

SOUTH AUSTRALIAN RAILWAY MODELLERS' ASSOCIATION INC.

PROMOTING THE HOBBY IN SOUTH AUSTRALIA



**Recently overhauled 621
cruises along Encounter Beach
on its 75th Anniversary Weekend**

INSIDE

**621's 75th Anniversary
Pilbara Men
Noel's Potterings
On Distant Rails**

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.

Committee Members 2010 – 2011

| | |
|---|---|
| President: Hugh Williams Phone: 8271 5327 email: hswilliams@optusnet.com.au | Layout Director: Dean Schluter Phone: 8336 1802 email: 'dean.schluter@bigpond.com |
| Vice President (Special Projects): Iain Kennedy Ph: 0417 844 214 email: sarails@bigpond.com | Exhibition Layout Director: Bob Houston Phone: 8268 7813 email: 'bobhouston@adam.com.au |
| Vice President (Administration): Roger Wheeler Phone: 8356 9044 email: 'rawheeler.grange@hotmail.com | Maintenance Director: Dave Holmes Phone: 0417867486 email: 'dave_a_holmes@hotmail.com |
| Secretary: David Vander Linden Phone: 0419 847 619 email: david@vanderlinden.id.au | Social Director: Barrie Mackinnon Phone: 8298 8571 email: 'barrie@picknowl.com.au |
| Treasurer: Gordon Chaplin Phone: 8261 9736 email: 'gordon.chaplin@bigpond.com | Editors: Peter Pickering Phone: 8344 7625 email: 'peterp23@bigpond.com Terry Jomartz Phone: 8337 9884 email: terros@picknowl.com.au |
| Librarian: Allan Norris Phone: 8346 1742 email: addnor@optusnet.com.au | |

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

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

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Diary

| | |
|----------------------|---|
| 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 |
| Wed 19 Oct | Modelling night |
| Thu 20 Oct | Running night |
| Wed 26 Oct | Modelling night |
| Tue 1 Nov | Running night |
| Wed 9 Nov | GM and AGM plus Master Modellers and Peter Knife on Eyre Peninsula Railways |
| Wed 16 Nov | Modelling night |
| Sunday 20 Nov | SARMA Swapmeet - Windsor Gardens Vocational College Gym, Danby Avenue |



**Down the
Track...**

**November 26:
SARMA Christmas
Dinner (Book now)**

**December 14:
SARMA Mystery Trip
(Book & pay now)**

Club Layout Running Nights

Due to lack of response to serious running on the third Thursday, I am changing to a **“run anything night”**, but only for those who would prefer to run on Thursday. This is a second option but not for both nights as it is meant to ease the congestion on DC. Please note that both nights are not an option **as yet** until we see the response. If numbers are manageable on both nights, it may be open to run both nights. Certainly running on DCC is not a problem; the club has several DCC locos if you want to try

running with your own rolling stock. Peter Pickering has an email list of people for the Tuesday running nights. If you are interested in running on the third Thursday and your preference is either DC or DCC (I need to know the numbers for DC) please see me, or email me dean.schluter@bigpond.com but as yet it is either the first Tuesday or the third Thursday not both.

Dean Schluter

Cover Photo:

Peter Michalak has captured the balmy atmosphere of Encounter Beach as 621 cruises along on its 75th anniversary weekend. Pete's article starts on page 9.

Editorial

Welcome to the October issue of Buffer Stop, the fifth in my tenure.

I've been asked a couple of times how I select material for the Buffer Stop, in particular, photos for the front cover. Selecting articles isn't a great problem because I don't receive so many that I have to reject them outright. A few might get deferred or worked over to improve them but, so far, all have made it onto the pages. Priority will always go to topical subjects, i.e. write-ups on recent events which may be "stale" if held over to another month.

Most articles are supplied with adequate photographic material and most of the pictures supplied will be included. Only shots which don't add to the quality and clarity of the article will be left out. Shots similar to others and those of poor quality get omitted first. Sometimes there are so many good shots supplied, it becomes difficult to leave many out. I have discussed with our webmaster, Peter Michalak, the possibility of putting the whole set of pics onto the web site so that those suitably equipped can view them all.

So, what about the front cover picture? Generally I will look for a shot which, by being in colour, will enhance one of the feature articles, remembering that, for many readers, this is the only colour shot they will see. It should also be aesthetically pleasing and benefit from being in colour. It can be quite difficult for shots of models to meet both of these criteria, but when I get a picture of the quality of Steve Cranwell's shot of Vic Kollosche's 720 on Des McAuliffe's layout, particularly with the topicality of the 720, it goes to the top of the list.

On a similar topic, the question of my right to edit has come up. If I receive material (articles, pictures, captions, etc) I reserve the right to make these more suitable for publication. I will correct and refine the grammar, spelling and punctuation of text; I will, where necessary, correct and refine pictures for publication. Most of the pics that I receive are straight

off the camera and need cropping; that's ok, there's no point in the photographer trying to second guess how it will fit into a page. If you supply a picture already cropped and ready for publication and you want it published as is, identify it as such and I won't touch it.

On page 1 there is a statement about the deadline being on the last Friday of the month. Believe me, if I started compiling this mag on the last Friday of the month, one of two things would happen. Either the Buffer Stop would not be ready for printing in time for publication or the quality would be well and truly down the tube. Some members wouldn't notice or care but, as Chris "said" to me recently (yes, I still seek his opinion on various topics), the Buffer Stop is the flagship of the club and appears in all sorts of places that you may not think about; the city library and numerous shop counters are just a start. So please get your material to me as soon as you can, not wait until the deadline approaches. The Buffer Stop could have the train well and truly up against it by then.

Peter P (Ed)



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

Meeting opened at 7:39pm. Chairman, Roger Wheeler

Members in attendance: 38

Apologies: 7

Visitors: There were three visitors, however two of them were voted in as new member during the course of the night. The new members were: **** David Stokes. Moved Richard Ash, seconded John Hansford. Accepted (present); Max Lane. Moved Peter Pickering, seconded Trevor Carter. Accepted (present); Paul Collins. Moved Iain Kennedy, seconded Richard Ash. Accepted (not present)

Minutes of previous meeting: Moved Roger Wheeler, Seconded David Jameson, Carried.

