



**A Model For You To Make:
The Secret S.A.R. 900 Class 4-8-4-8-4-8-4**

SARMA's resident schpy, whose uncrackable code name is Edna Schurtle, recently discovered this photo of the proposed 900 class (= 400 class + 500 class) steam locomotive, hidden in a tunnel deep beneath the Adelaide Railway Casino. In secret trials in 1951, the loco proved uneconomical to run, and by means of a quick paint job it was converted to the diesel-electric 900 class instead.



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 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.

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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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.

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Diary

Wed 14 April: Special General Meeting:

To consider and, if deemed appropriate, to approve changes to the Constitution; followed by membership fee rationalisation.

General Meeting

**Entertainment: Gavin Thrum –
Building Station Buildings**

Wed 21 April: Modelling & Layout Night

Wed 28 April: Modelling & Layout Night

Fri 30 April: Committee Meeting:
Host:

Wed 5 May: Modelling & Layout Night

Wed 12 May: General Meeting

**Entertainment: Peter Manning –
Computer Aided Design**



Down the Track...

May 29:

SARMA Birthday Dinner
Windsor Hotel, 410 NE Road

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

This is the first copy of *The Buffer Stop* to be printed on the club's new photocopier, which has the ability to print directly from a computer as well as photocopy printed sheets. We hope that you will notice an improvement in the quality of the photographs in the magazine. No doubt we will be on a learning curve over the next few issues. Our thanks go to Dean Schluter, for keeping the photocopier in his home until the club moves to new premises.

Chris and Harry.

Cover Photo:

You will notice that we have a new resident schpy. The uncrackable secret identity of our agent last year, Dane Techslur, was cracked by an Enemy of the Club, and we haven't seen him since. We hope that our new schpy has better luck.

The Buffer Stop

SOUTH AUSTRALIAN RAILWAY MODELLERS ASSOCIATION Inc. MINUTES OF GENERAL MEETING HELD AT DERNANCOURT ON 10 March 2010

Meeting opened at 7.38 pm by Hugh Williams
Members in attendance: 40
Apologies: 2
Visitors: Noel Potter, Tony Nolan
New member: Proposed by Hugh Williams,
Seconded Bob Houston, that Noel Potter be
accepted as a member. Carried.

Minutes of previous meeting: Moved Bob
Houston, Seconded Don Snow, Carried.
Outstanding Actions and Business arising: nil.

Correspondence in:

- Telstra – MessageBank account
- Model Railroader - Apr 2010
- Mark Williams - Train set for sale/disposal (email)

Correspondence out:

- Milne Family – thanks for donation of loco and rolling stock (see display)
- Mark Williams - Train set for sale/disposal – photos & details invited

Business from correspondence: nil.

Finance:

Financial statements presented.
Accept financial report: Moved David Jameson,
Seconded Iain Kennedy, Carried.

Reports:

Premises – nil report.

Exhibition Layout – Personnel required for layout, door and desk at Greyhound Park, June L.W.E.

Club Layout – nil report.

Social – Birthday Dinner, Windsor Hotel, 29th May.

BufferStop – Photocopier – due to ongoing problems, moved Iain Kennedy, seconded Don Snow, that we purchase a new photocopier immediately and house in Dean Schluter's residence until new premises are available. Carried. It was also decided, by consensus, to get rid of the current photocopier and purchase a basic printer/scanner for the clubroom.

Library – Harry Rush has donated a collection of AMRM dating back to early issues. Also, a collection of British magazines has been donated.

Maintenance – nil report.

Bulk buys – D vans are in.

Special Projects – nil report.

AMRE - February minutes received and available for review by any member.

General Business:

- Advice of Special General Meeting to approve constitutional changes. President outlined changes to get a feeling of level of acceptance. Generally, changes were acceptable but several suggestions were made regarding definition of a family, viz children not living at the address of prime member, members who wish to make grandchild a family member.
- Last Strathmont swapmeet will be held on 14th March. While SARMA has opted not to run an extra swapmeet in its place, Terry Meads has a list of most of the regular traders.
- Buffer Stop indexes available – refer Don Snow.

Break: Meeting suspended at 9.05 p.m.

