



**Vic Kolloosche's 720
standing proudly on Des McAuliffe's
Wakefield River layout.**

**Expedition to the West
From Islington to Inverness
The View from Brisbane
From the Repair Shop**

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

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Diary

Thu 4 Aug	Running night
Wed 10 Aug	General Meeting: Entertainment tba
Wed 17 Aug	Modelling night
Thu 18 Aug	Running night
Wed 24 Aug	Modelling night
Wed 31 Aug	Modelling night
Thu 1 Sep??	Running night
September 2-10: Royal Adelaide Show	
Grain Board Layout	
Wed 7 Sep	Modelling night
September 10: Modelling the Railways of South Australia Convention	
Wed 14 Sep	General Meeting: Entertainment tba
Thu 15 Sep	Running night



Down the Track...

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

November 26:
SARMA Christmas Dinner

December 14:
SARMA Mystery Trip

Clubroom Layout Report

Dean Schluter

Unfortunately, due to a health hiccup and my absence, the layout was not completely assembled for the first one of the third Thursday in the month SAR/Vic running nights, but it is now operational and by the time you read this Peter Pickering would have had his general “run anything” night, successfully, I hope. Remember if you are interested in running on the first Thursday of

the month (run anything night) or the third Thursday night of the month (run SAR/Vic) let Peter know for the first or me for the third. We hope that we get good support for these nights.

Remember, the first, third and fourth (& 5th) Wednesdays remain modelling nights for all to enjoy.

Cover Photo:

Using Paint Shop Pro to add the sky, Steve Cranwell has captured Vic Kolloosche’s 720 standing proudly on Des McAuliffe’s Wakefield River layout.

Editorial

Welcome to the August issue of Buffer Stop. Before the September issue of Buffer Stop appears, we will have completed both the Modelling the Railway of South Australia Convention and the Royal Adelaide Show.

The Convention is, for many modellers, the highlight of the year. Not only do we learn much about modelling many aspects of the South Australian scene, we find ourselves among a significant number of people who have similar interests and aspirations as ourselves. The camaraderie during this event is something to behold. Add to this, a collection of models and traders in this field, and we have one of the most unique and informative events held in the state. The \$75 registration fee covers excellent printed notes plus lunch and morning and afternoon teas. Before August 20, registration is discounted to \$70; last day of registration is September 2.

At the Royal Adelaide Show, club members look after/operate the layout that was built in the Golden Grains pavilion. It has recently had a few changes, courtesy Len Redway. See David Jameson or Dean Schluter and get yourself on the roster to take part in this activity and get the bonus of a few hours at the show for free.

You will see (from the calendar and from what was announced at the July General Meeting) that we now have scheduled running nights on the first and third Thursday of each month. This is to alleviate the inevitable congestion of trying to have both running and modelling going on at the same time. These times are not cast in concrete and if there is a more convenient time for you, talk to a committee member (Dean or me, preferably) and we will see what can be arranged. Personally,



**Commonwealth Railways G1 class, a virtual carbon copy of Thow's P6 class. (Author's collection)
See Matt Lavista's article starting on page 16**

I would prefer a Monday or Tuesday.

This month's Buffer Stop is dominated by two articles; Terry Jomartz's adventures in the west and Matt Lavista's treatise on how the SAR R class design turned up in some surprising places.

I had hoped to include Iain Kennedy's article on improving the Strath Hobbies HCA bogie concrete wagon this month. However, it runs to eleven pages and still needs a bit more work. It will have to wait until I get a quieter month, hopefully very soon.

Don't let that stop you sending me more material.

Peter P (Ed)

LATE NEWS FOR N SCALERS
Bulletin No.5. Single page in PDF format (77Kb).
Includes an announcement - Release of Issue 7 of the on-line e-mag "N Scale Modeller". 24 pages (5Mb) free download (www.nscale.org.au/nsm).
Articles of general interest:
Weather or not: 'how to' series
Creating cameos: adding realism to your layout
Photographing N Scale Models

The Buffer Stop

EDITED MINUTES OF THE GENERAL MEETING HELD AT DERNANCOURT ON 13th JULY 2011

Meeting opened at 7:44 pm. Chairman: Hugh Williams

Members in attendance: 41

Apologies: 5

Visitors: Nil

Minutes of previous meeting: Moved Richard Ash, Seconded Trevor Carter, Carried

Outstanding Actions and Business arising: Nil

Correspondence in:

Subscription renewal – Model Railroader

Telstra MessageBank invoice

Official change of address notification from Chris Marlow

Post Card from Chris Marlow

Gift voucher from End of the Line hobbies

Model Railroader for August 2011

Complimentary note pad and monogrammed pen from AMRA to commemorate their diamond anniversary.

Correspondence out:

Submission of plans and accompanying paperwork for the proposed new shed.

Business from correspondence: Nil

Finance: The treasurer presented the financial statements for the month. After giving the members an opportunity to ask questions, Gordon moved that the financial statements be accepted. Seconded Bob Houston and carried.

Reports:

Premises – Nil. (refer correspondence out.)

Exhibition Layout – Bob reported that the exhibition layout (which now consists of one module) was packed in the trailer and is now at the Tilley Reserve shed.

Royal Show – David Jameson reported on climate change on the Grain Board layout. The scenery has changed to reflect a changing climate and added scenery (see right). The rolling stock has also been re-painted and three new locos are ready for the show. David also called for more names for the roster especially for the last Saturday of the show which clashes with the Convention.

Club Layout – Dean proudly announced that “he has got one”. The ex exhibition layout is now set up in the shed and has a removable section where the bridge module was. The plan is to continue to have model construction nights on Wednesdays and introduce running nights on Thursday nights. Running nights will be split between proper operations (SAR?) and “other” outlines. The proper op-

erations will be more structured and be on the third Thursday of the month starting on the 21st July and the other nights on the first Thursday. Peter Pickering offered to “host” the other nights.

Social – Nil

BufferStop – Peter asked for more articles relating specifically to model construction. He is also asking for photos for the front cover.

Terry Jomartz has agreed to become the second editor alongside Peter but there will also be special interest group (yet to be named) that will be assisting the editors.

Library – Alan mentioned that there are a few books and videos that are overdue. He indicated that late fees may apply if the items are not returned promptly.

Maintenance – Nil

Bulk buys – Iain has plenty of bogies in stock at the moment. He also reported that he hopes to have samples of a new club jacket by the next meeting. The DVD made during RailShow a couple of years back is nearing completion.

John Badcock donated some CD units for point switching which are available for purchase by members.

Special Projects - Nil

Swapmeet – Terry Meads is grooming Peter Pickering for swapmeet duties for when he is away or indisposed. The bookings are set to go out near the end of September.



The Buffer Stop

EDITED GENERAL MEETING MINUTES (continued)

AMRE - Peter Pickering informed the membership that this year's show has been quite successful financially. Also, the position of AMRE secretary is still open for nominations by interested persons.

General Business:

Pirie Model Railway has sent out a request for assistance in manning the model railway occasionally. The layout is open for viewing on the first Sunday of the month from 11:30 to 2:30.

Len Redway thanked all those who purchased surplus BGB kits as well as Noel Potter for assisting in selling them. He reported that \$1200.00 was raised for the Cancer Council. He indicated that the last few kits might be donated to the club for newbies to have a go at assembling.

