

SOUTH AUSTRALIAN RAILWAY MODELLERS' ASSOCIATION INC.

PROMOTING THE HOBBY IN SOUTH AUSTRALIA



“Southern Spirit” and “Coastal Epic”

**Power Transformer for DCC
Preserved Trains in the U.K.
S.A.R. Narrow Gauge Composite Brakevan
Layout Mark 2
Wheat Movement from Wallaroo
On the Internet**



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.

Membership rates 2009 – 2010

Joining Fee:	\$10.00	Corporate:	\$80.00
Full:	\$60.00	Pensioner Concession:	\$45.00
Family:	\$70.00	Country Concession:	\$45.00
Junior:	\$30.00	Student Concession (full time; 16 years and over):	\$45.00

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. Please send photographs as separate JPEG files, not embedded within a document; and preferably reduced to 80 - 100 kB in file size.

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

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Diary

Wed 10 March:	Special General Meeting: Amendment to Constitution General Meeting Entertainment:
Wed 17 March:	Modelling/Layout Night
Wed 24 March:	Modelling/Layout Night
Fri 26 March:	Committee Meeting: Host: Harry @ home
Wed 31 March:	Modelling/Layout Night
Wed 7 April:	Modelling/Layout Night
Wed 14 April:	General Meeting Entertainment:



Down the Track...

June 12 – 14:
AMRE, Greyhound Park

September 3 – 11:
Grain Board Layout
Royal Adelaide Show

September 11:
Modelling the Railways of SA
Convention,
Flinders Medical Centre

October 2 – 4:
AMRA Exhibition, Sydney

October 9 – 10:
Noarlunga Model Railroaders
Exhibition, Seaview High
School, Seacombe Road.

Accident at Dernancourt:

On Wednesday 17th April, Peter P was kneeling on one of the old SARMA chairs when the chipboard base of the seat gave way and he suffered extensive grazing to his legs. He was attended to by experienced first-aider Fred Leaper, using his own first aid kit.

Fred has accepted the designation of the club's first aid officer, and we are grateful to him for this. Fred and Gordon Chaplin have gone through the club's first aid kit which will be restocked.

The chair will be repaired. In the meantime, treat the elderly chairs with the respect that they deserve.

Cover Photo by Peter Michalak shows NR85 “Southern Spirit” working 7MA9 “The Coastal Epic” round the Callington horseshoe curve on Saturday 30th January 2010.

See page 18.

The Buffer Stop

SOUTH AUSTRALIAN RAILWAY MODELLERS ASSOCIATION Inc.

MINUTES OF GENERAL MEETING HELD AT DERNANCOURT ON 10 FEBRUARY 2010

Meeting opened at 7.35 p.m. by Roger Wheeler.

Members in attendance: 45

Apologies: 4

Visitors: nil

New members: nil

Minutes of previous meeting: Moved Peter Pickering, Seconded Dean Schluter, Carried. Outstanding Actions and Business arising: nil.

Correspondence in:

- Telstra – MessageBank account.
- Model Railroader - March 2010.
- End Of The Line Hobbies – Voucher .
- TTG Council – Account for hire of Log Cabin for layout testing.
- Chris Horsman – thanks re Eric Milne obit. (email).
- David Milne – thanks re Eric Milne obit. (email).
- AMRA, WA branch – The Branchline Feb 2010 (email).
- Ken Cowen – Lists of models, books and track for sale.

Correspondence out:

- Harry Rush - Condolence re his mother.
- Ken Cowen – Invitation to supply SARMA with list and photos of models for sale.

Business from correspondence:

- The Branchline, newsletter of the Australian Model Railway Association Inc. Western Australian Branch, arrives via email and has some colour in it. If anyone would like an electronic copy, please request Sec, Peter P. It is less than 1 MB.

Finance: Financial statements presented.

Accept financial report: Moved David Jameson, Seconded Bob Houston, Carried.

Reports:

Premises – John Badcock advised that the football club is ready to move but the scouts have a list of requirements which are being negotiated with the council. Cost of rent is unknown – a rise is on the cards.

Exhibition Layout – Modifications nearing completion. Testing day is Feb 28th.

Club Layout – Dean is acquiring an “Anyrail” layout planning package to supplement the “Trainz” package and provide layout drawings.

Social – Barrie invited suggestions for Birthday Dinner.

BufferStop – Chris had a lot of trouble getting the photocopier to print. Toner melted in its chute.

Library – Refer Buffer Stop. Barrie was given a DVD by the Tram Museum people; he has donated it to the library.

Maintenance – Pest eradicators have been employed – shed is still standing.

Bulk buys – Underframe kits have been selling steadily and we have now run out; more have been ordered.

Special Projects – No new projects likely to be undertaken before we move.

AMRE – January minutes received and available for review by any member.

General Business:

- Notice of Special General Meeting to approve constitutional changes followed by membership fee rationalisation.

Break: Meeting suspended at 8.50 p.m..

Raffle:

Red D66	Dwayne Norris	Voucher
Red D61	Dean Schluter	KDs
Grn D30	Don Worby	DVD
Red D93	Steve Curtis	Tweezers
Blk C60	Bob Bevan	Track Rubber
Blk C83	Iain Kennedy	Coasters
Red D58	Dwayne Norris	Stickers

Show & Tell:

- Peter Pickering showed some of his and Peter Michalak’s weathered models in support of his Buffer Stop article.
- John Badcock showed some of his military models, illuminated structures and signals.
- Dwayne Norris showed trailer-rail type models which he had built and/or decaled.
- Mike Warburton showed some of his American models.
- John Gordon showed an F class work-in-progress.
- Alistair Whibley showed some novelty models made from items picked up during a long walk.
- John Willmer showed parts of the accident train in progress.
- Paul Mackinnon showed a steam crane, baggage cars, centre loader and marker lights in O and larger scales made from Cheap-as-Chips sparkles and styrene.