Raffle:

Purple F15	Ken Arthur	Voucher
Blue E67	Terry Jomartz	Bogies
Blue E71	Darren Barnes	Knife
Orange F20	Bob Bevan	Sticker
Blue E70	Dwayne Norris	Cars
Black C95	Graham Nixon	Coasters

Show & tell:

- Dwayne Norris – Crew cars and car transporter
- Peter Pickering – Early American brass loco and rolling stock donated to the SARMA from Eric Milne estate
- Bob Houston – N class steamer and various rolling stock
- Graham Nixon – New 930 and hoppers
- Paul Mackinnon – Biscuit box tram
- Alistair Whibley – O gauge 0-4-0 loco

After meeting activities:

Chris Marlow presented a talk and pictures illustrating much of the life of his grandfather, C B Anderson, Surveyor, Resident Engineer and SAR Commissioner.

Meeting closed at 10.05 p.m.



50 Years Ago: April 1960

- President – M. Steer.
- There is the industrious 16-year old whose layout, fortunately or unfortunately, is irrevocably dependant on his dish-wiping energies. Each night he toils mightily with dishpan and towel. Each Saturday his labours are rewarded with a new car kit.
- A Faller shipment has just arrived.
- Annual Picnic had cost approximately £27 and was a great success!
- Layout – Stan Filsell gave his usual report that all point levers had been installed and that the time had arrived for repainting of the scenery with more detail.
- Bob Monck moved that the Secretary contact the Santa Fe Railroad with a view to obtaining some copies of their plan book for the library. Seconded by John Datsun and carried.

40 Years Ago: April 1970

- President – John Gordon.
- Construction nights for rolling stock could become even more interesting as the modellers become even more expert at their craft. SAR steel coaches and Centenary cars are two projects that quickly come to mind.
- On 14th March a group of club members & friends travelled to Victor Harbour by Bluebird – Cars 280-100-259.
- In Shop Torque, The Train House, Hobby Sales & Retail Centre, The Model centre and Bridgland's had received stocks of various American models for sale.
- An article "Can We Save 621." A quote from the SAR to re-commission 621 was requested and \$10,000 is required.

30 Years Ago: April 1980

- President – Tony Sitters.
- Welcome to the 80s.
- The 50s saw an emergence on the new diesel locos, on a scale that left us gasping; while the 60s saw an equally sudden end to steam. The 70s saw an upsurge in line building and standardisation. But what do the 80s hold in store?
- Following the success of a recent Wine & Cheese Night, and the great Barbie the next day, we must finally admit that even in SARMA, there is a need for the female touch (as long as they observe that the layout is sacred), and while they have read the Buffer Stop for years, none have dared to submit items.....
- Noel Potter has an article on fitting an SD35 plant into a Lima 44 body to get an SAR 930 with smooth power to move the load.

20 Years Ago: April 1990

- President - Roger Wyatt.
- WANTED! A new cover design for *The Buffer Stop*.
- Layout Report: Work is still progressing on Narrawinna and Grosvenor even if slowly. We have started to track down the problems in Narrawinna and have started by setting up the point solenoids and checking the track polarity and block separation.

The Buffer Stop

From
The Buffer Stop
Archives (continued)

Nixo



- *DOUBLE HEADING*: Discussed about how much layout space is required to cross one track over another by grade separation.
- Sad to say the famous *Red River Valley* came to an end last month — whatever it was mining did not appear in the waiting hopper wagons.
- Photos of Puffing Billy, The Old Ghan Railway and an article about Austrac appeared in this issue.

10 Years Ago: April 2000

- President - Peter Carter
- Cover photo shows a signal being erected at Goodwood Junction by a rail crane in the 1960s.
- Question :— Which South Australian location had, over a period of time, five steam train lines radiating to the four points of the compass? Answer: – The answer to this question is found in the latest addition to the library, *Little Coastal Railways of the Adelaide Plains*. This book covers eight different railways that operated on the Adelaide Plains in addition to the South Australian Railways and the later Municipal Tramways Trust acquisition of both the Glenelg lines.
- Rail Gallery had photos of a two car Budd Car, a DERM and Sparks on the Melbourne Suburban System – Taken by Bernard Martin.
- An article appeared about the Mornington Tourist Railway.

