

SOUTH AUSTRALIAN RAILWAY MODELLERS' ASSOCIATION INC.

PROMOTING THE HOBBY IN SOUTH AUSTRALIA



THE

BUFFER STOP



The Grain Board Layout

**Modelling the SAR 720 Class Locomotive
Steam Ride on the Hotham Valley Railway
The Grain Board Layout Runs Again
Peter's Quiz**



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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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 13 Oct:	General Meeting: Entertainment: Des McAuliffe
Wed 20 Oct:	Modelling Night/Layout Night
Wed 27 Oct:	Modelling Night/Layout Night
Fri 29 Oct:	Committee Meeting: Host:
Wed 3 Nov:	Modelling Night/Layout Night
Wed 10 Nov:	Annual General Meeting: Election of 2010-2011 Committee Entertainment: Master Modellers Display



Down the Track...

November 21:

SARMA SwapMeet
Enfield High School

November 27:

SARMA Christmas Dinner

December 8th:

SARMA Mystery Trip (p. 19)

2011 March 27 (to be confirmed):

Model SwapMeet
Enfield High School

2011 April 15 - 17:

SARMA RailShow
Golden Grove

We have completed another successful and eventful Show season, operating the Grain Board layout that we built in 2005. Some locos and rolling stock are showing their age. Poor old 704 couldn't even win the race when it was on the downhill leg of the layout. The building isn't waterproof when you get more than 30 mm of rain in one day. The gang on Friday afternoon had to stand on duckboards which fortunately were available, to keep out of the water. Our thanks go to them and all who kept the show running.

Someone asked at the last meeting how many times the wheels on the locomotives have turned during the six shows that the layout has been running. Last year (*The Buffer Stop*, October 2009) Jammo worked out that each of the three Austrains 700 class locos had run a little over 140 actual kilometres over the five Shows; so by the end of this year's Show they would have run a total of about 165 kilometres, allowing for some helper locos brought in. Assuming that the wheel diameters are 25 mm, this means that the wheels on the locomotives have rotated about $165,000,000 \div (\pi \times 25)$ or 2,100,000 times during the six Shows. "Get a life!" did I hear someone say? Well, the calculation took about five minutes, four of which were spent trying to find the October 2009 issue!

Cover Photo:

702 passes the farm on the downgrade section from the country town to the port on the Grain Board Layout.

The Buffer Stop

SOUTH AUSTRALIAN RAILWAY MODELLERS ASSOCIATION Inc. MINUTES OF GENERAL MEETING HELD AT DERNANCOURT ON 8 September 2010

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

Members in attendance: 38

Apologies: 6

Visitors: 1 (name not recorded on attendance sheet)

Minutes of previous meeting: Moved Peter

Pickering, Seconded Trevor Carter, Carried

Outstanding Actions and Business arising: nil

Correspondence in:

- End of the Line Hobbies – Voucher
- Telstra – Info Line Message Bank account
- AMRE – August 2010 minutes
- Queensland Gov't – Flyers for Queensland Model Railway Show on October 23/24.
- Model Railroader October 2010
- Noarlunga MR – Right on track August 2010

Correspondence out: nil

Business from correspondence: nil

Finance:

Financial statements presented.

Accept financial report: Moved David Jameson,
Seconded Terry Jomartz, Carried

Reports:

Premises – nil report

Exhibition Layout – Dean Schluter reported steady progress on rewiring thanks to Gordon Chaplin, Don Worby and Bob Fleet.

Royal Show layout – Dean emphasised the importance of a thorough cleaning each morning.

Club Layout – nil report

Social – Barrie reminded members of the Christmas Dinner at the Morphet Arms on 27th November (pay on the night) and the Mystery Trip on December 8th (\$20 if paid by December 1st). Members were encouraged to support the “swindle” by donating prizes and buying tickets; any shortfall from the Mystery Trip fee would come from swindle profits.

Buffer Stop – Next month's BStop deadline brought back to CM at the latest; a few days before would be appreciated. Chris advised that he plans to move to Brisbane early next year – it was suggested that an “apprentice” be sought. Computer literacy and a publisher program required. Chris noted that the current BStop included seven items from Barrie.

Library – DVDs and plans beginning to move more.

Maintenance – nil report

Bulk buys – Shirts, badges, hats, medallions and much more available. Scale KDs being looked at.