Outstanding Actions and Business arising: nil

Correspondence in:

Statement of Account from Bank SA

Tax invoice from Yellow Pages

Credit notice from Telstra

Voucher from End of the Line Hobbies

October Model Railroader

Correspondence out: nil

Business from corres: nil

Finance: Peter Pickering, who is standing in as temporary treasurer, reported on the various financial goings on he has dealt with. There was a financial summary posted on the notice board.

Accept financial report: Moved Peter Pickering, Seconded Trevor Carter

Reports:

Premises – There was nothing to report at this time.

Exhibition Layout – nil

Royal Show layout – David Jameson presented his wrap up of the show. He reported that there were some minor problems during the week including some locomotive issues. Dean will be testing them at the club layout. David thanked the members who helped this year and said that Judith (Noble) thinks there are still a few years left in the display. Judith was also presented with one of the original locomotives that David Jameson had mounted inside a display case.

Club Layout – The 'All Comers' night of running has been moved to the first Tuesday of the month and commences at around 3pm for those who can get there earlier than the normal evening start time. He also recommended that all planned attendees get

added to his email group for last minute changes.

Social – The Christmas dinner has been booked and the date set for the 26th November. The venue is the Newmarket Hotel at Port Adelaide.

The December mystery trip is still a mystery but the cost will be \$22.00 for adults and \$15.00 for children 5 to 12 yrs if paid before Dec 7th.

BufferStop – Peter declared that he was very happy with the BufferStop this month. He did claim that there were some errors. He also called for more modelling articles as per usual.

The 40 years ago section of the archives are faded beyond readability but, rather than abandon the feature, it was agreed that this segment would be compiled from the BufferStop indexes.

Library – A number of books have been donated to the library by Max Lane, one of the clubs newest members. They are:

The Hunslet Engine Works by DH Townsley;
Steam Locomotives of Japan by Naotaka Hirota;
Italian State Railways – Steam Locomotives by PM Kalla-Bishop;

Tales from a Railway Odyssey Vol 1 by Keith A Smith.

SANGS have provided the club with a copy of their latest layouts DVD.

Maintenance – nil

Bulk buys – There has been a request to investigate the club purchase of No 20 Kadec couplers. They replace the normal Hornby coupler.

There is now also a second quote coming for a new club jacket. More details will follow.

Special Projects:

Swapmeet – The flyers for the toy and hobby stores were collected by members for distribution.

AMRE - The AGM was scheduled to go ahead on the 15th September at the SANGS clubrooms at Semaphore.

General Business:

Noel Potter was on hand to sell what he could of the late Harry Rush's video and DVD collection.

Matt La Vista had some UV marking pens for sale. Ideal to identify rolling stock and locos for security. Iain Kennedy reminded the members of the Master Modellers competition in November.

Hugh Williams let us all know that Peter Knife will be visiting us from Port Lincoln that same night.

Dean Schluter had two items of interest. The first being that Karl Eichinger had had a fall and might

The Buffer Stop

EDITED GENERAL MEETING MINUTES (continued)

enjoy a visit from a member or two. Secondly, a new DVD player has been purchased.

Jeremy Kemp celebrated his 30th birthday this month and he has a spare ticket to go along to see David Strassman.

Barrie Mackinnon reminded the members to unplug the radiators in the club rooms when they turn them off as he turned on the power and, after a while, noticed the radiators on.

Show & tell:

Peter Michalak had an Auscision U van. The price for them is about \$45.00 each and about 85% of them sold recently at Caulfield.

Dean Schluter presented his stunning model of SAR 524. A Stuart Gamble body on original mech.

Peter Pickering showed us his Ozrail rtr 900.

Paul Mackinnon has found a model of a Honda Civic for about 95c in a scale of about 1:60. He also told of a story about using SAR caps as props when interviewed for a story about trams.

Matt La Vista had an LNER B1 and a LBSCR Terrier Tank, both from Dapol in N scale, Liquid Gravity as a substitute for lead shot weighting and Tacky Wax for fixing models in place (both from Deluxe Materials) and also a handy tool by Gaugemaster for picking up plastic parts.

Break: Meeting suspended at 8:43pm for refreshments.

Raffle:

Blue C90 Colin Barnes Voucher

Blue C27 Tim Leach Bogies

Blue C53 David Beres Mystery Box
Blue C60 Richard Ash Razor Saw
Orange D83 Brian Woods Coasters
Blue C35 Dean Schluter Book
Blue C91 Colin Barnes Hobby Knife
Orange D73 Peter Michalak BGB Culverts
Blue C41 David Beres Thomas Watch
Orange D82 Brian Woods Sticker

After meeting activities:

Iain Kennedy showed the DVD made during the 2009 RailShow.

Meeting closed at 10.25pm

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



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 this GM would be appreciated but full payment is required by Dec 7th.

Barrie Mackinnon, Social Director

From
The Buffer Stop
Archives

The Buffer Stop



50 Years Ago: October 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

Editorial: Editor, 'Tiny' Edwards, discusses the advantages and disadvantages of building 'round-the-wall', 'side table' and 'centre-of-the-room layouts.

He says "*Aside from visitors or yourself having to duck under to get to the operating or viewing area (and this could be overcome by a removable flap or lift bridge) the advantages weigh heavily in favour of outside table work*".

Hints: Paper caps as used in toy pistols make good signal torpedoes for model railroads. Crimp the edges of the cap so that it won't fall off the rail, then put in place. The heavier the locomotive the better the results!!

Monthly Trade Report: TRIANG have come out with a OO gauge full length coach (BR). Detail, according to reports, is excellent with new improved coach ends and underframe detail. WRENN are now out with super fine scale track. A New York Freightmaster Tyre truck, with a Bedford prime mover in OO gauge has been announced by LESNEY of the 'Matchbox' series. A word on the new AIRFIX turntable: To make this turntable perfectly horizontal plane to the rest of the table top, the modeler if he wishes may recess the table in a circular area 7.5mm deep or approx. 1/4".

