the trip in our Centenary Car is \$5.00. See Tony Sitters for further info.

30 Years Ago: November 1980

- President: Tony Sitters
- Cover Photo – BHP steam loco No. 4 on a short freight.
- From the Editorial: Our local railways doesn't help with its passenger rail strike that is on at this very moment, marooning hundreds not able to get home and the authorities not running any extra buses, all this type of thing just adds to the pressure of living. I think the only sensible thing to do is to be like one of our members, and retire to work full-time in our own layout rooms. Editor Stan.
- In 1832, before wide funnels were used, a wood spark set alight cargo of \$60,000 in paper money that was being carried in an open wagon.
- By the end of the 1980s, 2,410 km of British Rail's Southern Region will be controlled by 13 signal boxes.
- Article & plan of SAR DW van by Paul Brooks included.

20 Years Ago: November 1990

- President: Roger Wyatt
- Cover Photo – Ford Escort Panel Vans being loaded on to car carriers.
- Double Heading article about what is the best height for your model railway.
- Articles in this issue were as follows:
 - *Motor Rail Car Carrier Conversion* and a plan by Bill Lewis.
 - GMAM Garrett by DJH or *The Second Series 400* and plans by Bill Lewis.
 - [Looks like Bill was very busy that month! Ed.]
- Extensive coverage of the recent and last Mountt Gambier Exhibition including a photo of Terry Jomartz and David Jameson receiving awards for the club layout; and photos of the exhibition by Austin Balnaves, Edward Jackson, Mike Phillips and Bernard Martin.

10 Years Ago: November 2000

- President: Peter Carter.
- Cover Photo – Loco AN1 leads a CLF and an ALF on an SCT train at Yorkey's Crossing.
- Right On Track Sep '00 advises (among other things) that 8BA bolts and nuts are good to hold a Kadee coupler together for gluing. They also mention that a locomotive holder is ideal when holding locos upside down to clean wheels and pickups or remove the body. [For those not in the know, SARMA a few years ago gave away that many as raffle prizes that winners were refusing to accept them.]
- Keeping Track:The monthly raffle winners, believe it or not, were **Paddy O'Rourke, Roger Wheeler, Paddy O'Rourke and Roger Wheeler!** What are the odds of that happening?
- Further to our coverage of the possible production of the NSW 44/SAR 930 by Austrains (BS, August 2000), the October AMRM has taken up the cause and appealed to its readers, many of whom are NSW residents, for their support.
- And from **Carol**, some Secret Women's Business. Neatly written with a finger in the grime on the side of a B-Class loco at Spencer Street some years ago, “If things get easier with practice, why doesn't it work for getting out of bed in the morning?”

The Buffer Stop



QR6003+CLF1 with 55 vehicles behind them on QR National Freight, 3MP1 Melbourne–Perth, at 8.10 a.m. on Wednesday 28th April at Belair.
John Venning
(More from John next month.)

FAMILY MYSTERY BUS TRIP

(To a popular venue and could include something not experienced by the club for a number of years).

Wednesday 8th December 2010.

Please be at the clubroom by 5.45 p.m. so the buses can leave at 6.00 p.m., returning around 10.30 p.m.

As you will be travelling to the clubroom in peak hour traffic it is advisable to allow twice your normal evening travelling time.

The cost of the trip will be:-

If paid on the night:-	If paid by 01.12.10:-
Adult (13+): \$22.00	Adult (13+): \$20.00
Child (5 - 12): \$11.00	Child (5-12): \$10.00

A **BBQ** meal will be included.

As is usual for these Mystery Trips, wear comfortable, enclosed footwear and bring along a prize for the '**SWINDLE**'.

The buses are now full, but other members and friends can still come if, for catering purposes, your names are added to the list tonight, you leave a message on 8298 8571 or e-mail barrie@picknowl.com.au no later than December 1st.

These members will have to drive to the venue. Drivers will be advised of the destination on the night.

Payment **tonight** would be appreciated, but full payment is required before the December meeting.

If you find that you cannot be at the clubroom by 5.45 p.m. please ring me on 8298 8571 **before 11.00 a.m.**, or Bob on 0428 816 812 **after 11.00 a.m.**

Barrie Mackinnon, Social Director.

P.S. Cameras are welcome.

An email from Andrew Timmins:

Some websites in the U.S.A. for locos and rolling stock that members may find interesting:

<http://www.traintrack.net/>

<http://stores.ebay.com/tichytrains>

Thanks Andrew.

Don't forget to bring a prize for the Swindle during the Mystery Bus Trip in December.

Just in case you missed it, here's an item from the October Minutes, in larger print:

- N Gauge group (Jeremy Kemp and Matt Lavista) are requiring members' help to restore the N scale layout for exhibiting at the April 2011 Railshow.