After meeting activities:

Hugh Williams showed timetable and card operation on his/John Gordon’s layout.

Meeting closed at 10.25 p.m. approx.

The Buffer Stop

From The Buffer Stop Archives



Whib

50 Years Ago: March 1960

- For Sale: Triang TT scale layout 6' x 3'6", double track, 0-6-0 loco, assortment of wagons, transformer/rectifier — £27-10-0
- SARMA members recently visited the Sunset Valley Lines model railway.
- Picnic report — perhaps more successful than last year. Some results: Boys 0 - 5 race: 1st – P. Carter; Sack Race: 1st – P. Carter; SARMA Sheffield: 2nd – Roger Wheeler.
- The South Australian Railroad (SAR) is looking for a new operator. Applicants must be able to know the difference between steam and diesel locos, and between passenger and freight cars; and be able to operate the layout for at least one day with no derailments.
- What type of rolling stock can I afford? Triang is the cheapest; Fleischmann is a happy medium; Rivarossi and Tenshodo are in the luxury class.

40 Years Ago: March 1970

- Editorial: The demolition of the club layout room to make way for the proposed Festival Theatre has concerned all of us for a long time. We have been granted twelve months to find an alternative venue.
- On Saturday 27th March the display layout was taken to an exhibition at St Peters, with Len Redway in charge.
- Contact Peter Fehlberg for the prospects of getting decals made of the SAR magpie/piping shrike emblem, and SAR freight wagon insignia.
- A couple of pages on the TAT IV Transistor Throttle.
- Transport of 830 class diesels and sleeping car “Orambro” from Peterborough to Port Lincoln.

30 Years Ago: March 1980

- Photo of Y97 in the Peterborough Roundhouse in the late 1960s, by Peter Fehlberg.
- In the early hours of 15th February someone kicked in the front door of the clubroom. Fortunately the damage was confined to the door. Later a new door was fitted.
- SARMA displays: March 15th at Regency Park Crippled Children’s Association; April 20th at SteamRanger Festival.
- Hornby & Co. derailed: Hornby has collapsed owing money to overseas banks, and the receivers are in.
- Tasmania’s Vintage Rail: The Don River Tramway has a timetable to suit visitors’ needs: Tuesdays, Thursdays, Sundays and public holidays. [Highly recommended – Whib.]

20 Years Ago: March 1990

- SARMA Birthday Dinner will be on 30th June at the Green Dragon Hotel.
- SARMA’S National Anthem:
God save our Railway Club,
Keeps members out the pub!
God save our Club.
Sometimes we swear and cuss
But mod’ling’s been good to us,
Be it engine, railcar or bus,
God save our club!!

The Buffer Stop

From
The Buffer Stop
Archives (continued)



Whib

- Rob Burford has a "Saw Tooth" article on various roofs on industrial buildings. [You just gutter read this article. For Saw Tooths see I. Khan Pullem, dentist.]

10 Years Ago: March 2000

- The cover features ALF24 at Tarcoola for a crew change before continuing to Port Augusta.
- Layout report: John Willmer on the Port; centre peninsula is done, traverser is next.
- Rail Gallery features diesel locos ALF18, GM1 and CLP16 at Dry Creek, and an ALGY wagon at Tailem Bend.
- Railway graffiti: "Bad spellers of the world UNTIE."
- Alan Thomas' page: Constant brightness directional headlights for 1.5 V lamps.

Well Chris, thank you for sorting out my "unintentionalistic" writing, grammar, etc. I did once try to slow down writing speed, but failed. Thank you again for all your help, but this is the definate the last set of 50 years of SARMA..

Red River Valley

This is the last Archives Page to be prepared by Alistair Whibley. Thanks, Whib, for your work over the past few years, and bringing to these pages your unique whimsical touch. Enjoy your retirement.

From next month, the Archives Page will be prepared by Graham Nixon. We wonder what his manuscripts will be like.



SARMA SALES

See Iain Kennedy



SARMA Pin Badges	\$7.00	Kadee #5 Couplers	\$4.60
"Rails and the River" Medallion	\$15.00	Delrin Bearings	\$5.30
Bogies:		11'6" Underframe Kits	\$8.80
40 ton Round Lid, Solid Wheels	\$11.80	PVA Glue, 2 litres	\$20.00
ANR XC	\$11.80	No. 2 self tapping screws, packs of 100:	
W Car Bogies	\$11.80	4.5 mm	\$7.00
SEM Axles 10.5 x 25 mm	\$1.10	6 mm	\$8.00
Decals for SAR M, MG	\$2.50	9.5 mm	\$10.00
Decals for SAR O, OB, OG, OX	\$2.50	Packs of 20:	
SEM GY Kit	\$15.00	2-56 UNC 3/8" pan head screws	\$4.00
SEM UB Van Kit	\$21.00	2-56 UNC nuts	\$5.00
SEM E Wagon Kit	\$22.00	SARMA Shirts (do you have one?)	\$30.00

The Buffer Stop
On the Internet

Some sites from Andrew Timmins:

Layout design program called AnyRail and its forum page are based in Holland, but are in English:

<http://www.anyrail.com/index_en.html>

<http://www.anyrail.com/forum_en>

I purchased my 2 Broadway sound locos from this USA website:

<<http://factorydirecttrains.com/>>

Here are a few other websites that members may find of interest.

