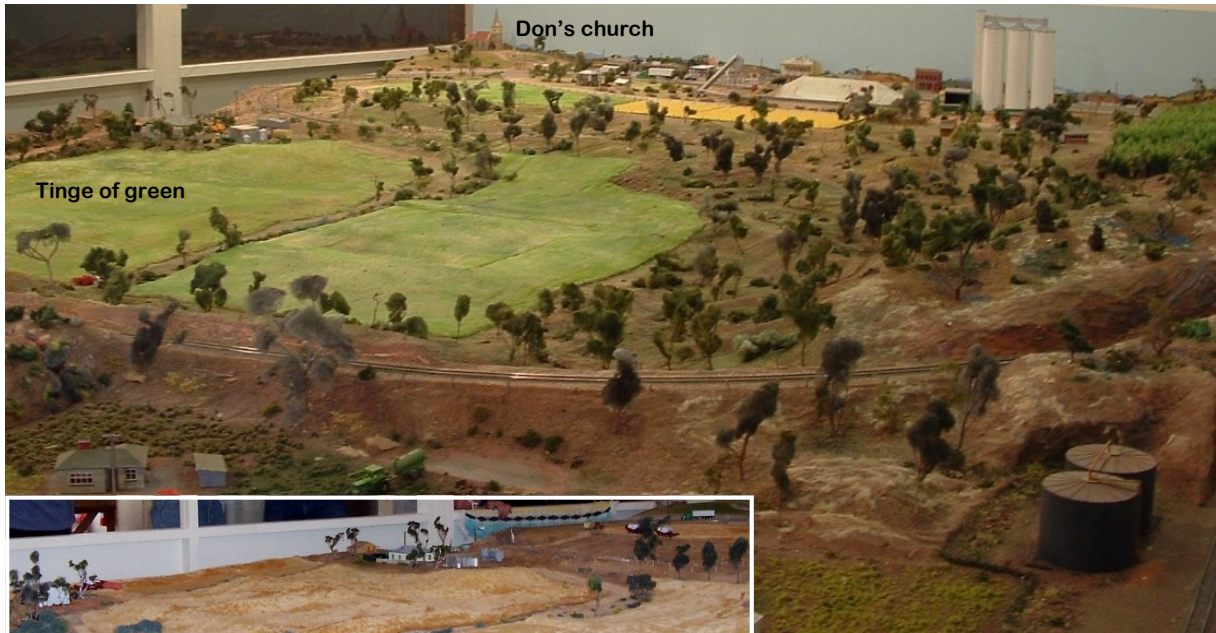




**Dwayne Norris' Pirie Train
cruises through Stewarts
behind 905**

**Jammo's Showground Layout Pics
Modelling the DWR Van
Penfield Gauge 1 Invitation Run
Improving the HCA Concrete Wagon**

JAMMO'S SHOWGROUND LAYOUT UPGRADE PICS



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 or Gregory's 148 J12: the red Scout symbol marks our clubroom.

Membership rates 2011 – 2012

Joining Fee:	\$10.00	Country:	\$45.00
Full (age ≥ 18):	\$53.00	Student (full time; age ≥ 18):	\$45.00
Family:	\$53.00	Corporate:	\$90.00
Junior (age ≤ 17):	\$30.00		

The Membership Year runs from 1 April to 31 March.

Quarterly pro-rata rates apply to new members after 30 June each year.

All correspondence and membership enquires should be addressed to:
The Honorary Secretary, SARMA Inc., P.O. Box 4, Prospect, S.A., 5082.
SARMA Telephone InfoLine: (08) 8411 5500

Visit our web site at <<http://www.sarma.asn.au>> for more information and a membership form.

Webmaster: Peter Michalak <petemichalak1987@gmail.com>

“Buffer Stop” Contributions

Email address: <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.

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AMRE Representatives: Peter Pickering; Phone: 8344 7625; email: peterp23@bigpond.com
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The Library may be accessed in the adjacent shed before the club meeting.

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Diary

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: RailShow 2009 DVD**

Thu 15 Sep Running night

Wed 21 Sep Modelling night

Wed 28 Sep Modelling night

Tue 4 Oct Running night

Wed 5 Oct Modelling night

**Wed 12 Oct General Meeting:
Entertainment: John Gordon and
Noel Potter in WA iron ore country**



Down the Track...

November 9 (GM and AGM):
Peter Knife on Eyre Peninsula Railways

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

November 26:
SARMA Christmas Dinner

December 14:
SARMA Mystery Trip

John & Carol Badcock move East

As many of you will know, John & Carol Badcock have moved to the Sydney area (Taren Point). John has been a SARMA member for over twenty years and was instrumental (probably an understatement) in securing the Dernancourt venue for our club activities.

While members attending the last few General Meetings and the swapmeet will

have noticed John and Carol selling model railway equipment, they may not be aware that John has also donated many items to the club.

We thank you, John, for this and for the many years of service that you have given to SARMA. We trust that you will be happy in your new home and wish you well.

Ed

Cover Photo:

Photographed on the Norris layout, Dwayne's Pirie Train cruises through Stewarts behind 905. The car behind the 900 is a DW^R, a description of which is on page 9.

Editorial

Welcome to the September issue of Buffer Stop. Wednesdays are as late as they can be this month so both the Modelling the Railway of South Australia Convention and the Royal Adelaide Show will be complete; only just, however, so that there will not have been enough time to include a write-up of either this month.

Following requests from several quarters that we sharpen up our pictures a bit, I had some concerns that members who download their Buffer Stop from the web might have problems with the larger file size that resulted. I am pleased to say that, while we have had a few complimentary comments, there have been no complaints. Even where there have been slip-ups, the usual critics have been strangely silent.

I hope that the late change of venue for the August GM didn't cause too many problems for members. I'm sure that the use of the crèche would have drawn comments like "right place too" from several of our members' spouses.

The first couple of running nights appear to have gone off reasonably well, although Dean reported that it was fairly quiet on the "Australian" night. I found that, on the allcomers night, the DC side was very busy. The second one, held on Aug 30th, was quieter.

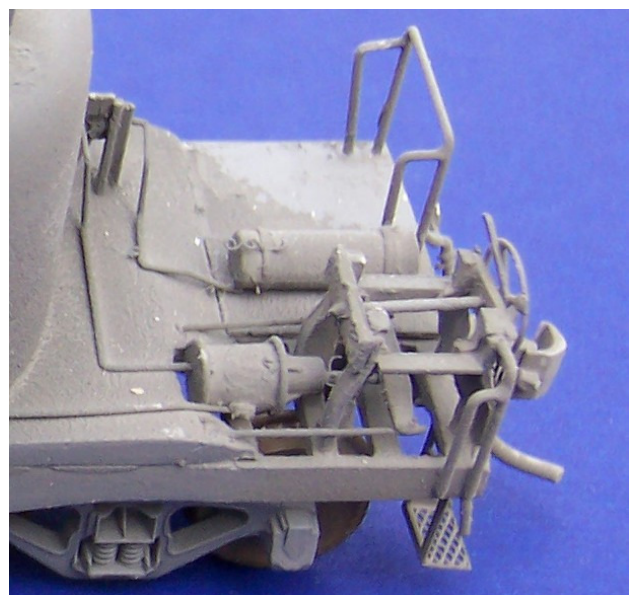
This month's Buffer Stop is dominated by Iain Kennedy's treatise on building and enhancing the Strath Model's kit of the HCA cement hopper. This article has been the greatest challenge in my short experience as editor. It wasn't the length of the article that was the problem; it was



Photo Norm Bray Collection

getting the pictures close to the relevant text so that a whole swag of duplicated caption text was avoided.. The nicely weathered AN hopper shown above was supposed to be on page 18 but it just wouldn't fit, so I simply showed the ladder portion with the complete picture shown here. And as I have a little space to spare, a close-up of part of Iain's model seems appropriate.