An Easy Way To Log Train And Layout Problems

Peter Pickering

Some while back I suggested that we should make a note of every time we have a problem when running our model railway. That way we wouldn't have to rely on memory which loco or piece of rolling stock played up at a particular place and how often.

Instead of writing down every incident on paper, simply use markers to identify the item and place whenever a problem occurs. When you see a collection of markers next to each other, you have a visual identifier of a recurring problem. While you might remember most of the places where incidents occur, it's a lot harder to remember which wagon or coach is playing up, especially if you have several which are similar.

There are various types of marker that you can use. The two obvious ones are the coloured pins that stick into soft-boards (for the layout) and the coloured spots which can be bought on a roll (for the locos and rolling stock). You don't have to stick the pins into your scenery if you don't want to; you can just place them at the spot. And rather than stick coloured spots on your trains, you might

prefer to stick those low adhesion page markers on. Just cut most of the non-sticky part away and cut them into pieces about 5mm wide. Then every time, yes **every time**, you have any sort of malfunction, place a sticker on the item playing up. If it's a decoupling problem, put a sticker on both items, but then separate the items or, at least, the ends to give a guide to which one plays up the most.

A further refinement to this system is to have different colours for different problems, then you'll know the difference between derailments, unwanted uncoupling on the move, failure to couple or uncouple properly (including failure to delay uncouple), stalling, hesitating or shorting or any other problem that you have. You don't have to buy different coloured stickers. You can just buy the cheaper yellow ones and stripe them with highlighter or coloured pen. Don't forget to make a reference sheet to tell you which ones to use. If you apply a sticker every time, it's surprising how much incentive you'll have to fix each problem.



To: SARMA
For: Information for N scale modellers in SARMA
Subject: N scale at the MRSAC

I have uploaded four pictures to the N-SA website:
<<http://users.picknowl.com.au/~nscalepage/n-sa.htm> >

They include the 100 models display, the operating T-TRAK layout and the 48/830 class promo display.

Click on a picture to enlarge it. Do a Save As if you wish to download one.

Also, I uploaded a list of the known available/modelled items. Just select Range of Models in the menu.

Regards,
Graham Cocks
(N-SA Coordinator and N scale Rep on MRSAC committee)

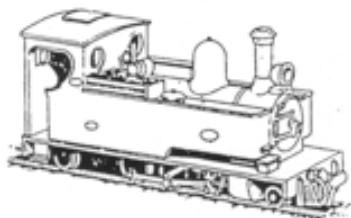
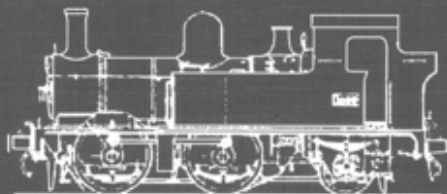
Junction Models

Shop 5, 449 Main North Road, Enfield Plaza, Enfield 5085

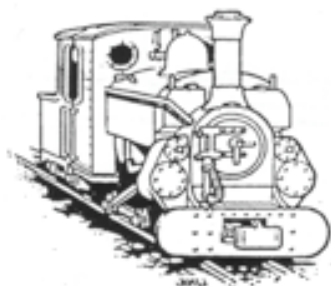
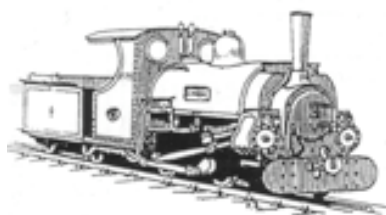
Phone 08 8349 7464 Fax 8349 7463

Email: mail@junctionmodels.com.au

Web site: junctionmodels.com.au



Specials for November 2010.



Bachmann Train Set "Smoky Mountain Express" ..	\$130.00
„ „ „ „Dynamis Sprinter set”(DCC).	\$430.00
Hornby "Devon Belle Pullman"	\$335.00
„ "Eastern Valleys Express"	\$255.00
„ "Elite DCC"	\$250.00
Dapol N "Voyager" HST set	\$320.00
Magnifier, Large illuminated, multi-position...	\$109.00
„ Junior „ "bendy stalk".....	\$57.50
Pace controllers-Powered single or dual	\$179.00
„ „ - Single Hand held.....	\$59.50
NCE Power Cab DCC	\$225.00

DCC Concepts- Cobalt Point Motors(Stall type), OO Station Lamps and OO Train Marker Lamps available.

Southline Railway Models Switches (for Peco PL10 point motors) \$13.50

Heljan English Diesel Locos - any one for\$190

Proto 2000 – U28B or U30B locos, with DCC & Sound\$320 each.

Athearn GP35 Locos – any name \$105

„ GP38-2 Locos – S/Fe, CSX, CP \$85

„ SD45 Locos - UP, SP, Reading, Southern, Erie, GN, ...\$128.00

„ SW1500 "Southern", "CSX" + "Missouri Pacific"\$145.00

„ N Gauge Rolling stock, big range, 20% off retail.

