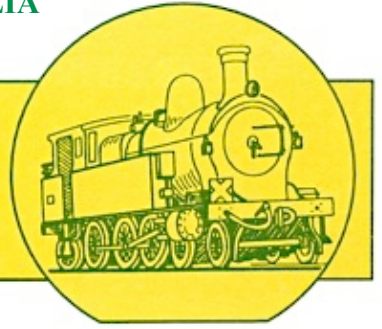


SOUTH AUSTRALIAN RAILWAY MODELLERS' ASSOCIATION INC.
PROMOTING THE HOBBY IN SOUTH AUSTRALIA



THE

BUFFER STOP



Repairing the Bridge

Rail Tour of North Queensland
SwapMeet Report
RailShow Report and Pictorial



ADELAIDE MODEL TRAIN SHOW
JUNE LONG WEEKEND



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 2011 – 2012

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.

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

The Buffer Stop

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Diary

Wed 11 May:	General Meeting
	Entertainment:
Wed 18 May:	Modelling Night/Layout Night
Wed 25 May:	Modelling Night/Layout Night
Fri 27 May:	Committee Meeting: Host:
Sat 28 May:	SARMA Birthday Bus Trip to Goolwa and Clayton Bay
Wed 1 June:	Modelling Night/Layout Night
Wed 8 June:	General Meeting Entertainment:
Sat 11 June -	Adelaide Model Railway Exhibition
Mon 13 June:	Greyhound Park



Down the Track...

May 28:

SARMA Birthday Bus Trip
to Goolwa and Clayton Bay

June 11 - 13 Long Weekend:

Adelaide Model Railway
Exhibition, Greyhound Park

September 2-11:

Royal Adelaide Show
Grain Board Layout

November 20:

SARMA Swapmeet
Windsor Gardens Vocational
College Gym, Danby Avenue

Goodbye, and Thanks

Chris Marlow

This will be the last Buffer Stop that I help to produce, as we will be moving to live in Brisbane shortly after the AMRE long weekend in June.

I joined SARMA twenty years ago, looking for someone to paint a nickel-silver 900 which had belonged to my late brother-in-law (he was a member of the Whyalla Model Railway Club). Steve Masters painted it for me. He even went to the Port Dock Museum to check on the colour inside the cab. The 900 is still looking good (but it needs a DCC chip now).

I've enjoyed my time at the club: the informative entertainment at the meetings; running nights at Mile End; exhibitions at Wayville, Greyhound Park, Portland, Wallaroo, Goolwa and Port Elliot; mystery trips to places that I could never guess; the dinners... But mostly the friendship, the helpfulness, overcoming the gremlins in the works, and the fun.

It has been a privilege to be on the Buffer Stop team since September 2005. Back then, each page or article was a separate Word file, and these were then printed to produce the master sheets for the photocopier. Today, the magazine is produced as one pdf, for both the printer and the club website. MS Word couldn't cope with it, so I have been using "Pages" on an Apple Mac (🍏) which it has worked well.

I'm grateful to Harry Rush who has been our other editor and our photocopier expert. When we had our photocopier at Dernancourt, Harry watched the technicians closely. He had his own set of tools and could fix most problems himself. Unfortunately, Harry is taking leave of absence because of health issues, and we wish him all the best.

We thank Peter Pickering for taking over *The Buffer Stop*. Look after him as he goes on a steep learning curve with Microsoft Publisher.

Cover Photo:

The *Florey Springs* layout made its second-last appearance at the RailShow at Golden Grove in April. The welders are still working on the bridge for its final public appearance at AMRE in June.

The Buffer Stop

SOUTH AUSTRALIAN RAILWAY MODELLERS ASSOCIATION Inc. MINUTES OF GENERAL MEETING HELD AT DERNANCOURT ON 13 April 2011

Meeting opened at 7.39pm by Roger Wheeler
Members in attendance: 40
Apologies: 5
Visitors: nil

Minutes of previous meeting: Moved Peter Pickering,
Seconded Colin Barnes, Carried
Outstanding Actions and Business arising: nil

Correspondence in:

- End of the Line Hobbies – Voucher (\$14.30)
- Telstra – Info Line Message Bank account (\$6.00)
- Model Railroader
- Motive Power
- AMRA - Journal plus membership list
- Richmond Vale Museum Flyers and Special Events Calendars
- Ralph Holden – response to our letter re Ron Stewien's History of the SAR series
- Various – Membership renewals
- Ballarat & District MRC – completed renewal form for reciprocal magazine arrangement
- Channel 7 – Summary statement/receipt (\$2750.00)
- Advertiser Newspapers – Accounts (2) (\$185.63 total)
- TTG Council – Authority to erect RailShow signs
- Windsor Gdns Voc College – Hire agreement

Correspondence out:

- TTG Council – Application for authority to erect RailShow signs

Business from correspondence: nil

Finance: Financial statements presented.
Acceptance of financial report: Moved Gordon Chaplin,
Seconded Trevor Carter, Carried

Reports:

Premises – nil report

Exhibition Layout – AMRE show will be its swansong before being retained as only a clubroom layout.

Royal Show layout - nil report

Club Layout – nil report

Social – Goolwa trip on Saturday, 28th May. Several comments passed re this event being in lieu of Birthday Dinner. It was the committee's opinion that members would not want both events within a short space of time.

BufferStop – Archives editor – Don Snow has done April then David VanderLinden has volunteered to do the 10 year part, Peter Michalak the 20 year and Don Snow the 50 year. Peter Pickering volunteered to do the 30 year. The 40 year part is still awaiting a volunteer (Chris Marlow will do May's only).
Chris also appealed for more articles, especially on modelling.

Library – Allan asked that library material be returned promptly; late fees will apply.

Maintenance – nil report

Bulk buys – Reminder that KD148s are in stock. Sample Jackets will be here soon. Bogies are light on. Any suggestions for future stock will be investigated for feasibility.

Special Projects:

Swapmeet - 27th March 2011 at Enfield High School Gym. Last time at this venue. Event was a success. Thanks to Terry Meads, the BBQ crew and all members who assisted.

RailShow - 15/16/17 April 2011 at the Golden Grove Recreation Centre. Replacement truck to transport miniature railway found. Transport for barriers arranged. Bob Houston will supply a generator.

Friday schedule - Mark-out crew at 9.00am, general help from 10.00am, second hand stall from 2.30pm.
Colin Barnes requested a stand-in for Saturday between noon and 3pm; it was agreed that there would be enough members on hand to stand in.

Swapmeet - 20th Nov 2011 at Windsor Gardens Voc. College (this was the only venue found that was large enough, available on required date and able to store sellers' tables from the Friday to Monday). Venue has been booked. Peter Pickering will be handling preliminary activities.

AMRE - March minutes had not yet arrived (they arrived after the meeting – any member wishing to read them can email secretary for a copy).

Members are asked to make themselves available for the help-desk and the door duties.

General Business:

Reminder: Subs are due. Please fill in forms completely.

Anglicare requested speaker for clients at Elizabeth; PeterP talked and ran and showed trains; well received.