October 2010

Special Projects:

- Swapmeet - 21st November 2010 at Enfield High School Gym. Terry Meads distributed Flyers and A4 posters for delivery to shops.
- Hugh advised that there would be a significant number of European locos, rolling stock, track and structures available, some of which he had brought tonight.

AMRE - August minutes available for viewing by members.

General Business:

- Lions Club of York Peninsula Rail – Sale by bid of YPR T387 Powerline model
- With the increased modelling activity and rising standards on off Wednesday nights, the committee have decided to reintroduce the Master Modellers “competition”, including the Tiny Edwards Award for structures.
- Members were reminded that the November meeting would be the AGM, election of new committee and the Master Modellers competition.
- Members were advised that K mart had models of Linfox semis for \$5.75.
- Members were reminded that the Modelling the Railways of South Australia Convention was on that weekend.

Break: Meeting suspended at 8.50pm.

Raffle:

Green A76	Bob Houston	Voucher
Black F96	David Boyce	Watch
Orange C90	Dane Filander	Couplers
Green A35	Peter Michalak	Screwdrivers
Green A47	Graham Nixon	Decals
Green A18	David Holmes	Coasters
Orange C100	Allan Norris	Track rubber
Green A87	Tim Leach	Sticker

Show & tell:

- Alistair Whibley went domestic with a clockwork coffee pot and tea pot with toilet.
- Peter Michalak showed his 720 class loco built from a kit.

After meeting activities:

Due to illness, the expected speaker was unable to attend so we had Peter Pickering's Quick Quiz. Graham Nixon and Hugh Williams demonstrated their vast knowledge, but the encouragement award was presented to Drew Kennedy.

Meeting closed at approximately 9.30 p.m.



50 Years Ago: October 1960

- President: N. Scanlan.
- Cover Picture: Drawing of an old time 2-8-0.
- Another new line of Model Railroad gear is now available in Adelaide at Bridgeland's Hobby Shop. This is Roundhouse Products made by Model Die Casting Inc., of Hawthorne, California. The kits are of all metal construction and include all types of American prototype freight trucks. The kits are not cheap, but for the detail included are a good buy and for those interested a visit to the above shop will be well worth while.
- Article & diagram of the Port Adelaide Steam Loco Shed and HO Scale drawings of Circus Trucks & Trailers.

40 Years Ago: October 1970

- President: John Gordon
- Cover Picture: Drawing of Webb loco 718 entering a coal loader.
- Article of a recent exhibition at the YWCA Hall at Pennington by Vic Kollosche.
- Block clearing time at Mile End. We have all the necessary approval to move onto our land next to the freight running tracks in the Mile End Yards. Our task is to clear the block for the Nissan Hut. So be there.....
- 904 plus 908 hauled six Centenaries, five steel cars and a CD to Victor Harbour on Monday returning at night. (What runs there now?)
- 526 sported silver lining for the big meet with the NSW "38" Class recently to Port Pirie.
- 621 has been shifted from the back roads at Islington prior to the commencement of her overhaul.

30 Years Ago: October 1980

- President: Tony Sitters
- Cover Picture: Long Tom passenger cars at Adelaide Railway Station.
- It looks as if the Railways of Australia will get a large boost, as consideration is being given to redeveloping the line between Adelaide and Melbourne, also Melbourne to Albury and route to Sydney at a cost of about \$70 million. So it looks as if we will see some changes very soon.
- 3 page article on H Class hoppers by John Looker and a 2 page article on "The Suburban & Ranges RLWY" by Bill Lewis.
- B.J. MODELS:
 - Introductory offer on S.A.R. kits – Broad Gauge.
 - Broad Gauge Bodies M Class van - \$4.50
 - Bogies – MDC Roundhouse, Bettendorf-Archbar \$1.00
 - Labelle – Bettendorf Archbar Roller/bearing \$3.05



20 Years Ago: October 1990

- President: Roger Wyatt
- Cover Picture: ALLTRANS container being loaded onto a flat car.
- DOUBLE HEADING
Deals with just that – Double heading. The question was asked, “Why trains go slower when double heading?” The answer was to use transformers with a higher capacity of amps.
- There’s a 2 and a half page photo spread of trams at Ballarat, Melbourne, Loftus Museum and H 360 crossing South Road.
- Side drawing of P.R.R. 0-4-0 switcher from Terry Jomartz.

