

SOUTH AUSTRALIAN RAILWAY MODELLERS' ASSOCIATION INC.

PROMOTING THE HOBBY IN SOUTH AUSTRALIA



THE **BUFFER STOP**



Road-Rail on Florey Springs

**Christmas Dinner Report
Mystery Trip Report
A Special Christmas Card
SARMA Folk at AMRE 2010
Fiddle Yards**



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 2010 – 2011

President: Hugh Williams Phone: 8271 5327 email: hswilliams@optusnet.com.au	Layout Director: Dean Schluter Phone: 8336 1802 email: dean.schluter@bigpond.com
Vice President (Special Projects): Iain Kennedy Ph: 0417 844 214 email: sarails@bigpond.com	Exhibition Layout Director: Bob Houston Phone: 8268 7813 email: bobhouston@adam.com.au
Vice President (Administration): Roger Wheeler Phone: 8356 9044 email: rawheeler.grange@hotmail.com	Maintenance Director: David Vander Linden Phone: 0419 847 619 email: david@vanderlinden.id.au
Secretary: Peter Pickering Phone: 8344 7625 email: peterp23@bigpond.com	Social Director: Barrie Mackinnon Phone: 8298 8571 email: barrie@picknowl.com.au
Treasurer: Gordon Chaplin Phone: 8261 9736 email: gordon.chaplin@bigpond.com	Editors: Harry Rush Phone: 0403 815 224 email: jywhittaker@optusnet.com.au
Librarian: Allan Norris Phone: 8346 1742 email: addnor@optusnet.com.au	Chris Marlow Phone: 8362 3484 email: marlowc@internode.on.net

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

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

The Buffer Stop

Contents

3	Rob Burford – Return Thanks	15	SARMA Sales
4	From <i>The Buffer Stop</i> Archives	16	Items Stolen from ARHS Victoria
6	Christmas Card	17	<i>History of S.A.R.</i> Errata
7	SARMA Christmas Dinner	17	Library Report
8	SARMA Personalities at AMRE	18	End of Year BBQ
8	Editors' Thanks	19	One Man Point-to-Point Layouts
9	SARMA Mystery Trip	21	Porter Leigh's Puzzle Page
13	<i>Toy Trunk Railroad</i>		

Diary

- Wed 12 Jan: General Meeting**
Entertainment:
The Master Modeller entrants tell us
how they did it...
Plus DVDs selected by President Hugh.
- Wed 19 Jan: Modelling Night/Layout Night
- Wed 26 Jan: Modelling Night/Layout Night (to be confirmed)
- Fri 28 Jan: Committee Meeting @ Dean's. BYO.
- Wed 2 Feb: Modelling Night/Layout Night
- Wed 9 Feb: **General Meeting**



Down the Track...

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

January: a time for looking forward, and for looking back.

When I was a kid, the motive power of the SAR was all steam, except for the Brill railcars. The SAR was the biggest State Government department. The Adelaide Station was a busy place, with the coaling stage near the old Morphett Street bridge. If you wanted to farewell someone on The Overland, you had to buy a Platform Ticket. You could post letters at the entrance to the platform, and they would go on the train to Melbourne and be delivered next morning.

Then came the diesels, and the Bluebird railcars. I remember being disappointed with the Bluebirds: you couldn't open the windows. But you could have fun winding the venetian blinds up and down between the two sheets of glass.

Gradually the railways lost out to road transport in servicing the country towns and today they are almost exclusively for long-distance interstate haulage, and they are very different. Which is why my last two model railways – and the next one, when it is built – were of the old, interesting days of the SAR.

Chris.

Cover Photo:

Dwayne Norris's DL42 with its train of roadrailers on the Florey Springs bridge at AMRE 2010. Would Dwayne's train pass the AN stability test? (See *20 Years Ago* on Page 5.) **Andrew Timmins**

Rob ("Robbie") Burford – Return Thanks

On behalf of our daughters, Toni, Kerin, Katrina and families, I sincerely thank all SARMA committee, members and private groups for the many expressions of sympathy following Rob's sudden death in October.

Your support with tributes, cards and attendance at the service to celebrate Rob's life was deeply appreciated and a great comfort to us all during a difficult time.

Thank you for the invitation to share the Mystery Evening at Mount Barker – I enjoyed seeing everyone there.

Sincere regards and heartfelt thanks,

Lesby Burford.



SARMA meeting, 11 February 2009:
Rob shows the preliminary model that he made of his model railway.

The Buffer Stop

**From
The Buffer Stop
Archives**



**Don Snow &
Chris Marlow**

50 Years Ago: January 1961

President: Norman Scanlon; **Vice-Presidents:** Stan Filsell, Don Willshire; **Secretary:** Don Snow; **Treasurer:** John Datson; **Committee Members:** Bob Monk, Bill Coles, Ron Bowes; **Editor:** Tiny Edwards; **Sub-Editor:** Trevor Carter.