It was reported that **Len Redway's father**, Arthur, who was known to older members, had passed away. Condolences were expressed to Len.

Show & tell:

- Matt Lavista showed a variety of British diesels, a weathered L&Y Pug, a Hornby crane, a Wren LNER A4 Silver Link, and a "Cyberclean" cleaning cloth which cleans out the nooks and crannies which collect dirt.
- Paul Mackinnon showed a collection of "James" in G gauge and OO and N scales, also a WD40 pen purchased from Foodland
- Dwayne showed a couple of ALFs, one in G&W colours fitted with toilet, one less than successful in AN colours
- Vic Kollosche showed his finished (painted) SAR 720, also a four-aspect marker light demonstrating its use and colour changes.

Break: Meeting suspended at 8.52pm for approx. 25 minutes.

Raffle:

Blue D31	Chris Symons	Voucher
Green F84	Gordon Chaplin	Bogies
Blue D43	Steve Curtis	Tools
Black F57	Treven Barnes	Files
Black F58	Treven Barnes	Knife
Red E27	David Boyce	Mystery prize
Red E6	Treven Barnes	Photo
Black F81	Roger Wheeler	Mystery Prize
Red E25	Don Worby	Stickers
Black F62	John Venning	Photo
Red E17	Brian Woods	Coasters
Black F70	David Boyce	Tunnel mouths
Blue D42	Steve Curtis	Crows hat

After meeting activities:

John Gordon showed slides on various parts of South Australia. Members showed their appreciation, particularly, of details of structures since demolished and other historic shots.

Meeting closed at 10.26pm

The Buffer Stop

From The Buffer Stop Archives



Don Snow
Chris Marlow
Peter Michalak
Peter Pickering
David vander Linden

50 Years Ago: May 1961

President: Norman Scanlon, Vice-Presidents: Bill Coles, Stan Filsell, Secretary: Don Snow, Treasurer: John Datson, Committee Members: Peter Beck, Kev Loughhead, Max Starrack, Len Venus, Editor: Tiny Edwards, Sub-Editor: Trevor Carter.

- **Editorial:** Editor, 'Tiny' Edwards, introduced the editorial of SARMA's (4th) Birthday issue of *'Buffer Stop'* by referring to the new layout to be built to replace the existing one. He said, *"Yours truly is guilty of putting in some very strong personal views as to what should be built; but as a club, all views and opinions have to be considered, and that is as it should be. In any case, a layout will be built and will be built, it is hoped, to rigid NMRA standards."*
- **From 'Snooping Around the Tracks':** (which was the 'gossip column' of *'Buffer Stop'*) – The April committee meeting was under the hammer of our new Vice-President, Bill Coles. Our Treasurer, John Datson, was away at Ceduna; whilst our President was away with three bruised ribs and Len Venus could not get down from Long Range Weapons on account they had locked him up as punishment for beating their squash champion!!
- **Hobby Shop News:** The Hobby Shop has some stocks of excellent track-work from Japan which was reviewed in the *Trade Report*. This is fine scale nickel silver, mounted on plastic base and will take all rolling stock except Triang.
- No. 4 & No.6 points @ 16/6 (\$1.65), No. 8 @ 18/3 (\$1.85), Crossovers: LH & RH @ 37/6 (\$3.75), 3-way @ 40/- (\$4).
- Kitmaster Beyer-Garratt loco available for 22/- (\$2.20), New stock includes: Airfix BR 16-ton Mineral Waggon @ 5/6 (\$0.55c), box of 48 civilians for 5/6 (\$0.55c) and 15-ton Diesel Locomotive Crane @ 7/3 (\$0.73c).

40 Years Ago: May 1971

President: Eric Milne; Vice-Presidents: Stan Filsell, Phil Curnow; Secretary: Hugh Williams; Treasurer: Roger Wheeler; Entertainment: Allan Kitto; Librarian: Tony Sitters; Maintenance: Len Redway; Quizzes & Model Displays: Bill Coles, Wally Bennett; Editors: Peter Fehlberg, Phil Curnow.

- Editorial: The club layout – standards need to be set; layout needs to keep three operators busy.
- Cover picture: 400 class Garratt by Bob Burton.
- President's Report: the workload in getting the new layout operating must be shared by all.
- In the recent ARHS tour, the Duke 621 met the Duchess 526 at Mile End Loco.
- The S.A.R. ran special trains to the RAAF Air Pageant at Edinburgh.
- Now that Hugh Williams is Secretary, he will no longer be able to organise the construction nights.
- The S.A.R. has advised us that the narrow gauge 36 foot instruction car Eyre is available for use as a clubroom. The cost including transport to the site is \$300.
- Thanks to Fordigraph S.A. who rescued us by lending a duplicator after the printing crew discovered that ours had finally packed up.
- Plan: FBX Bogie Flat Wagon.

30 Years Ago: May 1981

President: Tony Sitters, Vice-Presidents: Vic Kolloosche, Alistair Whibley, Secretary: Noel Potter, Treasurer: Barrie Mackinnon, Social Secretary: Dean Jackson, Layout: David Jameson, Maintenance: John Looker, Librarian: Bill Lewis, Editors: Trevor Carter, Paul Mackinnon.

- Cover Photo: A pair of RXs head a train of centenary and centre loading cars on an ARHS train on the Dry Creek – Port Adelaide loop.
- Entertainment: Vic Kolloosche showed disaster films.

The Buffer Stop

From The Buffer Stop Archives (continued)



- Research in Britain shows that:
If you tell people to do something, 1 in 10 will do it;
If you give a reason, 2 in 10 will do it;
If you involve them in some way, 5 in 10 will do it;
If you add an incentive, it jumps to 9 in 10.
- Prototype info: A new bogie exchange is being built at the north end of Dry Creek yard.
- Layout report: club has not had an operating layout for nine years. The current layout has been worked on for five years (it seems that the wiring was a major contributor to this).
- The continuing saga of the Red River Valley: most of it is quite unintelligible; nothing's changed. One item refers to the workshop foreman who likes to invent things. He is designing a three-pedalled bicycle for climbing hills. It has a rubber chain; you pedal like mad, let go of the brakes and up the hill you go!
- The Blue Lake Model Railway Club was formed by A.W.Balnaves. Two preliminary meetings have already been held in the West Gambier Football Club rooms.

20 Years Ago: May 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: Brian Woods; Social Director: Terry Jomartz; Librarian: Steven Masters; Editors: Dean Jackson and Michael Partington

- Layout Report: Grosvenor and Warraparinna have both had scenery work done on them. Next project will be to start the port area extension. Yondah has had a facelift with ground cover being applied. The Warraparinna control panel has been labled with Dymo tape.
- Product Review: Long Tom Passenger Car Kit by BGB Models by Geof (Surname unknown)
- Product Review: Powerline SAR Grey Hopper P662 and Powerline P1006 Passenger Car Diaphragm by Dean Jackson
- Request for names and rolling stock for 1991 Wayville exhibition and Enfield/Greenacres displays.
- SARMA sales: Peco track \$3.00 (1m length). Bogies: Arch bar \$5.30; Bettendorf \$5.30; XSC \$5.80.