DCC Concepts, based in Perth, W.A.:

<www.dccconcepts.com>

Scatter and ballast I purchased from:

<<http://www.b-s-models.com/>>

Design and print off buildings using this program from the USA:

<<http://evandesignsmodelbuilder.com/>>

Some printable buildings from the UK (some free, others not):

<<http://www.scalescenes.com/railscenes>>

I purchased PVC wall & floor plates/sheets, water plates, figures and benches from this eBay store:

< <http://stores.shop.ebay.com.au/everydaygoodz>>

Here's a site for Micro layouts:

<<http://www.carendt.com/>>

From the *N Scale Modellers Australia Bulletin*, via Barrie:

N-Scale Modeller Issue 3 has just been released. It consists of 22 pages (1.6Mb) and is available for FREE via Internet download.

You can view it at and download from <www.nscale.org.au/nsm>

Aussie N Products Guide

<http://users.picknowl.com.au/~austnscale/products.htm>

The **Australian N Scale Products Guide**, an interactive web-based spreadsheet, contains more than 700 individual N scale items. Hyperlinks to manufacturers are included.

Australian T-TRAK now has a new website <<http://t-trak.nscale.org.au>>

The Australian T-TRAK tabletop modular system is still gaining in popularity. Currently 358 modules are recorded in the database. Events at which T-TRAK layouts will be on display during 2010 will be added to the Coming Events list.

Power transformers for a DCC Command Station Dean Schluter

Lately some club members who have purchased a DCC set have been enquiring about a power supply for their command station. Some have have gone off and purchased the wrong things, far more than they needed to pay. A DC output supply is **NOT required:** all you need for the Lenz system Set 100 or Set 90 is a 240 volt AC input with a 15 volt 5 amp AC secondary output, a box to mount it in, a power cord and a fuse in the primary, and a screwed terminal

block. Some smaller systems will probably require less than the 5 amp output but that does not matter.

Below is a list of parts that you will need. I have warned the people at AZTRONICS at Blair Athol that they could get people requesting parts. It is mainly self serve, but they will help if you ask. This shop is located in the group of shops opposite Junction Models, so you can kill two birds with one stone and buy something from Brian as well.

Parts

Transformer 12 to 15v with two 3 amp windings connected in parallel to give 15 V AC @ 6 amps;	Part No. M 2170L:	\$27.95
500 mA fuse and holder – this can be a box mounting or in line type:		\$2.00
Box, 130W x 100D x 70H; Part No. H 0372:		\$11.80
Power cord with plug:		\$?
Terminal strip; Part No. P2130A:		\$1.65

Two suitable bolts to mount the transformer and two for the terminal strip.

Note! if you want an AC supply for your **DC controllers** this transformer will supply **two** 3 amp AC outputs for two controllers, and when you see the light just parallel the windings for the real stuff [i.e. DCC].

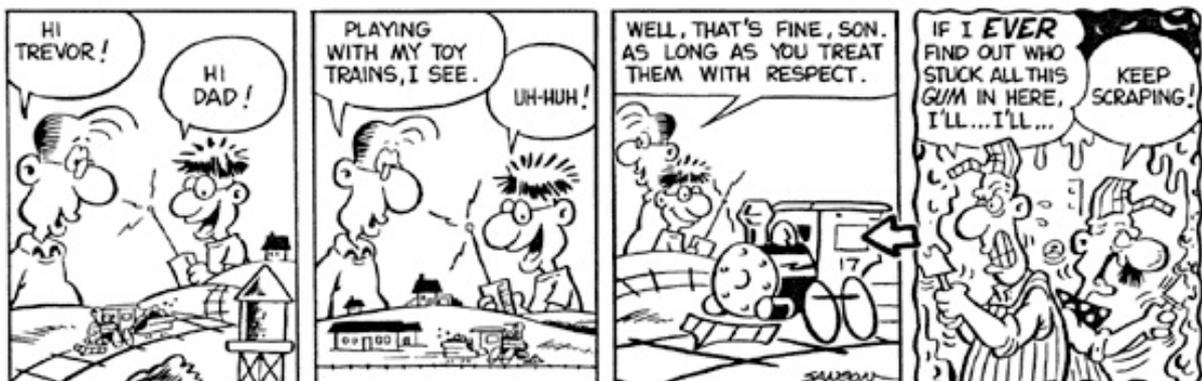
Tools

Power drill, rattle file, range of drills 3/8 to 1/8, screw drivers, soldering iron and solder.

Once you have the parts, if you bring them along to a construction night I will guide you through, and now Fred Leaper has built one and being an excellent solderer he could be persuaded to help as well. Just get it checked before you turn it on.



www.toytrunkrailroad.com



– reproduced by permission of Erik Sansom.

Preserved Trains in the U.K.

Hugh Williams

During my recent quick sojourn to the UK, I was able to take a day or two off to do train things. The great thing about United Kingdom is the large number of preserved railways and model railway clubs that are situated all over the country, with the result that irrespective of where you are, there was always a preserved railway close handy.

The Didcot Railway Centre is one such place and being situated just a few miles south of Oxford, I paid the centre a visit. The Railway Centre is in a triangle of land next to the Didcot railway station and can be easily reached by anyone who travels to Didcot by train. The Railway Centre is considered quite important, because it is virtually intact as it was in steam days, and includes a large loco running shed, turntable, water tanks and a large coaling stage, carriage sheds and numerous other buildings. Two small branchline stations have been recreated called Didcot Halt and Oxford Road Station, and a beautifully restored signal cabin has been built on the site. Steam trains can run along two sides of the Railway Centre, and since I happened to find myself at a "Thomas" weekend, there were two locos in steam each running a two car set back and forth. One loco was a Great Western 0-6-0 Pannier tank and the other was an 0-6-0 tank that looked (and was painted) exactly like Thomas the Tank Engine.