- UHU, a famous overseas glue of a special sort, is now available from the stationary (sic) department of Myers, costing 1/1 [that's 11¢ for you younger members].
- An exhibition layout measuring 10' x 6' will be made for Myers for a display at Easter time. They will be charged \$30 rental for it.
- Layout Plan of the Month, for a small room or cellar, 10' x 6', by Peter Beck.
- "Keeping Them on Track:" the cause of derailment problems could be bogies off centre, couplers off centre, couplers at wrong height, bumps and dips in the track, tight bogies unable to swivel sufficiently, warped floors in vehicles, or broken flanges on plastic wheels.
- "How to Build Box Cars" by Sub-Editor [Trevor Carter].
- **Finance Report:** Bank balance was £137-6-3 (\$274.63).

40 Years Ago: January 1971

President: John Gordon; **Vice-Presidents:** Trevor Carter, Bill Coles; **Secretary:** Bob Irvine; **Treasurer:** Roger Wheeler; **Entertainment:** Eric Milne; **Librarian:** Tony Sitters; **Committee Members:** Hugh Williams, Ray Zeffert; **Editors:** Peter Fehlberg, Phil Curnow

- Most members don't have a large layout at home, and they use the club layout to run in a new locomotive, or get the feeling of a train on a long track which is lacking on a 6' x 4' board.
- The Tavern Bar on the Adelaide Station concourse was opened by Transport Minister Geoff Virgo on 21st December. On the walls are classic photos of the old days on the SAR.
- The narrow gauge Gladstone to Wilmington line is now fitted with chopper couplers, including diesels 865 and 866.
- On 12th December, 900 scouts left on a 16 car special hauled by 935+953 on the first leg of their journey to Sydney via Melbourne and Albury (change to standard gauge).
- The December committee meeting will be held on 16th January.
- Saturday morning work on our new clubrooms: phone Len Redway for information.
- Eric Milne has been at several auctions, and he has purchased 80 chairs for \$60.
- Barrie Mackinnon has supplied poison for the lucerne.
- Convert a Rivarossi J64 coach into an SAR narrow gauge carriage.
- Bridgland's Hobbies have Triang GWR coaches for \$2.95; Model Centre has kits for SAR/VR ELX gondolas less bogies and couplers for \$4.00.

30 Years Ago: January 1981

President: Tony Sitters; **Vice-Presidents:** Vic Kolloosche, Len Redway; **Secretary:** Noel Potter; **Treasurer:** Barrie Mackinnon; **Social Secretary:** Dean Jackson; **Layout:** David Jameson; **Maintenance:** Allan Kitto; **Librarian:** Bill Lewis; **Editors:** Stan Wilton, Andrew Kolloosche

- Article on the "Nevada Central Railway", O scale with 24" curves. The author is not named, but he mentions that he was at the meeting in 1957 at which SARMA was founded.
- Country members interested in purchasing BGB kits of M, OB, DWF and V wagons, please contact the Secretary, Mr Noel Potter.
- Cloth club badges, 2½" in diameter, are available for \$2.50.

The Buffer Stop

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



**Don Snow &
Chris Marlow**

- Fact: In 1871, there were 23 different gauges in the U.S.A., ranging from 914 mm (3') to 1.83 m (6').

20 Years Ago: January 1991

President: Roger Wyatt; Vice-Presidents: Trevor Carter, Rob Burford; Secretary: Austin Balnaves; Treasurer: Don Snow; Layout Director: John Willmer; Modular Layout Director: David Jameson; Maintenance Director: Dean Jackson; Social Director: Terry Jomartz; Librarian: Steven Masters; Editors: Brian Woods, Barry Horner

- Construction night project: Long Tom carriage.
- #5 couplers: the price is so good, we won't even print it.
- Proposal to use a radio communication system on the SARMA layout. Article by Austin Balnaves with assistance from Geof Pearson, Ian Wade and Dean Jackson.
- Report by John Looker on a visit to TNT Contrans at Islington. Other members in the group were Trevor and Peter Carter (not necessarily in that order), Barrie and Paul McKinnen (sic), Rick Bowen, David Zeitz, John Hender, and six well-behaved children.
- Product review by Dean Jackson: Heljan bungalow, Heljan straight arch bridge, Powerline tank cars and Dapol engine shed.
- "Goodbye to the South Australian Country Services" by Bernard Martin, with photos of Brills and Bluebirds.
- "Improving Your Semi-Trailers for More Realism" by Peter Carter.
- A grain train from Port Pirie to Adelaide consisted of DL41+GM26+GM12, + 4 loaded acid tankers, + 63 grain hoppers, for 4850 tonnes.
- AN sent a cup of water in a loaded road-railer from Islington to Alice Springs without spillage or knocking the cup over. To prove that it wasn't a fluke, on the return trip they sent two cups of water in an empty road-railer at the end of a 97 car train back to Islington, successfully.

10 Years Ago: January 2001

President: Peter Carter; Vice-Presidents: John Doherty, Bill Lewis; Secretary: Richard Ash; Treasurer: Don Snow; Layout Director: John Willmer; Exhibition Layout Director: Karlhans Eichinger; Social Director: Paul Mackinnon; Maintenance Director: Iain Kennedy; Librarian: Barrie Mackinnon; Editors: Darren Thomas, Harry Rush.