Peter P (Ed)



The Buffer Stop

EDITED MINUTES OF THE GENERAL MEETING HELD AT TURRAMURRA ON 10th AUGUST 2011

Meeting opened at 7:49pm by Chairman Hugh Williams

Members in attendance: 43

Apologies: 3

Visitors: David Stokes and Max Lane

Minutes of previous meeting: Moved Trevor Carter, Seconded Bob Houston, Carried

Outstanding Actions and Business arising: Nil

Correspondence in:

Model Railroader for Sept 2011

Journal of the AMRA - 60th Anniversary issue

Motive Power magazine July/August 2011

Voucher from End of the Line Hobbies

MessageBank account

An information pack from The Workshops Rail Museum, Queensland, for their upcoming Queensland Model Railway Show.

Correspondence out:

Letter of thanks to John Badcock for his donations to the club.

Business from corres: Nil

Finance: Financial statements were presented.

Accept financial report: Moved Gordon Chaplin, Seconded Bob Houston. Carried

Appoint Returning Officer: A call for a returning officer was made with Peter Michalak volunteering his time.

Reports:

Premises – Still waiting for news from the council regarding the application.

Exhibition Layout – The module is still in the trailer.

Royal Show layout – David Jameson provided a further insight into the proposed operation of the show layout. The season depicted is now late winter, early spring.

Club Layout – The first organised running night on the club layout was reported on with many members waiting for a turn on the DC controlled section leaving the DCC section with relatively few operators.

Social – Barrie reminded all that the Christmas Dinner will be on the last Saturday in November. A venue has not yet been booked.

The mystery trip venue has been booked and catered for. Prices are still to be set as the transportation has not yet been finalised.

BufferStop – In Peter's absence, Hugh commented that the magazine is at a very high standard again.

Library – There are still some library items that have not been returned by their due date. Allan will continue to chase them.

Maintenance – Nil

Bulk buys – Iain finally presented a sample jacket to the members for comment. Most members seemed agreeable and Iain took some names and sizes to further investigate viability, in particular the range of sizes available.

Special Projects:

New Exhibition Layout- Bob Houston is researching available aluminium to construct a prototype module for the new layout.

Swapmeet – Terry reported on the state of preparation for the upcoming November swapmeet.

RailShow – Next month will see a few copies of the DVD made during the 2009 Railshow by his cousin, Jo Rossiter of Anifex.

AMRE – The AGM will be held on the 15th September.

General Business:

Matt La Vista wants to put together a book of anecdotes and activities of club members over the years, interviewing them for material if they are happy to be included.

He also mentioned the upcoming Gauge 1 meet to be held at Penfield on the 21st of August.

Whib asked for help getting a remote control ship working again.

A handy tip was shared for those with a model of the Victorian T class loco. Clean off the original silicon grease (which acts an insulator) and re-apply a conductive grease.

Bill Coles praised Nigel Gardner's soon to be available Rx kit. Nigel has been testing the prototype on Bill's layout where it performed extremely well.

Show & tell:

Barrie had a couple of 48 Class locos by Gopher Models painted in AN and Mustard Pot.

Paul showed us a very nice "Station Clock" from Browse In for \$20.00.

Matt had a weathered clock tower by Hornby Skaledale, an O gauge 040 shunter "Nellie", some kit built narrow gauge rolling stock, a book of railway paintings by Phillip D Hawkins and a couple of

The Buffer Stop

EDITED GENERAL MEETING MINUTES (continued)

magazines showing model trains “photoshopped” into live photographs.

Peter Michalak showed us a BGB 700 steel car painted in SteamRanger livery with custom decals and photo etched details.

Dwayne displayed a DWP that used custom decals and a lot of masking in preparation for painting.

Hugh described the work he did to resurrect a damaged OB from the SARMA rolling stock stable. It included removing a damaged side and replacing it.

He also displayed his personal favourite, a number of Dog Box coaches he constructed as far back as the 70’s hauled by an Rx loco.

Break: Meeting suspended at about 9:00pm for drinks and nibbles.

Raffle:

Black C20 Stephen Curtis Voucher

Orange D58 Terry Meads Hobby Knife

Purple C43 Stephen Curtis Bogies

Orange D13 Graham Nixon Trackside Detail Pack

Purple C52 Colin Barnes Razor Saw

Orange D39 Dean Schluter Mystery Prize

Red D99 Allan Norris Coasters

After meeting activities:

DVD – Steam Across Australia – photographed by Ken Macleay.

Meeting closed at 9:57pm

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



SARMA members in the crèche - can I hear “That’s where they should be” from ‘er indoors?

2011 CHRISTMAS DINNER

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

NEWMARKET HOTEL

132 Commercial Road, Port Adelaide.

Saturday, November 26th 2011 @ 6.30pm

If you wish to attend please add your names to the list at a General Meeting night, leave a message on 8298 8571, or e-mail barrie@picknowl.com.au no later than Saturday 19.11.11.

The current menu is available for perusal at <http://www.newmarkethotelptadel.com.au>

Daily specials start from \$10.00.

No deposit is required.

Barrie Mackinnon, Social Director.

FAMILY MYSTERY BUS TRIP

Wednesday 14th December

This year’s trip will start with a BBQ at the club rooms at 5.30pm so the bus can leave at 6.30pm, returning at about 10.30pm.

Cost of the trip will be

Adult (13+) \$22, child (5-12) \$15 if paid by 7 Dec

Adult (13+) \$25, child (5-12) \$20 on the night

For catering & bus numbers, please add your names to the list at the GM, ring 8298 8571 or email barrie@picknowl.com.au by Dec 7th.

Payment at the Sept GM would be appreciated but full payment is required by Dec 7th.

Barrie Mackinnon, Social Director



50 Years Ago: September 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

Front Cover: Bill Coles' line drawing of tramcar 961 adorns the front cover.

This Month's Structure: 'Tiny' Edwards supplied notes and a HO scale drawing of a 50' Deck Plate Girder Bridge

Club Layout: The work on the layout is progressing slowly and so far without any serious hitches. Wiring of the track and point motors is going ahead and the upper level circuit was in running order. The electrical wiring is of prime importance as the layout should be fully wired before the scenery work gets too far advanced.