10 Years Ago: May 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.

- Model display for the meeting was "Unusual Railway Items"
- Barrie Mackinnon enthused about a new video added to the library titled "Great Layouts – A Video Tour" which includes footage of a layout called Leigh Creek.
- Bernard Martin reported on the 13th Annual Canberra Model Railway Exhibition.
- John Doherty informed us that the long awaited HO "scale" Kadee coupler has hit the shops. The price was expected to be around \$8.00 a pack of five.
- Drawings for SAR Centenary cars continued and included the Glenelg Carriage for 76 passengers, the same with baggage provision for 56 passengers and 72 passenger with water closet.
- Railshow 2001 was reported on with twenty exhibitors, and the first ever public showing of the Fete Layout. Ainslie Brittain demonstrated wiring a layout and Des McAuliffe demonstrated scenery techniques.
- All the contributors to the Buy-A-Sheet scheme for the SARMA Ceiling Project were named and thanked for their contributions.

Report of 17th Swap Meet, March 17th

Terry Meads

Unfortunately this was the last swap meet to be held at the Enfield High School, as the site is due for redevelopment. This was an excellent site with the hall being larger than most others and with 'off-street' parking for everyone.

There were 33 traders using 62 tables, with the usual absences from a few regulars, but always a few newcomers. There were quite a few "deceased estate" collections for sale this time, which always makes for interesting items. This compares with the regulars who always seem to have the same items every time and are reluctant to reduce their prices.

This time we advertised in the Saturday paper for 5 Saturdays leading up the event, with 4 'ads' equivalent to 6 lines, and the larger 'ad', equivalent to 13 lines, the day before the event. These had the largest titles that could fitted within the columns and really stood out compared to most others. We also had the usual flyers in at least 17 hobby/toy shops, along with flyers taken to previous swap meets during the year.

As mentioned above, this was the last swap meet at Enfield, and we have booked the Windsor Gardens Vocational College Gym Hall for the 20th November event. To some this seemed a retrograde step but, for a number of reasons, was the only choice available. It is stressed that this is only a temporary measure.

In closing I would like to thank all members for their help in preparation for the event (flyers and table set-up). Also the Barnes team out the front, who, judging by the numbers of people with food, must also have had another successful day.

I'm sure we will see some favorable figures once Gordon has all the cash and paperwork together.



(Photos from Terry's phone – flat batteries in his camera!)

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Model Trains, Track & Accessories

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Scalextric and Die Cast Collectable Cars

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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.

Library Report

Allan Norris

Recent Additions to the Library:

Australian Railway History	May 11
A M R A Journal (W A)	March/April 11
Train Talk	Feb 11
Model Railroader	May11
Motive Power	March/April 11

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

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



Sunlander ready to depart Cairns for Townsville and Brisbane

When early in 2010 I received an e-mail from SteamRanger regarding a trip to North Queensland and travelling on the “Landers,” and that places were limited I didn’t hesitate to send off an acceptance as I had never been that way.

The trip was to start in Townsville with people making their own way and meeting on the 9th of October. Then travel by train to Mt Isa on the “Inlander,” then by bus to Normanton, travel via the Gulflander to Croydon. by bus again to Forsayth and the “Savannahlander” to Cairns arriving there on 16th October.

We decided to go a few days early and fly direct to Cairns and stay overnight and catch

the “Sunlander” to Townsville which would give us a day and a half there before we had to meet up with everyone else.

We arrived at Cairns Station which is undercover and fairly new. The train was at the platform but wasn’t ready for boarding so time for a coffee and look around. The consist was 2 locos led by 2388, baggage car front and rear, sleepers (overnight to Brisbane) sitting up cars, buffet car, car carrier and power car. Total of 20 vehicles. Departure was on time and it was a fairly leisurely trip south. Stops were made at Gordonvale, Babinda, Innisfail, Tully, Cardwell, Ingham and then Townsville. An interesting part of the trip was crossing the 2 ft



QR track crossing 2' gauge Cane line



Inlander ready for departure to Mt Isa at Townsville station

gauge cane lines on diamond crossings. The normal speed limit was 80km/h but the train slowed to 40km/h to cross these tracks. They interlock with signals and catchpoints on the 2 ft lines.

Arrival at Townsville was on time. I noticed a car down at the end of the train, with its side up. On looking closer it was an enclosed car transporter which they were unloading on the platform. From about the bottom line of the windows this section lowered down as a ramp and the upper portion hinged up.

It was then a matter of getting to our hotel. Having looked on Google before we left it looked like a short walk. However, it reminded me of Keswick, although not quite that far out, but there was no transport and it turned out to be a long walk. The old yards are being built on with high rise apartments. The original station building has been listed and is still used by QR. There is a small signal cabin and some shedding that is still standing. A trip to Magnetic Island and a trip on the local bus around the suburbs saw us ready to meet the rest of our travellers on the Saturday evening.

Sunday after breakfast we were on a bus for a half day tour of Townsville and to the station by 1145 for a 1240 departure for Mt Isa on the Inlander. Whilst waiting to leave an ore train went past which I found was an empty train heading for the wharf area to load with nickel ore to go to a smelter some distance out of town. There are 3 return trips per day, with the

ore coming from WA by ship.

An on time departure saw us leave with loco 2389, baggage, 3 sleepers, buffet car and sitting up car. After travelling south for a few kilometres we turned and headed in a westerly direction for Charters Towers where we stopped at 1535 and had a crew change. A small museum adjacent to the station had 2 passenger cars under cover. The main feature on this section was the old Burdekin River Bridge which was replaced in the 1960s during the upgrade of the line and was built higher to clear floodwaters. Our next stop was Hughenden for a 10 minute stop and crew change. Hughenden also has a wagon repair workshop situated along side the line. The scenery was starting to open out with settlements further apart. After leaving Hughenden, and a trip to the Buffet car for a coffee, it was back to the compartment and getting our bunks (3 per compartment) set up for the night. We sort of fell asleep as we continued on.

Daylight saw us at Cloncurry at 0500, which is a fairly large yard with a large fuel depot and also ore wagons and cement cars, all mine-related. After leaving Cloncurry with our last crew change, the line heads SW for 130 kilometres towards the town of Duchess which has a population of around 5 if the dog is counted. The line then turns in a northerly direction and heads for Mt Isa which was reached at 0930.

After a transfer to the Hotel and a tour of the town with the mine and smelters being the main features, we called it a day.

Next morning we boarded the bus which was to take us around for the next 4 days and headed back to Cloncurry and a look around the station in daylight and a look at the Station and a call to the Bakery. It was then on to Normanton. The road to Normanton follows the old branch line to Kajabie. A stop was made at the Quamby pub to slake the thirst for those who needed it. The old Home signal from the station yard and an old trolley are opposite the pub. Off to the Burke & Wills roadhouse for lunch with ULP and Diesel fuel both at \$1.59/litre. Whilst there a Road Train stopped which consisted of a B double and 2 trailers which we compared in length to a 3 car Cockle Train. Back on the bus and an hours drive to Normanton where we had a ride in Railmotor RM60 to the 4 mile siding and back. This was a run for our benefit with the Railmotor making two trips with our lot.