Dean Schluter thanked Len Redway for the outstanding work he has done in re-vamping the scenery on the Grain Board layout for the Royal Show.

John Hansford is after any old European style couplers as found on Lima, Powerline or early Austrians.

Show & tell:

Peter Pickering showed off his ready to run 500 class diesel shunter.

Dwayne Norris displayed a 900 class diesel hauling a 700 class car and a CD passenger brake which were both one of the "new" resin kits.

Alistair Whibey presented an engine shed made from a tree and "stolen" corrugated iron. It housed a 20 year old model that was said to be "old and worn out" but as Whib pointed out, runs perfectly on his own "old and worn out track".

Matt La Vista had a Budd Car dressed in AN livery because it was converted from an RD3 instead of an RD1. The model has had passengers and lighting added to it.

He also told the members about using colour restorer to remove decals and showed us some articles about turning US locos into English ones with some small modifications.

Then there was his 1932 Road to Rail bus from the LMS, a K's Precision Models white metal kit purchased from the second hand table at the AMRE

show. He explained that the original ran for only about three months and would do about 20 mph on the road but up to 70 mph on the rails.

His last bit of telling was that the Flying Scotsman is back in black and soon it will be possible to see A1, A2, A3 and A4 class locos again in Britain.

Dane Filander displayed his scratch-built 600 class diesel in Mustard Pot colours which is un-powered at the moment.

Paul Mackinnon's display consisted of a "stolen?" council lantern that has been converted to electric using a \$2.00 lamp from Kmart and a tiny locomotive that can run vertically provided there is a metal backing under the track. A real space saver layout?

Jeremy Kemp had some drivers' manuals for the 830 and 930 class locos which he had loaned from Platform 1.

Break: Meeting suspended at 8:50 pm

Raffle:

Blue E62 Dwayne Norris Junction Models Voucher

Green G92 Drew Kennedy Knife Set

Red D51 Gordon Chaplin Pkt. of couplers

Blue E85 Steve Curtis Hobby Knife

Red D65 Treven Barnes Coca Cola pack

Blue E34 Alistair Whibley Coasters

Blue E78 David Vanderlinden Thomas watch

Red D80 Alyssa Mackinnon Track Rubber

Blue E53 Terry Jomartz Stickers

After meeting activities:

We were treated to some videos of The Taieri Gorge Tourist Railway in New Zealand as well as some fine layouts in O scale and N scale depicting British prototypes.

Meeting closed at 10:34 pm

Note: This version of the minutes may be subject to minimal editing for privacy or security reasons



50 Years Ago: August 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

Open Letter to The Editor: “Dear Sir, In answer to Mr Editor’s remarks (last month) reference to Japanese prices, we would like to quote a very recent English shipment, which by the way carries 17 1/2% to 22 1/2% on their goods, compared to 45% duty on Japanese items:

Price in London:	40 pounds 10 09d	(\$81.10)
To Freight:	6 pounds 0 11d	(\$12.10)
Exchange on 46 pounds 11 8d	13 pounds 17 05d	(\$93.20) (\$27.75)
Duty on 60 pounds 09 1d	17 pounds 13 06d	(\$120.90) (\$35.35)
Agent’s Commission on 78 pounds 2 07d	6 pounds 10 03d	(\$156.25) (\$13.05)
Sales Tax on 84 pounds 12 10d	10 pounds 11 07d	(\$167.20) (\$21.15)
Total:	95 pounds 04 05d	(190.45)

This means that a line we buy in the UK at 2/3 (23c) would cost us 5/2 (52c) and as Mr Editor has seen, we sell this item at 5/6 (56c) – so the retailer is not making excessive profits!! --- *from W L Bridglands.*

Around and About the Club: It was decided that a narrow gauge track was going to be built. Standard T.T. rolling stock would be able to run on it as well.

The monthly committee meeting was held at Don Snow’s. Don Willshire was present to ex officio for the overseas correspondence, etc. We have been asked to stage an exhibit at the YMCA from Monday, September 25th until the 30th to run from 7.30 to 9.30 nightly.

A Mr. John Findlay was also present to outline some of the details of the exhibit at the Festival of Arts next year from March 17th to 31st, 1962.

40 Years Ago: August 1971

DW

President: Eric Milne; Secretary: Bob Irvine; Treasurer: Roger Wheeler; Librarian: Tony Sitters; Magazine: Peter Fehlberg, Phil Curnow

Penfield Signal Cabin Plan drawn to S Scale, 3/16 inch = 1 foot. Plans by Barrie Mackinnon.

Sunday 29th August – The ARHS is running a tour with 621 to Tailem Bend plus 4 hour paddle boat ride for about 100 people.

Most typing too faded to read.

30 Years Ago: August 1981

PP

President: Tony Sitters, Vice-Presidents: Vic Kollosche, 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.

Continued on next page

The Buffer Stop

From
The Buffer Stop
Archives continued



30 Years Ago cont'd

Front Cover: Large breakdown crane in operation

Construction article: C and CF cattle cars - reprint of a Dec 73 article by Barry (sic) Mackinnon.

Iron Knob ore operations in the 30's: Photos from the Malcolm O'Brien Rogers collection.

Construction article: Building the Brighton Cement M van (M7116) - Vic Kollosche.

20 Years Ago: August 1991

PM

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

Front Cover: Derelict T class 4-8-0's at Port Lincoln by Peter Lovell

Work Nights: Club project to build the AD/BD "Pirie" cars – contact the Secretary or John Willmer for a kit of parts to assist the conversion – you also need to bring along a Lima Southern Aurora car.

Layout Report: New back scenes have been fitted. There have been some problems with some points in various stations around the layout during running nights so maintenance has been undertaken to rectify the situation.

Plan and prototype information: V&SAR Joint Stock AE class sitting car

An industry for your layout: Bob Irvine explains how to make grape vines from sponge, rail, fabric dye and wire

Whib describes his Cow Barn/Bovine House

Request for names and rolling stock for 1991 Wayville exhibition

Radio Communications at Exhibitions – an update to SARMA's guide to radio communications

10 Years Ago: July 2001

DVL

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.

Front cover: A picture of the newly named locomotive 2203 "Darwin" belonging to Australian Northern, and ex NSWGR 422.

John Doherty reported that Dean Schluter won a Railway Clock with matching wristwatch at the July meeting.

A Brief History of the Brisbane Model Railway Exhibition: Article by Noel Walker of Morayfield, Queensland.

Barrie Mackinnon: Advertisement for The Station Masters' Diner at Port Milang. The menu containing such items as "Tasty Railway Sleepers" and "The Guards Reward (with the lot)".

Harry Rush reported on his family trip to "YPR, SARMA's 12in/ft Layout".

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

Recent Additions to the Library

Australian Railway History	August	11
A M R M	August Sept	11
Model Railroader	August	11
Train Talk	April May June	11
Decoder	July	11

The following books are overdue; can they be returned please?

Line Clear
A N Locomotives 1982 (SA/NT)
Little Coastal Railways of the Adelaide Plains
Railways in the Adelaide Hills

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

Allan Norris

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

Expedition to the West

The seeds were sown for another excursion to the West while SARMA was exhibiting at Sandown in March. As Brian Comport was bidding us farewell, he enquired if anybody from our group would like to help in driving over to the Perth Model Railway Exhibition in early June. Your scribe had already been shanghaied into going, having been part of the team the previous year. John Gordon indicated that he might like to participate.