All mainline track and mainline sidings are laid and ballasted. All points are fixed in the goods yard but the track is not laid as yet. We intend using that track for a circuit at the YMCA Festival of Hobbies.

Bridgland's Model Train Shop:

In a new shipment just received the following items are now available:

Kitmaster BR Mogul Class Locos:	12/11d.	(\$1.30)
Kitmaster box car (motorised):	70/-	(\$7.00)
Erie Triplex (Matt. H Shay):	100 pounds 12-6d	(\$201.25)
GN Pacific:	20 pounds 12-0d	(\$41.20)
GN Mikado:	20 pounds 14-9d	(\$59.50)

Track Drawings: Line drawings for goods yard at Victor Harbor, Blackwood Station (double track) and Belair passenger through station and terminal station displayed.

40 Years Ago: September 1971

DW

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

Cover: Drawing by Bob Burton of an Rx pulling a passenger train

An attempt to purchase narrow gauge coach "Eyre" for store and layout room at Mile End was passed up when the quote from SAR was considered too high.

Wally Bennett writes about his trip to Sydney on the Indian Pacific .. was met at the station by Phil Curnow.

Continued on next page

Hi, for all who remember Tony Brown who ran Model Trading Post from Old Noarlunga and Melrose park, well he's back in business.
Tony Brown, Brown's Hobby Shop, 33 Beach Road, Christies Beach 5165
8326 8809
Tuesday, Wednesday and Friday .. 11am to 5pm
Thursday .. 11am to 8pm Saturday .. 11am to 4pm
closed Sunday and Monday

Vegemite

From
The Buffer Stop
Archives continued

The Buffer Stop



30 Years Ago: September 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.

Front Cover: W class on the bridge at Woolshed Flat (Pichi Richi)

Construction article: Building & wiring a narrow/standard gauge crossing.

900s: Notes by J.L. followed by an offer of photos for 45c each.

Different protection methods for steel bridge members in NSW and replacement of a timber trestle with steel one in about 9 hours.

Construction article: Building an FBX bogie flat wagon

20 Years Ago: September 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

Layout Report: Back scene sheets are in, and it shouldn't take long for things to start changing in appearance, with embankments, road underbridge and cuttings all planned. Grosvenor is next on the list for some attention, with some departmental residences and a car park to be installed near the station.

Article: "Improving the 830 on a budget" by Peter Carter

Video Review: "Railscene No.25 Winter 1990/91 by Darryl Davey

Article: "Victor Harbor line bridges" by A. Polkinghorne

Article: "Specifications for signalling the club layout – part one"

Drawing: "Currency Creek Viaduct – replacement Iron spans"

10 Years Ago: September 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.

General meeting night entertainment was an auction with the display consisting of auction items

Announcement of the release of the new Proto 2000 ALCO S1 locomotives

An article by Clive Mathieson on the dangers of privatisation

John Doherty provided an informative insight into his holiday in Queensland

Bill Lewis article on how to scratch build an Insulated Brake Van.

The Christmas Dinner was announced for the Belair Hotel for only \$14.00 a head (\$11.50 for seniors)

The Buffer Stop

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	September 11
A M R A Journal (W A)	July Aug 11
N Scale Modellers Australia Bulletin	July 11
Model Railroader	September 11
Motive Power	July Aug 11
Train Talk	July & August 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

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.

Modelling the DWR “East West Express” Van

Dwayne Norris

As I model the East West Express train, also known as the Pirie Train, the DW^R is a must.

THE PROTOTYPE:

The DW^R was originally a DW 40' louvre van built in 1945. DWs were painted the standard SAR freight grey. SAR also had two of these van in green and cream but these were for general use on any passenger trains and were coded DWP and rode on Bettendorf bogies which were similar to 8300 brake van bogies. SAR pooled two more of these vans in the mid to late 60's for the East West Express Port Pirie service; they were coded DW^R 4781 & 4782 (I would guess DW louvre van plus R for restricted use). They were stenciled on the outside of the door “ADELAIDE TO PT PIRIE PASSENGER TRAINS ONLY”. These vans were painted regal red and silver

to match the new D cars, also known as Pirie Cars. They rode on a freight type bogie suitable for passenger speeds and were used for carrying baggage and small amounts of freight. The DW^Rs were kept at Adelaide Station in the car shed with the Pirie Cars but were never washed and became so dirty, you could barely see the red and silver colours.

THE MODEL:

BGB produced a limited number of kits of the DW van which were a four piece casting plus tin for the roof queen post as well as fishing line for truss rods.



September 2011



The kit also came with decals for the Pirie DW^R van. Building the kit was very easy but painting it was quite difficult as the car has angled bracing on the sides. A tip to anybody modeling these vans is to paint the silver first; I used Floquil Old Silver. Another tip; when masking for the red don't use one long strip. Noel Potter suggested using small pieces of masking tape (Dad and I use Tamiya masking tape) and going up and over the angled bracing. Dad spent two nights masking as I was too chicken to attempt it. Coming now to the regal red, I used a 50/50 mix of Floquil Caboose Red and Boxcar Red. For the roof and the floor I used Engine Black. I used Steam Era SAR AN XC type bogies as shown in the kit photos. Decals were then added using photos with the kit and photos by a club member. As mentioned before, these cars were never washed so weathering was easy. As they sometime rode behind locos, the roof and the ends would have been a oily black. I used Grimy Black and lightly dusted the roof, ends, truss rods and bogies. The whole car was given a coat of Testor dull coat.

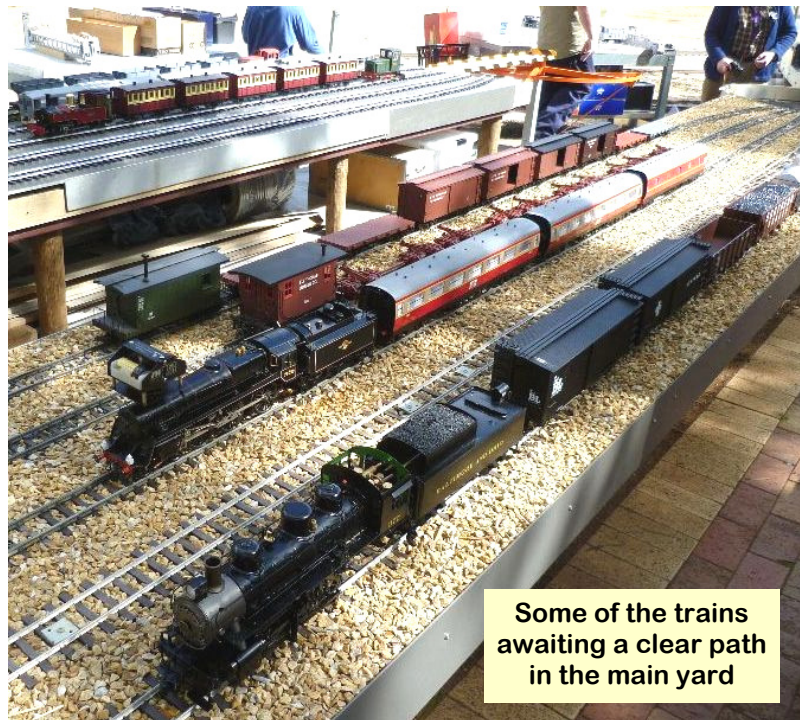
There we have a model of the EAST WEST EXPRESS DW^R VAN

