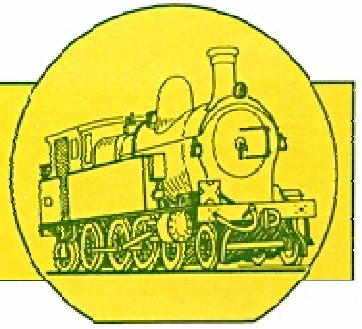




THE

BUFFER STOP



**Rx 207 leaves Goolwa on 28th May
headed for Strathalbyn**

**Alan Thomas - What's he up to?
Florey Springs and River Transport
Trip to Goolwa - Trains in all sizes**



**ADELAIDE MODEL TRAIN SHOW
JUNE LONG WEEKEND**

Harold (Harry) Rush 1949-2011

Harry was a child of Victoria, coming to live in South Australia as an adult. In Victoria, he had worked in railway workshops, motor car repairs, the music world with lighting, etc. There was also something called "kerbside industries". You name it; Harry and his mates would do it.

Looking for a change in life, he found the best road in Victoria, the one which led to South Australia; he never looked back.

He met Jill Whittaker and she became his wife. Two children were later to come along; Ashleigh and Yvonne - Ash and Yve as he often called them. Both children are now adults and both parents have ensured that a loving family and home were the rule.

I first met Harry about 20 years ago at the old Junction Road shop. As Jill put it, he just kept turning up and, when my assistant of the time resigned in 2001, his chance came to get the job. He became my alter ego. He was honest, trustworthy, ran the shop well and gave lots of good advice to customers who needed guidance. Harry took particular care of anyone just starting in the model railway hobby.

Harry did not get on well with computers and frequently told the machine about its possible fate and destination - usually the middle of the North Road!

The best days for Harry were when he had sold a lot and, particularly, when he had moved a "shop ghost", goods which were very old and deserved the half-price tag.



Harry joined SARMA on my prompting, I think, and proceeded to involve himself in club activities, eventually becoming one of the club editors. The SARMA copier received, from Harry, similar treatment to my computer when it misbehaved.

Harry has amassed an extensive collection of railway books, plans and models in HO and On30 scales, specialising in SA and Victorian prototypes.

It became obvious about two months ago that Harry had some health problems and I helped him where possible.

He may be gone but his family and friends will not forget a man who loved his wife and children and valued his friends with a true heart.

Rest well, Harry.

Brian Woods.

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: <peterp23@bigpond.com>

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

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

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

The Buffer Stop

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Diary

Wed 8 June	General Meeting Entertainment: tba
Sat 11 to Mon 13 June	Adelaide Model Railway Exhibition at Greyhound Park
Wed 15 June	Modelling/Layout night
Wed 22 June	Modelling/Layout night
Fri 24 June	Committee Meeting at Dean's Host Bob Houston
Wed 29 June	Modelling/Layout night
Wed 6 July	Modelling/Layout night
Wed 13 July	General Meeting Entertainment: tba
Wed 20 July	Modelling/Layout night



Down the Track...

July 29:
Noarlunga Swapmeet

September 10:
Modelling the Railways of
South Australia Convention

September 2-11:
Royal Adelaide Show
Grain Board Layout

November 20:
SARMA Swapmeet
Windsor Gardens Vocational
College Gym, Danby Avenue

Harry Rush

On May 20th, Harry Rush passed away after a relatively short illness. We were all saddened by his untimely death.

Many would say that Harry was a rough diamond, but a diamond none the less, helping many modellers and enthusiasts with his broad knowledge.

His funeral service was held on May 27th with a large gathering of members, friends and family in attendance. May he rest in peace.

Cover Photo:

On May 28th, a group of 20 SARMA and family members took a bus trip to Goolwa and other places in the vicinity. The cover photo is of Rx 207 passing the maintenance shed on the Strathalbyn side of Goolwa. Matt's write-up starts on page 17. Unfortunately it took up most of the available space and most of the pictures will have to be held over until next month.

Editorial

Welcome to the June issue of Buffer Stop. I write these words with a some trepidation because I am following in the footsteps of someone who cared about what went into the Buffer Stop and endeavoured to make it technically correct. Of course, Chris would occasionally implant tiny errors for readers to find so that they could advise him of them and feel that warm glow of achievement. I will follow in Chris's footsteps in that regard; in fact, I have decided to pop in a few more from time to time because some members were having trouble finding them!

Why am I writing an editorial page you might ask?

There are several reasons. Firstly, to advise of particular items of interest in the current, past or future issues of Buffer Stop that warrant a special mention. Then there are things which are not in Buffer Stop which are worthy of a mention but not significant enough to warrant their own article. Some of these things might be considered hearsay, rumours or tittle-tattle but I will indicate in some way if there is some doubt about their authenticity.

One area which I intend to include is some topics which arise during committee meetings. While these may be common knowledge to some of our members, quite often country members and others who are unable or unwilling to attend General Meetings (or who have hearing difficulties) are left in the dark. While some subjects discussed in committee are necessarily confidential, particularly in their embryonic stages, most committee business can and should be exposed to the membership at large. If I have the slightest doubt about a topic which is about to appear in Buffer Stop, whether it be from my pen or from others, the committee will be contacted (usually by email) to get clearance.

One thing that an editor has to be aware of is that the Buffer Stop is read not only by the membership; copies go to other clubs, model and hobby shops, the state library and other public places. For this reason, a degree of con-

fidentiality has to be maintained within Buffer Stop. Financial matters are excluded and any other topic which we want to play close to our collective chests will not be able to appear.

This editorial will, as you might expect, appeal for contributions to the Buffer Stop. In some cases they will be of a general nature, in others I might ask for a spiel on a specific topic. Quite often this falls to a member of the committee but, quite often, none of them is the best person for the job. If you feel that you are unable to write an article but can provide some photos and notes, you are welcome to provide them for inclusion. Some of the most popular and easy to read books and magazines are in the photo and caption format with little or no supporting text. I will be happy to discuss the options for format with you.

On a personal note, you might ask what qualifications I have to be editor of this worthy periodical. Chris was a schoolteacher at one time and has a solid foundation of general and technical knowledge and English but, most importantly, he was willing.

I was educated in the U.K. finishing up at an English grammar school; it didn't do much for me but I did learn most of the technicalities of the English language. During much of my working life I was a draftsman with a few technical qualifications, before moving on to quality and configuration—I'll explain these to anybody who wants know. I, too, am willing to give the position of editor my best shot. As Chris said last month, I will have a steep learning curve, particularly with Microsoft Publisher, so be patient.

I should point out my most significant failing—I have a dreadful memory—I always have had and advancing years don't help. So remember that when you tell me something important; it's always best to follow it up with an email.