News from our Southern Branch at Keith: Meetings were held on **April 9th** with two members and six visitors present; on **May 14th** with three members and three visitors present; **July 9th** with two members and three visitors present and **August 13th** (Sunday) with three members present. Work is being carried out on extension sections of the layout, but owing to the small room, available finance and only four members, the layout will soon be at its limit. We work plenty of short freight trains -- up to eight trucks -- and a couple of local passengers, so, as there is plenty of working such as shunting, crossing, passing, etc, the smallness of the layout is not noticeable. (Information provide by Southern Branch group leader, Des McAuliffe, SARMA country member and SAR staff person stationed at Keith).

40 Years Ago: October 1971

DW

Our 1971 Buffer Stops are unreadable.
If you have a readable copy, please contact Don Worby.
This submission extracted from Buffer Stop Indexes

Article & plan SAR Permanent way shed R Burton
Rodríguez State Rlwys Pt 2 D Reece

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

From
The Buffer Stop
Archives continued

The Buffer Stop



30 Years Ago: October 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: Club operators (unidentified) at a running night.

Victorian VLX vans: - a page showing 6 variations (printed in black - good detail).

South-East Tour: Detailed article (9 pages) by Tony Sitters on 3 day tour to Tailem Bend, Millicent & Mt Gambier.

SAR A Class loco: Drawing, photo and data

Scale Speed: Short article (undisclosed author)

Whib's continuing saga on the Red River Valley: Includes wiring a crossing, toasting an egg and the odd part-time soccer score

Load Table for the Angaston Line for 700, 800, 900 & 930 class locos.

8300 (8300-8313) Brake Van: Drawing by Don Bishop (Also a Vic ZF).

20 Years Ago: October 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: 621 simmering at Bridgewater while waiting to work a Bridgewater local back to Adelaide.

Layout Report: Ballasting completed on track work behind the Port. Work on back scenes underway which will ultimately see clouds painted to ceiling height. Roads at Northern end of Grosvenor yard have been painted grey and are starting to look more like roads.

Article: "Custom decaling using dry transfer lettering or helpful decaling hints" by Peter Carter

Article: "Bridging the Gap" by Geoff (surname not noted)

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

Social: SARMA Xmas dinner to be held on the 30th November 1991 at the Salad Bar Restaurant, Gawler Place, Adelaide – the menu shows a Schnitzel and Porterhouse Steak for under \$10....sad you can't get one for that price these days – even at a pub!

10 Years Ago: October 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.

The front cover photo centred on a very jovial Trevor Carter at the inaugural Mildura Model Railway Exhibition dinner. There was also a photo record of the Mildura Model Railway Exhibition

Photos from Richard Ash's trip to Queensland

John Doherty's regular article included a paragraph about the attacks of September 11

And Carol's Secret Women's Business for the month. What do wealthy women make for dinner? Reservations!

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)
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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 | Oct 11 |
| An M R M | Oct /Nov 11 |
| Dispatcher (SANGS) | Sept 11 |
| Train Talk | Sept 11 |
| Model Railroader | Oct 11 |
| Motive Power | Sep/Oct 11 |
| Northernlines Gallery (SAR stills from Dean Jackson collection) Vol. 1 | |
| Convention Notes for 2011 | |

The following books have been donated by, new member, Max Lane:

The Hunslet Engine Works by D H Townsley

Steam Locomotives of Japan by Naotaka Hirota

Italian State Railways - Steam Locomotives by P M Kalla- Bishop

Tales from a Railway Odyssey Vol 1 by Keith A Smith

SANGS have provided the club with a copy of their latest layouts D VD

The club has had numerous DVDs donated from the late Harry Rush's collection

John Venning has donated DVD Trains Around Adelaide, Adelaide Hills Alive #3 Volumes 7 & 8

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

Allan Norris

SteamRanger Celebrates 621's 75th Anniversary

Peter Michalak

Wednesday 7th September 2011 marked an impressive milestone for SteamRanger locomotive 621 when it clocked up the 75th anniversary of its entry into service with the South Australian Railways. In order to celebrate this event over the weekend of 17-18th September, SteamRanger operated two separate services to commemorate 621's 75th Birthday.

The loco's smoke deflectors were finally re-fitted by Butch and Ollie on Friday 16th September and final preparations made for the big weekend. —————>

At 1310hrs, 621 worked a test run to Strathalbyn and return, along with sleeping car Finnis and mainline diesel, 958. This was operated for two reasons, 1) to test the troublesome trailing truck bearing under 621 which had run hot on her two previous trips to Victor Harbor and Strathalbyn, and 2) to test the bearings on sleeping car Finnis (which had some TLC performed on it, but had not turned a wheel in 7 years). 621 still had some bearing trouble, as did Finnis, but further tweaks were hastily undertaken overnight to allow 621 to work the following day's trains.

On Saturday 17th September, 621 worked the first of the two official birthday weekend trips, this being a special "First Class" service, formed by cars 710, 503, 602 (Bowmans) and Finnis.

First Class Passengers on this service paid a premium fare which incorporated morning and afternoon tea served to your compartment, a cruise on Paddle Steamer Oscar W at Goolwa, as well as lunch and wine tasting at Signal Point. Economy class passengers enjoyed a meal at the Corio hotel. At 1430hrs, 621 whistled out of Goolwa bound for Victor Harbor, where she was turned and made ready



for the return run to Mt Barker.

At Middleton, all passengers alighted and were treated to a stunning performance from the loco as the train pushed back to Bashams Beach Road and then charged back up the grade to Middleton station. Channel 9 personality, Brenton Ragless, was amongst the many photographers lined up trackside to capture the scene. From Middleton, it was an express run to Strathalbyn where a brief stop was made



The Buffer Stop

621's 75th Anniversary (continued)

for safeworking purposes before the climb to Philcox Hill commenced in earnest.