Didcot, being in the Great Western Railway territory, has a great collection of locos, including more than 20 Great Western Locomotives. These include 5322 that served in France during WW1, Heavy Freight (for GWR) No. 3822, Pannier Tanks numbered 3650 and 3738, older locos including 1338 and 1340, from memory they were tank locos of the 0-4-4 wheel arrangement dating from the late 1800's, Fire Fly, a 7'0" gauge replica loco, Castle class locos Earl Bathurst and Pendennis Castle (many of you may recall that the latter loco spent many years in Western Australia), a member of the large and attractive King Class, King Edward II, a Saint class loco, Lady of Legand and a County Class loco, County of Glamorgan. Then of course, for the carriage freaks like me, there are more

than 40 passenger cars to look at, not to mention the rakes of freight vehicles, many of which had been nicely restored.

I would hazard a guess, that of all the UK railway systems modelled in Australia, the Great Western would probably have the most followers, so if you find yourself at a loose end in the UK and are a Great Western fan, then this working museum is certainly worth a visit. To my mind, there was a lot more to see at Didcot than there was to see at the Great Western Museum at Swindon, although I should say that what there was at Swindon had been beautifully restored.

Brunel was the famous engineer responsible for building much of the Great Western infrastructure, and for any SAR Historians amongst us, Brunel was also the consulting engineer for the first railway line built in Adelaide, being the Adelaide to Port Adelaide line built in 1856. I mention this because this line was built to Brunel's specifications, being Barlow rail fixed to longitudinal sleepers that were kept in gauge with occasional transverse sleepers. And guess what they have at Didcot: a section of track made from Barlow rail laid on longitudinal sleepers. Not only that, there was some dual gauge track including a dual gauge point, the gauges being broad gauge of seven foot and standard gauge.



Barlow Rail Trackwork at Didcot

The train service to Didcot is amazing with trains running through the station every few minutes. Many are express and go through at more than 100 miles per hour. The day I was there, a special steam-hauled Cathedral Express headed by an A4, 4-6-2 Pacific "Bittern" shot through at about 70 miles per hour hauling a twelve car train to Cardiff in Wales.



A4 4-6-2 60019 Bittern on front of steam train trip

About three miles north of Didcot is the Pendon Model Village and Model Railway Museum, situated at Long Wittenham in South Oxfordshire. I had not heard of this museum until the 2009 Modelling the Railways of South Australia Convention when David Goedecke included two superb colour photos of models of Great Western Signal Cabins in the Convention Notes. These were included in the articles about South Australian Signal Cabins. Having seen the photos, I resolved to go to the Museum. I am indebted to Richard Hepper and Terry Stock for rides to and from the museum from Didcot. I did not know either of these gentlemen, so as you can imagine, I was more than pleased by the hospitality extended to me by these folk.

The museum showcases British model railways at its best. A highlight of one of the layouts was a model of a Brunel wooden viaduct being about twenty feet long and a couple of feet high.

Various Great Western consists are run from a hidden siding over this bridge, through a couple of very well detailed stations and back to the hidden sidings. Some of the layout is quite old, with the result that the hidden sidings don't always work as well as they should, but some upgrading is going on which will fix the problem. A patient person will see about fifteen different consists running around the layout over a period of a couple of hours. Included in these consists was one train hauled by a single 2-8-0 hauling 80 four wheel private owner coal wagons. What a sight! The mountain scenery behind the Brunel Viaduct rises to about eight feet high. I imagine that Kev Loughhead might have got the inspiration to build his Brunel Viaduct from this layout, although even Kev's viaduct was not quite as big as this one, being only about 15' long.

In one part of this 70' by 30' layout is a model of an English village, "Vale of White Horse" Modelled as the village was in the 1920s and 1930s, the buildings and inclusive detail for each house and structure are absolutely superb. The scenes here really are modelling at its best, and any description of the lane ways, the lake, the thatched roofs, the gardens in each house will not do the scenes justice. My photography doesn't either. Don't expect to see a large number of trains running,



Steam Railmotor on Brunel Viaduct (2' high and 20' long)

because you will only see one at a time. If running trains is your thing, give Pendon a miss. If superb modelling is your thing, then Pendon is a must visit if you are ever in the UK.

More details can be found on the web for each of the above mention attractions. The Didcot Museum can be found at

www.didcotrailwaycentre.org.uk, and the Pendon Museum can be found at www.pendonmuseum.com.

Finally, rolling stock historians may be interested to know that the Birmingham Archives has a very large collection of plans of rolling stock built by Joseph Wright & Sons, the Birmingham Railway Carriage and Wagon Co and the Brown Marshalls & Co. They have tens of thousands of plans on microfiche from which one can make copies. Unfortunately, not all plans are held, because I was hoping to find a plan of the original 6 wheeled passenger cars supplied to the Adelaide and Port Adelaide Railway, but these were not shown in any of the hand written index lists.

I did find a number of plans of narrow gauge wagons and even a combined brakevan and passenger car nos 1 and 2 which were ordered on account of the Port Wakefield Railway. Other interesting finds included a plan of a brakevan supplied to the Adelaide Glenelg and Suburban railway and a six wheel Cleminson low sided freight wagon of which 12 were supplied to the narrow gauge division in Port Lincoln.

Peter Knife's excellent book "Peninsula Pioneer" has a photo of this wagon on page 266 of his book.