- Peter Carter has been studying the Code of Practice for locomotive drivers, to become a driver on a commercial railway. In order to see how what he has been learning is put into practice, he had a ride on the Stonie to Penrice and return, with locomotives DA5+843+CK5. The loco cab had air conditioning, a fridge and an electric jug.
- "Modelling the Long Centenary and Baggage Cars of the SAR," by Don Bishop.
- Following the passing of Stuart Flower, at the February meeting SARMA will be auctioning Stuart's model railway items. Please show your support.
- *Keeping Track* with John Doherty:
 - * Those plastic scoops that come with laundry powder are ideal for ladling ballast and ground cover.
 - * The oldest diesel loco still in regular passenger service in Australia is the former VR and V/Line B61. It sees regular duty on the Melbourne – Warrnambool run.
 - * 961, its *Explorer* colours grimy and faded, has spent several weeks in a quiet corner of Islington.
 - * From Carol, some Secret Women's Business: Bumper sticker spotted in the car park at the Islington clubrooms: "My next husband will be normal."

Situation Vacant: Archives Editor. Contact the Editors.

The Buffer Stop

Correspondence Received...



- Thomas O'Donnell is Colin Barnes' grandson.
Thank you Thomas. It was very kind of you to think of us.



SARMA Christmas Dinner

by Helen Williams; photos by Jill Whittaker

The 2010 SARMA Christmas Dinner was held at the Morphett Arms Hotel on Saturday 27th November. Barrie Mackinnon did a wonderful job of hosting and choosing a great venue, which of course was especially appreciated by those by of us who live in the South or West of the City. We met in the Dryden room, so called because it contained a number of Dryden paintings, but unfortunately, there was not a train picture in sight!



Thirty attended including Karl and Jill Eichinger, Bob and Helen Houston, Chris and Glenys Marlow, Terry Meads and Connie, Dean Schluter and Jan, Harry Rush and Jill Whittaker, Tim and Kathy Leach, David and Veronica Jameson, Roger and Sue Wheeler, Hugh and Helen Williams, Alistair and Rena Whibley, Paul and Alyssa Mackinnon, Peter Pickering, Barrie MacKinnon, Stephen Curtis, Royce Juttner, Matt La Vista, and Jeremy Kemp. It looked like a great time was had by all, especially as we had our own dining area. One of the good things about having your own dining area is that external noise from the rest of the Hotel was quite low and we were not only able to hear ourselves think, but also carry on conversations without having to shout.

Dean “Sloots” Schluter viewed the evening “cock-eyed” as he is waiting for a 2nd cataract operation to be done, and we were interested to hear of his friend Jan’s forthcoming trip to

South Africa. We wish Chris and Glenys all the very best for their proposed move to sunny Queensland, although secretly hoping that perhaps this was not their last dinner with us.



On the fashion front, this year the men seemed to make a fashion statement with six of them sporting jazzy stripey shirts.



One would have been forgiven for thinking that we were a model aeroplane group later in the night, as several paper planes took to the air during the latter part of the evening. Its funny how decorum disappears in direct proportion to the period of time a group of people have been sitting down!

If success of the dinner can be judged by how long members stay at the venue, then this one would probably score quite well as the last of the mohicans didn’t leave until around 10.30 p.m.



Fred Leaper



Tim Leach



David vander Linden



Iain Kennedy

Buffer Stop Contributors

Our thanks go to those who contributed to *The Buffer Stop* in 2010:

Colin Barnes
Peter Carter
Trevor Carter
Gordon Chaplin
Steve Curtis
John Doherty
Frugal Freddy
Terry Jomartz
Vic Kollosche
Matt La Vista

Tim Leach
David Leach
Porter Leigh
Barrie Mackinnon
Paul Mackinnon
Terry Meads
Peter Michalak
Graham Nixon
Allan Norris
Peter Pickering

Noel Potter
Dean Schluter
Don Snow
David vander Linden
John Venning
Sue Wheeler
Alistair Whibley
Hugh Williams
Brian Woods

Chris and Harry

SARMA Mystery Trip

6 p.m. Wednesday 8th December, 2010:

Forty-eight people gathered at Dernancourt for the annual Mystery Trip, organised by Barrie Mackinnon.

Where were we going?

Barrie, usually careful in hiding the destination, had let something slip at the meeting a month or two earlier: "Going down to the destination." Therefore, either it was near the coast, or it was down south somewhere.

As the buses rumbled out of the city we began the guessing games, which continued with enthusiasm until we turned on to the freeway which narrowed the choices drastically, and then the turnoff at Mt Barker settled any remaining doubt...

Barrie justified himself by pointing out that in railway parlance, "down" means "away from Adelaide."

Ten other SARMA members and wives had made the trip by car, and they were waiting at the depot along with six people from the Steam Heritage Railway.

Before the barbecue tea, we took the opportunity to have a look at the impressive rolling stock collection inside and out – the nearly finished 621 right near us being well placed for inspection and photos.

Then it was time for the barbecue tea. The SteamRanger people are pretty good at a BBQ.

Then came the Swindle, which lived up to its name. You would expect that, in a proper random drawing of tickets, the prizes would be fairly evenly distributed, but that didn't quite happen.

Towards the end of the Swindle, the sound of Red Hen 412 starting up could be heard in the far corner of the depot. We boarded it and were taken on a ride from the Depot to the Mount Barker Station and then to the turntable where we stopped while the driver

Chris Marlow and Matt La Vista

changed ends. Then we were on our way to Philcox Hill (these days not much more than a name; at 1304 feet, 397 metres, it is the highest point on the line between Mount Barker and Victor Harbour¹). Our tickets were expertly punched by the friendly smiling Ticket Inspector. Fortunately everyone had a ticket, so we didn't find out what he would do if he caught someone travelling without a ticket.