10 Years Ago: October 2000

- President: Peter Carter.
- Cover Picture: NR 52 hauling a Trailerrail at Port Augusta.
- Two page article on 900 Class locos including photos of Steamranger’s 900’s, 900 at Spencer St Station in Melbourne (photos by Bernard Martin) and 902 at Long Plains (photo by Dean Jackson).
- The historic Glenelg-City tramway is in the news, again! It is believed that Transport Minister Diana Laidlaw will consider extending the existing track, which presently terminates at Victoria Square, along King William Street and into North Terrace as far as The University of South Australia. To be in the running, proposals must include the refurbishment of the current heritage rolling-stock. (Weren’t the Liberals against the tram extension?)
- Photos of V/Line & Freight Australia Gs, G528 & G529 at Islington and three CKs, CK5, CK4 & CK3 with the Stoney crossing Port Adelaide viaduct by John Doherty.
- Article on “The Unique FL9 Locomotive” with photos of 5015 – Conrail & 2016 – New Haven.

Answers to the Quiz on page 21:

1(a)	C	6	B	13:	4-4-0	Q, S
(b)	A	7	C		2-4-0	P
(c)	B	8	A,B,D,E,G		0-6-4	K
2	B	9	C		4-6-0	R
3	A	10	C		4-6-2	F, 500, 620
4	D	11	B		2-8-2	700, 750
5	D	12	C		2-8-4	720
					4-8-4	500B, 520

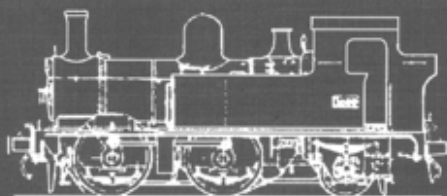
Junction Models

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

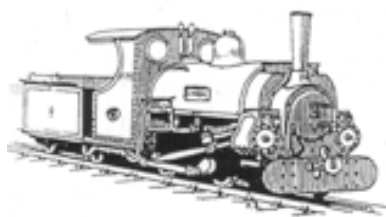
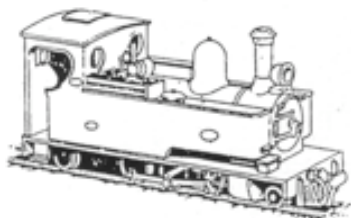
Phone 08 8349 7464 Fax 8349 7463

Email: mail@junctionmodels.com.au

Web site: junctionmodels.com.au



Specials for October 2010.



Bachmann Train Set "Smokey Mountain Express".	\$195.00
„ „ „ „Dynamis Sprinter set"(DCC).	\$430.00
Hornby "Devon Belle Pullman"	\$315.00
„ "Flying Jock".....	\$260.00
„ "Eastern Valleys Express".....	\$80.00
„ "Caledonian Single Wheeler set ".....	\$370.00
„ "Elite DCC" „	\$250.00
Athearn "UP Veranda Turbine" & tender	\$306.00
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	\$265.00

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.

Genesis SD45-2 Various Names Std. \$150.00 Sound/DCC \$250.00

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.

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Models On Display



Whib Whimsy at the September meeting: The Red River Valley's Coffee Pot and Tea Pot. And what's the occupant of the Teapot sitting on? Read the Minutes on page 3.



Dane won First Prize at the Royal Adelaide Show with this model entered in *Toys, not made from wood, plastic or metal*. It's made from papier mâché.

2010 CHRISTMAS DINNER

Following a request, this year's dinner will be at the:-

MORPHETT ARMS HOTEL

138 Morphett Road, Glengowrie.

Saturday, November 27th 2010.

The table has been booked for 6.30 p.m.

Names and numbers *tonight* please.

A copy of the menu is available for perusal on general meeting nights

No deposit is required.

Barrie Mackinnon, Social Director.

Father's Day Virtual Train Trip

David Leach

Tim Leach received a Father's Day email from his son David in Western Australia. It gives an interesting view of railfanning, through the eyes of a non-believer.

HAPPY FATHER'S DAY !!!

I heard ... you had train directing duty this morning. [Tim was on duty at the Grain Board layout.] Hope it all went well, that there were not too many train wrecks (a few are cool!), and you survived any scary public members (always a few). Were you on recruiting duty too?