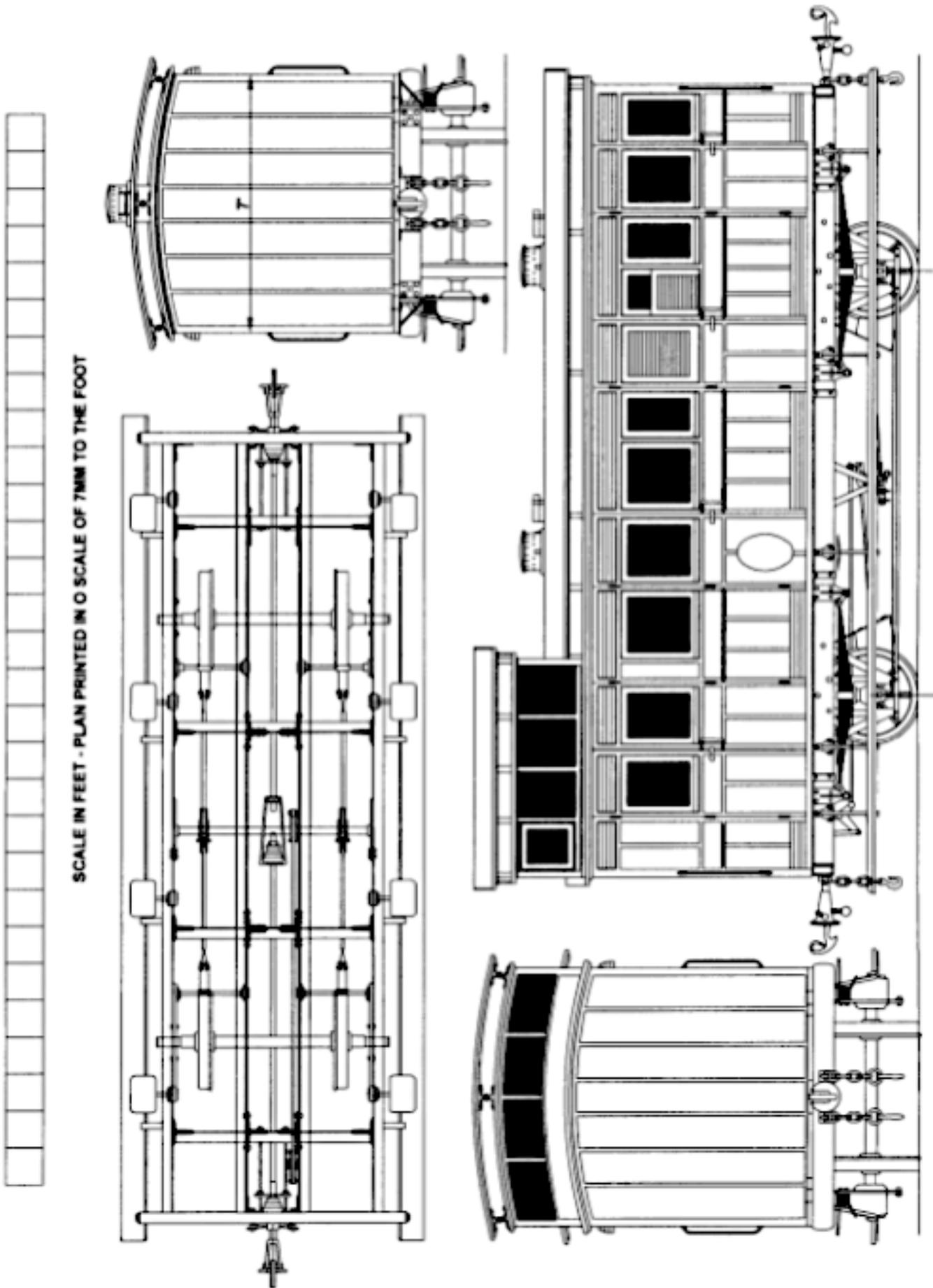
Photo copies made from the microfiche can be hard to read, but I have had a go at redrafting the narrow gauge passenger/brake car numbered 1 and a copy of this plan is on page 11.



Model village at Pendon Museum.

<http://www.pendonmuseum.com/index.jsp>
<http://www.youtube.com/watch?v=ralwYhTexkY>

The Buffer Stop



SOUTH AUSTRALIAN RAILWAYS NARROW GAUGE COMPOSITE BRAKEVAN NUMBERED 1 & 2 BUILT BY BROWN AND MARSHALLS IN 1876 ORIGINAL PLAN FROM BIRMINGHAM ARCHIVES - REDRAWN BY HUGH WILLIAMS FROM THE ORIGINAL PLAN (C)

Note: This diagram is available in sharper resolution as a 1.9 MB file. Contact the editors.

Layout Mark 2

Steve Curtis

This started in November, when Chris came over to have a look at my shed and layout. He suggested I could make better use of the space by making a U-shape layout, compared to the square one that I had. Don't get me wrong; there was nothing wrong with the layout the way it was. I said I would think about it.

Not long after, Colin was over to give me a hand with a small problem and I told him what Chris had suggested. He said that he may be able to get me some sheets of 13 mm ply for free if I were to change the shape. I said OK; look into it for me. A few weeks later Chris said that he had a two module layout for sale and it could make a good start to the new layout. At the same time Colin said he had got the ply if I wanted. By now it was December. With the help of Dane we took up the track and dismantled the doors which formed the base of Layout Mark 1.