Finally, if you like the way Buffer Stop is going, let me know; if you don't like any aspect, I would appreciate constructive criticism.

Peter P (Ed)

The Buffer Stop

EXTRACT OF MINUTES OF GENERAL MEETING HELD AT DERNANCOURT ON 11th MAY 2011

Meeting opened at 7:45 by the Chairman, Hugh Williams

Members in attendance: 45

Apologies: 6

Visitors: None

Minutes of previous meeting: Moved: Trevor Carter, Seconded: Treven Barnes, Carried

Outstanding Actions and Business arising: None

Change of Office bearers: Due to the impending departure of Chris Marlow, it was proposed, at the April 2011 Committee meeting, that Peter Pickering stand down as Secretary to take up the position of Editor, and David Vander Linden stand down as Maintenance Director to take up the position of Secretary. It was moved Hugh Williams, seconded Dean Schluter, that the proposal be adopted effective 1st May 2011. David Holmes was appointed Maintenance Director. These appointments to be ratified at this General Meeting.

Moved: Trevor Carter, Seconded: Brian Woods, Carried

Correspondence in:

End of Line Hobbies - Voucher

Telstra – Info Line Message Bank account

Channel 7 – Tax Invoice Summary statement

TTG Council – Account for the hire of the Golden Grove Arts Centre for RailShow

TTG Council – Account for the hire of the Log Cabin

Advertiser – Overdue account notice – (account already paid)

John Badcock – Letter of thanks and a cheque for 10% commission on sales at RailShow

Correspondence out:

Letter to John Eassie of Austrains, thanking him for his consideration re the purchase of locomotives for the Grain Board Layout and other.

Business from correspondence:

Finance: The financial statements for the month were presented.

Motion to accept the financial report: Moved Gordon Chaplin, Seconded Iain Kennedy, Carried

Reports:

Premises – Hugh Williams is progressing with the application to construct a second shed at Dernancourt in lieu of Banksia Park. The shed will be approximately 18.2m x 7.5m x 3.34m (60' x 25' x 11') and will include a unisex disabled toilet. Plans

for comment are being lodged with TTG Council.

Trevor Carter asked about what happened to the other group that was supposed to be moving to Dernancourt when we leave. It appears that they are no longer going to do that. Confirmation will come once our plans have been lodged.

Another property at Wingfield has been suggested and will be investigated further to see if it might be viable.

Exhibition Layout – Bob Houston was still after a few names for the roster for the AMRE show.

Royal Show layout – New locos have been purchased (refer above) and Dean Schluter is now seeking help with the repainting of most of the rolling stock into more modern livery.

Club Layout – Nil

Social – Goolwa trip on 28th May. There were still some spaces available. Barrie also mentioned that there will be a SteamRanger workers special running from Goolwa to Strathalbyn pulled by an Rx class.

BufferStop – Peter Pickering has moved into the role of Editor (see above). Dean Schluter has offered to help out with printing and collating the BufferStop in the short term.

The May magazine has 27 pages and was the first to have the “From The BufferStop Archives” section compiled by a number of members. A volunteer is still being sought to look after the 40 years ago slot.

Chris Marlow has put in a sterling effort to recompile the 50th anniversary edition of the BufferStop into an electronic version which has been made available on the website.

Chris was also thanked with a round of applause for his service to the club over the years as Editor.

Chris then thanked Harry for his efforts also, including that as time went on and the photocopier gave so much trouble, Harry managed to learn how to repair some of the minor glitches. Harry apparently had some special words he used and the rumour is that the panelling on the wall behind the copier was to stop the paint blistering when he was ‘repairing’ the copier.

Library – Some new booklets on Narrow Gauge prototypes have been purchased and added to the library.

Maintenance – Nil report

Bulk buys – Complainants regarding the lack of chocolates in the fridge have been placated

The Buffer Stop

Special Projects:

Swapmeet – Hugh thanked everyone that helped out over the weekend and on the day. Thanks were also extended to the Barnes Team for the sausage sizzle. He reiterated that these events are needed to be able to do things like build a new shed.

RailShow - Iain thanked all those who assisted with RailShow 2011.

AMRE - Allan still needs names for door staff. It was suggested that anyone who is rostered to run on the layout would also do a shift or two on the door.

General Business:

Peter Pickering extended his thanks to Barrie Mackinnon for the work he does in support of the secretary. He also thanked Chris Marlow for his work and asked for patience from the members as he strives to achieve the same standard. Peter also asked for the usual, more articles.

Barrie Mackinnon pointed out that there was sometimes a shortfall in the raffle ticket takings (compared with the number of tickets taken). The members were reminded to only take the number of tickets they pay for.

Dean Schluter asked if anyone who might be in the area of Junction Models to pick up the repaired digital hand-piece.

Allan Norris had two books on narrow gauge prototypes for sale.

John Looker commented that some of his favourite train spotting locations are disappearing as housing spreads further north. He also mentioned an article in The Age regarding the re-opening of some railway crossings in Melbourne.

<http://www.theage.com.au/victoria/brighton-crossing-jumps-the-queue-20110511-1eiyh.html>

Show & tell:

Dane Filander showed his scratch built diesel shunter as well as a Commonwealth Railways ARB class passenger coach that had some people at the Rail Museum stumped.

Paul Mackinnon showed his graffiti covered DL Class locomotive, much to the horror of some present. He also had a interesting rule from Smiggle and some souvenir programs from SARMA's second RailShow back in 1989.

Alistair Whibley presented a unique modification to some Annie and Clarabel coaches, much to the horror of Paul Mackinnon. Modifications included adding 'bits and pieces' from other models and Black Beetle powered bogies to make truly one off rail-cars.

Matt La Vista had a picture of a re-build of a re-build of a rail motor from the UK. There was also a completely fictitious engine of the SAR if perhaps Mr Shay had stayed on a little longer. With a 2-6-2 wheel arrangement and tender, Matt's 320 class boasted modifications to the front bogies, pilot, chimney and smoke box. Matt tried putting lubrication oil into the 'smoke system' with unusual results. Matt also removed the buffers and a dome or two and added 40 ton bogies to the tender to give more of an SAR look. A few decals and flat black paint and there it was. Hugh Williams even commented that at an exhibition, you would probably hear someone state that they remember riding in one!

The meeting was then suspended for a break at 8:50pm

Raffle:

Black B51 – Tim Leach – Voucher
Black B20 – John Venning – Couplers
Black F97 - Treven Barnes – Watch
Black A72 – Dwayne Norris – Knife Set
Red E75 – Don Worby – Hobby Knife
Black A67 – Carol Badcock – Coasters
Black B49 – Tim Leach – Stickers

After meeting activities: Videos of Geoff Nott's layout, Leigh Creek and prototype trains in the Welsh Highlands.