I thought I would do something different this Father's Day and send you a nice email from your faraway son (3,000 km train trip away). To continue our train theme for this year's Father's Day I will tell you the adventure of my train experience last weekend.

The day started with a trip from Perth...in a hired mini bus ... south to Pinjarra, an inland town mostly known for an old missionary village nearby that is now used for festivals and camps. I wanted to photograph the train for you but ... a very dapper conductor in full tails and top hat decided to turn me back around and get me on the train!

With a steam-blown whistle we were on our way! WHAT? STEAM? I didn't even know it was a steam train until then. Most people were now hanging out the windows to see all the steam as we got going, despite being told five minutes ago we weren't allowed to do so. I could hear the chug chug and feel the wheels slipping as we got going – for about 100 metres when we stopped. Er – what's happening? Our conductor informed us that the track we were on crossed a mine-site track and that we had to wait for permission from the mining company before proceeding. One of the crew jumped out and manually flipped track levers to allow our train to continue,

then the train stopped and they reflippped the levers.



Flipping those track lever things.

The train went up into the hills on a windy steep track. At times the track was so steep the train edged along slower than a walking pace, despite having two engines pulling. No tunnels, but other entertainment was found: some crazy train people were following the train in cars. They would drive madly ahead of the train, park the cars, set up their video cameras, film the train, then jump in their cars again and race off ahead ready to repeat the process. We waved to them as we went past at least eight times! They had these big goofy train-people grins on their faces and always waved enthusiastically back.



Proof that it's a steam train!

Father's Day Virtual Train Trip (continued)

David Leach

It took almost two hours until we reached our destination of Dwellingup (yep, another ‘up’ town). We all headed over to the pub where we had a set roast beef dinner and apple crumble dessert ... we had about two hours to relax ..., go on a walk, then head back to the train for our trip back.

I didn’t get to see them re-arranging the train for the trip home. But I suspect they separated the engines from the carriages and moved the engines to the other end of the carriages so they were in front of the carriages but facing backwards. If I had more time I would have watched this and joined other train people assaulting the drivers and shovellers with questions. A few lucky people got close up photographs of the inside of the engines too. We all boarded and relaxed for the trip home. We were all much quieter after the two hours at the pub, and I had a lovely nap too.



I was stunned to notice that the engines are heading BACKWARD for the trip back to Pinjarra!!!

Afterward I found out that this “Hotham Valley” railway is all managed by volunteers – good on them!

Hope you enjoyed the Father’s Day virtual train trip. Perhaps you might come over take the ride in person!

Have a look at <<http://www.hothamvalleyrailway.com.au/>> – Eds.

A Scene from the Past

Photo by Vic Kolloosche



621 runs light engine past SARMA’s Nissen Hut clubroom at Mile End.

The date? Well...

- 621 was restored to service on 6th April 1971.
 - SARMA’s first meeting at Mile End was on 14th April 1971.
 - The Beltana Annexe at the southern end was opened on 22 January 1978.
- So, some time from 1971 to 1977.

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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.

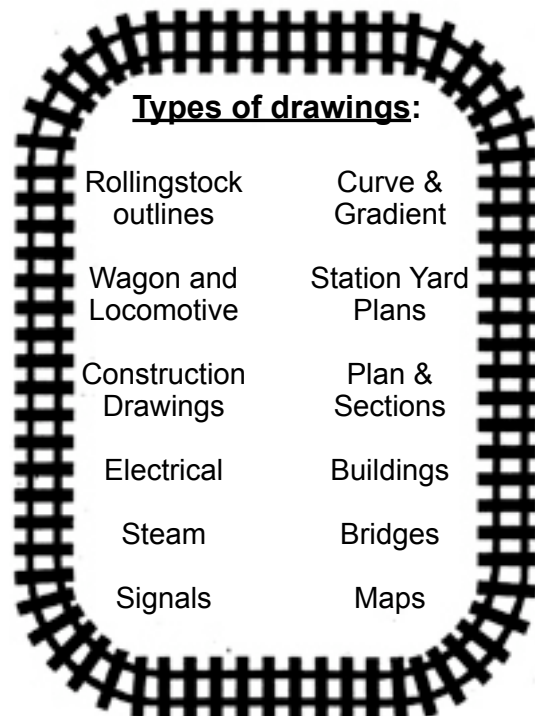
Non-regulars please ring 8298 8571
 no later than 11.00 a.m. that day.