Things were moving quicker than I had planned. I got the timber for the frame for the modules to sit on. It took me most of the day once the timber had been delivered to make up two of the three sides. Side 1 is 7m long x 1.35m wide, and Side 2 is 6m long x 1.35m wide. Side 3 when it is done will also be 7m long x 1.35m wide. On the end of Side 1 where it joined Side 2 I laid a 2.4m x 1.2m sheet of ply. Then just before Christmas I got Module 1 of the layout which was 2.4m x 1.35m. I slid it into place next to the sheet of ply at the end of Side 1. With Christmas and New Year I did not get a chance to get Module 2.

Colin and I picked up the second module in early January. It fitted the space left for it in the frame as though it was made for it. A few days later Colin brought over the ply, so I covered the frame with the base on Side 2. Currently it is two-thirds of its final size, but still it gives me two main lines with a length of 32 metres long and a six track yard plus many shorter spur lines and a turntable. When the third side is added it will add another 30 metres of track, giving me an overall size of 62 metres on each main line.

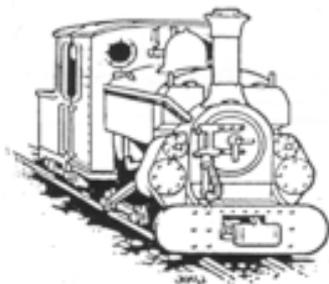
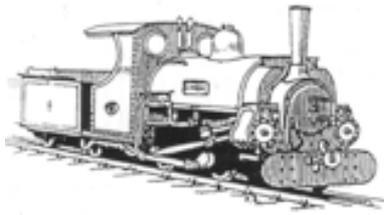
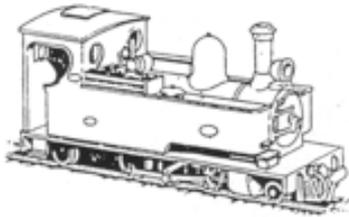
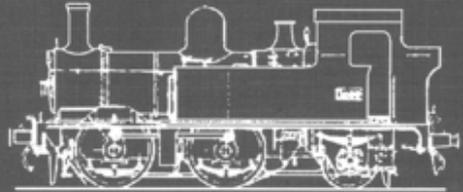


In conclusion I would like to give my heartfelt thanks to the following people to start with Chris from Attitude Model Train Supplies for the two modules, Karl for his help with the wiring, Dane for help with laying track and the wiring, and Trevor for the ply. And last but by no means least Colin for going beyond the call of friendship by helping place the second module in place and getting enough track in place so as to have a train running that day. Bear in mind this was done on a stinking hot day. So once again I can't thank him enough.



Junction Models

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 Email: mail@junctionmodels.com.au
 Web site: junctionmodels.com.au



Specials for March 2010.

	Bachmann Train Set "Chattanooga"	\$155.00
	" " " " "Desert King"	\$195.00
	Hornby "Devon Belle Pullman"	\$315.00
	" " "Talisman"	\$255.00
	" " "Local Freight"	\$80.00
	" " "Goods Master"	\$99.00
	" " "Elite DCC" " "	\$250.00
	Dapol N "Voyager" HST set	\$350.00
	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
	Athearn Snowplows-various names	\$56.00
	NCE Power Cab DCC	\$265.00

- * Cooe HO (yes 1:87 scale) Holden EH cars \$14.50 ea. * (Fords coming!)
- Heljan English Diesel Locos - any one for\$190
- Proto 2000 2-10-2 Steam Loco any name - Standard DC\$280
- 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.
- Rivarossi Locos- All less 35%
- 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.

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Brian, Harry & Vic.

## The Buffer Stop

### Wheat Movement from Wallaroo

Trevor Carter

Wallaroo is known for bulk grain export out of the port. Some members may not know that grain was sent out in bags in the 1970s.



The photo below shows how the grain was loaded to be transported down the line to what was Charlicks, and bagged.

The photographs show how it was done. A forklift lifts a pallet of bags from the loaded FBs and OWs and places it on the red (in the pdf copy; grey in the printed copy) platform. A rope sling is spread out in front of the platform. When the forklift deposits the pallet it lowers its forks and engages in the bottom of the platform, lifts the frame on a pivot and the bags fall on to the sling.



This was a rail task using 500s or 930s as power. The photo below shows the fulls and empties being shunted on to the jetty.



The forklift driver signals the crane driver, the sling is hooked up and the next photo shows it being lifted aboard the ship. It's interesting to note that the bags are only  $\frac{3}{4}$  full, and when they are put in the hold they are not stacked: where they fall is where they stay.



Now of course this is all a thing of the past: a car park is over the tracks now and the yard is overgrown with pine trees. The unloading shed and conveyor belts are still in place but I would not say that they are in good repair.

[Next month: the phosphate rock traffic at Wallaroo.]

## The Buffer Stop



Wallaroo today:

Photos taken by Trevor Carter in February 2010.

The grain facility is still there, but the railway tracks have gone.



Wallaroo, 18 September 1971:  
621 on an ARHS excursion to Moonta.

It was turned on the Wallaroo turntable before proceeding on to Moonta. The turntable had not been used for three or four years, and was not tested beforehand. It turned part of the way, and then got stuck. With the help of muscle power, 621 was finally turned, returned to the station for its carriages and continued on its way to Moonta. CM



## Library Report

Allan Norris

### Recent Additions to the Library:

|                            |          |
|----------------------------|----------|
| Australian Railway History | March 10 |
| AMRA Branchline            | Feb 10   |
| Dispatcher (SANGS)         | March 10 |
| Model Railroader           | March 10 |
| Right on Track             | Feb 10   |

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

### SARMA's 53rd Birthday Dinner

Saturday, 29th May 2010.

Members and friends are invited to our annual **Birthday Dinner** to be held this year at the refurbished **'The Windsor'** hotel, 410 North East Road, Windsor Gardens.