The Buffer Stop

Penfield Gauge 1 Invitation Run

Matt Lavista

Modelling the scales above 'HO' or even 'O' gauge tends not to get as much coverage at exhibitions as the smaller scales. Penfield Model Engineers, and more specifically their Penfield Garden Railway Group Division, have rectified this somewhat by hosting their Inaugural Gauge 1 Invitation Run. Advertised through the busy railway forums of Railpage Australia, five SARMA members decided to make a day of it and booked in their presence on the 21st of August. So at 11am on the Sunday with the weather looking marvellous for a day's outdoor running, Jeremy Kemp, Stephen Curtis, Edward Vardon and I arrived at the Penfield MRE Society's home to join a group of about 20 large scale modellers.



The Garden Railway Group's layout consisted of a large and long series of mainline loops with yards and tunnels to pack some impressive gradients and plenty of space for high speed long trains. One member informed me that the yard had been extended to the limit dictated by his double stack container wagons! There were two very large fiddle yards, best described as a miniature of the larger scale 'steaming up' platforms for the ride-on trains. The object that caught our eye was the manual turntable with a bit of SAR feel to it (especially with a Brill car sitting on it), however we soon got distracted further when the cross yard traverser was pointed out. This was a swivelling section of track which moved locos from the right

side yard to the turntable on the left yard- almost a double turntable! (now *there's* an idea for the new SARMA exhibition layout!)

Because the 45mm track encompasses many different scales, some very large battery locomotives could be seen among some surprisingly tiny live steamers. Brands such as Aster, Accucraft, LGB and Bachmann were in abundance, in a marvellous mix of steam and diesel locomotives that ran the gamut of prototypes. Peter Lucas, whom SARMA members met and enjoyed his outdoor layout at Clayton Bay, was there with several of his group and their engines included the magnificent Aster live steamers which had been seen steamed but not run on our visit. Now we got to see them in action. The

'5MT' was the literal 'greased lightning' as it blasted along at break-neck speed making lightweight of the gradients and its load of 3 scratchbuilt BR Mk1 coaches. The 'Castle' was not quite as fast but presented a very stately run, as did the 'Britannia'. The narrow gauge engine 'Russell' which was steamed at Clayton was a welcome inclusion, and



The Buffer Stop

Penfield Gauge 1 Invitation Run (continued)

Dane even had a go shunting although he suffered a bad case of the 'hiccups'...the live steamers present unsurprisingly were a mixed bunch, although all had some good runs there was a lot more 'brewing up' or adjustments to some of the locos on the fly.

Battery powered locos were in the majority. One of the most impressive was a mustard pot liveried 830 hauling OB wagons and an 8300 brake van. All were radio controlled and many had sound fitted, although one large BNSF diesel was powered by the double stack container behind it. An innovative approach to sound for a Climax locomotive was to house the speakers in an orange box wagon behind it, allowing a better sound than trying to cram it somewhere on the locomotive. One of the oddities was what looked like two caravans belting along the track with an orange box sandwiched between them...some kind of LGB product but unfortunately I didn't catch the name!

Mostly the prototypes were American, with a 'Warbonnet' Santa Fe diesel hauling streamline coaches (unfortunately the loco developed problems later), BNSF and Rio Grande Diesels, and a number of classic US steam types: Porters, Shays, Climaxes, 0-6-0 tender engines and a big Consolidation. Sound was prevalent; the Rio Grande Diesel was so fitted but needed adjustment...(I asked out loud 'is someone ringing a doorbell?' One of the linesiders replied 'That's the horn on the RG Diesel!').

Even the Commonwealth Railways was present with several models of the tiny shunter, 'Sandfly' which many members (myself included!) would



recall seeing on a plinth at Keswick Terminal for some time, although it is now in Darwin. These were produced by a gentleman named Rob Lucas, who had several on display as well as a stand promoting laser cut wood etches (from the 'LaserUs' Company). The examples included a fine clere-story coach as well as several stock boxes.

Aside from the locomotives, the rollingstock itself was very varied and interesting; the aforementioned Mk 1 coaches, Santa Fe and OB wagons were bolstered by a plethora of coal wagons, log flat cars (with swivel mounts), sliding door vans of every kind and cabooses. Many trains were fairly lengthy with one battery steam engine struggling with two dozen coal wagons up the hill outside one of the tunnels.

There were also a few 'under construction' models on display, a three car Bluebird set being the standout, as well as a large scale PA1 being converted to an SAR 900. Peter Lucas also explained his 'Mylocosound' decoders to some of the members, and demonstrated adjustments to the sounds. (I hope he got to adjust the Rio Grande Diesel eventually).

The locos were either battery powered or live steam; however a reasonable oval of powered track was precariously set up on some of the outdoor tables. Best described as jumpy, this enabled the running of



The Buffer Stop

Penfield Gauge 1 Invitation Run (continued)

track powered locos. Unfortunately there were only four. One was a little four wheel US diesel owned by Tim Custance, who was the owner of the ride-on train which operated at the April RailShow. Another was owned by a member of the Adelaide Garden Railway Group, Alan, who members might have seen operating the 'Glencoe' layout at AMRE (think 'bird noises'). This was a kitbashed freelance US Railcar (a cross between a Doodlebug and a Brill) making its trial run hauling an SAR style clere-story coach. After talking to him about his un-prototypical model I happened to mention a certain other SARMA member who is known for his un-prototypical and very *unique* modelling approach. Allan's reply was 'Alistair Whibley? Oh no, you can't ever forget Whib!!' My own contribution for the day was a Bachmann Southern Railway 2-4-2T 'Lyn' and a kit built San Francisco Tram, both of which have appeared at past general meetings, and it was good to see them



Aster BR 5MT roars past

Finally run after sitting in a cupboard for over a year. However, running was *bouncy*, with every loco becoming a literal tilt train around sections as the track lifted, and for the tram, Jeremy was forced to hold down a section near the points to stop it coming off every time it passed. At least nothing went crashing off though there was almost a triple collision after *Lyn* almost hit the tram and 4 wheel diesel after the latter two began moving even though the points were against them and isolated - or so we thought.



Mustardpot

We had pre-registered our presence at the running for catering purposes, and were duly served a lunch of two sausage sizzles with choice of sauces. It was eaten in the luxury of the Penfield clubrooms (well-padded seats with 'marble' table! And a television showing the Rally Cars).

Finally run after sitting in a cupboard for over a year. However, running was *bouncy*, with every loco becoming a literal tilt train around sections as the track lifted, and for the tram, Jeremy was forced to hold down a section near the points to stop it coming off every time it passed. At least nothing went crashing off though there was almost a triple collision after *Lyn* almost hit the tram and 4 wheel diesel after the latter two began moving even though the points were against them and isolated - or so we thought.