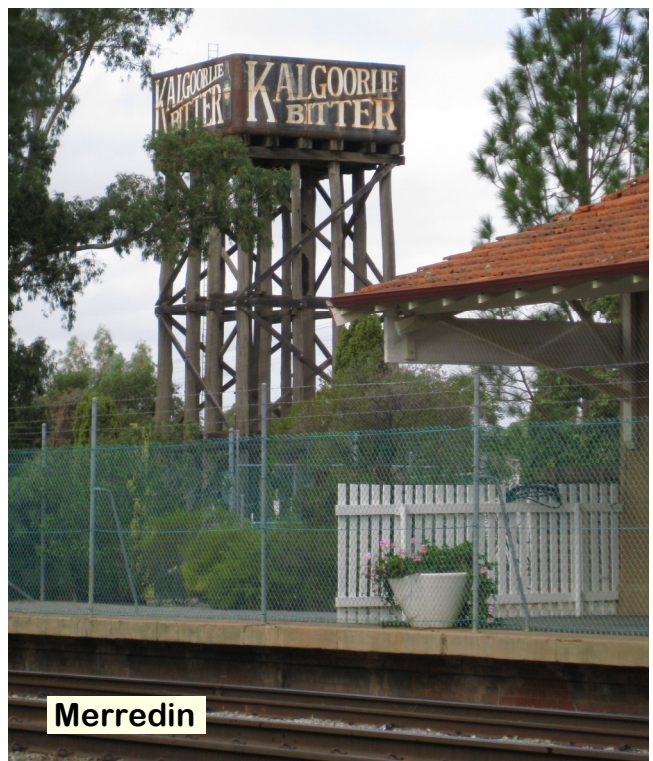
Planning went ahead, and with an early start on Tuesday 31 May for Brian ex Littlehampton at 0500hrs, collecting John at Hawthorn and me at Athelstone, we departed Adelaide before 0600hrs. With a few stops for fuel, etc. along the way and lunch at Wudinna, we aimed to be in Eucla for the night. En-route we sighted a few freights heading east and the Leigh Creek Coal train slowing making its way around the power station loop at Port Augusta; nothing of interest was sighted on the narrow gauge at either end of the Eyre Peninsula division. Arriving at Eucla and passing through the Quarantine Station, we headed off to the motel that we had stayed at the previous year, only to find that Brian had booked us into the motel at the border; so back east we headed for the night and dinner.

Another early start the next morning had us passing through the Quarantine Station once more and heading for the long drive across the Eyre Highway to civilisation in the goldfields of WA. This year the scenery had a distinctive tinge of green throughout and little road kill along the way, hence only limited sightings of the majestic wedge tailed eagles and scavenging crows/ravens. We were also trying to discern where the motel we stayed at on the way back to Adelaide last year was located; we planned to avoid it this year on our return for it was not terribly inviting, along with the notice to keep the doors locked on account of the resident black snakes. After the usual stops for fuel, refreshments and driver shift changes, we managed to get to Coolgardie circa 1600hrs. Having booked into our accommodation, we ventured up to Kalgoorlie to view the scenes including the railway station and the "Big Pit", with the aim of heading back to Coolgardie for a nice pub meal before they closed up shop. All was going well until about 14km down the track when the kerbside rear tyre decide to blow out. Luckily we were in mobile telephone range and managed to make contact with "VW Assist" who arranged for the RACWA agent to come out and assist in changing the tyre (with all the loading on board the vehicle jack would not have made an impact). With this delay of an

Terry Jomartz

hour plus, we had to make tracks back to Kalgoorlie to get a feed at one of the fast food outlets, before finally getting back to Coolgardie for a night's rest.

Next morning we again set back the 39 km to Kalgoorlie to obtain a replacement tyre before undertaking the journey into Perth. With a reasonable spare on board, the journey re-commenced. The main highway from Kalgoorlie into Southern Cross follows much of the route of the old narrow gauge railway and Goldfields water pipe, and various features can still be sighted. The new standard gauge line comes into view shortly after leaving Southern Cross and a train cross was encountered at a siding en route to Merredin. Lunch was partaken here, with a few images taken of the preserved rail facilities.



We deviated from the main highway at Tammin to travel via a secondary road into York and then back onto the main drag to Perth and Fremantle where we were to stay.

Friday morning began with Brian heading off to purchase a new tyre for the van. After his return it was off to the airport to collect Gerry Veldwyk, the fourth member of the crew for the Exhibition. Around midday we arrived at the Exhibition venue at the Claremont Showground and, after ascertaining our site location, it was all hands on deck to unload the van and commence setting up the merchandise. This was completed in good time and allowed us to

The Buffer Stop

Expedition to the West (continued)

get back to Fremantle to procure supplies for the next few days.

The Exhibition commenced in earnest on Saturday morning with a good crowd beating a path around the venue. The Exhibition was held in two adjacent halls which are interconnected and accommodated some 75 exhibits (45 layouts/demonstrations and 30 club/traders/preservation groups). We were kept fairly busy

handing out brochures and talking with the clientele, including helping them with their purchases. It was interesting again to find that a lot of the merchandise we see regularly in the hobby shops in the Eastern States is not available from the traders in the West. Accordingly, some of the modelers we had met at the previous exhibition were anxious to get their hands on kits and rolling stock that we had brought over. It's amazing where you meet people. One of our interstate members, Darren Thomas was there with his family on the Saturday and we had a good chinwag; he is currently working up Broome way on a *fly in/fly out* basis.

Some interesting observations on the modelling scene in WA are that there are few modellers of the standard gauge Australian outline; some



Merredin

model in Sn3.5 and produce kits relevant to this scale. British outline appears to be the most prevalent and there is a sprinkling of American as well in the more common gauges.

The exhibits that I found most interesting were:

Hawkesbury River Bridge: Essentially a 9 metre long "HO" diorama of the bridge crossing the Hawkesbury River, with long multi motive powered trains running across it.

Out of This Realm: A well put together "N" gauge fictitious railway running through an "Enchanted Forest" complete with musical accompaniment and movements.

Serpentine: An "Sn3.5" layout based on the town of the same name featuring scratch built and kit built rolling stock.

Alton: A "OO" gauge layout depicting Alton on the Southern Railway in the UK prior to nationalization.

Pick and Shovel Mining Company: Predominately an "On30" set of dioramas akin to the standards of Laurie Green's modeling in the eastern states and regularly featured in "Narrow Gauge Down Under".

The Perth Adult Lego Society: This group assembled a mammoth display featuring all sorts of scenes from a container terminal, including a boat



Hawkesbury River Bridge

The Buffer Stop

Expedition to the West (continued)



Serpentine



Perth Adult Lego Society

were made and, on leaving Balladonia, we noted that a noise that we had been hearing throughout our journey when changing gears in the low end, became a little noisier. Never-the-less we pushed on and everything seemed to be in order until we were nearing our destination just on dark when, all of a sudden, there was a thump and strange noises emanating from

and an airport interlinked with trains in “L” scale, plus more. It really gets the children in, and their parents.