The line itself is very varied and interesting to look at, going right behind backyards out to countryside. We could watch rabbits bolt away from the track. On the return run the sun disappeared and the car's red and green internal lighting combined to make an unusual scene. In both directions (but particularly on the way back) there was an increasing number of members crowding the front of the car eager to film or photograph the journey ahead.

After our return, we were taken on a tour of the depot. Rx207, Rx224, F251, 520 and 621 are all in there, out of service, waiting for various expensive things to be done to them. We had a look at the many carriages, both completed and under restoration; the "Jack of All Trades" 958 and the very English looking 350 shunter. The sadly static 520 and F251 are beyond the current capacity of the Society to restore in the foreseeable future. One hopes very much that we will be able to see both engines operational, although the Duke and the Rx locos should be enough to satisfy most railfans, upon their return. On the non-rolling stock side, the inspection pit and the huge quantity of tools and mechanical equipment gave much interesting viewing. Being able to see the various components of the locos before reassembly gives you a very good idea of how much work there is in maintaining a steam engine.

¹ Your editors are aware that these days the official spelling is "Victor Harbor," but we got the altitude – and the spelling – from the 1963 SAR Timetable. We prefer "Harbour," anyway. One of us taught at Victor Harbour High School a long time ago, so there.

The Buffer Stop

SARMA Mystery Trip (continued)

Chris Marlow and Matt La Vista

Before we left, Barrie thanked all those who had contributed to the evening:


- The late Rob Burford, who suggested the venue (and it was wonderfully appropriate that Lesby was with us for the evening);
- Allan, who booked the buses;
- Allan and Bob, who drove the buses;
- Harry and Chris, who transported the chairs, drinks and Swindle prizes;
- Peter, Bob, Allan and Alyssa, who conducted the Swindle;
- Dean, who looked after the drinks;
- Don, who was our Ticket Inspector;
- Vic, who was the Guard;

- Gordon, who looked after the finances;
- and the SteamRanger people:
- Margaret and Peter Blake and Gill and Trevor Blight, who did the BBQ;
- Don and Joan Snow, who did the planning;
- Peter Charlson, Red Hen driver;
- Oliver Lukans, Depot guide, soon to commence as an apprentice at the depot.

Barrie missed one person in his thanks: Barrie Mackinnon. It was another well thought out and planned Mystery Trip.

Thanks, Barrie.

What's he going to do for this year's Mystery Trip?

		Australian National	
T140 Train Order		A 260456	
Authority	G	R/C	8, 12, 2010
Train Order No.	6	Engine No.	A12
To Guard and Driver of Train No.	4101	Signalman	MT BARKER
Station	MT BARKER	Station	
PROCEED TO PHILCOX HILL THEN AS TRAIN 402 R/C 412 PROCEED TO MT BARKER TAKE MAIN LINE STABLE AND REPORT			
Received at	MT BARKER	Station	1916
Repeated by	V. KOLLOSCH C.R. OLDS	Guard	1917
		Driver	
		Signalman	
		Train Controller	
Train Order No.	has been issued to Train No.		to take the
	at		
Train Order No.	has been issued to Train No.		to take the
	at		
Train Order No.	has been issued to Train No.		to take the
	at		
Train Number	has not yet been issued with a train order containing		advice of the above crossing or passing.

The Buffer Stop

Mount Barker Scenes Photos by Andrew Timmins, Matt La Vista & Chris Marlow



Rx207's destination board poses a question; what's the answer?



New tender for Rx224 takes shape.



DE350 in the Depot at Mount Barker.



BBQ meal:
good company in fascinating surroundings.



The Swindle gets under way with a professional team of Swindlers in charge. As a retired Maths teacher, Chris couldn't see how some people could win so many prizes in a "random" draw.



621 isn't going anywhere just yet, Terry.

The Buffer Stop



621 in the Depot at Mount Barker.



Ticket Inspector Don and Guard Vic ready to go on duty.



Boarding Red Hen 412 for the trip to Philcox Hill.



What would Don have done if he'd found someone travelling without a ticket?



What you didn't need to know:
Jeremy at the controls of 412.



Ticket personally punched by Don Snow with his heart-shaped punch.

DVDs

I have now completed two more DVDs, Volume 3 and Volume 4 "Adelaide Hills Alive" Both are 70 minutes long. As I indicated in the December issue of the Buffer Stock if any club member would like a copy please let me know by email at jcbmvenn@adam.com.au. I will have them at the next meeting.

John Venning

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.

Visit <www.sarma.asn.au>.

Send photos to
Peter Michalak.



– reproduced by permission of Erik Sansom.