0 Years Ago: April 2010

- Welcome to Graham Nixon as our Archives Editor. Have a hard day at the office at Sandown, Nixo? Photo by our ever-alert resident schpy.



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

Sandown Exhibition 6th – 8th March 2010

Gordon Chaplin

It was still dark and quiet at 5.30 a.m. on Friday 5th March when club members started to arrive at the club rooms. With the bus packed with everyone's rolling stock and luggage, and the layout trailer hitched behind, we pulled out right on time at 5.30 a.m. off to the Sandown Exhibition.

There was plenty of chatter and banter once everyone woke up, excited to be on our way. A quick stop at Mount Barker to pick up Robbie Burford and John Hunt, and then through to Tailem Bend at 7.00 a.m. for a 'snack.'

Dean was his usual quiet self especially when he toured the bus to collect the money for our accommodation, with cries of "who hasn't paid" and giving receipts to the wrong people. Hugh kindly provided chocky treats to keep us from going hungry between stops.

A lookout was kept by the keen members for trains, and the first was spotted (and identified) near Tailem Bend. Shortly afterwards the bus quickly pulled to a stop at Coonalpyn where a long grain train was parked waiting for another to cross. There was great excitement as several members madly ran off the bus and across the road to take photos. The head of the train consisted of a CLP, ALF, a crew car and 2 CLPs all in orange and black livery – very impressive.

Our next stop was at Bordertown for fuel, then on to Ararat for lunch. By this time it was raining and so lunch was on the station platform looking at where the rail sidings used to be, now removed. The chicken salad packs and drinks quickly disappeared and then followed a visit to the railway museum next door and the signal cabin that used to control this major junction: 63 point and signal levers.

On the bus again, Dean thought he should ring the caravan park to confirm our late arrival but in a quite disturbing 'seniors moment' couldn't remember where it was.

David Vander Linden saved the day with his do all, know all, see all iPhone and looked it up, including the phone number. As the day wore on the chatter decreased although John Hunt's jokes and Graham Nixon's one liners kept us amused.

When we reached the outskirts of Melbourne Terry took over the navigator (keep the driver awake) seat from David Vander Linden to help guide (or misguide) us through the city traffic mayhem, but despite this 'expert help' the going was pretty slow. We arrived at Sandown racecourse at about 5.30 p.m. (Victorian time) to be greeted by Don who had driven over with his caravan and arrived the previous day.

The layout was quickly unpacked and assembled, and then off to tea at that Chinese restaurant (same as the last two years). Once again we sat at the back where the Vics put all the South Aussies, and once again Terry had the sizzling, spitting hot seafood that we all had to shy away from. Our accommodation at the Caravan park was on-site cabins and was very comfortable. Graham Nixon must have thought he was in bed at home when he stepped out of the top bunk and fell to the floor – luckily no damage was done.

Next morning we arrived at the venue about 8.00 a.m. and finished setting up and testing the layout for the opening at 10.00 a.m.

The show was well attended on all 3 days with a total of 10,600 people coming through the gate. There were 38 displays to look at and 27 retailers selling a large range of train 'stuff'. The largest layout was the Denver & Rio Grande, 20m long and 2.5m wide with 5m wide sections at each end, and featuring large trestle bridges, a river down its length and long freight trains. We did see several rear end prangs with the long trains (it was DCC). The smallest layout was 2m x 1m and there were model making displays, dioramas and Thomas train rides for the big and small kids.

The Buffer Stop

Sandown Exhibition 6th – 8th March 2010 (continued)

Gordon Chaplin

One layout featured 3 levels about 2m long connected by a spiral at one end with different scenes at each level which encompassed a lot in a small area. The scenery on Golden Plains was as good as any I saw and attracted many compliments and photographs. The bridge repair gang and welder was a popular attraction.

Saturday night dinner was at the Chevrolet club. The food was good and the swindle resulted in three prizes for our group – all small stuff, although John Gordon was rather taken with the N scale wagon he won.

On Sunday several members went with Don to Puffing Billy and to the exhibition at Healesville where Peter Michalik was running his Liralau layout. He had called and said that 930s were selling cheap and kindly agreed to purchase some for members. When the ‘gang of four’ returned they had 5, and a row of these appeared on the layout Monday morning.