Arrival was back at Mt Barker by 1810hrs where the loco was turned, while vintage shunt loco 350 placed the consist back into the carriage shed.



Departing Victor

Sunday the 18th September, dawned sunny and, thankfully, with no wind which had hampered efforts to record the trains on film. Nick, Sarah and I were rostered to work the Southern Encounter from Mt Barker to Victor Harbor and return; this formed train two of the birthday celebrations. By 0830hrs our 7 car consist was docked in the platform and we commenced stocking the Buffet car with refreshments. With 355 passengers on-board, a busy day was guaranteed, and by 0930hrs the platform was rapidly filling with family groups ready for an exciting day out.

621 backed onto the consist at 0950hrs, and at 1010hrs (10 minutes late) we whistled out of Mt Barker with 958 banking the train as far as Philcox Hill (due to the load). A brief stop was made at Strathalbyn for safeworking purposes, then a spirited run across the plains to Goolwa was enjoyed by all. On arrival at Goolwa, 97 year old veteran Rx207 was waiting

on the crossing loop for our arrival, and once we were safely tucked away in the platform, it proceeded back to the depot to turn. While the Rx was at Goolwa depot, 621 picked up the three resident Cockle Train cars and shunted them onto

the Southern Encounter Consist making a total of 10 vehicles. Once Rx207 returned from Goolwa depot, it was dropped onto the front of 621 and at 1215hrs, both locos whistled out of Goolwa bound for Victor Harbor with Rx207 sounding superb after her correct Rx whistle had been re-fitted the night before.

On arrival at Victor Harbor at 1300hrs, we were admitted via the holding road in Victor Harbor yard due to the trains length. Rx207 cut off the train, ran around the consist and coupled onto the rear of the train. 621 then proceeded to run around the consist and head to the turntable to turn. While 621 was being turned, Rx207 shunted 5 of the 7 Southern Encounter cars (cars 5, 3, 4, 7 and 6) back into the holding road. 621 then returned, coupled onto the 5 car Cockle Train consist (using cars 1 and 2 off the Southern Encounter) and at 1330hrs, departed for Goolwa. Once 621 was clear of the yard, Rx207 proceeded to



At Middleton

The Buffer Stop

621's 75th Anniversary (continued)

turn and then returned to Victor Harbor station to await its departure time for Goolwa. We then headed off to lunch at the Crown Hotel, so missed the Rx's departure, but it crossed 621 and the Cockle Train at Port Elliot.

621 arrived back at Victor Harbor at 1515hrs and after turning, shunted the two consists back together. After loading passengers, it made a spirited departure for Goolwa at 1545hrs. At Goolwa depot, we dropped the three resident Cockle Train cars, and picked up Rx207 which was being returned to Mt Barker for servicing prior to the upcoming School Holiday Cockle Train season. With safeworking requirements complete, we departed Goolwa depot at 1645hrs for Strathalbyn. At this point, we set about distributing 350 slices of Birthday cake for the passengers; no



At Goolwa



Currency Creek Bridge



Same loco,
same bridge,
different train
Photo:Dwayne Norris

couple of photos and were almost left behind. The result was some superb wheelslip as the two loco's tried to get the train moving again. A soul-stirring performance was given from the two locos as they blasted upgrade toward Philcox Hill, with final arrival back at Mt Barker at 1815hrs (15 minutes late); but no passenger was complaining. Once all passengers had detrained, we locked up the consist and detrained in the yard, ending a fantastic weekend of steam travel.

mean feat with the Buffet car almost overflowing with passengers wanting cold drinks and coffees. At Strathalbyn, a false start was made when a couple of passengers decided to detrain to get a

621 will now work all Highlander and Southern Encounter services until the end of November, firebans and maintenance requirements permitting.

All photos by Pete except where stated

On Distant Rails

John Doherty

From time to time Carol and I go to Melbourne, usually by train because it's easier, quicker than taking the car and cheaper. We catch the 0711hrs service from Kyneton that, two years ago, would comprise two VLocity 2-car sets and, having come from Bendigo, would be almost full. Such is the success of the Regional Fast Rail system that when we did the trip recently; the service, now two 3-car sets, offered only four vacant seats in our carriage.

While sorting through a box of stored railway stuff I came across an "unassembled" shake-the-box Athearn HO Shell 3-dome tank car I bought during our Adelaide days. The Junction Models' sticker says \$7.75. I've no idea how long I've had it but the 'phone number is 349 7464, only seven digits, probably from the days when Brian's shop was on Grand Junction Road at Clearview.

A clue to the vintage of the kit itself is that the legendary Blue Box it comes in is the steam loco version - the later box-top art shows a pair of Santa Fe diesels. By sheer coincidence, the fourth wagon in the mixed consist is a 3-dome Shell car along with its reflection in a pool of melted snow! And in a then sign of things to come, in the lower left corner a squeaky-clean Union Pacific early diesel is entering the scene.

And speaking of our time in SA, it is now seven years since we returned to our native Victoria. While we have many fond memories of our 11-year sojourn, we have not regretted coming 'home' given that it puts us that much closer to family and long-time friends, some I grew up with, plus a laid back, tree-change lifestyle in Central Victoria's Macedon Ranges.

We do miss Adelaide's balmy climate though, having experienced days from a bone-chilling minus 4 deg. to Black Saturday's searing 47. A side benefit of our return was that I discovered I had prostate cancer. The diagnosis came too

late for surgery so I had radio therapy treatment. In case you aren't aware, PC kills more Aussie men each year than breast cancer takes women. So, if you are over 40, see your GP.

We're just back from hols in Queensland. We drove this time, instead of flying, spending five days on the road - three up and two back - taking a different return path to see places we hadn't been before. Despite our best efforts, in 3400km we did not see even a single train. I recall Chris Marlow telling us he'd had a similar experience when he and Glenys were moving to Brisbane. I had hoped to catch up with him, but it just didn't happen. Sorry, Chris. Maybe next year?