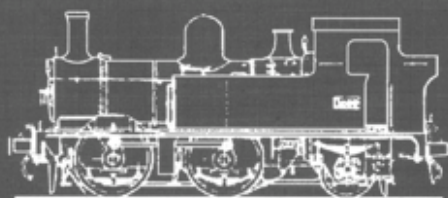
Junction Models

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

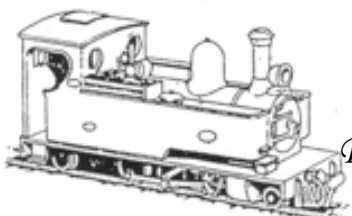
Phone 08 8349 7464 Fax 8349 7463

Email: mail@junctionmodels.com.au

Web site: junctionmodels.com.au



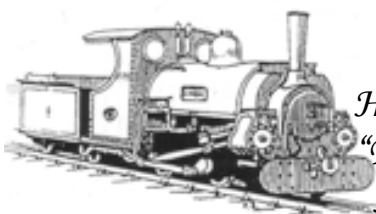
Specials for January 2011:



Bachmann Train Set "Dynamis Sprinter set" (DCC). \$400.00

„ „ „ N "Iron Duke or McKinley" 20% off

„ Branchlines "Robinson 2-8-0" \$230.00 each



Hornby „ "Eastern Valleys Express" \$255.00

"Elite DCC" „ \$250.00

Hornby DCC accessories 20% off.

Magnifier, Large illuminated, multi-position... \$109.00

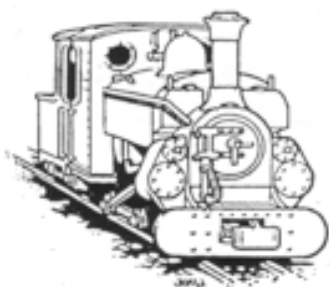
„ Junior „ "bendy stalk"..... \$57.50

Pace controllers-Powered single or dual \$179.00

„ „ - Single Hand held..... \$59.50

NCE Power Cab DCC \$230.00

Ixion Models On30 Coffee Pots now in stock!.... \$325.00



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 - GP20 similar locos, with DCC & Sound \$320 each.

Athearn GP35 Locos - any name \$105

„ GP38-2 Locos - S/Fe, CSX, CP \$85

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

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

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

Wiking Police cars Like VN Commodore \$18 each.

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)

Happy New Year from

Brian, Harry & Vic.

The Buffer Stop



SARMA SALES



See Iain Kennedy

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

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

**GENERAL MEETING NIGHTS
PRE-MEETING DINNER**

Members and visitors are invited to join us for dinner at 6.00 p.m. at Raggies Bistro in the Athelstone Football Club rooms, 150 George Street Paradise, [Not Gorge Road], each General Meeting night.

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

Non-regulars please ring 8298 8571 no later than 11 a.m. that day.

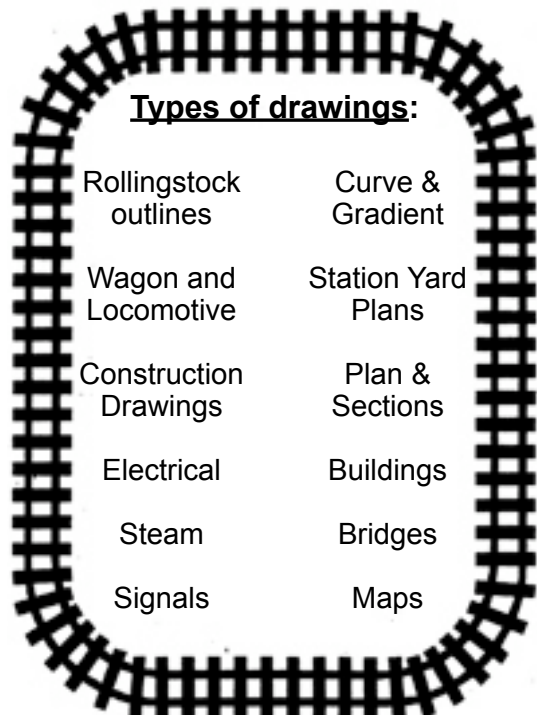
Barrie Mackinnon



SARMA arrives at Mount Barker, 15 Dec 2010.

Australian National Drawings

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



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

These plans are available to research and copy at

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

www.inprotrans.com Email: mark@inprotrans.com
Phone: 8343 5349 Fax: 8343 5354

The Buffer Stop



AUSTRALIAN RAILWAY HISTORICAL SOCIETY

VICTORIAN DIVISION INC. A0033223H

ABN 65 533 143 834

**P.O. Box 748
Williamstown,
Vic., 3016**

IMPORTANT NOTICE TO ALL WITH AN INTEREST IN RAILWAY HISTORY

At some time in the latter part of the week ending 18th December there was a burglary at the ARHS Vic Div Inc Railway Museum in North Williamstown.

Entry was forced into the signal box and the following items were stolen
Two Block Instruments
Two Lamps
Two Staff Exchange Boxes
One Staff Instrument Bell



From the manner in which these objects were selected and removed, it is evident that the thieves were aware of the significance and value of the objects. As they are both bulky and heavy, it is unlikely that they can be transmitted to buyers by post.

The Police were notified on Saturday 18th.

The Council of ARHS Vic Div Inc is determined to take all steps possible to recover the missing items and to assist the police in dealing with those responsible.

To make this possible, we are seeking your assistance to discover any information related to the theft and/or the stolen objects.

It is probable that the objects may be offered for sale, we would encourage you to:

Circulate this message to all members of your organisation/business and associates, as soon as possible.

Circulate this message on any electronic networks you belong to.