When travelling on the bus heads were counted each time we boarded, usually by Hugh who must have felt some presidential responsibility, to ensure we didn’t leave anyone behind. Evening meals were taken at

the local hotel where David Jameson used his quiet charm and arranged for all to be eligible for ‘seniors meals’. They could tell most of us were eligible especially when John Hunt dropped a pile of menus.

Packing up on Monday afternoon went at a leisurely pace as we were staying overnight and not in a mad rush like most others. David Vander Linden and Graham Nixon were seen searching the floor for a Kadee spring.

We left the caravan park at 6.30 a.m. on Tuesday for the return home, and made good time getting out of Melbourne in spite of – or because of – Terry’s navigation. On the return journey photos and videos some members had taken at the exhibition were shown on the bus video screen, enabled by plugging the cameras into the player.

We stopped for lunch and fuel at Bordertown and arrived home at about 5.30 p.m.

The weekend was once again a success and the group had a good time. A special thankyou to our drivers Bob Houston, Robbie Burford and John Gordon, and to Dean Schluter for arranging our accommodation.



At Dernancourt, Chris, Matt and Peter remove “Golden Plains” from the sign, to be replaced by “Florey Springs.”



The team relaxes on the Monday night, after the exhibition had closed.

The Buffer Stop

Membership Dues 2010 - 2011



Your membership was due for renewal on 1st April 2010.

Following the decision of the Special General Meeting on Wednesday 14th April, the membership renewal forms for the year 2010 -2011 will be made available.

A copy will be emailed to those members who obtain their copy of *The Buffer Stop* from the club's website.

Library Report

Allan Norris

Recent Additions to the Library:

Australian Railway History	April 10
AMRM	April 10
Decoder (DECCA)	March 10
Dispatcher (SANGS)	April 10
Model Railroader	May 10
Right on Track (Noarlunga MRC)	March 10

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



www.toytrunkrailroad.com



– reproduced by permission of Erik Sansom.

Thank you Mr. President

Dean Schluter

At the last committee meeting on the Friday one week before Sandown, Hugh volunteered to put together the club's two 8300 brake van kits that I had been trying to find time to do. I jokingly said can you have them ready for Sandown (the following Friday). I didn't think he would take it seriously, but on the following Wednesday before the work night

he rang me up and said can you bring your spray gun to do the two brake vans. So they got sprayed and were ready to run on the layout at Sandown on Saturday.

Well done Hugh and thanks, from me (Dean) and SARMA.



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

Web: 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.

Phosphate Unloading on Wallaroo Jetty

Trevor Carter

This was another industry that has disappeared from the port of Wallaroo.

The rock came in by ship and was offloaded into hopper cars via loading bins. The shunter pushed the empties up to the bins, and the ship unloaded via grabs from the hold.

It was then pulled from the jetty through the yard, and then reversed around the curve to the fertiliser storage on the hill.

It was then distributed by road to the farmers nearby.

Then road transport took over. The operation was similar, with motor trucks filling directly from the bins.

Since the rail service has been closed, the bulk service structure has been pulled down. So much for progress, eh.





I hope I have redeemed my error of destroying the club's 830 in trying to change its paint job. The new body is by courtesy of Brian Comport from Powerline. The decals are a gift from Len Redway.

Australian National Drawings

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

Types of 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
Phone: 8343 5349

Email: mark@inprotrans.com
Fax: 8343 5354

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.

Visit <www.sarma.asn.au>.
Send photos to Peter Michalak.

South Australian Stations

Peter Pickering

Find the station names hidden in the clues. Some are very easy and some are quite difficult. To make them a little easier, they have been divided into areas. The first group is north of an east-west line through Adelaide Station as far as Smithfield; the second group is further north.

Answers next month.