We again stayed at our favourite part of Surfers, the south side, from where we can walk to Cavill Avenue, the epicentre of the Gold Coast, and to Broadbeach's legendary eateries. Although we were real lazybones we did manage one trip to Brisbane riding Queensland Rail's comfortable 140km/h *Airtrain* that runs from Varsity Lakes to Brisbane's airport via the city centre. Crossing a train travelling at 140km/h, giving a closing speed of twice that, you start to get a sense of what it must be like to ride a VFT such as Japan's Bullet Train. The first and last car of each EMU set is a 'quiet carriage' in which mobile phone use and loud music is not on. And being electrically powered, the carriages are also free from the usual, intrusive, diesel engine vibration.

The September (2011) edition of *Australian Railway History* is dedicated to celebrating 60 years of Clyde Engineering's GM-EMD diesels in Australia. With its eye-catching wrap around cover featuring GM1, it's a collector's item that you may want to add to your own memorabilia.

Carol's Thought-for-the-Day: Eating chocolate makes your clothes shrink.

Until next time ...

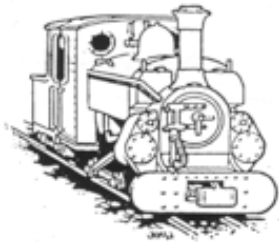
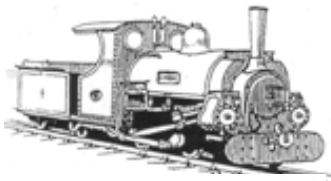
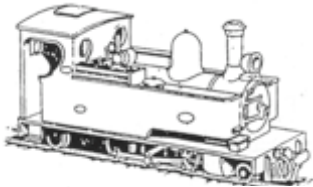
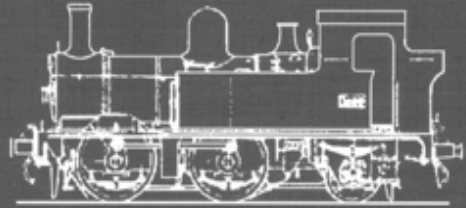
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~~~~~

*Brian, John & Vic.*

## The Buffer Stop



### SARMA SALES



See Iain Kennedy

|                                 |         |                                          |         |
|---------------------------------|---------|------------------------------------------|---------|
| SARMA Pin Badges                | \$7.00  | Delrin Bearings                          | \$5.30  |
| "Rails and the River" Medallion | \$15.00 | 11'6" Underframe Kits                    | \$8.80  |
| Bogies:                         |         | PVA Glue, 2 litres                       | \$20.00 |
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| ANR XC                          | \$11.80 | 4.5 mm                                   | \$7.00  |
| W Car Bogies                    | \$11.80 | 6 mm                                     | \$8.00  |
| SEM Axles 10.5 x 25 mm          | \$1.10  | 9.5 mm                                   | \$10.00 |
| Decals for SAR M, MG            | \$2.50  |                                          |         |
| SEM GY Kit                      | \$15.00 | Packs of 20:                             |         |
| SEM UB Van Kit                  | \$21.00 | 2-56 UNC 3/8" pan head screws            | \$4.00  |
| SEM E Wagon Kit                 | \$22.00 | 2-56 UNC nuts                            | \$5.00  |
| Kadee #5 Couplers               | \$4.60  | SARMA Shirts (do you have one?)          | \$30.00 |
| Kadee #158 Whisker Couplers     | \$5.20  |                                          |         |

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### GENERAL MEETING NIGHTS 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,**

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:

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

These plans are available to research and copy at

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## Pilbara Men

John Gordon

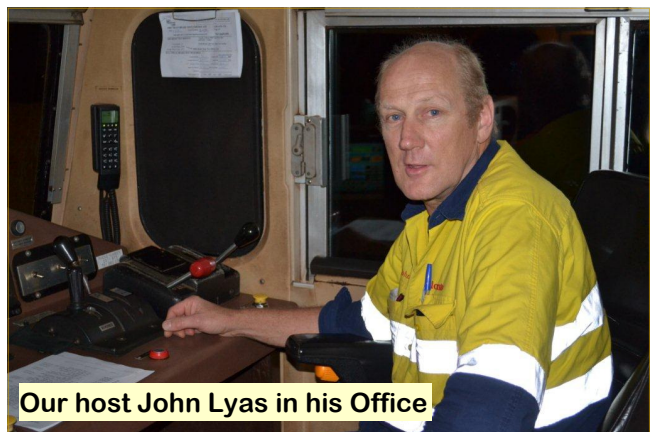
Some months ago whilst talking with Noel (Potter), he mentioned that he would like to go to the Pilbara again for a trip, and I said I wouldn't mind seeing the area myself. So, back in May, plans were made to go in late July for 10 days. Discussions were held as to what we should take and where to stay as accommodation was expensive and not always available. As we only had an arrival and departure date and were not sure where we were going to be in between, it was decided we'd take camping gear as a back-up.

The big day (27<sup>th</sup> Aug.) arrived, so it was down to the airport at 5.30am for our flight to Perth. That's when the trouble began, as we were asked by the lovely lady behind the counter what was in our rather large homemade cardboard box tied up with about 20metres of rope. Noel said it was camping equipment and then that magic word GAS-STOVE was mentioned. Needless to say alarm bells rang despite the fact there was no gas bottle (we were buying that when we arrived) so she had to get her supervisor. He wanted to see and smell the cooker (to see what we had been cooking) for gas residue. So there we were, 2 old farts grappling with 20 metres of rope with a line of people snaking around the check-in desk, and us trying to get into our lovingly made cardboard box. Having satisfied the Supervisor's taste buds, we were off to the departure area. Second problem, SECURITY. The usual things belt, watch, metal body parts, and then the X-ray machine for carry on luggage. Doing a last minute check at home before I left, I spotted the First Aid kit and considering we were going to places far and wide it would be a good thing to take. So in the back pack it went and through the X-ray machine. GONGED OUT, so NO scissors in First Aid kit. So after an eventful start it was onto the plane and on our way to Perth. The trip was much faster than my last visit to Perth, with an on-time arrival. Time for lunch and to watch comings and going whilst we waited for our flight to Pt Hedland. After playing musical gates (they couldn't seem to make up their minds which gate to leave from), we were off to the North, away from the cold and wet. Noel had hired a car for the trip and we were met by the Europcar man who had a Sonata for our use. "No," said Noel; "we were to have a Commodore wagon". "We don't have Holdens or Fords (we soon saw why) up here, no spares". But it's Australia's car.