Lunch conversation as usual for our group ended up going decidedly left of centre- after a discussion on the '11 Queensland Exhibition and how to get there we somehow decided the NRM'S Budd Car would make it there as it was standard gauge, long as we had a fuel tank. Then someone suggested the Redhen could have its bogies swapped at the border (with the aid of accomplices) and finally it was agreed a fuel tank *and* car carrier swiped from Keswick would be attached for the trip. We'll let you know how it goes...

Following the sausages we had two varieties of cake (iced chocolate cake and some kind of custard filled Danish-delish!), and took the opportunity to have a look around the PMRE clubrooms. Their impressive HO layout was not operational and it was clear work was being done (Sharp Eyes Sparky noticed there was a white ant problem along one section of the floor), but there were still two large scale

models (an LMS 'Princess Royal' and BR 'Warship') and a wonderful U-Boat model to admire. The U-Boat (no, not the ugly Sydney EMU, the submarine) was fully sea (or lake) worthy, being capable of full submersion with an automatic diving plane raising the model should it go too deep.

Although the boats and cars were not operating, the Society happily had two miniature trains operational for their visitors, one a very large American outside framed Mikado and the other a red MDH4 Diesel that later hauled passengers in gondola cars. (one SARMA member found the Guard's seat and his flag very much to his liking). Some very lively running was to be had with a full passenger load; the diesel even caught the steamer multiple times. The journey takes about 6

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Expedition to the West (continued)



Large scale Bluebirds under construction

minutes for one lap of each route, crossing a great steel bridge and a small tunnel. Scenery in the bridge section was broken up by the occasional unusual birds egg which had jumped the fence from the Golf Range next door (one young lad present told me 'I Collect them! I've got like 72 at home... when you go past in the train tell them to stop so you can pick them up as you go!')

The meeting began to wind up around 3:30 and we were gone by 4pm, though that was not the end of the day's running as Steve Curtis' layout was duly fired up! However admittedly HO had somewhat lost its 'shine' after seeing the bigger models in their prime, and no doubt our frustrated wirers would have been very happy to have gotten rid of the track power altogether! Certainly it's a shame battery power and radio control for HO/OO isn't really looked at more closely. And who's crazy enough to tackle N-scale...

Aside from the running of trains during the day we also touched base with the other modellers, getting ideas (one particularly good one was to make stonework in a mould using a hot glue gun) and talking shop. I even met one former SARMA mem-



SARMA's group ready for the next ride

ber who is a member of BMRA now and goes all the way from Gumeracha to their meetings, he curses that their Northern group is slack/defunct! And the gentleman driving the miniature steamer was born in the UK whom I happily engaged in discussion about his trainspotting days back in East Anglia (B17s, B12s, B1s and the moment when the Britannias first appeared, unsurprisingly he was delighted with the model of the same loco

appearing in steam) while Edward discussed his Grandfather's 3 1/2 in gauge A2/2 Pacific. Certainly our Sparky was clearly enjoying himself especially



after he got the back seat of the passenger train and energetically waving the guards flag...

Without doubt the Gauge 1 Running was a fantastic little event, with plenty of variety in running and very relaxed atmosphere in which most of our members had a go driving at least once. Judging by the numbers large scale modelling is very healthy in Adelaide, and was a fine addition to the showcase of the capability of the many different scales

(which were seen in Clayton Bay), with as many advantages/disadvantages as HO or N.

Certainly it is hoped that the Running Day will be continued next year or made a regular event!

Now if we can only persuade Dean and Bob to take a look through the Accucraft and LGB catalogues...

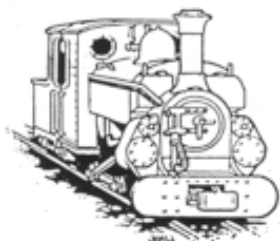
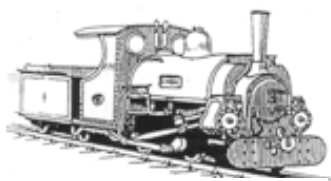
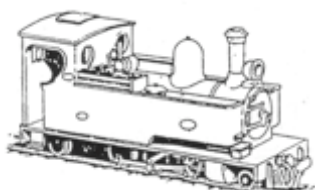
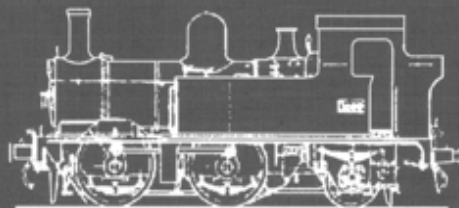
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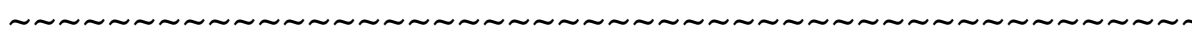
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Brian, John & Vic.

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SARMA SALES



See Iain Kennedy

SARMA Pin Badges	\$7.00	Delrin Bearings	\$5.30
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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		

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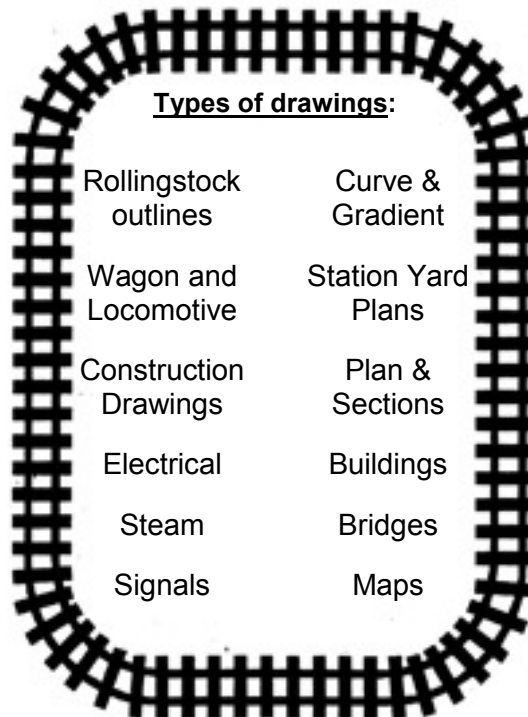
For a look at the menu, visit <http://www.athelstonefc.org.au>

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:

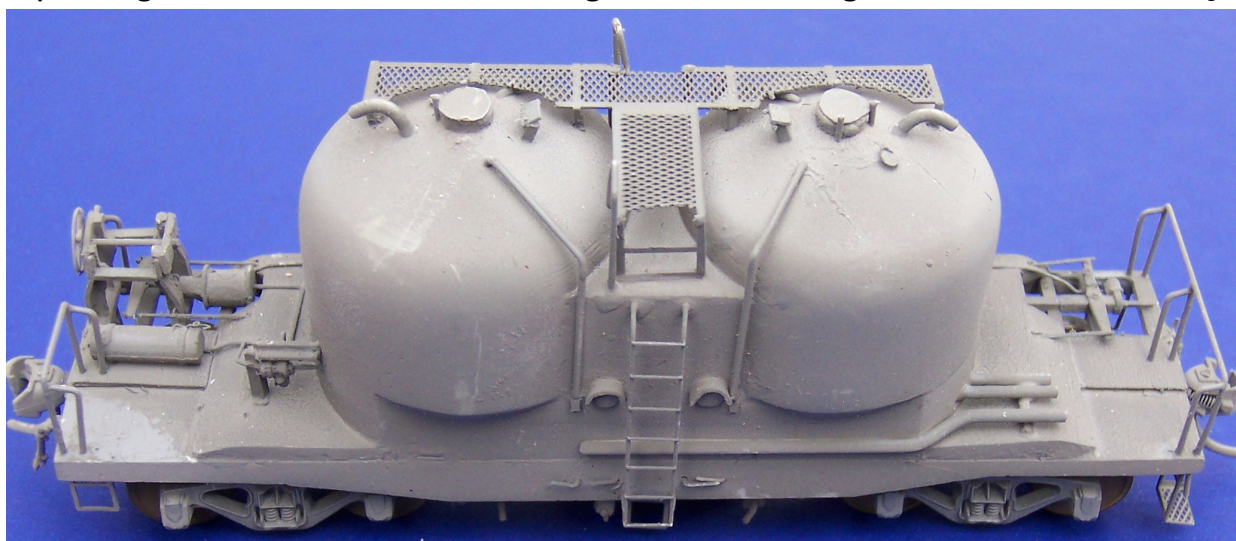


These plans are available to research and copy at

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This article is based upon work done for my entry in the 2010 Master Modellers competition

I purchased this kit from End of the Line Hobbies at RailShow 2009 and placed it in the "I'll build this later pile". Seeing Dave Holmes and David Vander Linden starting their kits at the weekly modelling table at the club rooms inspired me to join this "group build" and get my kit completed.

On opening the kit of the HCA bogie concrete wagon I was presented with a group of parts reasonably clean of flash and air bubbles and a set of written instructions plus some barely discernable photocopies of a previously completed wagon.

From these pictures I was not able to get the clarity of the parts fit that I wanted so I decided to source further pictures from the Internet as I do not have a collection of rolling prototype pictures.

The primary sources for the information that I used were:

The Dean Jackson collection <http://northernlinesgallery.shutterstock.com/pictures>

Allan Lees collection <http://www.noarail.com/members2/v/Allan/Prototype+photographs/Old+photos/ANR/AN+Goods/ASR+2+bay+cement/>

Norm Bray (a very handy collection recently moved - make it a favourite) <http://www.flickr.com/photos/60901191@N08/sets/72157626795022000/>

The SAR Modellers forum on Yahoo (membership required) <http://groups.yahoo.com/group/SARmodellersforum/>

Plans found in the SARMA archive to scale.

From the found plans and photos, it became evident that the details provided in the kit were very basic and some parts, notably the mesh walkway, were quite wrong.

This article follows what I have done to improve the detail on this kit of the SAR HCA. Due to the era in which these wagons were introduced, I have not included the lift pads for bogie exchange; as introduced they were not within the pool of bogie exchange vehicles.

To construct the kit I generally followed the written instructions, adding additional detail where appropriate to increase the level of detail to that desired.

At Step 2, make sure that your underframe side sills are 2.5mm thick to match the depth of side sill shown on the plan.

At Step 5, according to the available evidence that I could find, the florist wire should more closely follow the sides of the domes than shown in the diagram provided.

At Step 9, join the two grade control valves together with fine wire.

At Step 12, be careful joining the underframe and the cells together. I recommend using a slow setting CA adhesive or similar.

At Step 13, you need to add the pipes to both sides of the wagon as per the prototype; duplicate the existing gauge detail onto the bare side (see pic above and on page 21)

Add covers to the gauges as per the prototype; I used BGB roof bent around a pair of long nose pliers.

At Step 14, drill the dimples for the walkway as

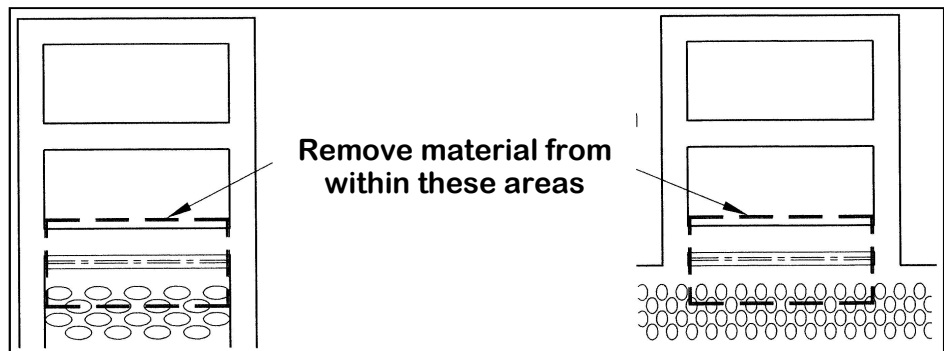
The Buffer Stop

HCA Bogie Concrete Wagon (continued)

instructed but, prior to fitting the mesh, modify it as shown.

Using a \$1 coin as a cutting guide cut out the floor adjacent to both cells between the outermost legs, with the cut out being about 1/3rd the width of the walkway.

Remove material from the area shown by the broken lines (see right); this is bit easier if done before bending the edges. I removed 3mm from the edge of the walkway on my model. Solder the remaining sides so as to add as much strength as possible. This area will be fragile without the solder.



Making these changes will improve the accuracy of the model significantly as the walkway is one of the most visible parts of the model. And whilst you are not able to be 100% accurate with the parts as provided, you are making an improvement.

At Step 15, modify the tops similar to that shown in the photos; you can also add the screw closure tops and lid stop too if desired

Add a circle of plastic (I used sprue) to represent the circle in the picture.

At Step 16, I thought that photographic evidence showed that you could add either ONE or TWO top pipes to each cell (I chose to add only one), but more recent investigation suggests that you should add TWO pipes to each cell. I will be correcting this on my own model in the future.



Photos Phil Curnow
SAR Modellers' Forum



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HCA Bogie Concrete Wagon (continued)



Photo Phil Curnow
SAR Modellers' Forum

At Step 17, using the line diagram to ensure you are within the SAR loading gauge, bend up the handrails to allow fitment as per the prototype.

At Step 19, this pipe has a square outer end so do not bend the end as per the instructions.