Wiking Police cars Like VN Commodore \$18each.

Weico AEC Swift Adelaide bus (1:76 scale) \$60,

„„ 1950 Royal Blue Duple bus (1:76 scale) \$72

We stock San Mateo Line signals 12% off retail.

Agents for "MyLocoSound" units for DC or DCC \$69.00(needs decoder for DCC)

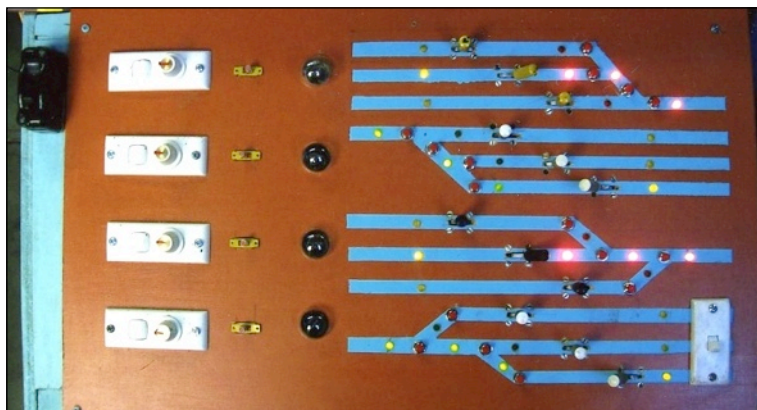
~~~~~  
Brian, Harry & Vic.

## My Train Control Panel

Colin Barnes

My train control panel started out as being plain and simple, but it took off with a life of its own.

The black switch in the top left hand corner is the mains 240V master switch which supplies the power to five 12 volt 1.5 amp Triang transformers. Four of these transformers are controlled individually by the four 240V household dimmer switches. Each one of these transformers controls one track. The switches have an on/off switch and a variable 0 to 240 V control. This setup controls the primary windings of the transformers giving a better and smoother train control via the 12 volt uncontrolled terminals.



are the old P.M.G. telephone exchange switches. They are great: one side I use for 12V DC train control, while on the other side is 16V AC which controls signals, lights, etc.

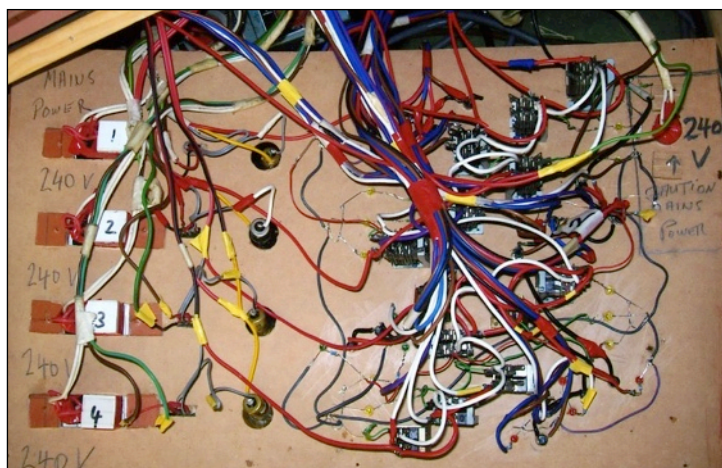
Due to the space left, I only drew the exit ends of the tracks on to the panel.

Some time later electric point push button switches were added with a heavy duty capacitor discharge unit to throw two points simultaneously.

My control panel worked well. but then at AMRE 2010 I got talking to the blokes at the AZTronics stand about LEDs. Armed with facts and figures, over the following two weeks I worked out a system for my panel.

Red LEDs were used for the anti-clockwise direction, while green LEDs were used for clockwise travel. They also indicate which line the points are set for.

The yellow LEDs by the isolating switches only come on when that particular line is live. The white switch in the bottom right-hand corner is 240V and controls the fifth transformer which operates all 12V DC and 16V AC accessories.



The cables from these terminals are connected to the next row of switches which control the forward/reverse direction. From there one cable is connected directly to the common rail of the track, while the other goes to a 12 V 18 W car globe, then to the active rail. The car globe acts as an overload switch and it lights up if a short circuit occurs on the track. It is quite bright, and it definitely grabs your attention if there is a problem.

From the globe another wire connects to the isolation track switches, then to the appropriate isolated yard rail. These switches

My train control panel works a treat for what I want it to do, and I hope that nothing else needs to be added, for if it does, I'm going to have to build a bigger train control panel!



The Buffer Stop  
**Scenes from the Past**

Peter Michalak came upon the website, **Geoff's Railway Album**, featuring photos by Geoff Oliver, at <http://geoffsrailpix.com/index.html>. It contains the following note:

“This album will eventually include all my railway photos from 1963 to the present. Areas covered are Victoria, New South Wales, South Australia, Tasmania and some United Kingdom.”

Our thanks go to Pete for drawing our attention to the website, and to Geoff for permission to print the photos below. There are plenty more where these came from. Visit his website for a large dose of nostalgia.



Top: 521 Crossing the Torrens on a down Port Pirie passenger train, 23 January 1964  
Bottom: 957+933 with the up Overland near Callington, 24 January 1979

The Buffer Stop  
**More Scenes from the Past**



Top: Up Mt Gambier Bluebirds near Nairne, 23 January 1979  
Bottom: 518+Nomuldi, North Adelaide, 16 January 1979

Photographs © Geoffrey Oliver