"I have just picked up a Nissan X-trail; you can have that if you like." "That will be fine." So there we were with a near new (9,000km) Nissan

X-Trail which held all our gear nicely. Unless you drive a Toyota up there, you don't fit in, although Nissan are making in-roads.

We had originally decided to stay at Pt Hedland for a couple of days and then travel to Tom Price, Dampier and back to Pt Hedland to fly home. However, before we left, we were offered a cab ride on a Rio Tinto train by a friend of mine who is a driver at Dampier. As he was off on holidays before we would have got there, we reversed our trip and started at Dampier. A 2 hour drive from Pt Hedland got us to Dampier around 5.00pm. We located our accommodation and I rang John to arrange to meet him to sort out our trip with him; it turned out he is billeted by Rio Tinto in the same place as we were staying. So, over a lovely meal from the Self Serve, it was arranged we would have our trip on Friday night from 9pm till 9am Saturday. So we spent a couple of days chasing/following trains into and out of Dampier. We met John at the 7 Mile depot and went to the office to sign our lives away and then it was a matter of waiting for Control to advise John that a train was ready for departure. Although his shift started at 9pm, there isn't necessarily a train ready for him to drive. We sat around for about 3/4 hour until John said he had a train.



Our host John Lyas in his Office

So we were off. He passed the printer on the way out to get an update of any Restrictions and then a short walk to our 3 loco's 7088, 7064 & 7095 waiting outside the shed. John gave us a run-through of the dos and don'ts whilst on the train, then he had a check around outside and a short wait till Control (located in Perth) gave us the nod to leave the shed area to pick up our train of empties for a load of 8000t.

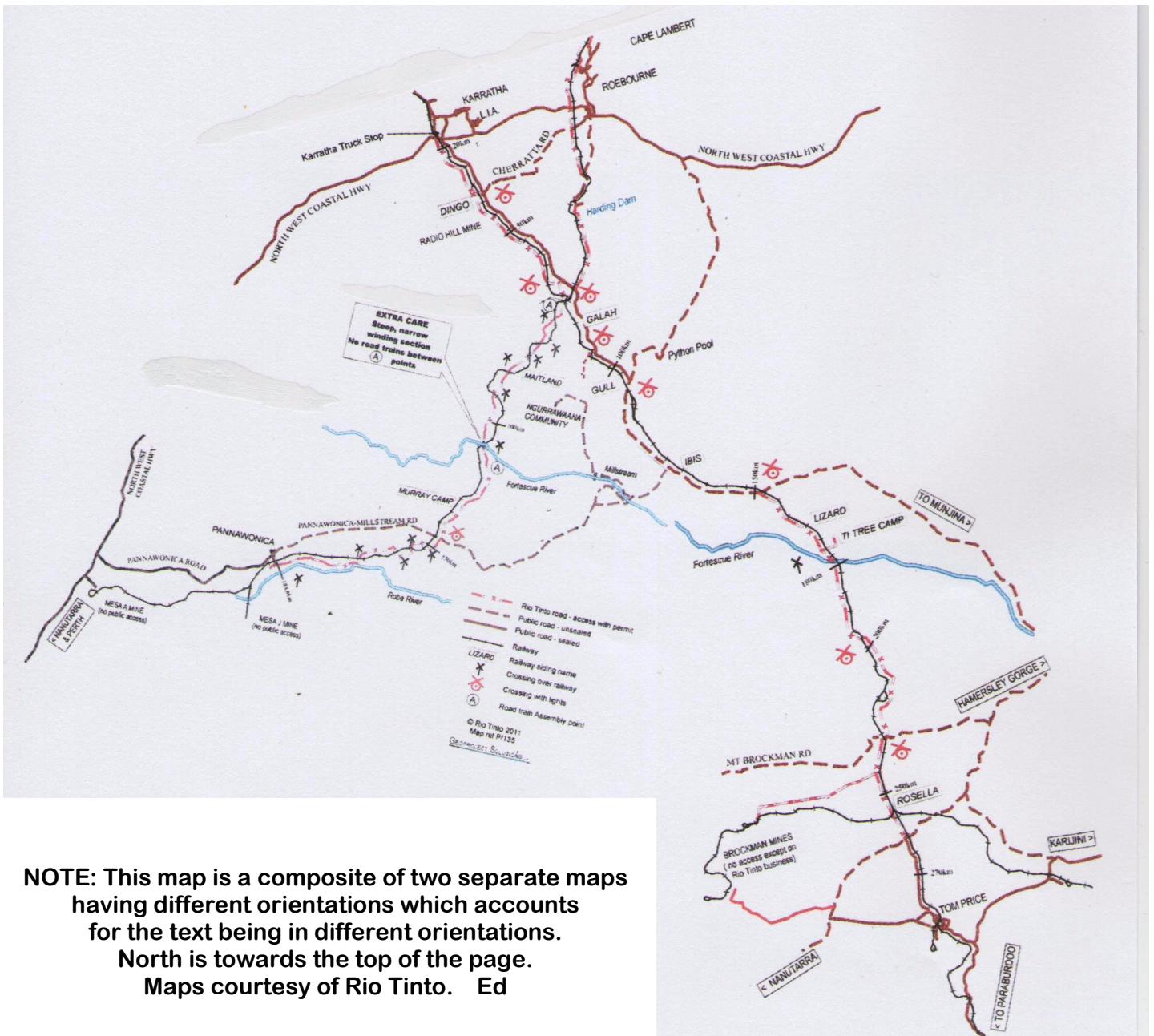
The locos looked big from the outside and the cabs are just as big. After climbing up the steps, you enter through a doorway into a small compartment



## The Buffer Stop

### MAP OF PILBARA REGION

#### KARRATHA - CAPE LAMBERT - TOM PRICE - PANNAWONICA



## The Buffer Stop

### Pilbara Men (continued)



containing electronic equipment with lots of red lights flashing. Then you step to a landing with a door on the right to the toilet, another couple of steps and you are in the cab. The locos are right hand drive and the control panel is rather plain with little joystick controls, 3 press buttons for vigilance control, horn and bell, and also 3 computer screens. On the left is a seat which is for a second person. On top of the bench is an electric jug, microwave and, underneath, a fridge.