We were shown around their workshops which are housed in the old Goods shed. They have a DL4 class diesel and various steam loco parts scattered around the station. The DL class were built in the Ipswich Railway Workshops in 1939 as an 0-6-0 but were converted to an 2-6-0 before being issued to traffic. On our way to Karumba for an overnight stop we stopped at the Purple Pub in the main street and also saw the 8.3 m croc which was caught in the area in the 1950s. It is the largest croc

recorded in Australia. It was then on to Karumba for an overnight stop.

Next morning back to Normanton for an 0830 departure to Croydon. This service is the last registered Mail run in Queensland and delivers mail to properties along the way. It is also the only line which has retained distances in miles. The trip takes 5 hours to cover the 94 miles to Croydon and this includes a morning tea stop served by the drivers at Black Bull siding which still has an overhead water tank from steam days. The line still boasts the original steel sleepers which were imported from Scotland and were laid in the 1890s when the line was built. There is a slight rise out of Normanton with rest relatively flat and a 16 kilometre straight section. We spent overnight in the Club Hotel in Croydon, which was built in 1887.

Next day we watched the return working leave for Normanton with a total of 2 passengers with a crew also of 2. It was then on to Georgetown for lunch and then to Forsayth and a look at DL2 diesel in the station yard. It was then out to Cobbold Gorge and a trip on the Robinson river through Cobbold Gorge in an electric powered boat with rock faces through the gorge different colours.

Back to Forsayth next morning, only just, as the bus decided it did not want to change too many gears again, to catch The Savannahlander to start our return to Cairns. This train consisted of 2 of QR 2000 class Railmotors which were introduced in 1956. A



RM 60 at the 4½ mile angle (Queensland for triangle), Normanton



Savannahlander crossing the Copperfield River at Einasleigh

quick look around the yard and it was on board for our 0830 departure. This part of the trip was to be the most interesting from a scenery point as during the next two days we went from twisting around hills along rivers to open grazing, with not a lot of wildlife but plenty of cattle. A stop at Einasleigh for lunch at the only waterhole in town and a look at the publican's father's car collection and dolls house furniture all carved from timber, and a walk down to Copperfield Gorge it was back on the train to Mt Surprise for our overnight stop at the Bedrock Village. A bus trip to the Lava Tubes was taken in the afternoon which was very interesting. (it must have been some eruption). A BBQ evening meal saw the end of another day.

An early start and hearty breakfast (probably not good for the other heart) and we were off again on the last leg. We were advised that morning tea would be taken at the Bullock Creek café about 1030 and that there was no need to rush them as there were only 2 people to serve. The train stopped in the yard which was still complete with cattle loading ramp and remains of steam loco facilities. The 2 people in the café were the drivers and the café was under a beach umbrella which was carried in the baggage compartment, so tea/coffee and lamingtons were enjoyed at the Bullock Creek café. The line passes through Bullock Creek

cattle station which is For Sale at \$1.3 mill. Lunch was at Almaden which was a Junction station. A nice lunch was had at the Hotel and a chat with the locals and it was off again for the last leg into Cairns. The train was held up by 2 bushrangers at Bibbohra who went through the train and collected donations for local charity. It turned out that this family put on various shows for the sake of the travelling tourist. A stop was made for afternoon tea and souvenir sales at Dimbulah and to plug in the driver's laptop to see what orders he had. "Proceed to outer signal at Kuranda do not pass" was the latest. As we approached toward the coast the bush gave way for cropping of sugar and fruit trees. A stop at Mutchilba to pick up the staff and we were on our way for the next stop at Kuranda. The weather turned to rain and low cloud by the time we reached Kuranda so it was a quick stop and off down the hill. The Barron Falls were difficult to see but the stop at Stony Creek was worth it.

Arrival in Cairns was at 1815. On the bus and off to the Motel and a meal.

Sunday saw us back at Cairns station by 8-15 to catch the Kuranda Scenic Railway train. We travelled Gold class and were treated to coffee/wine and nibbles, most enjoyable. The weather had cleared by now and it was good to sit back and enjoy the view. The bus was waiting and



Ballyhooly, Port Douglas

we were off to Port Douglas for lunch and a trip on the Bally Hooley Express.

The trip back to Cairns was along the coast road which again offered good views.

The official tour ended next morning after breakfast. Some had to catch flights back to Adelaide while others waited for the train to leave on Tuesday to travel back to Adelaide by train. We stayed till the following Saturday and had a hire car to do some more sightseeing which included a trip to Ravenshoe to see the Tourist railway there. It runs on a Sunday afternoon departing at 1-30 from Ravenshoe to

Tumoulin and returns at around 3-30. The engine is a D17 class 4-6-4 tank loco. They have had to remove the side tanks to reduce the weight over some of the timber bridges so it looks a little odd. The water is carried in a tank mounted in an open wagon and they now fire it on wood as coal is expensive and they have plenty of wood in the area.

So it was back home on the Saturday after 18 days away and a very enjoyable time. The trip on the Savannahlander was one of the highlights, and well recommended if anyone is thinking of heading to North Queensland.



Ravenshoe Tourist Railway.

The converted loco wagon behind carries fuel (timber) and water.

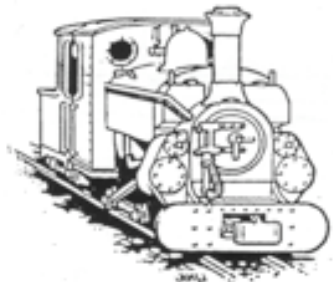
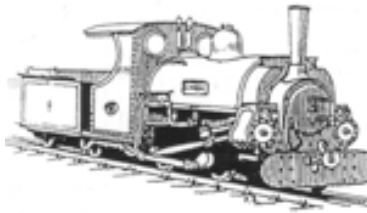
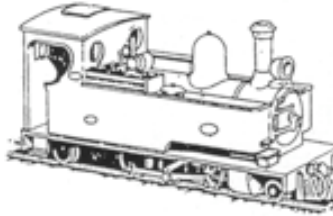
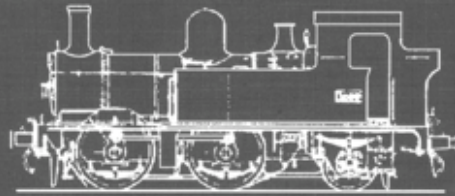
Junction Models

Shop 4, 449 Main North Road, Enfield Plaza, Enfield 5085

Phone 08 8349 7464 Fax 8349 7463

Email: brian@junctionmodels.com.au

Web site: junctionmodels.com.au



Specials for May 2011.

Bachmann Train Set "Dynamis Sprinter set" (DCC) \$399.00

New Hornby locos just in stock,

Hornby "southern suburban" ... \$350.00

„ "Eastern Valleys Express"
\$255.00 „ "Elite DCC" „

.....\$250.00

LGB Passenger Set with "Stainz" Loco\$540.00

Magnifier, Large illuminated, multi-position... \$119.00

„ Junior „ "bendy stalk" \$50.50

Pace controllers-Powered single or dual ... \$179.00

„ „ - Single Hand held..... \$59.50

Class 411 EMU 4 car set \$210.00. 2 car set. . \$165.00

Good Selection of TCS Decoders from \$34 to \$50

Trackrite Foam underlay in HO, N and Metre gauges.