The dinner has been booked for 6.30 pm  
There is a Rock and Roll band at 9.30 pm.

If you wish to attend please add your names to the list at a general meeting night, leave a message on 8298 8571, or e-mail [barrie@picknowl.com.au](mailto:barrie@picknowl.com.au) no later than Saturday 22nd May 2010.

Copies of the Main and Seniors' menus are available for perusal on general meeting nights, or they can be viewed at [www.thewindsor.net.au](http://www.thewindsor.net.au)

The Seniors' menu also applies to Saturday nights.

If, after notifying me of your attendance, you find that you are unable to attend, please notify me at least 24 hours before the dinner.

Barrie Mackinnon,  
Social Director.

### GENERAL MEETING NIGHTS PRE-MEETING DINNER

\*\*\* Note change of venue \*\*\*

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.

What's new at  
[www.sarma.asn.au](http://www.sarma.asn.au)?  
Have a look.  
Send photos to  
Peter Michalak.



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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.

### LAYOUT VISITS

SARMA members are invited to visit the following layouts:-

#### **“Wakefield River”**

A small 'HO' scale layout based on Pt Wakefield.

#### **“Teepookana”**

A small 'G' scale, narrow gauge layout based on Tasmania's West coast.

#### **“S.A.R. (South Eastern Division)”**

A larger 'HO' scale layout based on the Naracoorte sub-division of the S.A.R.

All these layouts are operated true to prototype. To visit these layouts, which are located in the outer Northern suburbs, contact Des on 8258 0885 for details. Up to 4 people can visit on a Monday afternoon or evening. Refer to the June 2006 issue of the Buffer Stop and the booklets '*Welcome to Wakefield River*', '*S.A.R. (South East Division)*' and the two '*The Northern Group Gazette*' which are in the club library, for reviews of these layouts.

#### **“Mike's Empire”**

Also in the outer North, is a large HO scale American layout where running l-o-o-n-g trains is the norm. Contact Mike on 8255 1676 for details. Refer to the February 2006 and May 2006 issues of the Buffer Stop, which are in the club library, for reviews of this layout.

#### **“Montana”**

A large award winning 'N' scale American layout, built by S.A.N.G.S., is regularly open to the public from 5.30 p.m. Tuesdays, from 11.30 a.m. Saturdays and occasionally during holidays or local event days. This layout is located in the R.S.L. Hall on Semaphore Road (sea end). Contact Chris on 8449 4620 for details.

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**Do you know of another layout which a small group of our members could visit?**

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Barrie Mackinnon,  
Social Director.

## The Southern Spirit Takes to the Rails

Peter Michalak

On Monday 11<sup>th</sup> January 2010, locomotive NR85 “Southern Spirit” departed Adelaide Parklands Terminal working train 2AL8 to Alice Springs. This service was a positioning run to position the Southern Spirit for its inaugural run the following day. The first journey – known as “The Grand Tour” departed Alice Springs on Wednesday 12<sup>th</sup> January as train no. 3LA8, bound for Brisbane via Adelaide, Melbourne and Sydney. 3AL8 consisted of locomotive NR85, FAM2389 (PN crew car), HGM296, ER909, BRG974, BRG168, BRG175, AFC307, DF934, BRG972, BRG171, ARM990, HM957 and HGM903, with the FAM being dropped off in Adelaide on its return, as it was no longer required.

To continue its journey to Brisbane, the train departed Adelaide on Saturday, 16<sup>th</sup> January at the wee hour of 0310hrs as train 7AM8, crossing the Overland (train 7MA8) at Manoora in western Victoria. After an overnight stop in Melbourne, the train continued on to Sydney as 1MS8, and thence to Brisbane as 2SB8 (or whatever train number it was given by Railcorp/ARTC on the eastern seaboard – it seems that those in the eastern states couldn’t have cared less about it). QR Traveltrain organised an open

day at Roma Street Station while the train was in Brisbane during its 5 day layover.

On the 24<sup>th</sup> January, train 1BS8 departed Roma Street station commencing the second tour for 2010 – “The Coastal Epic.” This tour was identical to the “Grand tour,” with the exception that passengers got to enjoy the Australia Day celebrations overlooking Sydney Harbour from the 36<sup>th</sup> floor of the Shangri-La Hotel in Sydney. On Friday 29<sup>th</sup> January, the train departed Sydney for Melbourne as 5SM8, and then on to Adelaide on Saturday 30<sup>th</sup> January as train 7MA9 – the reasoning behind the change in train number being that 7MA8 “The Overland” was less than two hours ahead of it.

Sarah, Nick and I headed out to Tailem Bend, knowing that 7MA8 Overland would be due through by 1545hrs – sure enough the Overdue was indeed overdue and having headed out of town toward Coonalpyn, found a good spot and waited along with 400,000 flies for about half an hour, assumed we'd missed it somehow - back to Tailem Bend, as Sarah was wanting food, and Nick and I wanted to have a look at the three "stored" GMs that GWA had put aside waiting for the farmers to want their grain transported to Port Adelaide.



*NR119 working 7MA8 Overland through Tailem Bend, Saturday 30<sup>th</sup> January 2010.*

## The Buffer Stop

### **The Southern Spirit Takes to the Rails (continued)**

Peter Michalak

For those who know the Dukes highway out of Tailem Bend, you will know that about 4 km out of town, the road crosses over the railway — well it was here I was travelling at 110 km/h and Nick shouted at me from the back seat saying he'd just noticed the approach signal to Tailem Bend yard spring into action and a headlight appear in the distance — a quick race down to the nearest crossing and within about 30 seconds 7MA8 appeared with Pacific National liveried NR119 and a measly little consist of an AMRZ motorail wagon, PCO4, BJ4, RBJ3, BJ6 and BJ10. So after waiting in the 37 degree heat for a hour, the train was past us in a matter of seconds and Tailem Bend went back to its quiet self for a couple of hours.