We departed at 10-30pm for Tom Price with questions a plenty; speed max 80km/h. on the main line, including curves and points, yards 25 and shed 15. On starting there's about 30 metres of slack to take up in our 230 car consist which was about 2.4km long. The first 75km is single track with passing sidings; from Emu it is double track to Rosella where the line diverges to Brockman Mine, Yandi-coogina and Tom Price then onto Paraburdoo.

We crossed various trains in sidings on the way including the fuel train which supplies the mines at either Tom Price or Paraburdoo with fuel. Speed was generally around the limit apart from going through the Chichester Rangers when all we could manage was 20km/h. Control had advised us that we were to change trains at Ibis which would allow John to get back within his 12 hour limit so around 2am we waited for our return train to arrive whose light we could see in the distance. We eventually climbed aboard locos 8141, 7045 & 8115 with 234 loaded wagons for the trip back. Progress was good on the double track but once on the single line we were held at every crossing loop to allow empties through. At most sidings we were held for at

least an hour which gave us time to grab 40 winks. All sidings, including locations on the double track, have a third track for wagons that need to be cut out of trains for various reasons. There were loaded and empty ones in a number of sidings; after the fitters repair them, they are eventually picked up and put back into service. There are no line side signals once you leave the 7 mile yard at Dampier as all information is shown on computers in the cab. This includes, speed, distance to next siding to cross, distance to stopping point in siding and

condition of train as you pass through line side detectors. As you pass these, a voice announces the speed you are doing, the number of axles checked (in our case 852), time of day and temperature.

Our scheduled arrival back at 7 mile was 8.35am and we rolled to a stop at 8.50am where we left the train for it to finish its trip to the unloaders. We made our way to a waiting vehicle to take us back to the gate and a trip back to the hostel for a hot shower and a couple of hours sleep. A most interesting night's travel seeing how the system works.

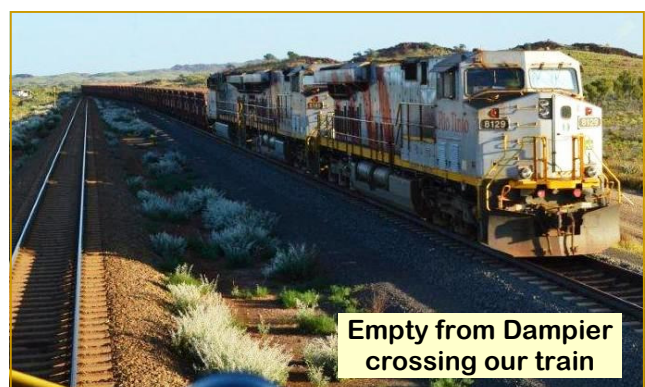
After lunch we travelled to Cape Lambert to look at the set-up there and hopefully see a train which we did, only after we missed another one.

Location : Depots at Dampier, Tom Price, Cape Lambert;

Services: 14 mines via mainline systems of approximately 1400km of track;

Transport: 228 million tonnes of ore per year

Each train is operated by a single driver and comprises up to 234 ore cars;





## The Buffer Stop

### Pilbara Men (continued)



**Loaded ore train from Pannawonica to Cape Lambert crossing Fortescue River**

Average cycle time is 35 hours with a train movement every ½ hour.

Locomotives/rolling stock:

72 GE Dash 9

56 GE Evo

4 GE Dash 8

8,000 wagons

Back in the car, we left Dampier on Sunday 31<sup>st</sup> for Tom Price and on the way travelled along the line to Pannawonica as far as the Fortescue River bridge which is about 50 km off the main road. You come across the bridge all of a sudden; after passing through relatively flat country, you suddenly have a river valley and an impressive bridge before you. We had to wait about 2 hours for a train but it was worth while as, when it came, it could be seen from quite a distance. This line takes ore to Cape Lambert.

So it was back to the main road to continue onto Tom Price. The bitumen lasts for 90km out of Dampier then its dirt. You have a choice of continuing on the public road or taking the railways access which follows the line and for which a permit is required; this we already had. We again crossed the Fortescue River, but this time it was 32 Armco pipes wide with the pipes around 3m in diameter. Several stops were made to photograph/video whatever came along; loaded/empty ore (not a big selection just different locations) although we did come across a train unloading new rail. The consist was interesting because the 30 flats which made up the train were all articu-

lated and had 4 racks for rail. We finally arrived at Tom Price about 5.30 and then around to the caravan park to find somewhere to bed down.

Monday was spent back at Rosella along the line and also along the line to Paraburdoo watching and photographing. Of interest was a train on the Yandicoogina branch which was there when we arrived around 10.30. We got into position to watch but another train came

along first. This seemed to happen all day with trains coming and going. There didn't seem to be any problems with the engines that we could see. At 4.00pm a Toyota rolled up alongside and a crew change was made and still it waited till around 4.45 when it finally made a move. This was quite spectacular after he got it rolling and notched the 3 loco's up as the whole area was lost in a cloud of diesel exhaust after sitting and idling away for 6 hours that we were there.

Next day we went out to Paraburdoo for a look; all that we saw was a loaded train in the distance.

Coffee and cake at the local café and a quick look around the town then back to Tom Price.