Good stocks of Floquil available.

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

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

Heljan English Diesel Locos - any one for\$190

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

Athearn GP35 Locos - any name \$105

„ GP38-2 Locos - S/Fe, CSX, CP \$85

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

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

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

Wiking Police cars Like VN Commodore \$18each.

„ 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.

## Down Memory Lane...

Chris Marlow

Barrie forwarded to us the following email received at [Aus\\_Model\\_Rail@yahoogroups.com](mailto:Aus_Model_Rail@yahoogroups.com):

The Tichy Train Group have an excellent range of window, doors, detail items, and other bits that a builder might want.

Furthermore, if you model NSW or SAR they have an excellent Accident Crane kit that represents the NSW and SAR cranes well.

You can have a look on-line at the Tichy site: <http://www.tichytraingroup.com/>

or at my favourite model train shop MB Kleins also known as Model Train Stuff! <http://www.modeltrainstuff.com/>

MB Kleins are very reliable with mail order.

Dan

Barrie emailed "Dan" to get permission to print this in The Buffer Stop, and received the following reply from Dan Carmody who is currently in the U.S.A.:

Hi Barrie,

I must say this is a very surprising e-mail!

Mainly surprising due to the SARMA connection!

Firstly, thank you for asking permission. Yes absolutely, go ahead. As a former SARMA member, I would be honoured to be published in the "Buffer Stop"! I was a member in SARMA as a teen when the club was in a Nissen Hut at the northern end of Mile End. Quite some years ago now!

Also, is the bit that you want to publish the Tichy bit or the Accident crane bit? If Accident crane, then I should add that Model Etch do a brilliant brass etch jib for the Tichy crane. (I'm sure that you know this already!) For doors, windows and other architectural bits, I am quite impressed with these "bits" that Tichy produce. I might also add, they do a Water Column that is very much like the SAR water column from the Webb Era.

Actually, they do a Coaling Tower that would "pass" for a SAR coaling tower. It is certainly a very similar style.

Speaking of the Buffer Stop, there is an edition from a few years ago ... 50 year anniversary. A big milestone. Anyway, when in Junction Models while on a trip to Adelaide, they had an Anniversary copy of that Buffer Stop. In it is a photo of a group of SARMA members on a rail trip. In those days, we would rent a 500/600 class carriage and go

somewhere on the rear of a goods. Anyway, in this anniversary edition was a photo on one of those tours which included me as a child! I was erroneously identified as someone else (but never mind). If that edition exists as a PDF or some other format, I'd love to get a copy of it. I've been meaning to ask for some time now for a copy of this edition! Appreciate if you could help me out!

Well good luck, I hope some of the above fleshes out the article for the Buffer Stop.

Cheers, Dan

And a bit later, Barrie received another email:

Just finished reading the Buffer Stop you passed to me. Very impressive read! Well done to the editor.

I saw a query by Chris Marlow on building a helix. I think the article he is looking for was published By the Model Railroader as a supplement "How to build more layout in less space" (November 2010).

Quite a good article.

Cheers, Dan

Well, as you will notice on page 16, the 50<sup>th</sup> anniversary issue of The Buffer Stop is now available as a pdf. It's something I have been meaning to do for a year or so now, but it took Dan's email to get it done.

Dan was right about that helix article too!

Here is the photo that Dan mentioned (he is the young lad at front right):



To identify the others, look in the May 2007 issue.

May 2011

## The Buffer Stop



### SARMA SALES



See Iain Kennedy

|                                 |         |                                          |         |
|---------------------------------|---------|------------------------------------------|---------|
| SARMA Pin Badges                | \$7.00  | Delrin Bearings                          | \$5.30  |
| "Rails and the River" Medallion | \$15.00 | 11'6" Underframe Kits                    | \$8.80  |
| Bogies:                         |         | PVA Glue, 2 litres                       | \$20.00 |
| 40 ton Round Lid, Solid Wheels  | \$11.80 | No. 2 self tapping screws, packs of 100: |         |
| ANR XC                          | \$11.80 | 4.5 mm                                   | \$7.00  |
| W Car Bogies                    | \$11.80 | 6 mm                                     | \$8.00  |
| SEM Axles 10.5 x 25 mm          | \$1.10  | 9.5 mm                                   | \$10.00 |
| Decals for SAR M, MG            | \$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 |
| Kadee #5 Couplers               | \$4.60  |                                          |         |
| Kadee #158 Whisker Couplers     | \$5.20  |                                          |         |

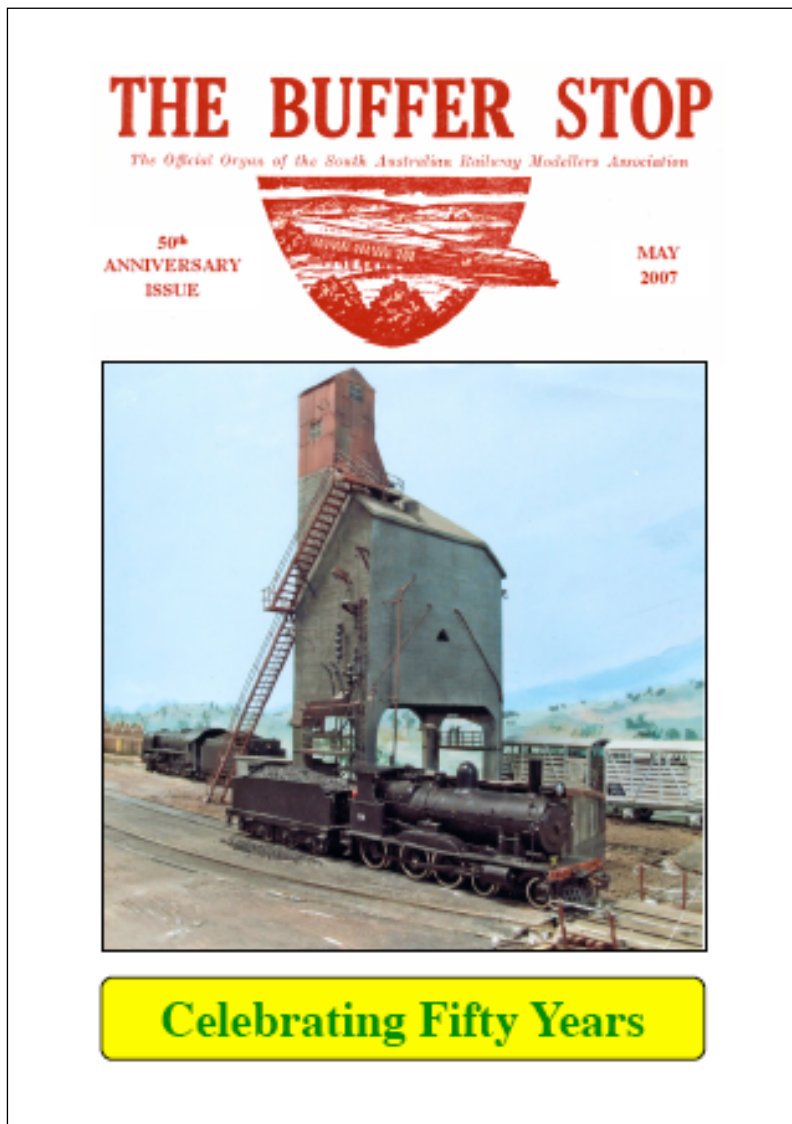
### Royal Adelaide Show, September 2 - 11

We will again be operating the layout that we built for the Grain Board. It's very easy: the two main line trains operate automatically, with the controls designed and made by Dean Schluter. Nothing can possibly go wrong, and you can relax and enjoy yourself shunting in the yard at the Port for half a day. Free entry to the Show, too.