Be alert to any one offering the objects for sale

Be alert for any one who has suddenly added such items to their collection

Maintain a watch on eBay and any other means of electronic sale.

Whilst we do not want you to expose yourselves to any risk, or to alert the thieves that we are on the lookout, we would certainly encourage you to discreetly try to discover the identity of the people responsible and pass it on to us.

A telephone number or email address may be all we need for the police to identify the culprits.

Please advise us and/or the police if you have any suspicions or specific information.

Over the next few days this message will be sent to VicTrack, ARHS Divisions in other states, Signal Record Society, ARE, All Stall holders at the Great Railway Swap Meet, ATR, ATHRA, Railway Museums, Tourist Railways, Model and Miniature Railway groups, Auction Houses dealing in Railway ephemera, Mainline steam operators, Australia Customs.

Contact Us Direct

Phone: Ian Jenkin 03 98224940, or mobile 0420 554 288.

Email jenkin4@aardvark.net.au

Ian Jenkin, Vice President ARHS Vic Div Inc On behalf of ARHS Vic Div Council

"History of the South Australian Railways"

Terry Jomartz

I have received some info on gremlins that have appeared in the recently released publication *A History of the South Australian Railways, Vol. 6; Mountains, Mikados and*

Pacifics. Some of our members may have purchased a copy of the tome and would be interested in noting the errors.

ERRATA for *Volume 6: Mountains, Mikados and Pacifics*

Page 2, second line - "Coquhoun" should read "Colquhoun."

Page 18, Diagram 11525 - The Driving Wheel diameter should be 5'0", not 3'0".

Page 18, Diagram 11625 - Where the Cylinders are it should read "4 cylinders 16½" diam x 26" stroke."

Page 18, Diagram 11625 - The height of the Boiler Centreline above rail level is 8'3".

Page 18, Diagram 11625 - Part of the Cab Window has been deleted.

Page 20, Diagram 11664 - The size of the leading wheels is 2'11".

Page 20, Diagram 11664 - Driving Wheels should be 5'0" and Tender Wheels 3'0".

Page 103 - The Coal Capacity should read "= 17 tons (reduced to 14½ tons for 60lb plant)."

Page 162 Super Garratt - In the table "TOTAL EVAPORATION" should be "3,510" not "510."

Page 171, 107 Tons Steam Breakdown Crane - The Engine Cylinders are "10" diam x 12" stroke."

Library Report

Allan Norris

Recent Additions to the Library:

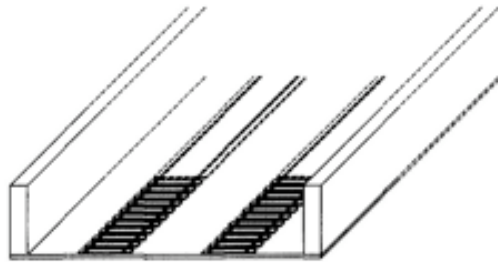
Australian Railway History	Jan 2011
Booster	Dec 2010
Motive Power	Nov /Dec 2010
Model RailRoader	Jan 2011

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

One Man Point To Point Layouts - Part 3

Peter Pickering

In part 1 I discussed the various shapes that a small layout might take, and in part 2, the principles of fiddle yards; I then went on to discuss the fixed types. This month we will look at the moveable track types of fiddle yard and whether they are suitable for one-man layouts.



BASIC CARTRIDGE - CAN BE ANY NUMBER OF TRACKS
CAN ALSO BE ALUMINIUM OR OTHER ANGLE SIDES

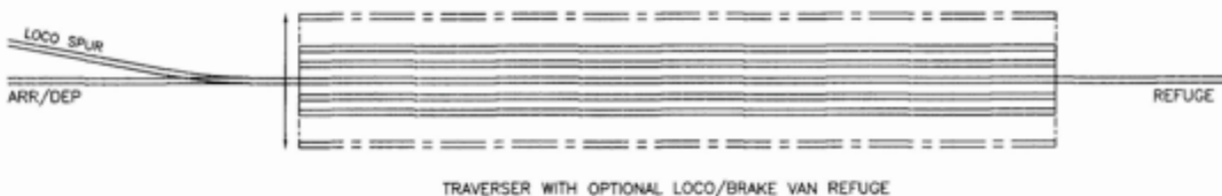
The simplest and cheapest form of fiddle yard is the carriage. This may be no more than a piece of track on a base which can be slid around a flat surface and butted up to an approach track to receive an incoming train. It can then be pushed to one side and rotated to provide a return train when required.

It can also be used as a form of storage, particularly in transport; however, you would need one carriage for each train. In this single track form, it is more suitable for an exhibition or other large layout where a dedicated fiddle yard operator can be employed; it may well be too fiddly for a one-man layout where a multi-track carriage fed by several tracks is more suitable. Whether in

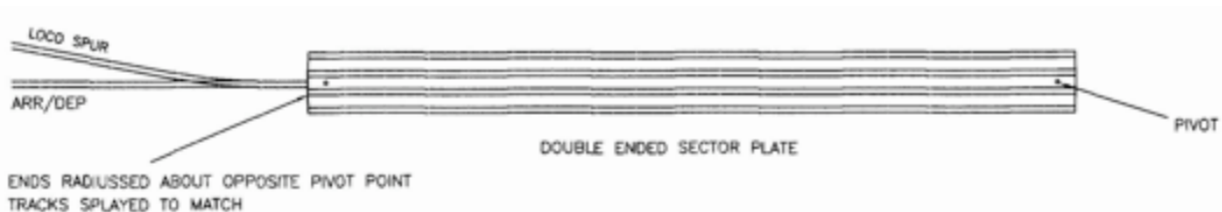
single or multi-track form, the most common form of construction for a carriage is a length of mdf or plywood as a base with similar or thicker side members to provide rigidity, protection and ease of handling.