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.

The Buffer Stop

From
The Buffer Stop
Archives



50 Years Ago: June 1961

DAS

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.

Handy Hint: Cabbage patches can be 'planted' in HO scale layouts by using whole cloves from the kitchen spice box and painting them green.

Office-bearers of SARMA for 1961-1962: It was the President's request that the Vice-Presidents be in charge of the layout and entertainment and that Alan Aldous continue with the library. Publication of the *Buffer Stop* is carried out by the Editor, Sub-Editor and Don Snow, Peter Beck and Bill Coles. To make this year's *Buffer Stop* even better than last year, all members are invited to submit articles for inclusion and, with the Editor's approval; these will be printed as soon as possible.

The Club Layout: Good progress is being made so far on the new layout. The old layout has been completely dismantled and we hope in the next couple of weeks to remove all the unused wood and other rubbish so that there will be room for tables and chairs in the centre. At the end of May, the new track base has been completed with the exception of two corners and the elevated track base. Ten points have been laid and ballasted and about five yards of track are also in position and completely ballasted.

Stop Press: Coming soon to Bridgland's Model Train Shop: Some extremely detailed locos; NYCR 10B Mikado RTR 2-8-2 @ 29 pounds 14/9 (\$59.50) and an Erie Triplex RTR 2-8-8-2 @ 100 pounds 12/6 (\$201.25).

40 Years Ago: June 1971

HW

President Eric Milne; Vice Presidents: Stan Filsell; Phil Curnow; Secretary: Hugh Williams, Treasurer: Roger Wheeler; Entertainment Officer: Allan Kitto; Librarian: Tony Sitters; Maintenance: Len Redway; Editors: Peter Fehiberg & Phil Curnow.

Cover Drawing: Line sketch of 621

Editorial: Problems with 621 including derailment caused by stones on track.

Construction Nights: Cattle car construction nights continue using plans from April 1971.

Meetings: Held in Club Rooms situated at Mile End between Mile End Station and Railway Tce.

Club magazine: Still printed on a Spirit Duplicator. Each magazine had to be manually assembled.

Program: Hugh Williams Slides and talk re the recent Tasmanian Railway Centenary celebrations, (Launceston to Deloraine section) showing the six steam locos especially painted up for the occasion.

Article: Trip to Central Australia by Eric Milne on the old Narrow Gauge Ghan.

Plan: Proposed club layout for discussion of members! Has anything changed?

30 Years Ago: June 1981

PP

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: Motor Inspection Car (MIC5) at unknown locality.

General Meeting Display: Kit-bashed models.

Entertainment: Master Modeller Lecturettes.

AN shows its true colours: GM1, the first loco in green and gold, was unveiled at Port Augusta. GM1 has, to date, travelled 5.6 million kilometres.

A \$12 million contract was recently let to Clyde Industries to provide ten new generation BL class locos.

The Adelaide - Port Pirie gauge conversion is starting.

There will be a railway oriented exhibition at the state library from 6th June to 6th July.

A NSW man has received a bill for \$300 thousand for the damage sustained by loco, rolling stock and permanent way when he was responsible for causing an accident.

A shunting puzzle appeared on page 9. *(This will be reproduced in a future Buffer Stop when space is available)*

The Buffer Stop

From
The Buffer Stop
Archives continued



20 Years Ago: June 1991

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

Layout report: Road laying in progress in Grosvenor yard. Ballast upgrading has been undertaken near Grosvenor yard.

Master modellers competition: Winners were as follows:

Open freight: Was a slab steel wagon by Steve Masters and was awarded a Master Modellers award.

Open passenger: Steve Masters won certificates of merit for his Long Tom Passenger car and SAR steel car.

Open structure: Alistair Whibley won a certificate of merit for his LGB scale cow barn and Steve masters achieved a certificate of merit for his model of Nuriootpa railway station.

Open novice freight car: David Thomas was awarded a certificate of merit for his model of a caboose.

Open novice passenger: A certificate of merit was awarded to Terry Jomartz (don't know what he entered – more than likely a Victorian passenger car).

Open novice locomotive: Certificate of merit awarded to Terry Jomartz for his VR T class locomotive.

The Tiny Edwards award was awarded to Don Bishop for his model of a SAR 15 ton coal gantry.

The A. Balnaves award went to Steve Masters.

Article on Hoyleton station by Dean Jackson.

Article and plans of RoadRailer trailers.

10 Years Ago: June 2001

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

Entertainment for the meeting was a quiz

John Doherty reported that Marklin have released a limited edition 3 rail AC, HO Big Boy.

Pictures of SCT's new freight terminal building at Islington under construction.

John Wilmer announced, in his regular article, that the ceiling project was finally complete except for the cornices and paint. The gyprock part of the project had begun in April 2000.

A photo competition was suggested that was to culminate in a SARMA calender. Expressions of interest and comments were called for from the floor.

Plans for Centenary Cars of the SAR with buffet car No. 268 and a baggage car, among others, was concluded in June.



Definitely not the Fab Four on the turntable
at Strathalbyn (see page 20)

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.

Library Report

Allan Norris

Recent Additions to the Library:

Australian Railway History	June 11
Decoder (Decca)	May 11
A M R M	June July 11
Train Talk	March 11
Model Railroader	June 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.

Alan Thomas – Where is he? What is he up to?

AT



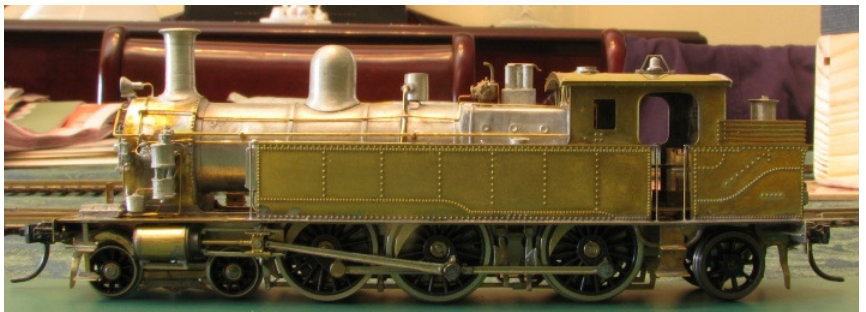
Me and My trusty Land Rover

It has been a long time since I have been to a Wednesday night SARMA meeting, but I was at the 2008 and 2009 Sandown Exhibitions helping out. I also missed the last Convention, but don't worry, I'm still alive and making models.

I was working in Port Augusta for almost 2 years and moved to Darwin just over 12 months ago. Some have assumed I have been too busy to make models, but it has been quite the opposite.