The Buffer Stop



**SARMA SALES**



See Iain Kennedy

|                                 |         |
|---------------------------------|---------|
| SARMA Pin Badges                | \$7.00  |
| “Rails and the River” Medallion | \$15.00 |
| Bogies:                         |         |
| 40 ton Round Lid, Solid Wheels  | \$11.80 |
| ANR XC                          | \$11.80 |
| W Car Bogies                    | \$11.80 |
| SEM Axles 10.5 x 25 mm          | \$1.10  |
| Decals for SAR M, MG            | \$2.50  |
| SEM GY Kit                      | \$15.00 |
| SEM UB Van Kit                  | \$21.00 |
| SEM E Wagon Kit                 | \$22.00 |

|                                          |         |
|------------------------------------------|---------|
| Kadee #5 Couplers                        | \$4.60  |
| Delrin Bearings                          | \$5.30  |
| 11'6" Underframe Kits                    | \$8.80  |
| PVA Glue, 2 litres                       | \$20.00 |
| No. 2 self tapping screws, packs of 100: |         |
| 4.5 mm                                   | \$7.00  |
| 6 mm                                     | \$8.00  |
| 9.5 mm                                   | \$10.00 |
| Packs of 20:                             |         |
| 2-56 UNC 3/8" pan head screws            | \$4.00  |
| 2-56 UNC nuts                            | \$5.00  |
| SARMA Shirts (do you have one?)          | \$30.00 |

**GENERAL MEETING NIGHTS  
PRE-MEETING DINNER**

Members and visitors are invited to join us for dinner from 5.30 p.m. at the  
**Bremen Hotel**  
**1210 Grand Junction Road,**  
**Hope Valley,**  
just west of Valley Road,  
each meeting night  
while we still meet at Dernancourt.

Why not come straight from work to our clubrooms (any time after 4.00 p.m.) and assist us in collating this magazine, prior to the dinner.

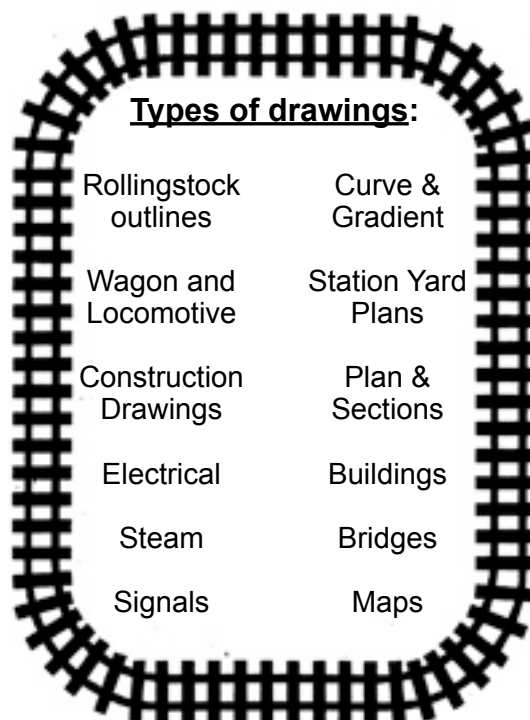
Non-regulars please ring 8298 8571 no later than 11.00 a.m. that day.

Barrie Mackinnon,  
Social Director.



**Australian National Drawings**

The drawings once held by Australian National are now available to the Public.  
This includes both the SAR and CR drawings.



- |                       |                    |
|-----------------------|--------------------|
| Rollingstock outlines | Curve & Gradient   |
| Wagon and Locomotive  | Station Yard Plans |
| Construction Drawings | Plan & Sections    |
| Electrical            | Buildings          |
| Steam                 | Bridges            |
| Signals               | Maps               |

These plans are available to research and copy at

**Inprotrans Pty Ltd**  
**320 Churchill Road, Kilburn, SA 5084**  
(The old Islington Railway Workshops)

[www.inprotrans.com](http://www.inprotrans.com) Email: [mark@inprotrans.com](mailto:mark@inprotrans.com)  
Phone: 8343 5349 Fax: 8343 5354

## The Buffer Stop

### More Scenes of the Grain Board Layout at the Show



The control panels for the four automated sections of the main line.

They usually only have to be switched to manual when the sensors at the loading and unloading points have a mild hiccup.

View from the front right corner of the layout.

The first vehicle behind the locomotive is the track cleaning car.

The locomotive in front of the silos is on shunting duty. The controls on the shunting tracks are manual, not automatic.



The scene at the country station at the top end of the layout, where grain is loaded into the train.

On the top of the second wagon you can see the spot of light that activates the “stop-start” sensor that simulates the loading of the train.

703 with its train unloading the grain at the port. The “stop-start” sensor is in the unloading shed.