## The Buffer Stop



The May 2007 issue of *The Buffer Stop*, which was our 50<sup>th</sup> anniversary issue, is now available as a pdf document.

It contains a comprehensive history of SARMA and its activities from 1957 to 2007.

We have taken the opportunity to make some minor corrections (see page 14 for the story of one of them) and add some photographs of historical interest that became available later.

It is a 41 page, 9 MB pdf. You can download it from the Buffer Stop section of the SARMA website. Contact the editors or the webmaster for the instructions.

### **Family Birthday Bus Tour to Goolwa & Clayton Bay**

**Saturday 28<sup>th</sup> May 2011**

The bus will leave from  
**Junction Models car park,**  
445-449 Main North Road,  
**ENFIELD**

**at 8.30 a.m.**

The cost [of t.b.a. \$25 to \$30 per person]  
includes morning tea, lunch and inspection  
of:-

**SteamRanger's Goolwa depot**  
**Miniature railway**  
**Display of LGB locos (etc.)**  
**A steam launch**  
**And possibly Strathalbyn station**  
**on the way home**

Wear comfortable enclosed footwear and bring  
a folding chair with your name on it.

For catering and bus numbers please add your  
name to the list *tonight*,  
leave a message on 8298 8571,  
or e-mail [barrie@picknowl.com.au](mailto:barrie@picknowl.com.au)

Bus seats will *only* be available on receipt of  
payment.

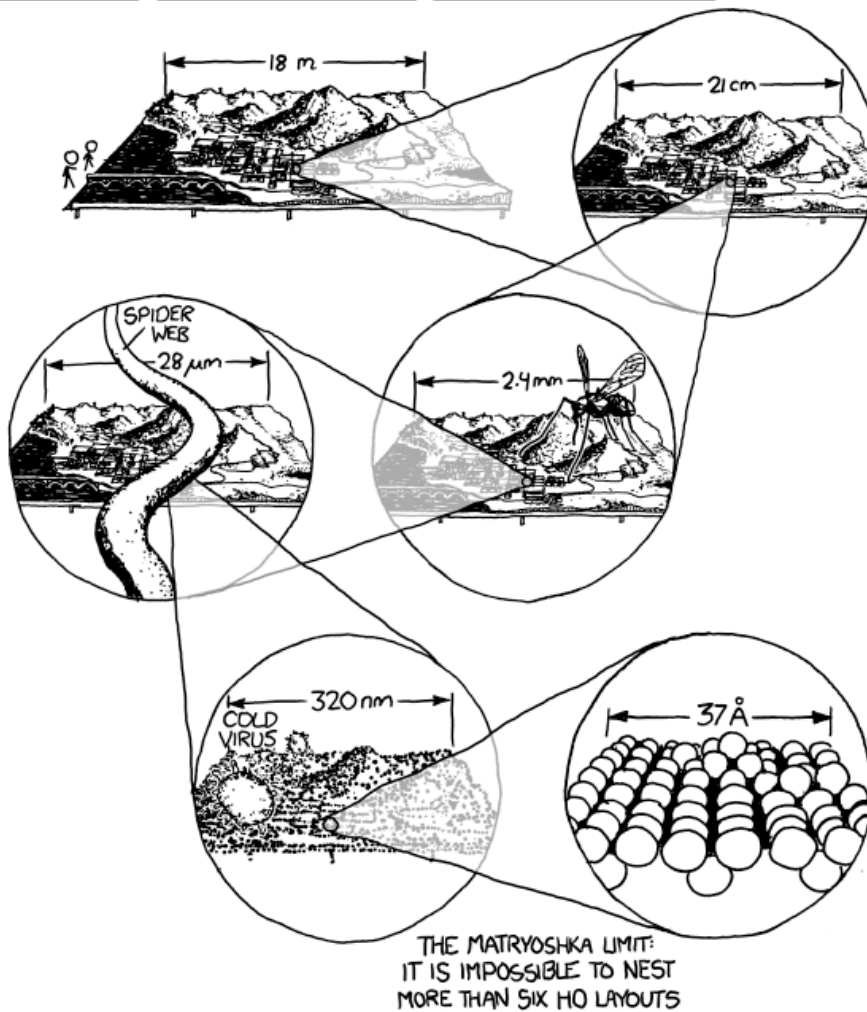
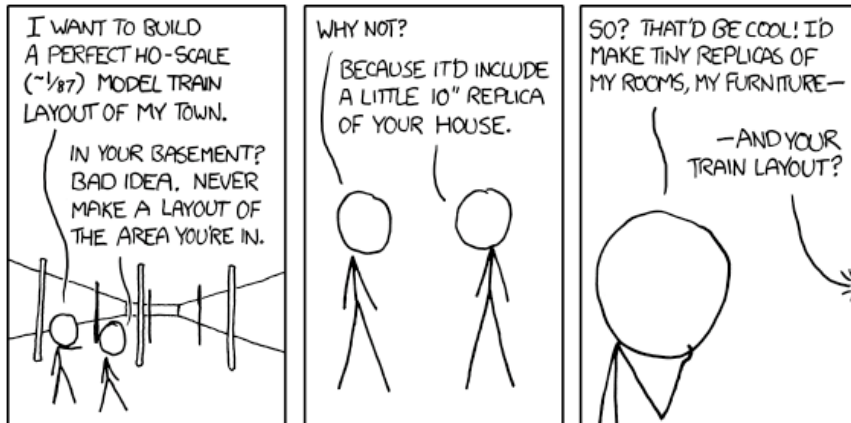
If you find at the last minute that you cannot  
be at the pick-up point by 8.30 a.m., please  
ring me on 8298 8571 before 7.00 a.m. that  
morning.

Barrie Mackinnon,  
Social Director.

## The Buffer Stop

Thinking of building a layout modelling your local area?