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.



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

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.

Remember, *The Buffer Stop* is available in pdf form for downloading from the SARMA website, <www.sarma.asn.au>. In it, the photos are in colour.

For details on how to download it, contact the editors or the webmaster. Email addresses are on page 1.

Library Report

Allan Norris

Recent Additions to the Library:

Australian Railway History	Oct 10
AMRM	Oct/Nov 10
Dispatcher (SANGS)	Oct 10
Motive Power	July/Aug 10
Right on Track (NMRC)	Sept 10
Model Railroader	Oct 10

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

Modifying the IHC Premier Series USRA Light Mikado Mechanism to Suit the Rocky River Models SAR 720 Class Berkshire

Peter Michalak

The Rocky River Models 720 class body kit is designed to be dropped onto the Athearn Genesis USRA Light Mikado mechanism. As this locomotive has been discontinued by Athearn, these models are becoming harder to find. Consequently this is a quick guide on how to modify the IHC Premier Series Mikado, so that it can be used for the 720. This method may be quite similar for those using the Broadway Limited mechanism.

Disassembly

First of all, disassemble the IHC Mikado by unscrewing the three screws in the cab wall (Phillips head screws), and the single screw under the pony truck, between the cylinders (flat head). Then carefully lift the body off the mechanism – be aware that the weight is only attached by the screw that runs through the steam chest and into the smoke box, so it will likely fall out as soon as the body is lifted away from the mechanism.

Remove the pony truck and the trailing truck, making sure the spring and screws are set aside for later use.

Motor

Remove the screw behind the motor, which holds the motor mount in place. Discard the mount, and rotate the motor 90° – this allows the side of the can motor to clear the inside of the firebox. Now, carefully apply some silicone sealant to the underside of the motor, to secure it. I used a couple of drops of super glue on the bracket that holds the motor to the gear tower to hold it in place while the silicone dried.

Now modify the cylinders and moulded-on steam chest as per the instructions that came with the kit.

About 5 mm needs to be removed from each side of the ash pan beneath the motor to clear

the sides of the firebox when the body is fitted. This is best done once the loco's body is complete, and file to suit.

Pony Truck

The RRM pony truck casting needs to be thinned out. Using needle files, carefully remove 0.5 mm from the top of the platform that is glued to the original pony truck. Also, remove 0.5 mm from the underside of the pony truck. This lifts the RRM truck casting up enough to clear the rails. Once you're happy with the height, use super glue to secure the RRM casting to the pony truck.

Booster Truck

The IHC mechanism is very different in this area from the Athearn product; consequently, the actual "chassis" of the booster needs to be fashioned from 1.5 mm styrene sheet. This was easily done, by cutting a length of styrene 13 mm wide x 35 mm long and rounding off one end with a file and sandpaper. An 8 mm diameter hole was then drilled in the rounded end to take the pivot screw and spring.

The booster castings were cleaned up as per the instructions, and assembled into an open box. Using super glue, attach the new styrene chassis to the centre platform of the booster truck, ensuring the rounded end protrudes from the correct end of the bogie.

The large wheel from the IHC trailing truck was then removed from its original truck, and the needle point axles filed flush with the outside face of the wheel. A Steam Era Models solid disc wheel was then also similarly treated.

Fabricate a second axle bearing from styrene strip to house the larger diameter wheel at the rear of the bogie, and use the provided polyurethane version for the smaller wheel

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set. Glue the two bearings in place with a small amount of super glue and ensure the wheels move with sufficient side play to allow for reliable running.

On the underside the mechanism, beneath the motor, is a section of square plastic which runs from the trailing driver, right back to the tender drawbar pin. This section of square plastic needs to be filed right back flush with the underside of the firebox (ashpan area) to ensure the booster has sufficient room to move.

Test fit both the pony and booster truck to the mechanism, ensuring the pony truck clears the cylinders, and the booster can turn left-right, along with a small amount of up and down movement.

This is the end of modifications to the mechanism.

Securing the body

The screw beneath the pony truck which runs through the original steam chest is retained. A hole needs to be drilled and tapped into the 720's steam chest to accept this screw.