## End Of The Line Hobbies

**74 Ocean Street, Victor Harbor**

**Wednesday thru to Sunday**

**10:00am to 4:30pm**

**Ph: 85527900 Fax 8552 7933**

Model Trains, Track & Accessories  
DCC controllers, decoders (inc sound)

Model Kits (Trains, Planes, Ships, Boats, Military Vehicles, Cars & Trucks)  
R/C Vehicles (Gas & Electric), R/C boats & yachts, R/C Planes & Helicopters  
Spare parts & Fuel

Scalextric and Die Cast Collectable Cars

Books, Magazines and DVDs

Model Paints, Brushes & Air Brushes

Scratch building materials, balsa

Modelling equipment, tools and glues.

For all ages beginner to expert

Come in and have a look around; chat to Paul and Rodney about your modelling needs.

Email: [shop@endofthelinehobbies.com.au](mailto:shop@endofthelinehobbies.com.au)

Web: [www.endofthelinehobbies.com.au](http://www.endofthelinehobbies.com.au)

When making a purchase, identify yourself as a member of SARMA,  
and receive a 5% discount.

In addition, SARMA will receive a voucher to the same value.

### Library Report

Allan Norris

#### Recent Additions to the Library:

|                                |             |
|--------------------------------|-------------|
| Australian Railway History     | Nov 10      |
| AMRA Journal (WA)              | Sept Oct 10 |
| Booster (Southern Cross MRA)   | Oct 10      |
| Dispatcher (SANGS)             | Nov 10      |
| Decoder (DECCA)                | Nov 10      |
| Right on Track (Noarlunga MRC) | Oct 10      |
| Model Railroader               | Nov 10      |
| Motive Power                   | Sept Oct 10 |
| S A Convention Notes           | Sept 10     |

**DVDs, Videos, Books & up to four Magazines to be charged at \$1 per month.**



## The Buffer Stop

**SOUTH AUSTRALIAN RAILWAY MODELLERS ASSOCIATION INC**

**16<sup>th</sup> ANNUAL  
TOY AND MODEL  
SWAPMEET**

USUAL MODELS OF TRAINS, CARS, TRUCKS, BUSES,  
PLASTIC KITS, SCIENCE FICTION ETC.

**SUNDAY 21st NOVEMBER 2010  
OPEN FROM 10.00AM UNTIL 1.00PM**

**WE ALSO PLAN TO HOLD A SWAPMEET IN MARCH 2011  
DETAILS LATER**

**ENFIELD HIGH SCHOOL GYMNASIUM.**

2 blocks east from Gepps Cross 5 ways on 350 Grand Junction Road, Enfield. Bus Route 237 Stop 26. Other buses via Main North Road, routes 224 and 228. For times phone 8210 1000.

**GOOD ON-SITE PARKING**

SAUSAGE SIZZLE      COLD DRINKS

ADMISSION:      ADULTS      \$3.00(Inc GST)

CHILDREN UNDER 12 (AND SUPERVISED) FREE

ENQUIRIES & BOOKINGS: TERRY MEADS 8254 6207 (M) 0411 58 71 76  
E-mail: swapmeets@sarma.asn.au

Buffer Stop indexes have been compiled over the years by three of our members who have now generously made them available for the benefit of other members.

BS Index - 1968 to 2000, by Vic Kollosche and Bill Lewis

BS Index - May 1999 to April 2009, by Don Snow

BS Index - Dec 1999 to Jun 2006, by Bill Lewis

They will be available on the S A R M A website for downloading. If you want a printed copy contact Barrie for the details.

Visit  
<[www.sarma.asn.au](http://www.sarma.asn.au)>.

Send photos to  
Peter Michalak.



...to be continued

– reproduced by permission of Erik Sansom.

## The Buffer Stop



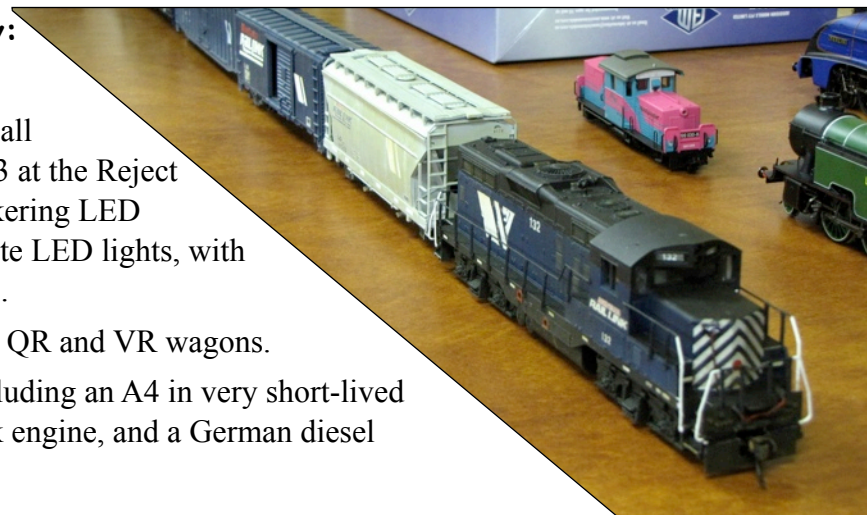
On a recent Wednesday it was Jeremy's birthday, and he brought along a cake to share. There wasn't much left for Jeremy...



### **October Meeting Display:**

From top to bottom:

- Paul Mackinnon is finding all sorts of useful things for \$3 at the Reject Shop. Right and rear: Flickering LED tealights. Front: bright white LED lights, with batteries and reed switches.
- Andrew Timmins' DE with QR and VR wagons.
- Matt LaVista's display, including an A4 in very short-lived BR livery, an LNER L1 tank engine, and a German diesel and railcar.
- Dwayne Norris's Montana Rail Link.



## **One Man Point-To-Point Layouts Part 2**

Peter Pickering