After stocking up on snacks (read: Sarah wanted Chocolate), we headed off to Murray Bridge for a couple of hours to await the arrival of 7MA9 The “Coastal Epic.” After having a look at the stored and boarded up original series 8300 brake van on the old broad gauge branch down to the wharf and the 60' turntable which still exists, buried in the pepper trees alongside the standard gauge mainline, we grabbed an early dinner at the local KFC (note to self: don't eat this rubbish). After dinner we decided to head up to the Callington curve where we kept an eye on the long grass for brown snakes which I am well aware frequent the area.

The ARTC train alteration notice predicted the train arriving at Petwood at 1847hrs; well, by 1900 there was no sign of the train, but eventually we noticed a long silver streak sneaking down Warla bank on the other side of the valley – 5 minutes later NR85 appeared

with 7MA9. Now the Train Notice said that the train would stable at Balhannah, so the procession of train chasers headed off in hot pursuit of the train via Petwood, while we headed off to Kanmantoo and Nairne via the sealed road. Needless to say, we were well ahead of the train chasers by Nairne, and after a quick detour through the back roads, thus avoiding the long journey via Littlehampton, we managed to get alongside the loco by the time we reached the eastern end of the Mount Barker Junction crossing loop, where 7AM5 was waiting behind a solo NR class loco.



*NR85 drops downgrade into Balhannah while working 7MA9.*

We overtook the train on Junction Road, and managed to get far enough in front to stop for a quick shot. By this time the train chasers had caught up and gone to get a spot in Balhannah yard, where the train was expected to stable until 0500hrs next morning (Sunday 31<sup>st</sup> January) – well it didn't stop, so neither did we – albeit somewhat confused about the last minute change in itinerary. Thankfully, now that the other train chasers had gone home (or stayed at Balhannah in a confused state), we could once again feel safe that we weren't going to be randomly cut off by idiots who were more interested in a shot of the train than the safety of themselves or any

other road users. By Bridgewater we were again alongside, and managed to get a shot near Heathfield. Then on to Mt Lofty – except I had no idea where I was! Somehow, by complete fluke, I found the station car park and raced down to the platform to find we'd beaten the train by a couple of minutes. At 2030hrs, the train pulled into platform two, where I spoke with the Train Manager who advised



that the train was stabling in Mt Lofty due to the length of the train and the Junction Road level crossing at Balhannah being an issue. Almost immediately, 7AM3 (with NR18, 8118, XRB560 and NR29) rolled through, which we photographed from the footbridge before heading to the Adelaide end of the yard to take a couple of time exposures in the fading light. After half an hour of being eaten alive by the local mosquito colony, we headed home, as 7MA9 was not expected to depart until 0545 the next morning.

*As night falls, NR85 idles in Mt Lofty.  
390 seconds @ ISO100*

The train eventually arrived in Adelaide Parklands Terminal at 0615hrs on Sunday 31<sup>st</sup> January, where it remained until 2345hrs on Monday 1<sup>st</sup> February, when it departed on its last leg to Alice Springs as train no. 2AL8. On arrival in Alice Springs the 2010 tour season concluded, but it appears that bookings for the 2011 season are going well, so we may see a few more tours next year.



*NR85 arrives in Mt Lofty with 7MA9 'The Coastal Epic.'  
I wonder how long it has been since a passenger train has used this platform?*

The Buffer Stop  
February Model Display



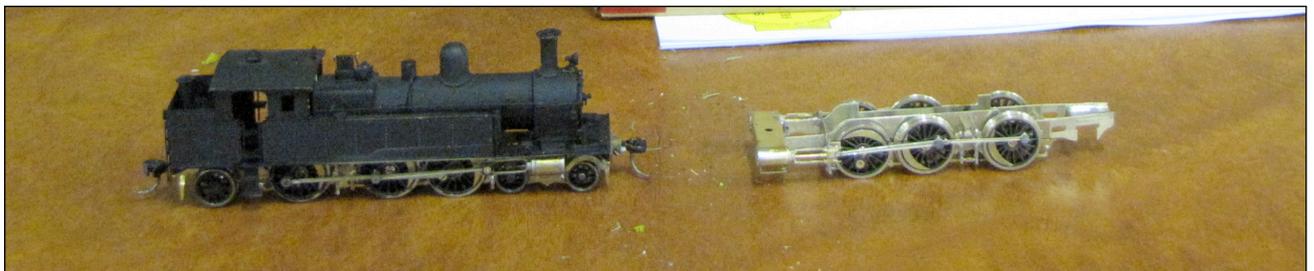
**Top Left:** Paul Mackinnon wonders what to do with his last untouched (as yet) combine; signal box base is a pencil sharpener; he makes cables for his cranes from tea-bag strings.

**Top Right:** Front – Dwayne Norris’ scratchbuilt Trailerrail; Back – Mike Warburton’s U.S. vehicles.

**Bottom Left:** John Willmer’s breakdown train is still coming along nicely, thank you.

**Bottom Right:** More whimsy from Whib. He got the place name “Awloog” from a real station on the South Coast, because that’s the order the letters appear when you come in from Strathalbyn.

**Below:** John Gordon’s F class.



**Activity at Dernancourt:** Rembrandt Bob repaints the scenery and anything else that comes within reach; Pete shows Dave how his new signal from Bill Dick is coming along.