The rear cab will also need to be modified, by carefully filling in the second rectangular cut out below the cab fall-plate. Once set hard, drill a 3 mm hole through the cab wall; lining it up with the original securing screw

hole in the mechanism. This is sufficiently strong to allow the model to be handled, without losing the mechanism to gravity in the process.

Modifications to the tender

As I used the original PC board from the IHC model, I mounted it, along with a few pieces of weight in the centre of the tender. As the original IHC product came with tender pickups, I fitted the tender with 26 mm axle, 2'9" diameter SEM wheel sets, and fashioned new pickups from phosphor bronze strip. A 4.5 mm hole was drilled through the bogie bolster pivot, and a 3.8 mm hole through the tender underframe, in order to take the original bogie pivot screws from the IHC model. The original pickups from the IHC tender were shortened to the centre square section, and a short length of wire used the bridge the gap between the new phosphor pickups and the original pickup. The PC board was then assembled in the same manner as the original model. The driver's side of the leading bogie, picks up power, whereas the fireman's side on the trailing bogie picks up power.

Once it was complete, I screwed the tender together and tested on DC power to ensure I had the pickups on the correct side.



Pete's 732 on display at the September meeting.

SOUTH AUSTRALIAN RAILWAY MODELLERS ASSOCIATION INC



**16th ANNUAL
TOY AND MODEL
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USUAL MODELS OF TRAINS, CARS, TRUCKS, BUSES,
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**Master Modellers
Competition**

The Master Modellers Competition will be held at the November meeting, on Wednesday 10th.

Models may be entered in the following categories:

- Structures
 - Rolling Stock
 - Locomotives;
- with each category further subdivided into:
- Scratchbuilt
 - Kitbashed
 - Kit-built.

There must be a category somewhere in there for you.

Visit <www.sarma.asn.au>.

Send photos to Peter Michalak.



www.toytrunkrailroad.com



...to be continued

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The Grain Board Layout 2010

Dean Schluter

Another year has passed running the Showgrounds Layout, making it the sixth year of operation. I would personally like to thank Jeremy Kemp for taking my place on the set-up day along with Peter Pickering and David Jameson, and also for taking my place on the roster once, until I managed to get there.

On behalf of SARMA I would like to thank the club members who manned the roster, some several times. In alphabetical order, they are:

Colin Barnes, Treven Barnes, Darren Barnes, Bob Bevan, Gordon Chaplin x2, Steve Curtis, Karl Eichinger x2, Bob Fleet, John Gordon, David Holmes, David Jameson x4, Jeremy Kemp x3, Iain & Drew Kennedy, Mathew La Vista x2, John Looker, Tim Leach, Chris Marlow x3, Barrie Mackinnon, Peter Pickering x2, Don Worby x3 and Hugh Williams; and I managed a couple.

Others are adding comments and I suspect there will be some startling photos from our beloved editor.

– Dean.



704 approaches the country town with the Grain Train.



Jammo's 700 helps out on the duty roster.



703 descends past the farm on its way from the country town to the port.

The Grain Board Layout 2010

Peter Pickering

It was a bright Spring morning. The sun was shining, the birds were singing and the occasional sound of farmyard animals drifted across the show-grounds on the light breeze. It was Thursday, the day before the 2010 Royal Adelaide Show was due to open. Hundreds of stallholders and other people involved with show activities were getting ready for the opening. There was a sense of urgency; not panic, just the feeling that there was a lot to do and the sooner it was done, the sooner everybody could relax a bit.

In among all this activity there were three SARMA members, Jammo, P squared and Jeremy, doing their bit getting the Grain Board model railway ready. Armed with ladders, string, a borrowed staple gun, track cleaning rubbers, methylated spirits, test track and rag, they raised and tied the heavy plastic dust cover which keeps some of the dirt which blows around the show-grounds off the layout, then cleaned the rail surfaces to the best of their ability. Next, the track cleaning cars were pushed around for a few minutes. Then both locos and cleaning cars were cleaned and a couple of sticky bits on the track received individual treatment. After repeating this process three or four times, the complete grain trains were put on the track and the automatic stop-start process checked. By this time it was getting into the afternoon and our intrepid advance party was feeling a bit peckish. The ladders and other equipment were loaded onto and into P squared's trusty Subaru and off they went.