Come Monday, with a closing time of 1600 hours, it was time to pack up the remaining goods and books and get ready to pack the van for the exodus out of Perth. This was completed by around 1900hours and we were on the road to Northam, with a dinner break at one of the hamburger chains for a little sustenance. Our Northam destination was reached in good time and the accommodation was found with little difficulty.

Another early start was made on Tuesday morning, with our aim being to reach Cocklebidy, some 970 kilometres away, by sundown or shortly thereafter. We arrived at Meridan around 0730 hours and topped up with fuel and then supplies from the local supermarket, before heading further east. Along the way, refreshment and fuel stops

under the van. John managed to get the vehicle off the side of the road without sinking into the soft edges. The dreaded “14 kilometre bug” had us again, for that is how far short of our destination we were. A passing motorist stopped and took our fearless leader into Cocklebidy to try to arrange for the vehicle to be hauled into “town”. After a little while and obviously some negotiating, he returned with the manager of the Roadhouse/Motel in his utility to tow us and the stricken vehicle to the allotted establishment. A good feed and well earned refreshment was had before retiring for the night.

Wednesday dawned and numerous phone calls were made from one of the two public telephone boxes at the roadhouse with the responses being relayed by “mobile” service through the staff at the locale. Some statistics on Cocklebidy were gleaned during the day and it was found that the resident population is 8 plus a dog, a few quail

The Buffer Stop

Expedition to the West (continued)



and other birds.

After a short walk around the immediate surrounds, the rest of the day was spent sitting out the front under the veranda chatting to the staff, passing truckies and ilk, along with ob-

our fate. After much negotiation with Volkswagen Assist *et al* since the vehicle was still under warranty, it was determined late in the day that it had to be towed to the nearest VW dealership which happened to be in Albany. The arrangement was made that, at 0600 hours, a tilt truck would pick up the stricken vehicle and bring with it transport for those passengers who could not be accommodated in the truck. The locals suggested that we might be picked up at the allotted hour, but told us not to count on it.



serving the weekly passing of the Nullabor Postie on his trip to the border, and the arrival of one of the locals from a station to the North to collect his bag of mail.

The newspapers left by passing travellers were read while sipping on a coffee and contemplating

Thursday arrived with us all up by 0500 in expectation that we would finally be on the move, albeit not in the direction we had wished. After packing, etc., Brian ventured out front and found that the tow truck was waiting to collect us. Terry, the driver, came round and unloaded an old Hyundai for us to drive to Albany and to winch the van on board. Before we could leave in the car it had to be jump started and it was noted that it had no headlights, not an immediate problem for the sun had dawned. Terry indicated that, when we arrived at Norseman, we should visit his workshop and have the headlight problem rectified. After much probing, it was sorted out by inserting a spent fuse behind a relay, this had to be removed when the lights were not required otherwise the battery would be drained again. Departure was made around 1330 hours after a bite to eat, bound for Albany via Esperance. Shortly after leaving, a

The Buffer Stop

Expedition to the West (continued)

stop was made to photograph the return working of an ore train from Esperance, and chat with the crew who were waiting for a southbound cross. Then it was on again for the journey to the south west. After a couple of stops on the way, our destination was reached at around 1930 hours, a few short minutes after Brian and Terry had lobbed in. The van was then extricated from the dealers, after which a tasty meal was had at the motel we were staying at. The car was dutifully returned to its owner along with the key for the car and the one for the headlights.

Friday saw another long wait while negotiations were thrashed out on the fate of the vehicle and the four passengers. After sitting around the motel lobby for most of the morning with no resolution in sight, we all headed down town for lunch and a bit of sightseeing. While down by the Albany station and waterfront we managed to view the arrival of a “woodchip” train and obtain a couple of images of the locomotives in push/pull mode.



**Woodchip Train
at Albany**



Grain Train at Wudinna

Around 1530 hours, word finally arrived that arrangements had been made for a hire car to be provided to allow us to finally head back East. Needless to say it, a Camry, was picked up expeditiously and loaded with our personal belongings, and with accommodation booked in Esperance we were on our way.

Another early departure was in order on Saturday and, with the Camry loaded, our aim was to reach Ceduna by nightfall, some 1300 kilometres distant. This was achieved after a pit stop in Norseman, lunch at Cocklebidy (where we were greeted almost as long lost cousins), and a scenic view of the Bight near Nullabor. Driving weather wasn't too bad apart from patchy fog between Esperance and Balladonia.

Finally, on Sunday morning the drive back to Adelaide was beckoning. The country out west was looking quite green and healthy and, entering Wudinna, we sighted a grain train being loaded at the silos there. Needless to say, we had to stop and obtain a photograph or two before moving on. At Kyan-cutta, a few more wagons were sighted, being loaded with the aid of a tractor. On the move again, our next major stop was aimed at Port Augusta for fuel and food. Prior to achieving this, a short detour was made to visit the marshalling yards where a short rail train was departing east and a SCT train ex Sydney was waiting for its path west (and for its crew car to arrive from Adelaide). A number of PacNat locomotives and rolling stock were also sighted here along with a few interstate rail fans over for the long weekend. Heading out of Port Au-

gusta, both the rail train and the SCT shunt, with crew car and one box van, were sighted before reaching Mambray Creek. Adelaide was reached around 1600 hours and so ended a journey to be remembered.

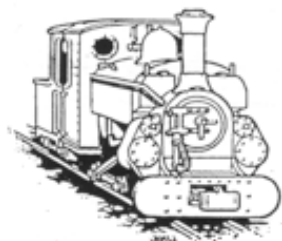
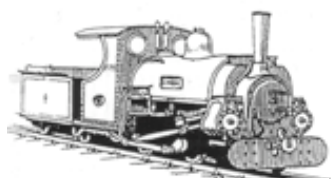
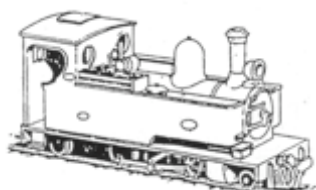
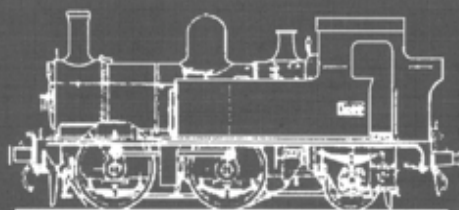
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The Buffer Stop



SARMA SALES



See Iain Kennedy

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SEM GY Kit	\$15.00	2-56 UNC 3/8" pan head screws	\$4.00
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PRE-MEETING DINNER**

Members and visitors are invited to join us for dinner from 6.00 p.m. at **RAGGIES BISTRO** in the **Athelstone Football Clubrooms, 150 George Street, Paradise,** on each meeting night while we still meet at Dernancourt.

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

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

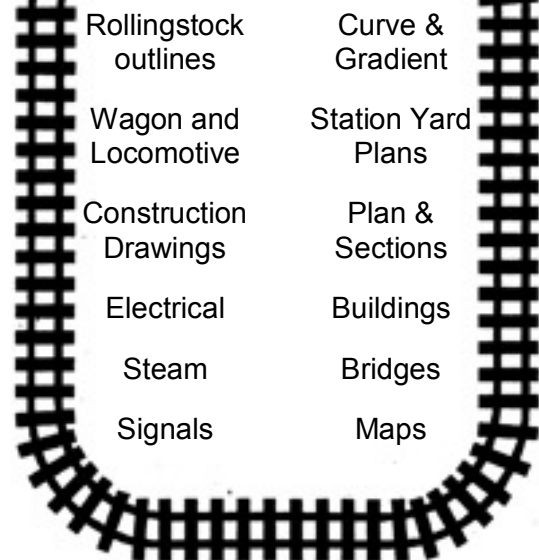
Non-regulars please ring 8298 8571 no later than 11.00 a.m. that day.