My Port Augusta modelling activated a start in building a preproduction Model Design Studio (Nigel Gardner) SAR F class chassis. I highly recommend this chassis to replace the items which came with the F class kit. It will run slower and smoother than what was provided with the kit. Of course next to follow was to build my F class body. I really made the effort to put as much detail into the F class as I could, and the result is great! Unfortunately I haven't had the chance to paint the F class. If you want to get into putting together etched brass and white metal kits I highly recommend purchasing a Model Etch SAR CF cattle car, it's a great, well designed kit to learn new skills.

I had just built my first SAR steam locomotive. My next model may never have happened if it wasn't for my curiosity of garden trains and a tip of from Bill Coles about some 2nd hand G scale for sale. I purchased a few LGB items. I have always liked the look of narrow gauge steam and not long after my first purchase I learnt of Fn3 scale, which represent 3 foot narrow gauge on G gauge (45mm) I instantly took an interest in products of narrow gauge Denver and Rio Grange Western (D&RGW) prototypes.



F Class on a Model Design Studio Chassis



Fn3 40 foot Reefer (Left)

My first Fn3 freight car was a kit of a 40 foot reefer produced by Phil's Narrow Gauge. This is a great kit made from wood and white metal and brass detail parts. It's big, just over 60cm long. Really not practical when I'm renting an apartment in Darwin, but it will come in handy one day.

The Buffer Stop

Alan Thomas (continued)



Model Etch SF sheep van

The company I work for asked if I wanted to go to Darwin to work for a few months on a project. Looking for a change and always wanting to get back to the Top End after a short visit after finishing high school. I jumped at the opportunity and told the boss I wouldn't be coming back in a hurry and our Darwin office was happy to take me on full time.

I have just moved into my new apartment in Darwin, it's a few blocks away from a Nightcliff beach. If you swim there and the jelly fish don't sting you or the sharks bite, you will be eaten by a crocodile! Most of my time in Darwin has been spent seeing the amazing surrounding land and learning more about my profession. But you can't keep a good modeller down! I have put together a few Model Etch four wheel sheep and cattle vans. I tackled another Phil's Narrow Gauge Fn3 kit, this time a 30 foot D&RGW drop bottom gondola. This kit was much more difficult than the reefer but the result was well worth it.

I have just moved into my new apartment in Darwin, it's a few blocks away from a Nightcliff beach. If you swim there and the jelly fish don't sting you or the sharks bite, you will be eaten by a



Fn3 drop bottom gondola

My next train project will be working on a test build of the Model Design Studio SAR Rx steam locomotive kit. Keep an eye out for this locomotive on display at the Convention and the AMRE June exhibition, Nigel Gardner will be happy to take your deposit.

Happy Modelling - Alan Thomas

For those newer members who don't know Alan ...

When I joined SARMA in about 1994, this fresh-faced youngster would front up with very well detailed models, mainly American. He would take one of the higher quality kits and add his personal touches.

With his father, David, he operated a small layout at several exhibitions. This layout started life as a 6' x 4' (or thereabouts) which was extended to about 10' square, from memory. About ten years ago, David and Alan produced a small layout for a raffle prize at a RailShow. It was in one of the classic "oval with central divider" formats and received many "Best in Show" nominations in its own right. Ed.

FLOREY SPRINGS - FAREWELL TO THE EXHIBITION SCENE

Between 1997 and 1999, a group of around half a dozen novices first constructed Florey Springs in Islington as a 16 module layout. Dean Schluter led the construction work and Des McAuliffe led the much acclaimed scenery work. Since then, the layout has undergone numerous changes. Around 2004, two new modules were added, one at each end. These upped the size from 10m x 4m to 10m x 5.5m. One of these additional modules was the Bridge module which was very popular and is still in place today; the other was a mine which has since been replaced by a cement works. The bridges were badly damaged a couple of years back. It was during their repair that Dean had the bright idea of adding a repair team with welding gear; this has also proved very popular.

For a while, the layout was reduced from 18 modules back to 16 modules so that it would fit inside our clubroom and still allow model construction activities to take place. At the same time, the station area was re-laid out, partly to increase operational scope within the yard and partly to simply make a change. Along with these changes, it was decided to rename the layout Golden Plains as it coincided with SARMA's golden anniversary. The name reverted to Florey Springs when the layout resumed its 18 module format. To many people, the layout has always been Florey Springs.

During its life, the layout has travelled many thousands of kilometres. Venues at which the layout has been shown include Hobson's Bay and Sandown (Melbourne), Ballarat, Warrnambool, Portland, Corio (Geelong), Mildura and Stawell, all in Victoria, and Wallaroo, Port Pirie, Port Augusta, Gawler, Riverton, Windsor Gardens, Sunnybrae Farm, Greyhound Park, Golden Grove, Goolwa and Port Elliot in South Australia. All this travelling and its associated setting up and taking down have taken its toll on the timber structure. Because of this and the fact that it has been shown many times at numerous exhibitions (over exposed), it has been decided to retire the old girl. After the 2011 Greyhound Park exhibition, it will be used only as the SARMA clubroom layout until a new layout is built.

For the benefit of those members who haven't seen it, there follows the text of a poster advising the public at exhibitions of how the name "Florey Springs" came about.

Choosing station names can be quite difficult if they are to sound convincing and appropriate to the chosen prototype and area. On the new exhibition layout an added requirement for the station name was that it should be memorable, a name that the general public might remember and associate with South Australia. Of course, it couldn't be the same as an existing station otherwise there would be an expectation that our station layout would be based on its namesake; this would be impractical and restrictive.

One option was to choose a town that doesn't have a railway, but could have had. Another was to choose a name similar to an existing one, or a concoction of two or more familiar names. Both of these methods have been used successfully in the past but tend not to be memorable. A further option was to look into South Australian history with a view to using the name of an explorer or statesman. Trouble is, all the well-known names (and lesser ones too) have already been used.

The next step was to look at local names (including redundant ones) and convert them into something appropriate. Names like "Church Hill", "Prospect Springs", "Chicago Plains", "Islingworth", and "Irish Harp" emerged. Some came close but still lacked that memorability. Finally, more modern "heroes" were looked at; names like Dunstan, Playford, Holden, Bradman, Favell, Chappell, MacKillop.

Early in 1999, shortly before crunch time in selecting the station name, Lord Howard Florey and his accomplishments were mentioned several times in various sections of the media. Born in Malvern in 1898, his work with penicillin has been estimated to have saved more than 50 million lives, winning him the Nobel Prize for Medicine in 1945. He died in 1968, a quiet South Australian who made an enormous contribution not only to Australia, but to the whole world. We had no way of predicting it, of course, but in a phone poll late in 1999, Florey was also voted South Australian of the Century by readers of *The Advertiser*.