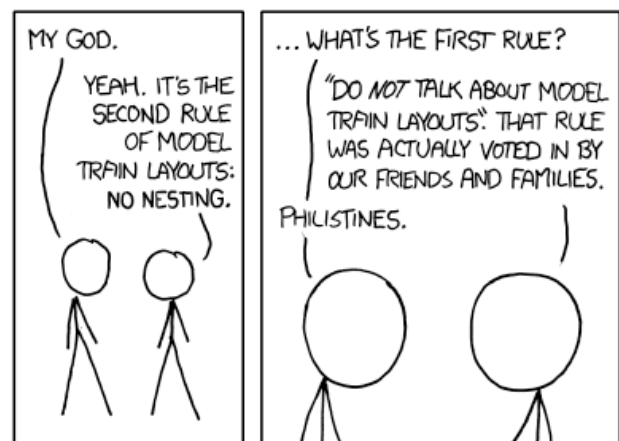
<http://xkcd.com/878/>



What's the Matryoshka Limit, did we hear you ask?

Matryoshka Dolls are those nesting Russian dolls, one inside the other.

The usual number of dolls in a set is six.





## The Buffer Stop March Meeting Display



Whib's Water Tower: it dispenses real water!



Jeremy's Gandy Dancer



Rear:  
Hugh's ON wagons.

Front:  
Bob Burton's diorama with coal stage and narrow gauge ON wagons with magnetic loads for easy removal.



Rear:  
Paul Mac's live steamer.

Middle:  
Matt's Flying Scotsman with double tender as used in the U.S.A.

Front:  
Matt's N-scale *Coffee Pot*.



Matt takes a close-up of Jeremy's Gandy Dancer.



The Buffer Stop  
**April Meeting Display**



Dwayne's ALFs, in AN and G&W colours.



Left: Vic's SAR marker light. It cost him 10/- (\$1) way back then; today they set you back \$130.  
Right: Whib's Heath Robinson type signals.



Matt's display of British diesels, L&Y Pug, Hornby crane, Wrenn A4 Silver link, and a Cyberclean cleaning thingy which gets the dirt and dust and fluff out of the nooks and crannies of your locos and rolling stock.



Vic's completed SAR 720 class loco, painted by Noel Potter.



## The Buffer Stop



James, James and James:  
G, OO and N,  
displayed by Paul Mac.

O-scale still to come, right,  
Paul?

At top left is another of  
Paul's useful discoveries:  
WD-40 in a pen-type  
dispenser that he found in a  
Foodland store.

Paul puts a dab on each rail  
and then runs a train around  
to keep the rails and wheels  
clean.

Some people use Wahl oil  
for this.

Some people shudder at the  
very thought of it.

John and Carol are moving to  
live in Sydney, to be near  
their grand-children. (There's  
a lot of that about these days.)

So John, being too old – he  
says – to start again, is selling  
off his models.

Who's going to defend the  
SARMA layout from enemy  
attack now?

(I never heard any anti-war  
comments when John's  
military train was running.  
They were too busy counting  
how many wagons and tanks  
he had.)



SBR (Specialized Bulk Rail) train 1902S from Rankin Springs to Outer Harbour on 19<sup>th</sup> April with locos SCT009 +SCT001 with 50 cars, 100 containers, 1000 metres long and just on 4450 tonnes, about to enter Dry Creek North.

**John Venning**  
**May 2011**

## **Railshow 2011, the Coordinator's Perspective**

Iain Kennedy

Organising this year's railshow, our third at the GGRAC, allowed me to implement some of the recommendations from previous events, namely the increased use of road side advertising, and a new advert using footage created at Railshow 2009.

Working closely with Jo from Anifex, all was going well with this as I had received a good quote from Channel 7 for advertising utilising a mix of 15 and 30 second adverts. Then trouble struck, getting the advert from Anifex to Channel 7, turned into a drama as you can only do this via an intermediary company, for which SARMA doesn't have an account. Luckily Anifex allowed us to use theirs; then we needed to get the advert checked for "compatibility" with the Intermediary company. Talk about a drama!

Talking with those in the know about the roadside signs used by AMRE, I was able to get a quote for 24 signs, a bit smaller and easier to manhandle, and after PeterP got approval from the TTG Council, he smothered the area with about a dozen signs. It was certainly pleasing to see on my drive up on the Saturday morning a walker jotting down the details of the show.

The Friday setup went reasonably smoothly, with the exception of a call from Bill Daniels, advising his non attendance due to loss of a very close family friend (once again our condolences) and then when I realised that I had drawn up the floor plan incorrectly as I had drawn one of the exhibitors to the wrong scale, and the SARMA layout to the wrong size! Fortunately for me there was just enough space to left to relocate half of the second-hand stall next to Liralau and the other half in the space unfortunately vacated by Bill, and the Portland layout closer to the exit door.

And there was only one member of the general public who missed reading that the show didn't open until 5 p.m. Friday, which is an improvement over previous years.

With Jeremy and Matt assisting the guys from B & C Railways, the collection of the outside railway went smoothly, and the equipment arrived in plenty of time for the opening at 5 p.m.

With the exhibitors mostly arriving early, the hall started to get pretty crowded, pretty quickly; but everybody worked together and the only person raising their voice was me, generally stealing another SARMA member to help another exhibitor get their equipment inside ready to set up. Our interstate traders were helped out the most with SARMA members' assistance, to the extent that the AUSTRAINS trailer (still half full of stock for Hobson's Bay) spent the weekend in the SARMA hall, I don't think that Bob Houston got around to having that boot sale.

Once everybody had their stands set up, the hall looked pretty full, although there appeared to be enough space for people to walk comfortably between the aisles, especially around the shops.

After Opening Friday, the crowds were great which left me hopeful of a great weekend for the show. Colin and his team in the BBQ pit were run off their feet and with the addition of the generator and lights they were able to see properly (it's a pity that we didn't work out the generator air intake properly until the Saturday, as this would have removed the calls of "the generator's gone off again" making things a lot easier for all).

Saturday came along and started with a rush, especially around the BBQ and the outdoor train ride. Colin and his team of willing helpers certainly need to be congratulated on the work that they put in over the weekend as there was rarely a moment when there wasn't someone who wasn't buying a snag or three.

On Saturday afternoon something happened, as the hall emptied out and there were very few people coming through the doors for a long time, which was disappointing as the



## The Buffer Stop

exhibits were top notch and there was plenty of stuff to buy.

Sunday arrived, and I was hopeful that it day would be a better day than the last, and by all accounts it appeared to be so, as there was a steady stream through the door. There were even fears that we would be kicking people out at the event closing time of 4 p.m., as the place appeared packed at 3 p.m. and this was giving me hopes for a good weekend overall after the disappointment of Saturday afternoon's empty venue.

At 4 p.m. the event closed and all of the customers left in reasonably quick time. Then the fun started because, as always, everybody wants to be the first to go home! Because of my stunning plan of placing the SARMA layout in the back corner, there was plenty of people available to assist the other layouts and exhibitors packed up and on their way. With all exhibitors gone, we cleaned up and closed out by 6. 20 p.m.

At this time, the books have not been 100% closed off as there are still a few things to tick off as paid, or received, but it looks like we might have "just" broken even with our incomings/outgoings. Whilst this might be of concern to some, this year we spent a heap

more than we have in the past to organise the event, and had fewer people through the door (for whatever reason). The only good thing about most of the increased expenditure is that this was an investment in the roadside signs, which have been designed to be reused with the addition of a sticker for the new dates for next time. The other increased expense was the hire of a truck to get the outside railway to the event, this whilst a great deal more that it could have been was certainly worthwhile.