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:



These plans are available to research and copy at

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While the railways of Australia inevitably began by following the practises of the UK, eventually we began to see the arrival of American and even some European ideas. Up to the end of the steam era, our rolling stock and locomotives were a mix of many different influences combined with home grown ideas to suit our working needs. Much of our rolling stock would not have looked out of place on international railways or they had been inspired by existing types. One can see the disastrous PRR T-1 in our 520 and the LNER's P2 'Earl Marischal' 2-8-2 in the 620s; the 400s would not have looked out of place in Africa with their Franco-Belge styling, to name a few similarities. It was rare for Australia to influence any other nation's railway practises or to 'set the trend'. Undoubtedly the biggest example from the steam era was the Tasmanian employment of the very first two Garratts, K1 and K2. Their success there influenced many other railways across the world to use the Garratt type.

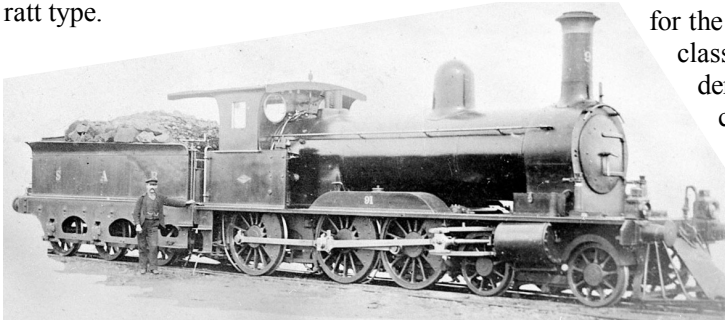


Figure 1: The first of a distinguished line of locomotives - R Class 91 as originally built under William Thow (State Library Collection)

However, there was another class of locomotive in Australia that would create a trail of descendants and end up influencing locomotive practice in Great Britain. It served on the SAR and should be known to every SA steam rail fan; the R Class 4-6-0, better known in its superheated Rx form. The R type led to an enormously successful, long-lived design for the New South Wales Government Railways, the Commonwealth Railways and, eventually, a ground breaking design for the Highland Railway in Scotland. The link between the locomotives was an Englishman named William Thow. Author Michael Rutherford in an article for *Backtrack* magazine stated of him: "*The missing link in the whole saga...one of the greatest of all Australian Locomotive Engineers and an undoubted giant even on the world stage.*"

The *Australian Dictionary of Biography* lists Mr Thow as being born on the 29 June, 1842 at West Derby, Lancashire. Right from an early age William was involved with the railways; his father worked for the nearby Lancaster and Carlisle Railway (later to become the Grand Junction Railway and then the London and North Western). After working with his

father, William became a pupil of Alexander Allan (the same engineer who originated the famous 'Crewe' type engines), worked for Dübs and Co before becoming chief draughtsman at the Scottish Central Railway, again under Mr Allan. In 1871 he moved to the LNWR at Crewe, with John Ramsbottom in charge, before working for Sir John Fowler who would later take Thow with him to Egypt. Finally, he was appointed Locomotive Engineer to the South Australian Railways in 1876.

Unsurprisingly the motive power Thow found on the SAR across two gauges was not encouraging in terms of modernity or capability. Among his attempts to improve the situation was standardisation. Ironically the situation he found upon joining the SAR would be mirrored by Commissioner Webb in the 1920s! Thow's most successful designs for the railway were for the narrow gauge, introducing the W and Y classes among others. Two of the types he ordered for the broad gauge were the Q class 4-4-0s and the K class 0-6-4Ts (similar tank engines later being ordered by an Irish Railway). However, it is the R class' genesis and subsequent events that are most crucial to our story.

Thow decided that a 4-6-0 tender engine would be a boon to the SAR; experience with the 'N' class Baldwin locos was not the best but the wheel arrangement itself had great potential. Six locomotives were ordered from Dübs and Co. The company based them slightly on locomotives built for the Paulista Railway in Brazil (having the same gauge) but with a considerable amount of SAR input.

The first 'R' class arrived in 1886. Being an immediate success it was chosen to be the SAR's main mixed traffic type. A further 24 locomotives were built by James Martin of Gawler. In 1899 the locos were rebuilt with high pressure Belpaire boilers and classified Rx. They were excellent performers and another 54 of this new class were built, the last entering service in 1916. They would remain the kings of the SAR broad gauge until the arrival of Webb's massive engines would replace them on top link duties. Nevertheless they carried on until the end of broad gauge steam.

By now Thow's reputation in Australia was assured; the New South Wales Government asked him to examine their own railway system and deliver appropriate recommendations. He, no doubt, felt a case of déjà vu as the NSW network was little different to when he had arrived at the SAR; suffering from obsolescent and inadequate motive power and poor decision making. In 1889 he was 'headhunted' to the NSWGR to become their locomotive engineer, bring-

The Buffer Stop

From Islington to Inverness (continued)

ing with him the former chief draughtsman of the SAR, J. Scouler.

Given permission by the government to implement much needed modernisation, Thow placed an order with Beyer Peacock and Co for fifty 4-6-0 tender engines. It is unsurprising that the resulting locomotive was in all respects an enlarged version of what had been ordered for the SAR years before, with more of a Beyer Peacock influence (including compounding in the last two examples) and tailoring for the NSW operating environment. Classified P6, but better known by their later C32 designation, they were added to the NSWGR register between early 1892 and mid 1893. History repeated itself as the P6 class was enlarged as the R had been before it with a further 141 locomotives constructed from many different workshops up to 1911, including Eveleigh works.

Upon entering service, numerous examinations were carried out. These included indicator card tests between Sydney and Melbourne with expresses. Despite being taken over steep gradients and sharp curves, the locomotives produced a very creditable performance for the time period. In late 1892, on Sutherland Bank on the Illawarra line, one engine on a valve testing trial recorded 1066 horsepower at approx. 21mph on a 1 in 40 gradient;