NORTHERN METROPOLITAN

1. Timber Town
2. Water course without water
3. Lady on a dollar
4. Subaqueous vehicle berth
5. Ganger moved across the road
6. Timber enclosure at the end of a short line
no more
7. Plain, cathedral
8. A throned ideal
9. I throw more than 2000 pounds
10. Long empty factory closed

FURTHER NORTH

1. Couple of holes in the ground
2. Bob's Place
3. Rough rob, Pete
4. Fish at no cost
5. Originally a 3 wheeler – mainly a pipe
instrument
6. The tall station up north
7. Clearly a real classy lady
8. Full colour spectrum bovine, yes sirree
9. In your urban mine
10. Result of mooning in the sunshine

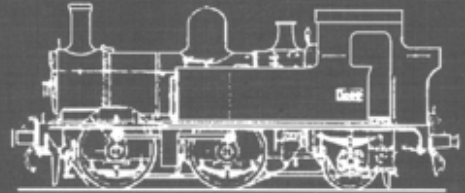
Junction Models

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

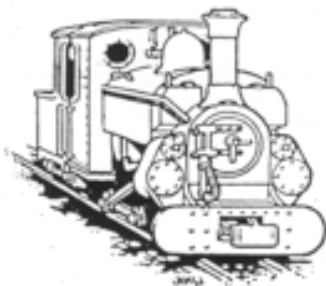
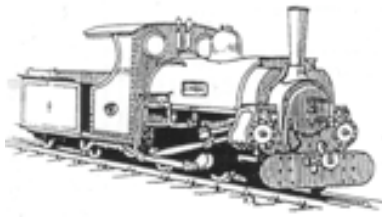
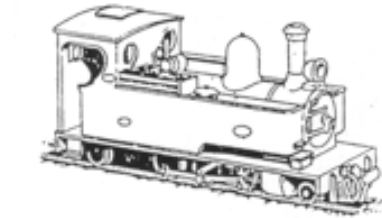
Phone 08 8349 7464 Fax 8349 7463

Email: mail@junctionmodels.com.au

Web site: junctionmodels.com.au



Specials for April 2010.