In Part 1 I discussed the various shapes that a small layout might take. In this part, we will look at the question of fiddle yards in their various forms and what features they might have compared with a conventional station. In this context, I am using the term "fiddle yard" to include holding tracks, traversers, train turntables, sector plates and any other device which can store and despatch trains.

The most significant feature of a fiddle yard is its ability to store numerous trains, usually complete with locos, in a relatively small space. Most are kept out of sight, have no scenery and represent "the rest of the world" or, more accurately, "the rest of the railway system." For instance, the fiddle yard might represent the line to Adelaide, Melbourne or London. This means that, if you are operating some sort of system for despatching freight wagons to various destinations (generally using cards but it could be computer driven), you have a place where the trains can go "off scene". A fiddle yard might represent one or many destinations. On the other hand, you might have more than one fiddle yard, each one representing a different destination. It is not unusual to have a layout with one station between two fiddle yards and many exhibition layouts have one station fed by a single fiddle yard on a continuous loop. Florey Springs is one of these.

If you have a small layout with just a station at each end, that is fine for a small number of short trains but, if you want to run main-line length trains, they tend to look a bit odd running between two relatively close stations. Also, if and when the number of trains that you want on the layout exceeds its capacity, a fiddle yard is a convenient storage medium. Having a choice of destinations from your primary station provides you with a lot more enjoyment, I think. Even if your second station is quite small, having the choice of sending short trains, railcars, etc to it, and

sending longer trains to the fiddle yard, has the effect of significantly increasing your operating scope with virtually no increase in space requirements.

In a nutshell, a fiddle yard is similar to a multi-tracked station without the need to provide platforms, buildings and other scenery. It can also be a place where a certain amount of hands-on or "five finger shunting" takes place.

The two elements of any fiddle yard are the multi-track storage and the means of accessing those tracks. The tracks can be accessed by conventional pointwork or by moving the storage tracks so that each can be aligned with the feeder track in a similar way to a turntable rotating to align with roundhouse tracks.

Looking first at the conventional pointwork system, we find distinct advantages and disadvantages. The main advantage is that, other than the point blades and associated switches and operating systems, there are no moving parts. This means that storage track selection can be carried out remotely. The main disadvantage is the cost and track length of a series of turnouts. Once you exceed four tracks, this length becomes quite significant, especially if the pointwork is duplicated at the other end to allow loco run-around, although this may not be necessary. The fact that, generally, there is no turning facility for tender engines or single ended diesels could also be seen as a disadvantage but this, too, can be easily solved.

Let's look at the options. Fig.1 shows a single ended conventional fiddle yard. The normal method of operation is for a second loco to hook onto the back of an arriving train, the first loco sitting over a decoupler. The second loco might be from a previous train or it could be one that has been parked in a loco spur for this purpose. I've drawn a loco spur