Photo Norm Bray Collection

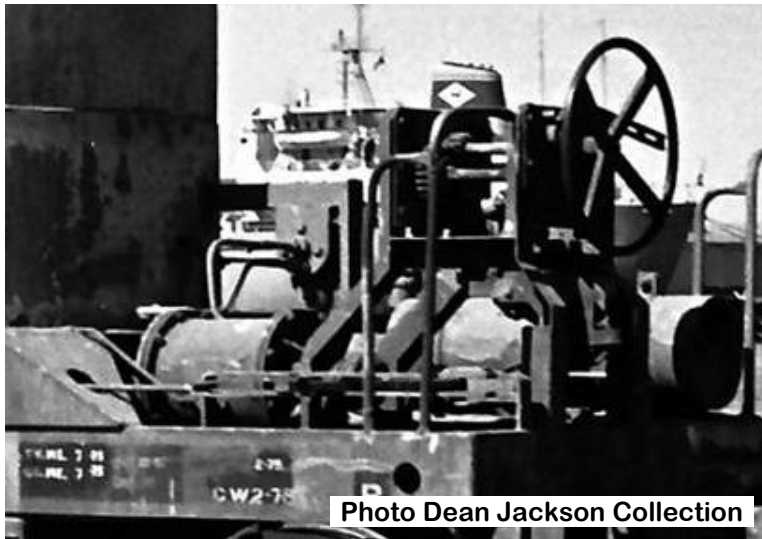
At Steps 21 – 27, the brake detail benefits from the addition of the support tubing and I have approximated this as well as I was able from assorted photographs.

At Step 22, the hand brake support has been cast

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HCA Bogie Concrete Wagon (continued)

incorrectly and has the separation bars at the top of the unit instead of the middle as per the prototype. I glued the bare parts to the model, the added replacements to the middle and when properly dry, cut off the cast-on top sections and filed smooth.



At Step 33, the dimples for the ladders are placed incorrectly and if used will result in ladders that are off centre.

Drill the holes after marking out with the assembled ladder and also use this as a guide for the four valve handles that are adjacent to the ladder. Depending on the era of your model, you may also wish to add protection to the handles as a half moon sweep

I hope that this article helps you construct an SAR HCA hopper from Strath Hobbies that better reflects the prototype.

See next page for line drawing.

As introduced

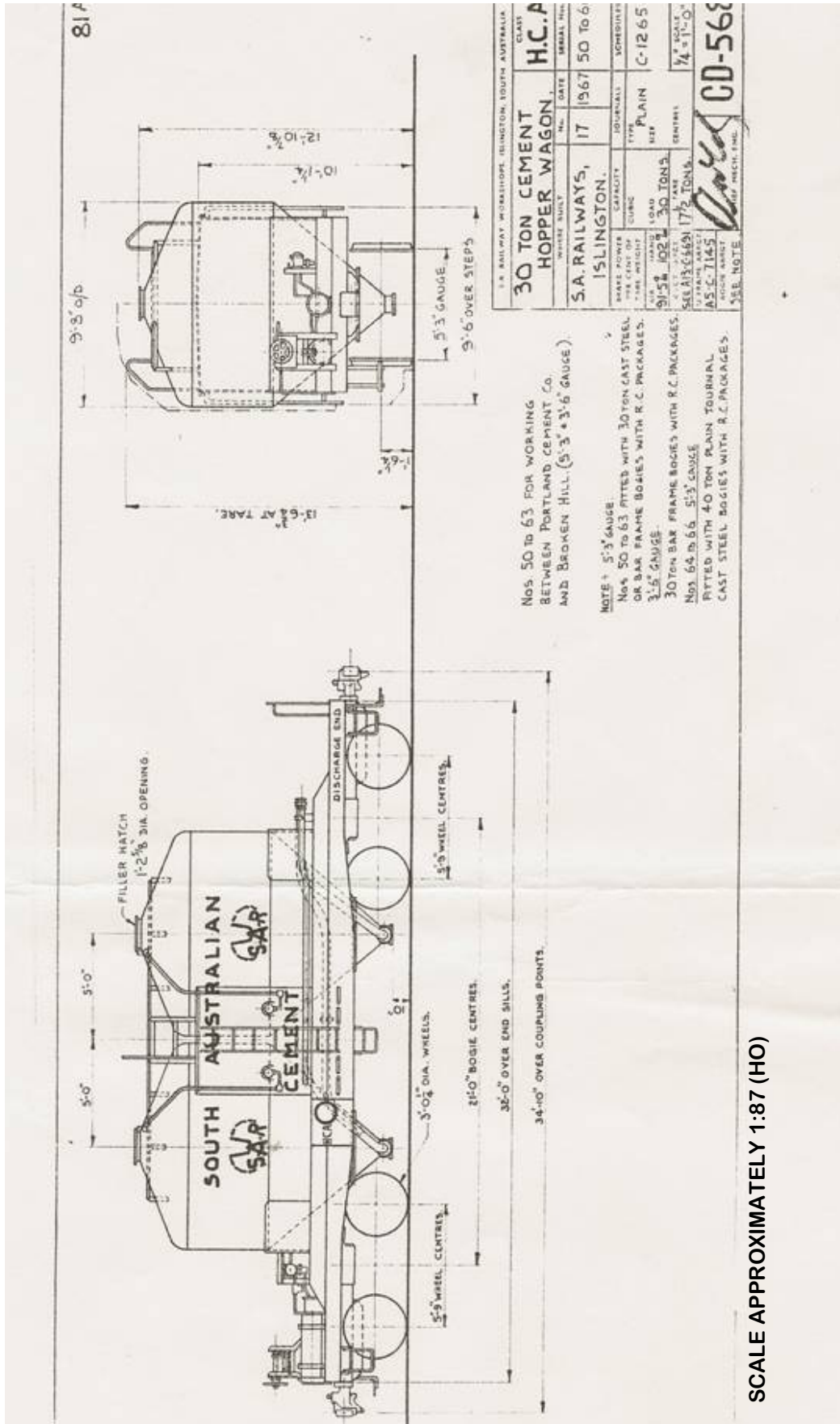


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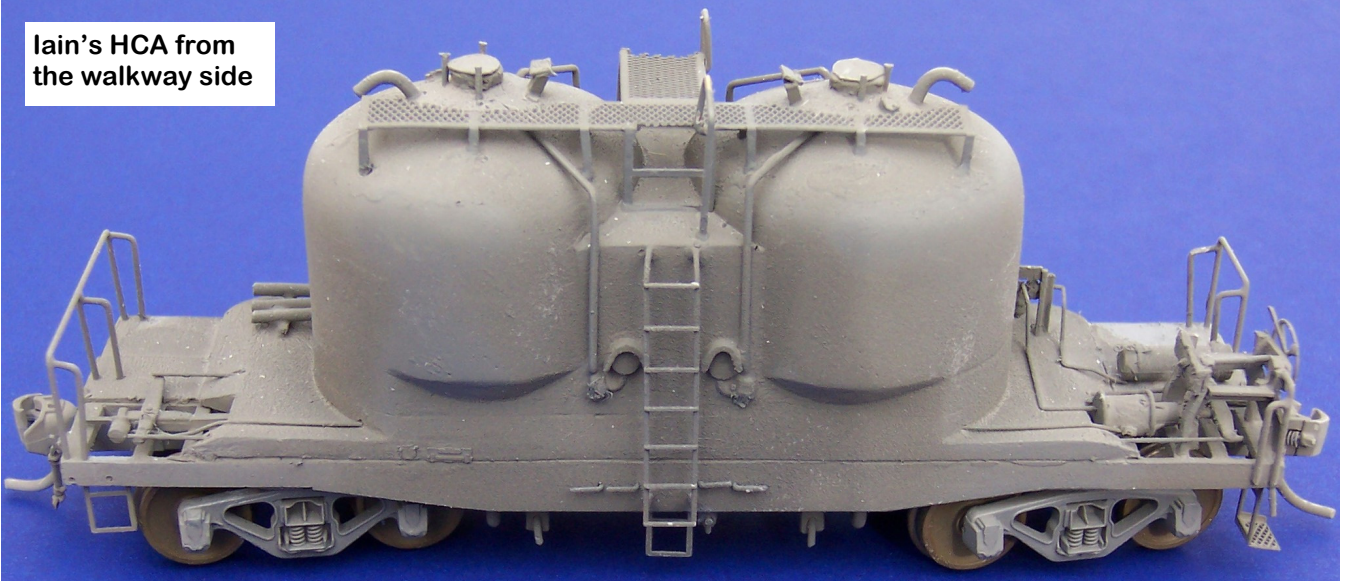