On the following morning, the weather was not as kind. By the time the show opened, there were light showers. During the morning, the showers got heavy and wind gusts were helping the rain to get into any nook and cranny which wasn't sealed. Water was emerging from a down-pipe next to the layout. Sand-bagging wasn't effective for long because water was entering the building through the doorway and it seems that the layout was

built in a slight hollow so Jammo and P squared were standing in at least an inch of water – neither of them had considered bringing wellies. Jammo found some timber under the layout but this was only thick enough to reduce the depth a bit. Fortunately the electrics were well above the ground so they kept performing.

When Long Bob and Gordon arrived for the afternoon shift, their first task was to find some more substantial timber to stand on – they hadn't thought to bring wellies either. They were successful in their quest and by the end of their shift, the water had subsided; they weren't sure where it went, maybe it just soaked into the floor.

The weather during the rest of the show was not as bad as that wild Friday and, except for a few minor hitches, everything performed OK. There is no doubt that, in the show-ground environment, there is a need to clean the loco wheels and cleaning car pads, regularly especially at the start of the day. The only other problems seemed to be a dicky point switch in the manual yard, one or two locos rubbing on the uncoupling magnet closest to the operators and the occasional case of coupler height mismatch on one of the cleaning cars. The locos are obviously getting a bit tired and need a thorough overhaul or replacement.



930 heads for the Port.

The Grain Board Layout 2010

Chris Marlow

We wouldn't mind a dollar for every time that we heard "They're going to crash!" or "Look, a train set!" or "There's Thomas!" (No, Dean, we didn't smuggle Thomas on to the layout ... this year.)

Some questions we were asked were:

- "How do you dismantle the layout?"
- "Are you going to change the logo on the silos to Viterra?"
- "Why isn't the top train moving?" (It was waiting for the other train to clear the Port section)
- "Is there wheat in those silos?"

From a small girl, maybe three years old(!):

- "Scuse me, how do the points work?"
- "Scuse me, how do the wagons couple together?"
- "Scuse me, how do the wagons uncouple?" (P2 thought she was a very sharp child.)

One question that we couldn't answer, was "How do they keep the grain free of moisture while it is being carried in the ship?"

After six Shows, it was Jammo who noticed that when people make train noises at the layout, it's steam train noises! And the parents, as well as the children, have been born after the steam era!

Many people looked carefully at the details in the farm, town and port scenery. Scenery people please note: those conical disks that are put on the mooring lines to prevent rats getting aboard a ship are missing from the

Noble Judith. At various times the Port was identified as Port Adelaide, Port Pirie or Port Lincoln.

There were occasional glitches.

- At both the country town and the port the automatic stop/start would get stuck on "stop" and we would have to switch to manual to get the train on its way. Interestingly, it occurred frequently on the last Friday of the Show at the Port; only with the train hauled by the green loco 702 – but with the last few trucks, with the loco well out of the way; and never with the other train, which was identical except for the loco.
- The slope in the shunting yard provided its usual fun for the operators.
- On occasions, the container flat cars would get stuck in their buffer stop; reverse followed by a switch to forward would eventually release them.
- After an hour of trouble-free running, 702 and its track cleaning car started to uncouple at the change-over hatch; only solved by reversing the cleaning car.

Quite a few of the inaccessible downlights above the layout are now out. Replacing them is going to be an interesting exercise, but it's something that needs to be done. One of our members reporting for morning duty thought that he was the first to arrive, as the layout appeared quite dim, but the lights had already been switched on.



The Grain Train leaves the country town.

They still haven't fixed the Stobie pole that the truck knocked down, at the left of the picture.

The Buffer Stop
The Grain Board Layout 2010



SAR to the rescue!

Because of the bumper harvest this season, and also because 704 was showing its age, Jammo's 700 and Chris's 930 helped out with the Grain Trains.

704 has a bit of a rest after a long slow climb to the country town.

(Where does the scenery end and the backdrop start?)