In closing; to everybody who came and helped out over the course of the event, be it the tremendous efforts on the BBQ, the constant smiles on the door folks, looking after our stomachs with the exhibitor food, or running our layout, or their own layouts, helping a shop when needed, or any one of the myriad other tasks that needed to be done to make the event happen, I would like to express my sincere thanks for your efforts.

Now there were a lot of SARMA people who said why don't we do this every year.

Who's up for that action?

Iain Kennedy

Exhibition coordinator Railshow 2011



The sights that greeted the public as they came in through the door: Barrie, Fred, Iain and Roger.



Line-up on Vern Cracknell's G scale Kangaroo and Cockatoo Railway.



## The Buffer Stop



Above: Preparing the trailer for departure from Dernancourt. DS  
Right: Andrew attends to the shunting.



Above: John sets up on the outer track while Gordon studies the terribly complicated Lenz 90 handset.  
Right: Graham prevents a rear-ender at the Bridges.



Just look at what Tim found!

(For those who can't get to the meetings: when the value of the latest voucher from *End of the Line Hobbies* to SARMA is announced, everyone says "Thanks, Tim!")



Paul and Bob relax before the next crisis strikes.



## The Buffer Stop



The Three Wise Supervisors: Tim, Don and Terry.



Trouble at Portland!

John and Jim clean up after a train came out of the siding smack into the side of a train on the main line. See! It doesn't happen only on Florey Springs.



Terry at work at the Second-hand Stall



Brenton Dicker at the controls of "Shorty 12," carrying one of the many train loads of children and adults.

## **Back on Track**



Rx207 hauls the Cockle Train past Investigator Beach on Anzac Day 2011.

**Peter Michalak**



## RailShow BBQ Report

Colin Barnes

Well, it's been another successful BBQ, beyond all expectations.

On the Friday night we cashed in at just under \$500, not bad for four hours work.

Saturday was bedlam. Just ask Don Worby. He helped out at the busiest time with 10 - 15 customers deep. After his two hour shift we offered him another stint on Sunday but he absolutely categorically refused. We finished the day with almost \$1000.

On Sunday the club's little fella (Whib) decided to try his hand at being a BBQ chef. I taught him how to throw the onions on to the plate and how to roll the lines of sausages. He was so good at it (after 2½ hours) that we tried to pay him but he declined our offer as he doesn't eat sausages or onions. He did, however, have a few bickies instead.

Matt La Vista was twisting and turning on the serving side, trying to remember was that 1 sausage or 2 sausages, and was it with or without onions. The regular crew enjoyed watching the new guys as they got a taste of what we do at every function.

Again, I'd like to thank Diane for her tremendous help. She is there to help set up, works all day, and then helps to pack up. All



Colin the BBQ Man gets ready at the RailShow. MLV

this, and having to put up with the cook and the waiter and on occasions the go-getter.

To all those who helped over the weekend, thank you. It was much appreciated.

Over the weekend, we went through 30 kg of onions, 80 kg of sausages, 5 litres of sauce, 55 loaves of bread, 2 litres of oil, 2 x 9 kg gas bottles, 400+ cans of drink, 13 x 5 kg bags of ice and 11 rolls of paper towels.

The BBQ's taking for the weekend was approx-imately \$2500, with expenses of about \$820, making a profit of about \$1700.



Genesee & Wyoming Aust empty grain train from Dry Creek to Loxton on 20<sup>th</sup> April with CLP16+GM43+701 +2216+2207 + 40 cars, length 707 metres and 1121 tons at Lynton.

John Venning

## The Buffer Stop

### **AMRE 2011, June 11-13**

Your last chance to run on the Florey Springs layout at a public exhibition.

Don't miss out.

Make sure that your name is on Bob's roster.



### **GENERAL MEETING NIGHTS PRE-MEETING DINNER**

#### ***NOTE CHANGE OF VENUE AND TIME***

Members and visitors are invited to join us  
for dinner from 6.00 p.m.

at **RAGGIES BISTRO** in the  
Athelstone Football Club rooms,  
150 George Street, Paradise,  
[Note:- Not Gorge Road],  
each meeting night  
while we still meet at Dernancourt.

For a look at the menu, visit  
<http://www.athelstonefc.org.au>

**Note:- Ring me on the morning as  
Raggies Bistro may not be open on  
Wednesday nights.**

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.

#### **Types of drawings:**

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

These plans are available to research and copy at

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

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

## The Buffer Stop

### 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.  
This is the last page in this series.

### Highball

Justin Thyme drives the train from Arthurtown to Janestown. On this particular day Justin discovers that his average speed for the journey has been 30 kilometres per hour. On the way back, he is determined, in spite of the obstacles placed in his path by the per-way department, to make up for lost time and make his overall average speed for the whole journey 60 kilometres per hour.

How fast must he travel on the way back to Arthurtown in order to do this?

[Hint]: How long would the round trip take if Justin were to succeed in his driving ambition?]

oooo OOOOOOOO - OOOOOOOO oooo

### House your maths?

The houses in Railway Terrace in Arthurtown, which runs from the shopping centre to the station, and having been built for the railway employees, are all of the same size and are uniformly spaced so that each and every house is directly opposite a corresponding one on the other side of the street. Moreover, the houses have been consecutively numbered up one side and then back again along the other. The postman notices as he delivers a letter to number 37, that it is directly opposite house number 64.

How many houses are there in the street?

[Hint: Think about the numbers of opposing houses.]

oooo OOOOOOOO - OOOOOOOO oooo

*Knock, knock.....Who's there?.....Porter Leigh.....Porter Leigh who?*

*Porter Leigh (i.e. portly) people should not jog.*

**[Editors' note: this could be a clue to the identity of Porter Leigh!]**

Porter Leigh's Ponder Line:- *Why doesn't glue stick to the inside of the bottle?*

Q: What's the difference between a child starting school and an engine driver?

A: *One has a mind to train and the other has a train to mind.*

---

### Answers to last month's puzzles:

Spare a mooment. He shipped the cows.

Tickets please. The children are three, four and five years old. The possible combination of three whole numbers which give 60 on multiplying are:  $1 \times 1 \times 60$ ,  $1 \times 2 \times 30$ ,  $1 \times 3 \times 20$ ,  $1 \times 4 \times 15$ ,  $1 \times 5 \times 12$ ,  $1 \times 6 \times 10$ ,  $2 \times 2 \times 15$ ,  $2 \times 3 \times 10$ ,  $2 \times 5 \times 6$  and  $3 \times 4 \times 5$ . The only combination which adds together to give the same number as one gets from dividing 60 by the largest number is the last, so the children are three, four and five years old.

It's a piece of cake: There are eight people. So the minimum number of cuts required is three: Two in the vertical plane (i.e. cutting the cake into quarters), and one in the horizontal plane dividing the cake into two equal pieces, which gives eight pieces in all.



# *The* **BUFFER STOP**

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