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HCA Bogie Concrete Wagon (continued)



Iain's HCA from the walkway side



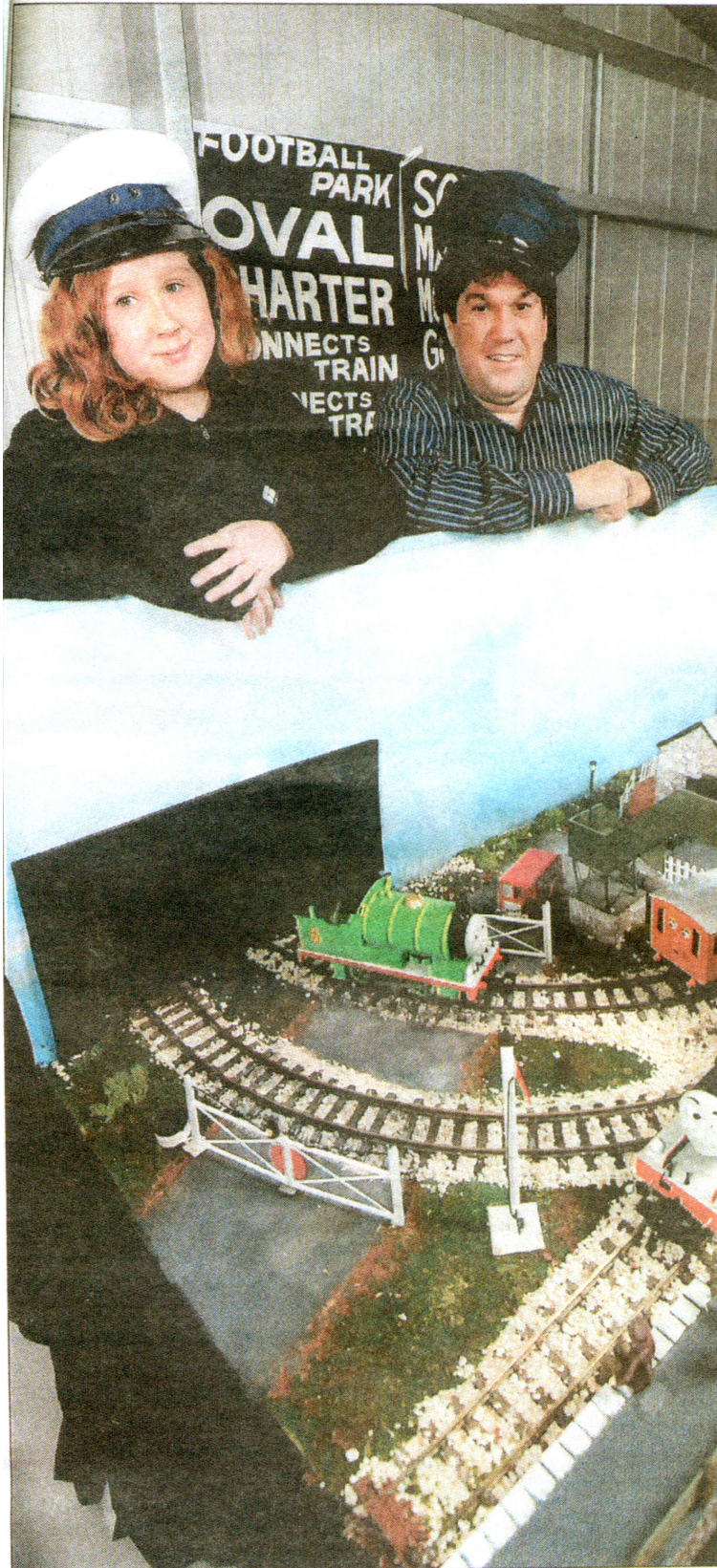
Dwayne's pics of new liveried IP NR at Keswick/Adelaide Parklands Terminal Friday 26 August



Two freight trains at Yeronga station. The one on the freight line is a 40 wagon fully loaded coal train heading north. By the look of it, it's narrow gauge. The one passing through the station is heading south, guaranteed narrow gauge. In 20 minutes there this morning (Fri 29 July) I saw 4 freight trains and 3 passenger trains. *Chris Marlow*

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Paul's model obsession



HOBBIES |
KAREN ROGERS

A CHILDHOOD fascination with all things transport has led to a grown-up obsession for one Brighton resident.

So much so that he has built a 15m by 9m shed in his backyard to house it.

Paul Mackinnon has been exhibiting model trains since he was 14 and is planning to take his passion to a whole new level.

"When it's finished it'll have like a little theatre projector and a screen, and a jukebox, and it's just going to be a little hive of activity and somewhere that friends can come over and relax or 'modelers' can come down and bring some trains with them," Mr Mackinnon said.

Mr Mackinnon said his passion grew throughout his teenage years.

"There used to be a bus wreckers at Woodville so as a teenager I used to go out there with my spanner and virtually take anything I was interested in," Mr Mackinnon said.

It is this lifetime passion that prompted Mr Mackinnon to put forward a proposal to the Holdfast Bay Council to have the "H Class" Glenelg tram put on permanent display next to his shed.

"I sent the email a bit tongue-in-cheek because I figured the council have already got seriously in their mind what they want to do with it - but they still have to listen to everybody else's idiotic ideas don't they," he mused.

On a serious note, he believes the council will have a dilemma on its hands finding somewhere safe to store the tram.

"It's finding a patch of land where its going to be vandal-proof," Mr Mackinnon said.

There is also a family connection to the historic tram - Mr Mackinnon's great grandfather, **Robert George Thiselton**, was the original lessee of the first tramway that serviced Glenelg to Marino.

COLLECTOR: Paul Mackinnon with his daughter Alyssa. HF473340

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Show & Tell (August GM)



Matt's clock tower, 0-4-0 shunter, n.g. rolling stock, railway paintings, etc

Paul's station clock



Hugh's Rx & dog-box coaches



Pete's Steam Ranger 700 steel car



Barrie's Gopher 48/830s

See the GM minutes (page 5) for more information

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