Bachmann Train Set "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

= Bill's Trains, Containers, Trailerrail, Road & Rail vehicles HO.

~~~~~

Brian, Harry & Vic.

## **EBay and Kitbuilt Locos**

Matt La Vista

### **(an article for novices or 'OO' nuts like me!)**

As most attendees at the modelling nights have no doubt noticed, my personal taste in locos is overwhelmingly in the English OO steam camp! Furthermore my collection is bizarrely varied – Hornby LNER steamers like A1 ‘Great Northern’ and streamlined LMS Pacific to a Caledonian Single and a brown 1980s Rivarossi Nord Pacific in HO. Without a layout to run them on for the time being, I take pleasure simply in collecting locos for now (and probably a perverse delight in hearing the complaints at SARMA over the multitude of ‘Pommy Rubbish’ that I foster on to the club layout!).

What is interesting about some of my locos is that they are not from a manufacturer or built by me, but were kit built by others and bought second-hand or scratch built off eBay (saving me the trouble of building them myself). Now this particular website has a reputation for inflated prices and insanely over the top auctions in HO (and rightly so! – tack NSWGR or SAR on to a loco or kit being auctioned and watch the bidding). Also, the fact is that unlike buying from a model railway website or from a shop like Junction Models there is no guarantee that a second hand loco bought from eBay will perform as indicated or even arrive without damage to fragile parts, especially if the seller is not a modeller.

However for a relative novice modeller like myself who is slowly learning kit-building and the intricacies of model locos, purchasing such a loco is a good way of getting some of those favourite engines that are not available ready to run. Also, it is a reasonable substitute for first timers experimenting with kits. While some may not agree with me, I would personally rather not ruin a kit of any kind until I was confident I could tackle the job.

As a result of my eBay purchases roughly 80% have been as described and given no

trouble. However, the 20% or so of dead/troublesome locos has given me enormous benefits as a beginner (that might not be immediately obvious!)

Case in point – during the first month of my SARMA membership I acquired a kit-built LNER ‘J50’ six-coupled loco which was described as a rough runner. I might add that as with all of the models I buy I did investigate the going price for kits/rtr versions of this engine – a crucial piece of information! – also making sure I did not follow the HO bidders and go too far above what the loco was worth. Upon arrival, the engine was a complete and utter failure, to my disgust. Rather than send the model away to be checked, I decided (probably out of cheapness than a desire to learn) to have a go at fixing it myself. Here I give kudos to several other members for giving me pointers – Iain Kennedy especially for showing me how to pull the body shell off!



LNER J50

After an inspection at home on my ‘workbench’ (unused lounge room table) and poking around, I worked out which of the frayed and detached wires should be rejoined, scrubbed the gear and motor with an old toothbrush, moved the pickups so they didn’t flop about all the time and coaxed the motor into working.

The result? A working loco that while not a totally smooth worker bears my touch on it and is in a better condition externally and internally than when I bought it. The best part was one observer at its last SARMA run in who remarked that it was a better performer than the Lima version when new!



LNER Precursor

Aside from the J50 I have fixed several other models such as the elegant LNER 'Precursor,' although one that is definitely going to need a lot of TLC is a battle damaged LNER W1 'Hush Hush'. But the important part is that my eBay trawling and the resulting repairs have taught me a great deal – and done a heck of a lot to increase my modelling confidence! As a consequence I have begun constructing my first all-me loco, a Midland Railway 2-4-0 plastic kit from Ratio (and to my chagrin no instructions for the chassis!).

So what exactly am I pointing at with this article? Hopefully, a different view of eBay's



ex-GNR Atlantic

use for modellers who want to acquire something a little different, novices who want to bolster their skills, or people who want a proper-built loco of a class not available – for example two models I've acquired are an ex-GNR 'Atlantic' and the big LNER Garratt, which are both built to a high standard. I cannot speak for American examples, and we all know the state of the Australian kit/rtr section on eBay – but for different English or European locos in all gauges then consider getting on there and searching away!



LNER Garratt

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## **Healesville Photos**

**Peter Michalak**

I've put a bunch of photos of the Healesville exhibition, held over the Adelaide Cup Weekend, online at

<http://www.flickr.com/photos/sarail2009/sets/72157623591549886/>

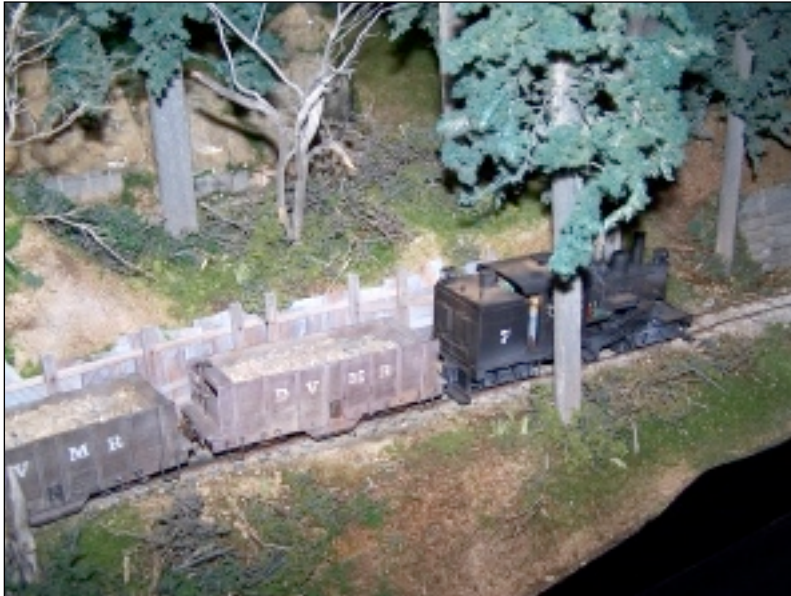
A couple of them are on page 17.



### The Buffer Stop

Some Sandown shots that show the detail possible with the larger scales.

Dean.





## The Buffer Stop



Dernancourt: Setting up for Test Day. **Matthew La Vista**



Dernancourt: John's nearly completed F. **Matthew La Vista**



Sandown: The SARMA Team. **Graham Nixon**



Sandown: The welder strikes an arc on the bridge repair. **Dean Schluter**



Sandown: *Florey Springs* is back! **John Doherty**



Sandown: Robbie and John – Country Cousins. **Dean Schluter**



Healesville: J532 on *Liralau*. **Pete Michalak**



Healesville: Auscision's new N463. **Pete Michalak**