but you could have a full loco depot if you wished. The spur may or may not be hidden within the confines of the fiddle yard but a depot would normally be out in the open and might even be a fair way down the track, especially if it has a turntable which services both the station and the fiddle yard. Even without a turntable, a loco, particularly a tender engine or single ended diesel, could leave the fiddle yard, enter the loco yard and, after servicing or just hanging around for a bit, could emerge from the station end ready to take out another train. This is an alternative to running the loco "light engine" straight back to the station.

An alternative position for a loco or a railcar spur is alongside the diverging tracks as shown.

Fig.2a, 2b and 2c show three options for providing run-around facilities. The first (2a) is a mirror image of the approach end while the second (2b) shows the saving in cost and length (around 250mm in HO) in using grouped tracks. Providing you release each loco as soon as a release track is available, this format is quite workable. The third (2c) uses a conventional turntable to both turn and release each loco. It also saves a bit more space.

I've drawn each format to the same total length to show the comparative useful track lengths.

In Part 3, we will look at the various types of fiddle yard which use a moveable track base to effect access to each track.

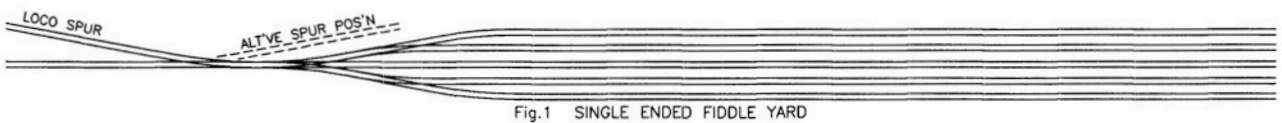


Fig.1 SINGLE ENDED FIDDLE YARD



Fig.2a DOUBLE ENDED FIDDLE YARD



Fig.2b DOUBLE ENDED FIDDLE YARD WITH GROUPED ESCAPE TRACKS

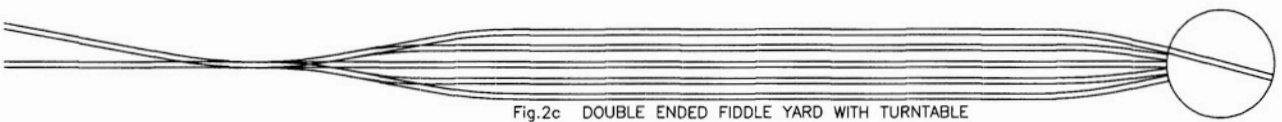
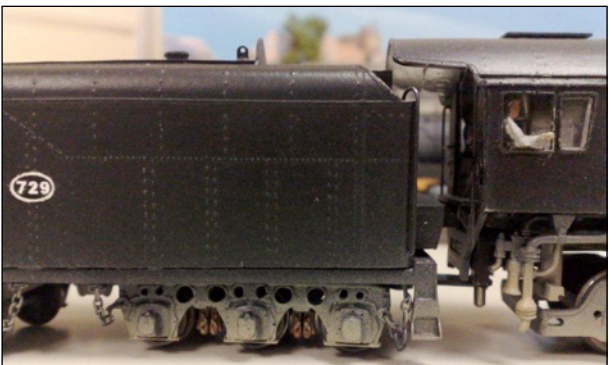


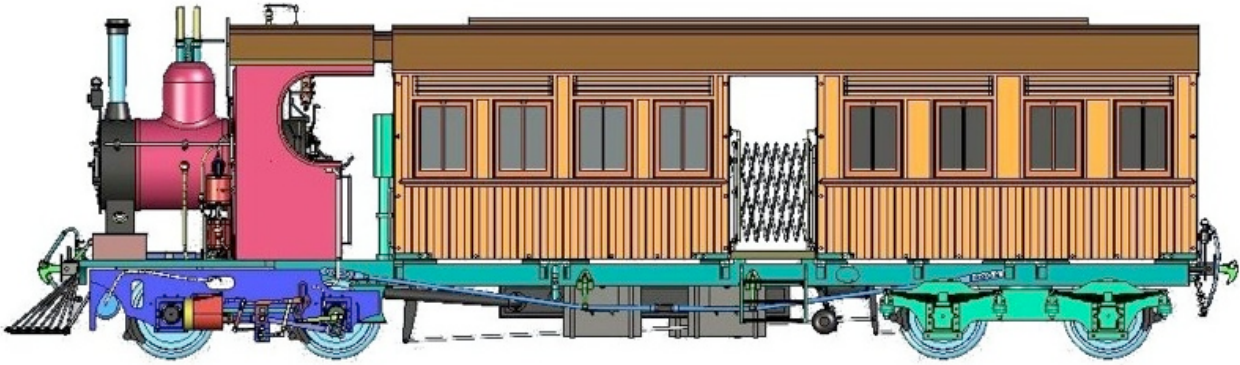
Fig.2c DOUBLE ENDED FIDDLE YARD WITH TURNTABLE

The Buffer Stop  
Modelling the Railways of South Australia Convention 2010

Photos by Iain Kennedy



## The Buffer Stop **The Coffee Pot in On30**



We reported in *The Buffer Stop* in August 2008 that Ixion Models were going to produce models of the Coffee Pot in On30 scale. We've recently received the following email:

The Coffee Pot was launched ... at the Sydney Model Railway Exhibition. The picture below shows Ixion's Australian Directors Phil Badger (left) and Lindsay O'Reilly with the production model of Coffee Pot NJAB1, on the elevated stand. Three close-up pictures of the production model of No.1 can be found on our website <[www.ixionmodels.com](http://www.ixionmodels.com)>.

A limited advance shipment of No.1, shipped straight from the factory, arrived in time for the Sydney show, and sold out inside two hours on Saturday morning! Also on show (on the test track in the foreground) was the pilot model of No.2. which has been fitted by Phil with DCC control and sound. The Coffee Pot comes DCC Ready, with a plug for fitting an 8-pin decoder, plus instructions for fitting sound. There is a dedicated space for the speaker in the water tank beneath the coach floor, and fitting instructions are included with the model. Our model was fitted with a Tsunami "Light Steam" chip. The production model runs happily around 18" (450mm) radius curves.

A short clip of the pilot model of No.1 running on Ray Cross' layout "The Cabinet Line" at the 2010 Newcastle (NSW) Our Town Model Show has been placed on Youtube. Search for "Ixion Models."

The final prices are

In Australia, for the southern hemisphere:  
\$A425.00 + Postage & Packing;

In the UK, for the northern hemisphere:  
£245.00 + Postage & Packing.

P&P prices will be determined once we have been able to present the finished models to the Postal services for quotes. The website will be

equipped with PayPal/Credit card purchase buttons, and these will operate once the full shipment of models has been received. If you wish to pre-purchase, to be sure of receiving your chosen version, you may use these buttons as soon as they are activated.