And "Springs"? Well it sounds right; it could account for the presence of the water to the left of the town, and it certainly sits comfortably as an adjunct to the name of a man responsible for sustaining life in so many people.

So there we have it - *Florey Springs*

THE STORY OF RIVER TRANSPORT LTD

Every scene needs a story. This is the story originally drafted by Dean Schluter which explains the scene at the base of the bridges on the Florey Springs "Bridges" module. It has been slightly amended to help you understand it without the layout in front of you,

Many years ago, before the coming of the railway and the construction of the two bridges over the river, Albert Rivers bought land on the right hand bank of the river. He and his wife built a farmhouse, now derelict, and they had a son named William.

Soon after the area was opened up for farming, the town of Florey Springs was established. As the town was 15km from the navigable part of the river, it became obvious to Albert that some form of transport was needed to get wheat and wool to the river to link up with the paddle steamers and barges which already operated, also to get general goods to town. So Albert built a wharf and, with horse and cart, set up the business of carting all manner of goods between the wharf and the town.

The business, which he named River Transport Ltd, prospered so well that, within a few years, Albert was able to extend the wharf and embark on the construction of a narrow gauge (3' 6") railway into town. Initially worked by his faithful horse Ned, business continued to grow and Albert was able to acquire a small

steam engine and a few wagons. By this time, young William (Bill) was working with his father and, for a number of years, the business continued to be profitable.

Eventually the government broad gauge railway reached Florey Springs. This was the beginning of the end for River Transport Ltd as river trade declined and the railway took over a large proportion of Albert and Bill's trade. The government also acquired land on both sides of the farmhouse to extend the main line and to build a branch line. A pylon for one of the new bridges cut the wharf in two. When, less than a year later, a runaway barge severely damaged the upstream part of the wharf, the reduced trade made its repair unnecessary and so it was abandoned. Soon after this incident, Albert's health suddenly deteriorated and, within a few months, he passed away.

Until his mother died ten years later, Bill carried on with what remained of the business. This was mainly from a handful of farmers who brought their goods to the wharf for transfer to the broad gauge at Florey Springs.

Bill, now in his eighties, lives in a small cottage in Florey Springs, the farmhouse having been abandoned. Occasionally he rides down to the wharf and pokes around or does a spot of fishing. Sometimes he just sits and remembers better days.



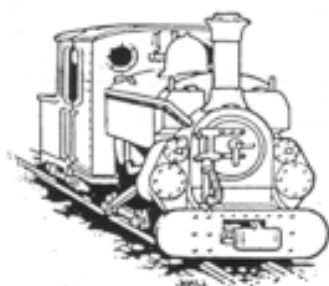
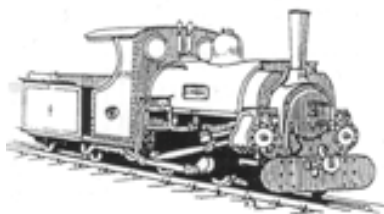
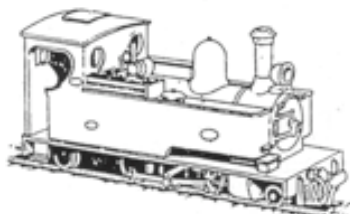
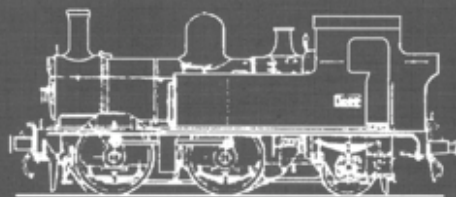
Junction Models

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 June 2011.

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

New Hornby locos just in stock.

Hornby "Somerset Belle Set" \$325.00

„ "Mixed Freight digital" \$270.00

„ "Elite DCC" „ \$250.00

LGB Passenger Set with "Stainz" Loco .. \$540.00

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

„ Junior „ "bendy stalk"..... \$57.50

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

„ „ - Single Hand held..... \$59.50

NCE Power Cab DCC \$210.00

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 - Some left

Athearn CF7 Locos - Santa Fe Etc..... \$98.00

„ RS3 Locos - Vermont Railway, Milwaukee, NYC, Rock Isl..... \$98.00

„ SW1500 "Southern"..... \$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)



Our Condolences to Jill Whittaker on the passing of Harry Rush.

He will be much missed by his family and friends.

Brian, Vic. and new team member John.

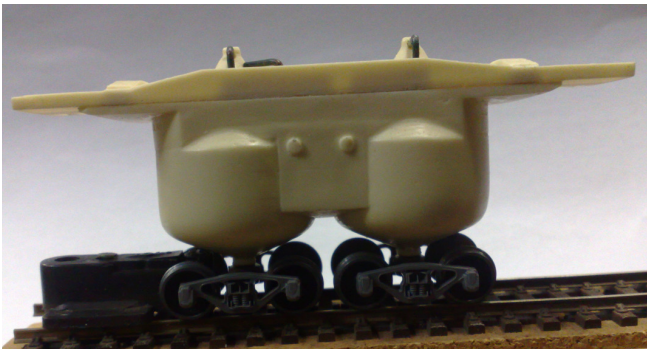
Shenanigans in the Shed



It's not all heads down to serious model making in the Shed on Wednesday nights. Many members come for the social atmosphere; to chat, to read, to watch other people work - that's always been a popular pastime. One of the regulars social brigade is Richard Ash with his dry, and sometimes obscure, humour. Looking past Richard's mug, you'll see many of the regulars going about their business. It can get very crowded in the Shed on Wednesday nights.

Photo: Iain Kennedy

It seems that Chris Symons started a trend a couple of months back with his Rsup wagon. Recently a few more zany examples have been seen around.



DVL's Aerial Hopper
(Sprays as it goes)



DVL's Universal Wagon
(No need to bogie exchange - just flip it over)

Birthday Kid

On Wednesday 18th May, the Birthday kid, Steve Curtis, supplied the members in the tin shed with B.B.Q sausages, deliciously cooked by our resident chef, Colin. That was followed by a large piece of birthday cake which had "Happy Birthday Grumpy" emblazoned across it. While the cake was being consumed, our cheirmaster, Richard Ash, led those present in a rousing rendition of "Happy Birthday".

Anon

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		

Hey, if you are one of a handful who haven't rejoined !

*Is it something we've done?
Maybe it's something we haven't done or are not doing right.*

Let us know and we will try to fix it; a quiet word with your favourite committee member should do the trick.