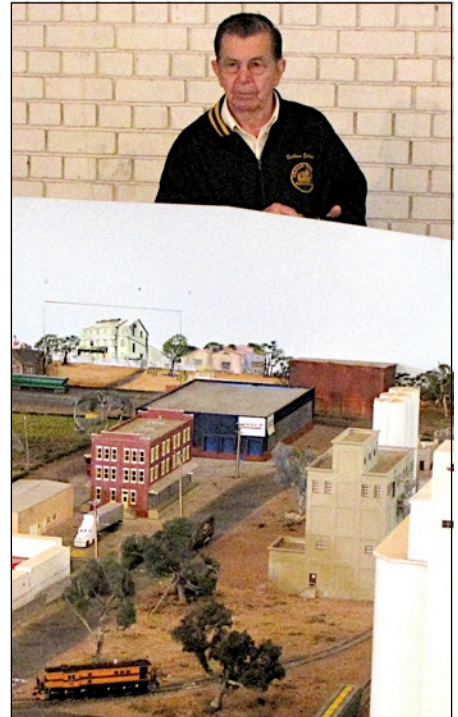


Matt's DL on the Grain Train.

The Buffer Stop
The Grain Board Layout 2010



Chris's 830 shunts at the Port.



Karl concentrates on shunting duty.

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 bus 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 on that night.

The cost of the trip will be:-

<u>If paid on the night:-</u>	<u>If paid by 01.12.10:-</u>
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 foot-wear and bring along a
prize for the '**SWINDLE**'.

For catering and bus numbers, please add your names to the list **tonight**, or leave a message on
8298 8571, or e-mail barrie@picknowl.com.au no later than December 1st.

According to the list the bus is already half full.

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

If you find at the last minute that you cannot be at the clubroom by 5.45 p.m. please ring me on
8298 8571 **before 11.00 a.m.**, or Rob on 0417 856 816 **after 11.00 a.m.**
and ask him to give me a message.

Barrie Mackinnon, Social Director.

The Buffer Stop

Kwik Kwiz

Peter Pickering

Here is the quiz presented by P² at the September meeting.

This is a multiple choice quiz designed to be educational as well as thought provoking and entertaining.

Some questions are quite easy and a few quite hard or obscure.

The answers are on page 5.

- 1 The speed record for a steam locomotive is held by an A4 class pacific of the LNER.
(a) Was it? A: Silver Link B: Flying Scotsman C: Mallard D: Sir Nigel Gresley
(b) What speed? A: 126mph B: 134mph C: 138mph
(c) What year? A: 1934 B: 1938 C: 1948
- 2 The world's longest straight is across the Nullabor and is approximately how long?
A: 250 miles B: 300 miles C: 350 miles D: 400 miles
- 3 First Australian Railway: The Australian Agriculture company built an inclined tramway for carrying coal between Newcastle and Port Hunter in which year?
A: 1827 B: 1834 C: 1851
- 4 The world's largest loading gauge is to be found where?
A: USA B: Russia C: South Africa D: Channel Tunnel
- 5 The first rack railway was which of the following?
A: Rigi, Switzerland B: Pilatus, Switzerland C: Mount Washington USA D: Jefferson Incline, USA
- 6 The steepest rack railway is which of the following?
A: Rigi, Switzerland B: Pilatus, Switzerland C: Mount Washington USA D: Jefferson Incline, USA
- 7 What is the station between Bordertown and Serviceton?
A: Tailem Bend B: Keith C: Wolseley D: Combe
- 8 Which of the following gauges are found in Australia?
A: 2' 0" B: 2' 6" C: 3' 0" D: 3' 6" E: 4' 8½" F: 5' 0" G: 5' 3" H: 5' 6"
- 9 Which of the following is SAR loco No. 523?
A: Sir Malcolm Barclay Harvey B: Duke of Edinburgh C: Essington Lewis
- 10 The 750 class locos came from Victoria where they were designated which class?
A: K B: L C: N D: R
- 11 The first SAR R class steam loco was built by Dubbs & Co of Glasgow in which year?
A: 1868 B: 1886 C: 1890 D: 1894
- 12 In which year was the first SAR R class steam loco built by James Martin of Gawler built?
A: 1868 B: 1886 C: 1890 D: 1894
- 13 What were the wheel arrangements of the following SAR steam locos? Choose from:
4-4-0 2-4-0 0-6-4 4-6-0
4-6-2 2-8-2 2-8-4 4-8-4

F (2nd) R 600
K S 620
P 500B 700
Q 520 750

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 last month'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.