We are now awaiting the delivery of the full production run, totalling 500 of No.1 and 500 of No.2. This may take up to a month, and details will be posted on our website <[www.ixionmodels.com](http://www.ixionmodels.com)> as soon as we have them.

Both versions of the Coffee Pot will be available direct from our website, and also from selected Australian model shops. These orders now account for one fifth of the first production run, and we will post a list of our retailers on our website as soon as it is finalised.



[They will be available at Junction Models.]

## PORTER LEIGH'S PUZZLE LAND

Porter Leigh lives in Puzzle Land where life isn't meant to be easy. Can you help him by solving these puzzles? – Answers next month.

### A 'curly' one

Porter Leigh is a railway modeller and has built a helix (a perfectly circular cone\*) so his gandy dancer can go from one level to another. It measures two metres across at the circular base and stands exactly one metre high above the lower baseboard. The track ascends counter clockwise from the lower level to the upper level. The track winds around and around, with a slope of one metre in ten, with the helix getting ever tighter. How far does the gandy dancer travel before it is on the upper level?

\*Pedantic editor's note: This ain't a helix. A helix has the same radius throughout, wrapped around a cylinder.

oooo OOOOOOOO - OOOOOOOO oooo

### Holiday recoal-lections

Arthur Anymore, a railway enthusiast, decided to spend his annual leave at Janestown. He takes a room in the boarding house of Mrs Carmen Gheddit. Every now and then, and at random, he makes an excuse to go up to his attic room to watch the station recoaling area with his binoculars until he sees a loco. He then immediately makes a note of this in his notebook and goes back downstairs.

After Arthur returns from his holidays Porter Leigh is reading the notebook. "It's worse than useless," he says, "we already know that every single hour, day and night, exactly one loco arrives, recoals and departs in a perfectly regular fashion. And yet this notebook states that he finds 11 times as many locos arriving as departing."

"Hm," says driver Justin Thyme. "That makes sense. We can get some useful information out of it."

What information can be had from these facts?

[Hint: Justin, being a driver is interested in time spent recoaling. He remarked to his colleague. "If the hourly loco spent a very, very short time recoaling before departing again, which would Arthur be more likely to see first if he waited - a loco arriving, or a loco departing?"]

oooo OOOOOOOO - OOOOOOOO oooo

Q: What did the signal say to the train? A: *Don't look while I change.*

*Knock, knock.....Who's there?.....Juno.....Juno who?.....Juno what the time is?*

Porter Leigh's Ponder Line:-

*If police arrest a mime, do they tell him he has the right to remain silent?*

If you know any suitable puzzles, games or jokes, please send them to Porter Leigh c/- The Editors.

### Answers to September's puzzles

Your turn. We need to find the smallest distance into which both 42 cm and 102 cm will both divide exactly. Let this distance be  $x$ . Now this means that  $x$  must be divisible by both 42 and 102. Since  $42 = 7 \times 6$ ,  $x$  must also be divisible by 7 and 6. Similarly,  $102 = 17 \times 6$ , so  $x$  must be divisible by 17 and 6. We require the smallest number, then, which is divisible by 6, 7 and 17:  $6 \times 7 \times 17 = 714$ . So the locomotive will have to move forward 7.14 metres.

Designer wall scrawl. Ira ends up with a mixture which is of the same strength as the paint she originally started with.