The logical progression from a multi-track carriage is to mount it on drawer slides or something similar. The carriage then becomes a traverser which can then be slid across the face of the approach track. The problem here is that it is not generally easy to remove and rotate the traverser, particularly if it is rather long. A refuge or even a turntable can be provided to help here. This can be mounted on the traverser or on a separate slide.

We are all familiar with loco turntables. By building a multi-track turntable to the length of your longest train, a number of trains can be loaded on to it and the whole turntable rotated to provide returning trains. However, making one of these is no mean feat; it also requires significant side space. A more practical alternative is to go back to the multi-track carriage concept but, instead of sliding it back and forth, a pivot is provided near the end to provide a partial turntable. This is called a sector plate and is not too difficult to make. It can be aligned by eye or by a simple plunger mechanism. It is frequently made double ended so that the whole device can be rotated to provide returning trains in the same way as a train turntable. It still requires space



TRAVERSER WITH OPTIONAL LOCO/BRAKE VAN REFUGE



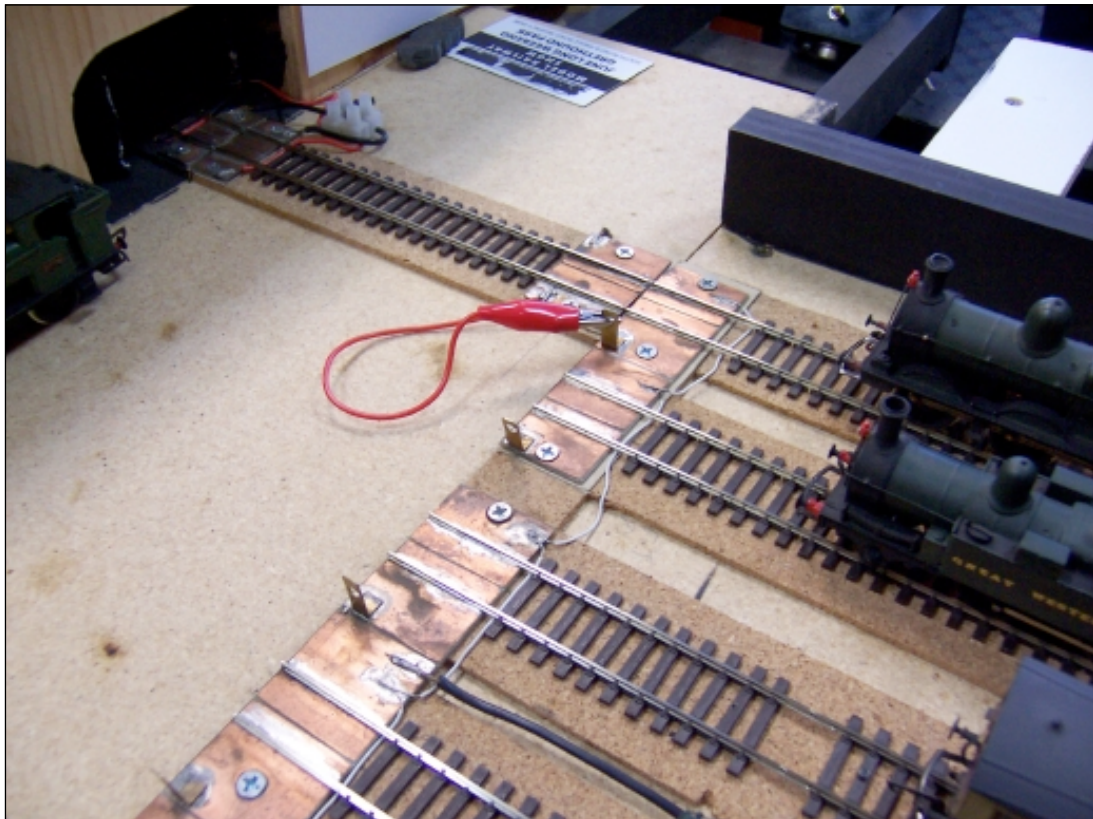
ENDS RADIUSSED ABOUT OPPOSITE PIVOT POINT
TRACKS SPLAYED TO MATCH

to allow the rotation but only on one side of the layout. An even number of tracks is best to avoid the pivot being "in the four foot".

One consideration in all these moving track devices is the provision of electrical contacts. Only two are required if you are employing DCC. With DC, you need at least one per track plus a common. Alligator clips are the most common method, being a lot easier to set up than sliding contacts beneath or beside the tracks or some other sophisticated method.