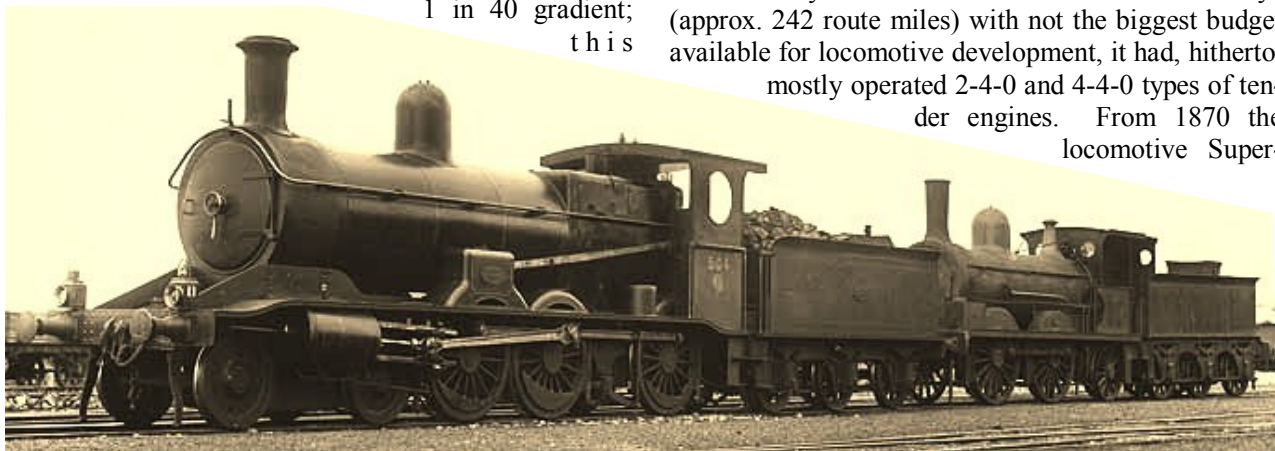


Figure 2: The NSWGR 'P6' (later C32), designed by William Thow, based upon his earlier R class for the SAR. (NSW State Records)

with 313 tons behind the tender. It would have been uncommon for many other locomotives anywhere to have achieved such an impressive output at this stage of locomotive development. Certainly in Britain at this period, such a performance would have been extensively publicised, and in fact it was. The technical journal *Engineering* carried an extensive dissertation of these early indicator tests in its February 1893 issue, complete with an excellent side engraving of the P6: *'Express Locomotive, New South Wales Government Railways, constructed by Messrs Beyer, Peacock and Co, Manchester, from the designs of Mr W. Thow, M inst CE'*. The article has many interesting passages

and is telling as to how widely Australian locomotive development was being examined. The opening paragraph states, intriguingly:

"Much has been said in our pages recently concerning the locomotive question in New South Wales, and it will be remembered that claims of no small magnitude have been made for American engines. Indeed, many persons are under the impression that American engines have completely ousted English locomotives from the Colony. Nothing, however, can be further from the truth"

Let us examine, briefly, a summary of our developments to this point. Mr Thow, a former pupil of the well-known English Engineer Alexander Allan orders the R class for the South Australian Railways which proves a remarkable success. After moving to the NSWGR, Thow drew on his previous SAR experience and ordered an enlarged standard gauge version for the NSW setting. This class was the ultra-successful P6, extensive details of which-including performance test details- were publicised in the *English Railway press* in February 1893.

From New South Wales the next part of the story switches to Scotland, and more specifically the Highland Railway. One of the smaller Scottish railways (approx. 242 route miles) with not the biggest budget available for locomotive development, it had, hitherto, mostly operated 2-4-0 and 4-4-0 types of tender engines. From 1870 the locomotive Super-

intendent was David Jones, who had been with the railway since 1855. Owing to the constraints imposed by the Highland Board he was mostly limited to rebuilding earlier classes of locomotive until traffic upsurges rendered the four coupled motive power increasingly ineffective. In fact, the situation became quite intolerable for the running department; double heading of trains was now prevalent and operating costs had risen. It is, therefore, no surprise that the Highland Board accepted Jones' proposal to build a new and powerful mixed traffic locomotive class. The level of need for the new types can be seen in the fact that, after authorising the new locomotives on 3rd January 1894, the contract to build was given to Sharp, Stewart and Co in late February. Furthermore, the 15 members of the unproven future class were

From Islington to Inverness (continued)

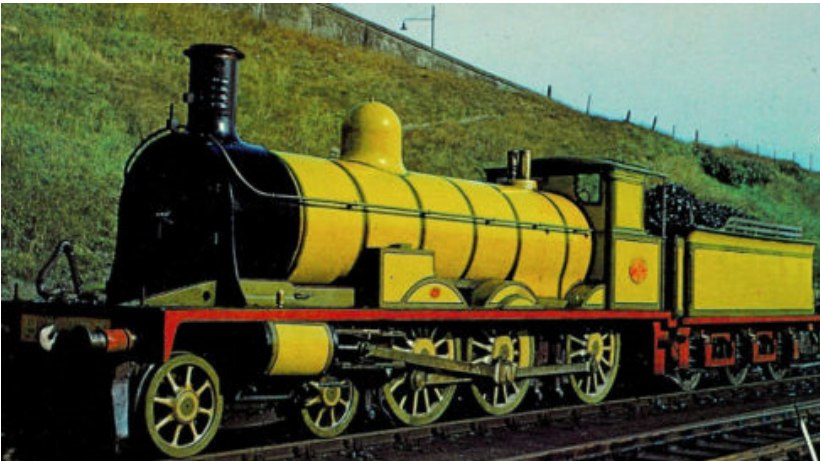


FIGURE 3: Highland Railway 'Jones Goods' no 103, the first 4-6-0 design in Great Britain-based on the P6/C32 designed by William Thow. (Real Photographs Co postcard)

ordered and paid for with no prototype; a potentially disastrous situation (many texts comment on this point as being especially out of character for the financially stringent Highland Railway). This showed the urgency to solve their traffic problems, and the board's expenditure in this case showed their faith in Jones' presented design. Numbered 103 to 117, they were delivered between September and November of that year. They were known either as the 'Jones Goods' or the 'Big Goods' (or, occasionally, as 'Jones Big Goods').

The new locomotives were of the 4-6-0 tender arrangement, and were radically different to anything the Highland had seen before; indeed, they were a landmark design in Britain at the time, by virtue of the fact that they were the first examples of that wheel arrangement in service in the British Isles and their considerable tractive effort. For the first time, Highland tradition was broken in that double framing and inclined cylinders were dispensed with, although the Allan link motion and louvered chimney (trademarks of Jones' designs) remained. In service, they were an immediate success, eliminating double heading of the heaviest trains and performed well on both freight and passenger services. At the time of their introduction, they were the most powerful locomotives in the UK, and understandably won their company and designer many accolades from the Railway fraternity. It is worth noting that this was not the only major advancement made by a Scottish railway in this period; in 1896 the Caledonian Railway introduced the 'Dunalastair I' whose

large and free steaming boiler had a major effect on later British locomotive development, and, ironically in Belgium where virtual copies of the type were made.

So where does this class link up with the Australian designs of William Thow? Traditional thinking has it that the 'Jones Goods' was based upon the Indian State class 'L' of 1884, most especially stated by authors like the famous O.S. Nock and C. Hamilton Ellis. However the fact of the matter is that the Indian design bore very little resemblance to the later Scottish engine. The true ancestor of the 'Jones Goods' was the P6 which had appeared in the previous year, and from the P6 we step back to the R class upon which it was extensively based.

The proof of the relation is in the chain of development. Firstly, consider the two engineers Thow and Jones. Jones had previously worked as the assistant to William Barclay in Inverness at the time the Inverness to Perth railway was being built. Alexander Allan was the locomotive consultant and his main pupil at the time was William Thow. It is inconceivable that the two men never worked together at some stage given their common manager (Allan). Both men were later to continue the locomotive practises of Allan, notably Jones who used said link motion on all his designs and was a perpetuator of the "Crewe" type double framed engine which was a trademark of Allan's.