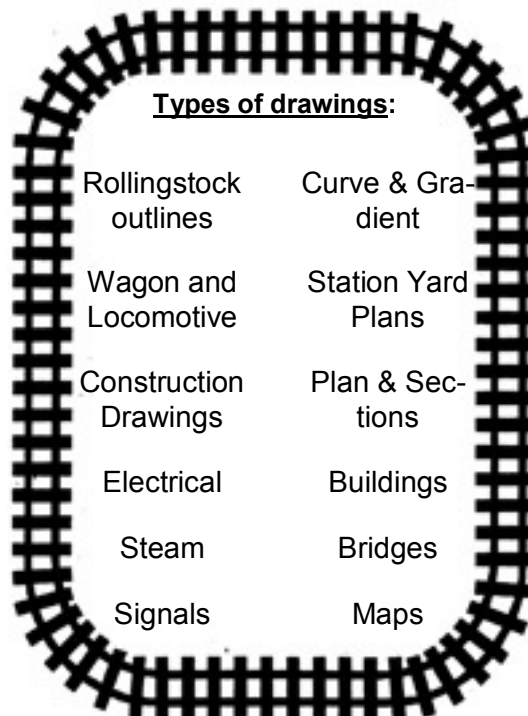
If you're just draggin' your feet, grab a renewal form and get in fast.

Otherwise this will be your last Buffer Stop!

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:



These plans are available to research and copy at

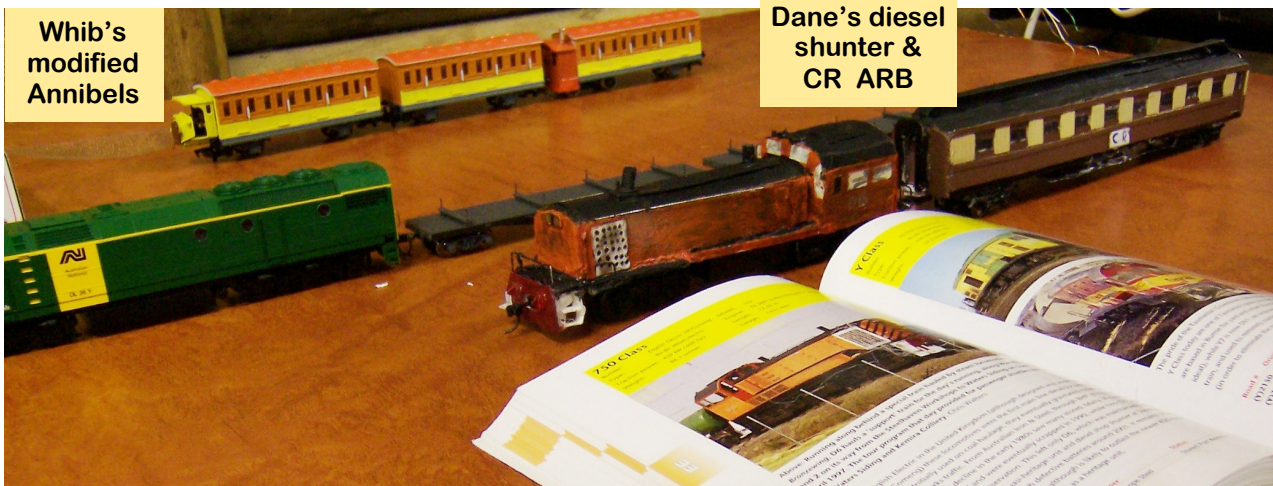
Inprotrans Pty Ltd

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

Scenes from Show & Tell at the May General Meeting



See the GM minutes (page 5) for more information

The Buffer Stop

SARMA 54th Birthday Bus Trip

Matt Lavista with additions by Paul Mackinnon

The usual method of celebrating the anniversary of SARMA is with a special dinner, however for our 54th birthday something far more grand was organised by social director Barrie Mackinnon. Namely, an ambitious bus trip which would take in the newly restored Rx207 at steam ranger Goolwa, a tour of the Goolwa depot, inspections of indoor and outdoor layouts at Clayton bay, and a look at Milang and Strathalbyn stations on the way home. A packed day, indeed!



Most of the group at Goolwa

The bracingly chilly morning of Saturday, 28th of May, saw 19 SARMA members congregate in the car park of junction models. Our minibus sat behind a much larger model and as we stood at the northern end of the car park we watched as a couple of local members, who obviously came through the mall in the shopping centre, saw the value for money bus awaiting them, went to clamber on board; wife asked if this was the 'SARMA bus', (could have been the South Australian Registered Masseurs Association) to which he replied "yes" so she moves a few feet forward and finds no one she knows. Meanwhile hubby, with pencil behind ear (no prizes for guessing who this is), negotiates his way onto the bus. Had our member and wife taken in this bus trip they would have spent their day exploring some of Adelaide's pristine gardens.

Our driver was the capable Bob Houston. A forewarning of the tone the trip would take began when members began shoving folding chairs to him through an opened window (and no, we didn't end up using them) and at the same time demanding coffee and ice cream as Mr Whippy stood proudly in his van window. As the trip got under way at exactly 8:30 (wayward attendees having piled on board), the last arrival was one who had used the more conventional public transport system and surprisingly arrived dead on

time. We then headed through town and onto the Southern Express-way. The usual cheerful rivalry (where were the DVDs? and had we known the bus had an on-board DVD player - probably a good thing it didn't, as this gave patrons a chance for some good chats, rib tickling laughs and the occasional ribbing at minimal expense). We coasted through Mt Compass pulling over for a toilet break which no one chose make use of, then onwards to Goolwa. The original intention

was to head straight to Goolwa but, as the Rx was still within the depot grounds, a hasty U-turn was made and we doubled back into the yard, off the bus, cameras in hand, to take the first of many snaps. Of course, as we arrived, the train headed off. "Back on the bus" rang out and we quickly clambered back on board and off to Goolwa, where we found that it had just arrived. We were just in time to watch it run around with guard Bill Lewis guiding the train in, waving his arms about; so we all decided to wave ours about and wave back at him.

The Rx then coupled up again for its trip to Strathalbyn with a centenary car and centre-loader in tow. Meanwhile, as our bus was arriving at Goolwa, and members were scrambling to take up a good advantage point to take pics. Unfortunately the bus had driven past a nearby sausage sizzle stand right next to the wharf, and the smell of freshly cooked sausages could be smelt as we drove past; by this time the thought of a late breakfast had kicked in. A young miss was questioned by the snag stand lady as to how she could possibly consume 3 serves one straight after the other. Her excuse was "I had to have one, then dad wanted one, and papa wanted one" (papa was then seen self-purchasing soon afterward) Some also admired the nearby departing paddle steamer "Oscar W" whilst consuming their snag; or was this simply to hide the fact they were having yet another. By the time we took pics from the sea side of the train and clambered onto the station (some still with sausage(s) in hand), we spotted a few SARMA members; either members of SteamRanger or friends who had gathered for a workers outing train which would take them to Strathalbyn for a lunch. Bill and Rowena Lewis, Don and Joan Snow, John Gordon, and Peter Michalak and his fiancé Sarah all appearing surprised at our presence. I wonder

The Buffer Stop

SARMA 54th Birthday Bus Trip (continued)

what the locals made of another bus-load of camera waving trespassing gunzels? Finally Rx207 announced its departure with loud fanfare and roared past the delighted crowd. Shortly after, we, too, bolted back onto the bus and took off for a look at the Goolwa depot.