So, if you are a one-man operator, which form of fiddle yard is the best for you? That's not an easy question to answer. It depends on whether cost is a big factor, whether space is a problem, how far it is from your main station to your fiddle yard, how much "fiddling" you're able and willing to do, how

many trains you want to accommodate, how long your trains are and whether they need rotating rather than reversing. Each individual needs to ask themselves these questions before deciding which suits them best. Perhaps the saving grace is that many fiddle yards can be easily converted to a different type, particularly if they are built with that in mind to start with. For instance, you could build a fiddle yard with a sector plate then, if you want to use a conventional turnout fed ladder yard, just replace one with the other having built them to the same thickness. You might prefer to use a sector plate when there is someone to operate it for you, and change to a conventional yard when you are the sole operator. The options are limited only by your imagination, as they say – I wish they wouldn't!



Business end of a simple traverser constructed, mainly, of timber. Note the red clip for changing connections and the white common wire sneaking underneath. Contact author for more pictures.

The Buffer Stop



BBQ gathering at Dernancourt on Wednesday 22 December 2010.

SOUTH AUSTRALIAN RAILWAY MODELLERS ASSOCIATION INC



**17th
TOY AND MODEL
SWAPMEET**



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

**SUNDAY 27th MARCH 2011
OPEN FROM 10.00AM UNTIL 1.00PM**

ENFIELD HIGH SCHOOL GYMNASIUM.

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

GOOD ON-SITE PARKING

SAUSAGE SIZZLE COLD DRINKS

**ADMISSION: ADULTS: \$3.00 (Inc GST)
CHILDREN UNDER 12 (AND SUPERVISED): FREE**

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

Buffer Stop Indexes

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

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

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

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

They are available on the SARMA website for downloading. If you want a printed copy contact Barrie for the details.

The Buffer Stop
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.

Stone the crows.

One day, a freight train was heading east from Arthurtown at a breathtaking six kilometres/hour, and a grain train was heading west from Janestown at a steady four kilometres/hour. These trains were scheduled to cross at Toolong Siding on the Eyrey Plains.

When they were approaching the siding and were exactly a half a kilometre apart, the train from Arthurtown startled an old crow which was eating grain that had fallen from a previous train. The grain grows well on the Eyrey Plains because as everyone knows, 'The rain on the plain falls mainly on the grain'.

He flew along the line in front of the train at a speed of twenty kilometres/hour straight for the oncoming train from Janestown. As soon as he reached it, he turned around and flew back to the engine from Arthurtown. He kept this up, flying back and forth between engines, until the two trains met, at which point he decided that there was no future in eating the spilt grain along the railway line, so he headed for the bush.

Assuming that the crow maintained a constant speed of exactly twenty kilometres an hour, what distance did it cover during its flight between the engines?

oooo OOOOOOOO - OOOOOOOO oooo

Hatastrophe

One dark, wet and cold morning Porter Leigh, Justin Thyme the Driver and Midas Welgo the Guard were sitting in front of a roaring log fire with their hats in a pile nearby, waiting for the 5.00 a.m. train to arrive in Arthurtown. Justin and Midas had to relieve the crew who were ending their shift. Suddenly a whistle sounded announcing the train's arrival and each man grabbed his hat and ran to the train. Arriving on the platform Porter Leigh remarked to Justin Thyme the driver, "Do you realize, we are all wearing the wrong hat?" Who was wearing which hat?

oooo OOOOOOOO - OOOOOOOO oooo

Porter Leigh's Ponder Line:- *Would a fly without wings be called a walk?*

Knock, knock.....Who's there?.....Martin.....Martin who?.....Martin of peas won't open.

Q: Who can hold up a train but not get arrested? A: *Bridesmaids at a wedding.*

Answers to last month's puzzles

Loco motion. Every part of a wheel revolves around the central axis at a fixed speed when the wheel is *fixed* in place, as in the case of a waterwheel. When a wheel is in motion, like the wheels on a loco, the top part of the wheel must be moving forward at a faster speed or the loco wouldn't move (this is what happens when the loco's wheels slip on slippery rails). Look at a model loco wheel with two dots on it, one at the top [*12 o'clock*](A) and one at the bottom [*6 o'clock*](B). As the wheel moves forward, from left to right, until the dots are horizontal, point A travels a greater distance along a downward path [*to 3 o'clock*] than point B travels along an upward path [*to 9 o'clock*]: thus point A must travel at a greater rate of speed than B in order to cover this greater distance in the same amount of time. However, when point A moves from the horizontal [*3 o'clock*] to the vertical [*6 o'clock*], point B's speed increases while point A's speed decreases. Thus, a point on a moving wheel travels most slowly at the bottom and fastest at the top. [Credit goes to the great English puzzler Henry Dudeney for this outstanding brainbuster.]

Tremendous: The increments at the end of each year are:- 1st year Igrofasta 1 Igrobetta - ; 2nd 2 3 ; 3rd 3 - ; 4th 4 6 ; 5th 5 - ; 6th 6 9 ; 7th 7 - ; 8th 8 12 ; 9th 9 - ; 10th 10 15 . The heights are thus:- 1st year Igrofasta 1 Igrobetta - ; 2nd 3 3 ; 3rd 6 - ; 4th 10 9 ; 5th 15 - ; 6th 21 18 ; 7th 28 - ; 8th 36 30 ; 9th 45 - ; 10th 55 45 . Thus the Igrofasta arrives at its full height first, after 10 years.