Secondly, we have the link with the previously built Australian locomotives. Although Beyer, Peacock had built the P6 class, Dübs and co had built the R class. Jones chief draughtsman at the time of the 'Big Goods' emergence was David Hendrie who,

Although Beyer, Peacock had built the P6 class, Dübs and co had built the R class. Jones chief draughtsman at the time of the 'Big Goods' emergence was David Hendrie who,

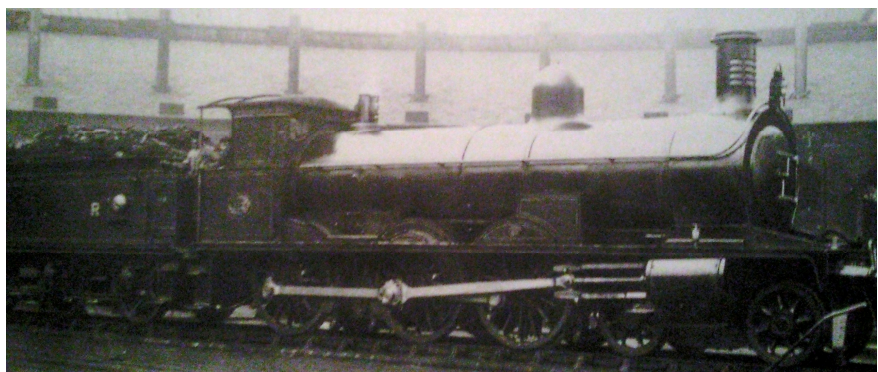


Figure 4: Highland 'Jones Goods' with smokebox wingplates removed. The resemblance to the P6 is unmistakable. (Real Photographs Co.)

The Buffer Stop

From Islington to Inverness (continued)

after being a pupil of Jones, worked for a period as a draughtsman in Glasgow for both Sharp Stewart and *Dubs and Co.* (Hendrie was later to achieve spectacular success in South Africa; several of his massive locomotives survive and some were even repatriated to Britain). Although Jones was familiar with many of the locomotive construction firms in Glasgow, Hendrie had practical experience of current locomotive practice, not just from Britain but all over the world, as companies such as Sharp Stewart etc. built engines for the colonies and other countries, where many new developments were underway.

Thirdly, Jones was essentially taking, for him, a very large tangent from his previous designs. Even counting Hendrie as chief draughtsman, who had a great deal of influence over the final design, Jones made sure it had his mark on it (e.g. the Allan link motion). It is clear that Jones went to great lengths to examine new motive power developments; the high boiler pressure (175psi), outside cylinders and very large boiler all being very up-to-the-minute. Essentially, he was looking not just to break ground but for 'what worked' in order to minimise the risk of failure. It is therefore logical that, *given the publishing of the success of the P6 in the English technical press*, Jones closely examined the P6's and applied the principles to the 'Big Goods'. But the further proof is once again the forgotten man, William Thow, the *former colleague* of Jones and, as another disciple of Alexander Allan, Jones would have taken heed of his successful work.

Fourthly, a visual link between the designs. There is a similarity there between the R class, P6 and 'Big Goods'. Given that the P6 was Thow's enlarged R class and the 'Big Goods' was the Jones version of the P6, a definite relation can be deduced. In the case of the Scottish engine there were concessions to loading gauge and it was styled in the Highland way of the time with louvered chimney and smoke box wing plates, but there is no doubt of a family resemblance, especially if these later two devices are removed! Fig 4 shows the Highland Railway locomotive without its wingplates (an action taken by Jones' successor Drummond on several locos). Compare with figure 2 which shows the P6 in original condition; the similarity is remarkable! Without doubt, the 'Big Goods' was the culmination of the line begun by Thow with the R class, and *not* as a result of the Indian State engine which was originally the assumption by many railway observers and writers.

Incredibly there is yet another direct descendent of Thow's R class; the CR 'G' 4-6-0 which was a direct copy of the P6, introduced in 1914. Fortunately the class proved as much a success as its ancestors, the problems of steam operation on the Commonwealth Railways notwithstanding. Of course, the P6 itself was the inspiration behind a number of other NSW

classes such as the C34, and the 'Standard Goods' series of 2-8-0s.

Happily, examples of all the R class descendants survive in preservation, as well of seven of the Rx itself. Four of the magnificent C32 (P6), one of the G class (G1 at Port Dock railway museum allowing a more direct comparison to be made with its ancestor the Rx) and one of the Highland's 'Big Goods'. In the case of the last, N^o 103, the first of the class, it is a sad fact that while this was the first 4-6-0 in Britain and justly preserved, not a single other Highland Railway engine has survived.

Hopefully this study has provided the reader with an idea of how an SAR design led to big things on the world stage. Certainly it proves that the 'backwardness' of Australian railway technology and design is a fallacy (at least in this period!), and it is a pity that more is not said about the missing man, William Thow, who linked the designs together. Surely it must be a delight to all SAR enthusiasts that one of their most loved and still operating types is responsible for starting such a dynasty!

As a final note, it is pleasing that the British are still taking notice of our 4-6-0 line; in a 2010 issue of *Heritage Railway Magazine*, a full 3 page article was made on the return to steam of C32 3265 'Hunter', listing the class's success and the mighty work done by the volunteer team in resurrecting this particular loco. It is a pity the opportunity was not taken to correct the factual errors of the past and add the impact it made in England!

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The View from Brisbane

Chris Marlow

It's four weeks, as I write this, since we left Adelaide, and at last we are starting to slow down. Our settling-in is now 90% complete, but that just serves to remind me of *The 90-90 Rule of Project Schedules*: "The first 90% of the task takes 90% of the time, and the last 10% of the task takes the other 90% of the time." It's true in model railways, too.

We took our time getting here, spending four days travelling. In all that time we saw a lot of railway line, but only one train, and that was in the last 15 minutes: an Ipswich – Brisbane suburban passenger train.

We detoured from Coonabarabran into the War-rumbungle Ranges to visit the Siding Spring Observatory. We arrived there at 11 a.m. The top of the dome was in the clouds, and the temperature was 3°C, with a wind to match.

Our last night on the way was at Tenterfield. In the morning, after clearing the ice off the car, we went to the Tenterfield Station Museum. The trains stopped running there in the late 1980s, and now go only as far as Armidale. They have a good display of rolling stock including a 2-car rail-car set, track tools, memorabilia, lots of photos, and plants on the station platform to remind us that the Tenterfield Station Master used to win the Station Garden Competition. The Museum used to give trolley rides along the track, but OHSW regulations and insurance costs have ended that. They are rebuilding an 0-4-0 saddle tank loco.