On arrival, we were greeted by long-time SARMA member Alan Kitto who is also a 'FROG' member



The Oscar W leaving Goolwa Wharf

(Fleurieu Railway Operators Group) and welcomed to their clubroom, where hot coffee, cake and biscuits could all be consumed; this was certainly a nice way to wash down the previously purchased sausage(s), or wake up for some.

We were also shown their ingenious layout HO/OO layout set up in a workman's carriage. Still under construction (a familiar enough phrase for modellers!) they plan to add a 'hinged section' across the doorway to allow continuous running. A scenic highlight was a module which was a replica of the Goolwa station and its original track layout, complete with wharf rails. Everyone had a peek (and prod of the buttons) of the layout, before wandering off to examine the yard. In the yard sat a well-tended 500 class shunter and some rather interesting rolling stock that can best be described as a mixed bunch - a red hen that had graffiti painted over with blue paint and looked like a bluebird (and giving Paul M yet another idea for prototypical use of his graffiti decals!), a Brill car with green and yellow undercoat ("ANR green" livery according to one unidentified observer who knows who he is) and a number of dilapidated other Brill cars which give a good idea of how much work is needed to complete an extensive restoration. A couple of members walked up the siding (scaring the ducks belonging to the farmer next door) and examining the point work and whatnots around. "Somebody" wondered where the other length of track went to (yes it was the triangle (but it doesn't MATTer).

A look inside the main shed showed Brill car number 60 looking great on the outside but out of action with a broken spring, and another Brill hull. After a look at the workmen's shower carriages and the track maintenance & inspection vehicles, we hurried back on board the bus to follow one of the FROG boys to our next destination, Clayton Bay, where we would see a display of large scale models and an excellent outdoor layout, not to forget lunch.

The journey to Clayton Bay was very scenic and, indeed, it was a fine tour of the area except that we took the slightly longer scenic route! We followed the car with containing the FROG member on a circular route around the bay and ended up almost where we started. Finally the FROG member admitted

they were lost. Well done, Rudi, but it did give us a chance to take in the sights of Hindmarsh Island from another angle, and also the ever increasing water level

After the Cooks tour of Clayton (the tour you get when don't want a tour), we got to the house where the giveaway for being at the right place was a number of men milling around a garden with steam wafting out of it (and the layout near the gate with a pannier tank). We were introduced to Peter Lucas who showed us first the start of his delightful gauge 3 layout with tank engine and a wonderful Great Western steam rail-motor, the same type as the one which has been rebuilt at Didcot. From there, the shed beckoned with gauge 1 Aster steam engines (a Castle, Britannia and 5MT) and a number of 'G' gauge (1:22.5 scale) locomotives for use on the main extensive outdoor layout. The K1 Garratt, Welsh highland railway 'Russell', a 'coffee pot' rail-motor and a funky Festiniog diesel which was scratch-built were among some of the other models, along with freelance steam and mine/ industrial diesels. All were remote controlled and dcc (and some with sound) on board which added to their appeal immensely; even 'Thomas' was treated thus. The layout itself was two 'balloon loops' at each end, with station modules built into a garden, joined by a magnificent long bridge that was a favourite photo spot. Some of our group enthusiastically joined in on the running (the enthusiasm was also shown by those who watched). This gentleman has produced sound units, either in DC or DCC which offered a

The Buffer Stop

SARMA 54th Birthday Bus Trip (continued)

range of variables catering for the needs of all steam locomotives. They are available for G gauge at a slightly increased price. (Paul Mac suggested to him that, maybe, he could come down to SARMA one night and display his wares (he also had them set up on the bench inside where most people took the time to adjust them to fine tune to them SAR recognisable sounds), and enjoy the other various sounds which they emitted.

A tasty lunch of subway sandwiches was provided with soft drinks (and wine/beer for more serious drinkers) followed by apple and apricot pies. Lunch was very relaxed, the magnificent view from the balcony overlooking the water and the island and the good weather adding to the atmosphere; a number of people expressed their interest in a more permanent stay!

We won't forget the (very) young couple's view that they took in as they were swinging in the "love swing" before playing down by the water's edge after lunch. Chivalry is not dead; the young man entertaining the lady decided to put his foot in the water to recover some floating debris. Turns out it wasn't such a good idea; toot toot Thomas.

Finally, when our attention was eventually gained by Hugh and Barrie after lunch, complete with alcohol & pie consumption, we were split into 2 groups; the first group went to visit the home of Kurt, known to some, having been an exhibitor at some AMRE exhibitions and previously owning a shop at Hahndorf, whilst the second group (mainly the younger members) happily remained to 'play' trains for some considerable time

Arriving at Kurt's, there was an interesting collection and an impressively detailed gauge 1 Marklin layout. Members enjoyed the sight of large scale German locos, the commercially manufactured buildings and lighting work and also the little cameo scenes - a kangaroo posing for tourists and a polar bear with its cub! Also in the shed was an interesting vertical boiler steam boat, two cars and a bike (not sure what type though (2 wheels)). Also on the steps of the house sat the track-work for another layout, one unusual feature being the track work near the step recessed into the planking so that it wouldn't be stepped on. Inside the house was what can only be described as a dream collection with cabinets full of clockwork and electric locomotives off all nationalities and types - clockwork Garratts and Fairlies, fine European trams and trains, tinplate Brill rail-cars and a beautiful larger scale liner locomotive were among the

highlights.

After both groups had visited the home of Kurt and returned back to the garden railway to play more trains, it was finally time to say goodbye to the host and his band of merry men (mind you, we were all pretty merry ourselves) and clamber back on board the bus to head off to our next destination.

Turn right, turn right Rudi told us, but hey, he had already got us lost us once today, so driver Rob turned, you guessed it, left; and guess what, Rudi was right with right. After taking the left turn followed by a right the bitumen gave way to a typical bumpy dirt road and we found every pot hole there was. A short way up the road, a burnt out Ford AU Falcon was seen, surrounded by onlookers and tow truck. This had been attended to by the Clayton CFS and we already aware of the call-out.

On arriving at Milang, it was once again cameras at the ready. At the platform we found centenary cars, 8300 brake van, box cars and other rolling stock, and on the other platform, a row of DWFs converted into toilets (these were previously located at the queens wharf port Adelaide. the first DWF was signed women's, the second was signed men's, and the third was signed accidents; does that mean that it's too late ... Catching our eye were the centenary cars in the platform with curved corrugated iron sheeting over the roof (one wonders if anyone will attempt this in a model). Happily the cars look reasonably looked after, one being used as a cafe and the other by a local art group. Aside from the cars there sat several vans and wagons, cranes and a signal post, with a turntable being hidden somewhere further along in the grass. With the clock ticking we bolted back to the bus for the trip to our final stop before home, Strathalbyn.

Arriving at about 4:40pm, it was decided that 20mins would be spent surveying the station, or if members wanted to bolt across the road to the conveniently sited bakery, they would have a chance to do both. The station building looked in good nick, Peter Pickering remarking he'd like to see a model of it on the new SARMA exhibition layout (thanks Peter for volunteering!). Although the 900 class diesel that was reported to have been in the station area at some time on display was no longer evident, a free wander around showcased such delights as a large water tower and servicing road, along with various pieces of rolling stock, the goods shed and on a lonely siding an ARHS

The Buffer Stop

SARMA 54th Birthday Bus Trip (continued)

marked wagon. Unfortunately the toilets were locked but a short walk and a wagon or two up the track, the addition of salt in the water would never be noticed. The highlight, however, was the turntable, which although locked (much to the displeasure of steady eddy), was still a source of entertainment for four mischievous young gents (supervised by the not so young PP) staged the infamous 'Abbey Road' cover shot by standing between the turntable's sleepers; or could it have been Kylie Minogue's hit song, I'm spinning

we were on the final stretch of the journey. Bob capably took us back through Mt Barker and onto the Freeway and through the tunnels, Portrush Rd, Regency Rd, and at 6.15 we pulled into the car park adjacent to Junction Models (unfortunately closed at this time of day) So with the ice-cream van open for business one last time, the chairs and camera tripods were once again slid through the window, and with no room left to to even consume an ice-cream, we filed back into our cars and ventured home. You couldn't help but notice the grins on many faces.



Bob poses at Strath

around; or was this group just spun out too.

The highlight of this stop was that most people who had ventured down the station, and then down the ramp and off to the neighbouring good shed to admire the pristine stonework (or the heavily graffitied wall on the other side) found that the ramp to get back up was too far at either end of the platform, therefore the convenient step located within the platform wall and highlighted with white paint would be the easiest and quickest way back up onto the platform. Well, for some reason the tune 'baby elephant walk' came to mind as the herd of senior members, not unlike a herd of baby elephants, tried to climb back up onto the platform. The first one up was PP, and with some 'genital' persuasion from behind managed to get back up, then came BH (Houston we have a problem) who was pulled by one, pushed by another, got half way up and realised "age may not weary them, but sure as hell the joints may lock up." Then came the Barnes Brothers, or was that the Barnes circus, cos, for those of us on the platform, we were getting one hell of a show, so much so there were tears in the eyes of all ages (almost had to go back to Milang to the accidents wagon).

So finally at 5, and after consumables, constipation stimulation, and clambering back onto the bus

Fun was indeed had by all!

Certainly this will count as one of my most memorable SARMA events having never been to any of the places we visited or seen the Rx in steam and I'm sure it will stick in the minds of everyone. Whether it was watching the Rx blast out of Goolwa, firing up a live steamer or poking around a station there was never a boring part of the trip. Added to this were the antics of the group. Surely very few people missed the enlightened conversations between Edward and Paul for starters.

Paul: People only pick on you cos they like you.

Eddie: well a lot of people must like me!

On behalf of everyone who went along and had themselves a 'jolly good time', thanks must be given to SteamRanger for letting us into and around their depot, our friends in 'FROG' (Alan, Rudi and son, Laurence) and to the other members for their hospitality, and to Peter, the host of the outdoor layout, lunch & liquor provider, Paul Tilden, Ern Ames, and all the other helpers, and also to Kurt for allowing us into his house, and showing us their truly magnificent collections!

Of course the highest thanks go to our driver Bob Houston, for providing us with his chauffeuring duties, keeping us on track, getting us everywhere bang on time, and also for helping us to settle those consumables by the various routes driven, and social director Barrie Mackinnon, for working tirelessly to bring us this terrific day out and constantly thinking up great new venues for us to journey to!

Watch this page for the next instalment in....SARMA on tour...

Suggestions include: Tailem Bend, Tailem Town & Murray Bridge....

June 2011

PORTER LEIGH'S PUZZLE LAND

Here are the answers to last month's puzzles.

Highball: Justin cannot possibly do this. If his average speed is to be doubled for the whole journey he must travel from Arthurtown to Janestown and then from Janestown to Arthurtown in exactly the same time that it took him to travel from Arthurtown to Janestown! But whatever time it took him to travel from Arthurtown to Janestown has been spent in doing just that. So unless he can drive from Janestown to Arthurtown in no time at all he cannot realise his ambition. - To see this another way, suppose the distance from Arthurtown to Janestown is exactly 60 kilometres. If he drives at an average speed of 30 kilometres per hour to Janestown, the first leg of his journey takes two hours. If he wants his average speed for the *whole* journey to be 60 kilometres per hour, he must travel the 120 kilometres of the round trip in two hours. But these two hours have already been expended in driving to Janestown.

House your maths?: There are 100 houses in the street. To solve this, note that along one side of the street the house numbers will increase by one as the corresponding house numbers on the other side decrease by one. The sum of the numbers of the two corresponding houses on opposite sides of the street must come to the same, which-ever pair of houses is chosen. House number 37 is opposite 64, therefore opposite house numbers must add up to 101. Therefore the number opposite number 1 must be 100 and this must be the last house in the street. Therefore there are 100 houses in the street.

One final puzzle remains to be answered: Who is Porter Leigh?

The only clues that we have are:

He is rather Portly in stature;

We also believe that he is a little hard of hearing;

We think that he may also be associated with a model railway club whose trains are a bit smaller than most of ours;

He seems to know the destination of our mystery trips before anyone else;

At meetings he tends to sit at the side near the door.

... but that's all we know. Who can it be?



CORRECTION

In last month's issue we had a story which included mention of a photo of a SARMA rail trip many years ago. Dan Carmody saw the photo in our 50th anniversary issue, and emailed us to say that he was the young lad in the photo.

Since then, Barrie has been contacted by Allan Kitto, who is certain that the young lad is Roger Kitto, as was stated in the caption to the photo.

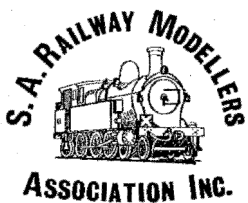
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