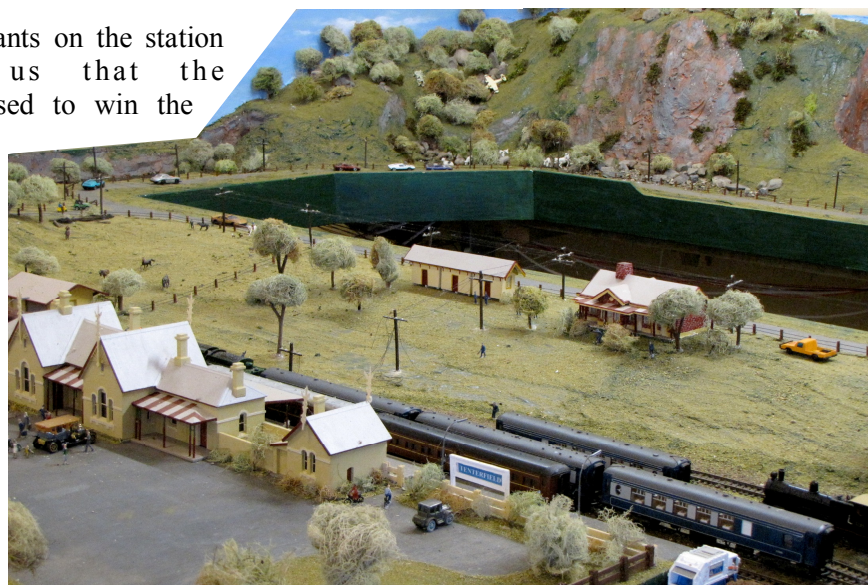
In one of the rooms in the station is an HO scale model railway of the station and surrounding countryside. It even has a plane crash in the hills. There's a copy of a newspaper on display telling of the actual event, which was the crash of a plane delivering *The Sydney Morning Herald* in 1950. ("The third crash of a SMH plane since 1947.") As you can tell from the photos, the model of the station is accurate. The only things they didn't get right were our car and the rubbish bin.

We visited the station on the border at Wallangarra, 20 kilometres north of Tenterfield. The border between NSW and Queensland goes across the station platform, as described in an article and photos in the May 2010 issue of *The Buffer Stop*. The NSW standard gauge line from Tenterfield is not used any more, of course, but we were told that there are occasional steam heritage tours on the QR narrow gauge line from Stanthorpe. Just across from the station there is a nice display indicating the border.

Now that we have settled in, I have found that the bookshelves and desk in the room designated "study/train room" have taken up more space than expected, so I am now reading *More Layout in Less Space* for useful ideas. I have received one helpful suggestion from Barrie: "Switch to N-scale." Thanks Barrie. I shall give it the consideration that it deserves.



Tenterfield Station Museum, 9 a.m. Just the attendant's car and our car.



The HO model at Tenterfield Station. Plane crash in the hills on the far side.

Glensy is working a couple of days each week in the Wesley Hospital, which is adjacent to the Auchenflower Station on the Ipswich line. If she

The View from Brisbane (continued) The Buffer Stop



Country railcar set and the plants at Tenterfield Station



0-4-0 saddle tank loco awaiting restoration and Glenys on trolley looking as enthusiastic as possible.

misses the train in the morning, she has to wait a whole six minutes for the next one. One afternoon recently I drove to the Darra Station to pick her up. I was about 10 minutes early. In that time, I saw three trains heading for Brisbane and three trains heading for Ipswich, and two of those were in the station at the same time, at different platforms. The basic suburban electric railcar set consists of three carriages, the first and last having a driver's cab with no passenger access through. Most suburban trains consist of two sets joined together, making a standard six-car train. One car in each set is designated a "quiet car" – no mobile phones, no obtrusive music players. It was

introduced as a trial, and its popularity has made it permanent.

Glenys has a "Go Card" electronic ticket. She waves it in front of a reader at the station where she boards the train, and again at the station when she leaves the train, and the fare is deducted from the balance on the card. They are also used on the buses and the City Cat ferry services.

Glenys located a morning "Deep Water Aqua" activity group at Yeronga, not too far away, to replace

the Aquanautics activity that she went to at Thebarton. She drove and I navigated to get to Yeronga. It was in an outdoor heated pool. Everyone else had their sunglasses on! While that was going on, I walked to the Yeronga Station to look at the trains. In half an hour I saw three freight trains, two Gold Coast express passenger trains and two stopping trains. The setup at Yeronga is like North Adelaide, with a double track between the two passenger platforms, and the freight line – which is dual gauge – beyond the far platform. The first freight train had two large QR diesels up front hauling a long train of big hopper wagons. It wouldn't have looked out of place in S.A., and it wasn't until I could see the wheels at the end of the last wagon that I realised that it was in fact on the narrow gauge rails.

There was a billboard at the station, giving details of the QR suburban upgrade which started in 2009 and which is continuing. New trains and buses. 144 km of rail, some converting single track to double track, some converting double track to triple track, and two new lines. And all this in the State which is now coming last in economic development because of the floods and cyclones last summer.

I had thought that one advantage of moving to Queensland would be getting away from State politics and government bungles. Wrong!! Queensland Health installed a new you-beaut payroll software system which has had an amazing number of errors, with overpayments up to \$99,000 (how could any system achieve that?). Employees received demands for repayment even though (a) they weren't working on the day the Department says that they were overpaid, (b) they have repaid already, (c) the demand



Chris at the border at Wallangarra

was for one cent, or (d) they have since died. It has been fascinating watching the current Minister for Health, the former Minister for Health, and the Minister for Administrative Services (or whatever – that was actually Jim Hacker’s portfolio in *Yes, Minister*) each saying that it was nothing to do with him. Some people were underpaid, but the Minister insisted on getting back the overpayments first. The Premier returned from overseas, and ordered the Minister to reverse his priorities. It’s going to cost \$200 million to fix the mess. The *Courier Mail* had a front cover with photos of the two senior bureaucrats who were fired because of the bungle. They are now working for a consultancy, which contracted them back to Queensland Health. As one of them said, “It’s O.K. – I’m not in Payroll.”

There is also the interesting story that the Queensland Government is going to spend \$260,000 on a boating pontoon at Birdsville. The 120 local inhabitants are puzzled. They didn’t ask for it, and tourists don’t really come to Birdsville for the boating.

It’s all making me feel very much at home already. But, in four weeks, there’s been not one mention of Rann, Conlon, Foley et al. Do they still exist? [This was written before the last weekend in July]

My locos, rolling stock, structures, track, controllers and all the rest are still in their boxes in the garage. One day...

From the Repair Shop

One of the perils of running a model shop, particularly one that sells trains, is that you are continually presented with “curly problems”. In this occasional series I hope to solve a few of these.

First candidate is the bad running in some diesel or electric outline locos that have axle pick-up. Two makes that are commonly found to have this problem are Bachmann and Powerline with the normal style gear towers with a top worm drive. They are normally lubricated with white Teflon grease which gets everywhere, even into the axle

bearings. Wonderful for the gears but bad news for any electrical circuit. The only cure is to clean it all out with turps, white spirit or similar cleaner, paying close attention to the phosphor bronze bearings. The gears and bearings can now be lubricated. For this use your favourite oil or light grease, plastic safe of course. A puff of graphite around the wheel bearings will complete the treatment. Where there is no pick-up of current involved close to the gears as with some Atlas locos, there is usually a bearing bar at the ends of the axles; they normally only need a bit of graphite and a drop of oil.

Hope these hints help, Brian.

The Buffer Stop

Show & Tell (July GM)



Dane Filander's scratch-built Mustard Pot 600

Whib's engine shed with "old and worn out" 20 year old model, plus modified American diesel



Matt La Vista's 1932 Road to Rail



Peter Pickering's EOTLH 500 class diesel shunter



Dwayne Norris's 900 diesel, CD passenger brake & 700 class car



Matt La Vista's Budd Car



See the GM minutes (page 5) for more information

The **BUFFER
STOP**

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