It's not hard to find a train to follow and, although we tried to avoid them, we seemed to be drawn to them. We did have to stop when it got dark so it was into town for tea and back to our backpacker accommodation for the night. We ordered au-pair girls but they had a better offer. Next morning before we left, we attempted to get a photo of a train leaving the mine area at Tom Price. We went down early and could see one loading in the distance. It looked to be about halfway through loading and as we had been told it takes about 3 hour to load a train we figured we had time to wash the red dust off the car as we were going on mainly bitumen over the coming days.

Best plans do not always work as, by the time we got back, in less time than we thought we had, the train was on its way out of the mine area. Creative driving ensured we got into position for a



## The Buffer Stop

### **Pilbara Men (continued)**

photo, which we got, but not quite as set up as we would have liked.

It was then time to say goodbye to the Rio Tinto trains and embark on the next part of the trip, the BHP lines; but that's for next time.



**Empty ore train from Dampier passing under Pannawonica line**

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### **Noel's Potterings**



**Balco at Crystal Brook (GL108)  
Thursday 15.9.11. This train runs between Pelican Point, Bowmans and Pt. Pirie 3 times a week carrying hay ex Bowmans and export lead from Pt**



**Late running Darwin service (DA2) just south of Mallala on 18.9.11 with CLP 14 and VL 354**



## The Buffer Stop

### Noel's Potterings (continued)



New SCT flat car with two half-high containers  
used for Wirrida ore traffic

Loaded ore wagons  
showing loadings  
at Mawson Lakes

SCT Ore train approaching Rocky  
River on 14.7.11 SCT 008/003



## The Convention

It's always with a sense of anticipation that I take the annual drive down to Flinders for the MRSA convention. On arriving at around 8.30am, I found that registration was well under way.

Following the opening address by Les Fordham, chairman of the convention committee, first up was our own Hugh Williams who delivered a lively presentation on the R and Rx locomotives. Hugh really knows his stuff and he rattles along like a well oiled machine. No chance to get a doze in here.

With a slight change in pace, Allan Lees followed up with a dissertation on motor body transport by rail. Allan filled a few gaps in this relatively unexplored topic.

Following a tea break, Graham Cocks (of N scale repute) presented the Penfield branch line. This was of interest to me (but not everybody, I suspect) as I had worked on "the area" (Long Range Weapons Establishment (LRWE), Weapons Research Establishment (WRE), Defence Research Centre Sal. (DRCS), Defence Science Technology Org. (DSTO), Edinburgh Air Base and the contractors' area) for about 35 years. I was familiar with Penfield numbers 1, 2 and 3, the balloon loop and many of the internal railway tracks. I had started working there in about 1975 but had never seen any of the internal tracks used. Apart from servicing the three Penfield stations, the line was also used for freight storage and, I think, sheep trade activity – sheep are the most effective way of keeping the grass in check. It was also frequently used for post-overhaul test runs because of the convenience of the balloon loop.

## Peter Pickering

Bob Sampson then regaled us with many of his experiences of working in Mile End Rail Yards. Some of his anecdotes regarding personalities and activities were quite revealing. It's a pity that the pieces of film that he had were unable to be shown.

Lunch beckoned and, with a one and a half hour break, plenty of time to visit the trade stands, raffle ticket sellers and model displays. Also time to catch up with some of the old friends and characters who abound at the convention.

After lunch, Max Wright presented a segment on incorporating your own sounds into the layout – interesting for some but a few nodding heads during this one, I suspect.

This was followed by shared Vic/SAR wagon design by Philip Dunn. General opinion was that there could have been more on this subject.

Afternoon tea loomed, followed by Rodney Barrington talking about (the late) Rob Burford's layout, a triple level affair based on Port Pirie. The coloured pictures in the notes give a terrific insight into the detail and atmosphere of Rob's layout.

Indeed, the notes for the whole convention were up to the usual standard and continue to make up a wonderful historical reference work on the South Australian Railways.

Afterwards, dinner could be had at the Marion Hotel. A convivial affair, especially as some of the interstate visitors were staying there.

See you next year.

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## The Convention - a First-time Attendee's View

## Matt Lavista

Having attended all the SARMA events barring Sandown since I joined the club in late '09 there was still one event I hadn't been to which many count as the ultimate on the SAR Modeller's calendar, namely, the Modelling the Railways of South Australia Convention. In 2009 I, unsurprisingly, had no priority of going since September was the month I joined and I was still getting used to the operation of the club! In 2010 I minded the Royal Show layout on the last day and so couldn't go. This year, however, I changed my priorities, becoming more familiar with SAR locos, rolling stock etc. since joining SARMA. I decided that this convention would be a good one to start with. My choice was influenced by the fact that our president Hugh Williams was among the speakers, talking about the Rx steamers which I actually knew a little about!

Flinders Medical Centre is a fair drive from my house and I got lost when looking for the car park despite trying to use Brian Wood's van, which was behind me, as a navigation aid. As for my preformed impressions of the convention itself, I had the vague notion

of it being an exhibition with lectures, which wasn't quite on the mark. Upon turning up for registering, I received a stack of model company propaganda catalogues, an Aztronics book (I don't know what half the stuff in it is for!) and a truly epic collection of notes that would have looked quite normal in a hard-cover textbook. I had heard the convention notes were thorough, but this was extraordinary! The presentation was excellent; to me it looked more professionally laid out than several railway magazines I could name. Buying that information in a book format would probably have cost much more than the ticket price.

As for trade stands, just about every rail model shop in SA was present, much the same as Railshow or AMRE (Brian looked rather pleased after I departed his stand!). There was only one layout on display, and that was a non operational section of the 'Adelaide Freight Terminal' N Scale layout which I had yawned over at Noarlunga Exhibition in 2010. Maybe it is better in static form. The real star of the exhibits was the collection of models for display;



## The Convention - a First-time Attendee's View (continued)

though SARMA members bring along show n' tell items at our GMs, this was a serious collection of fine work, with scratch and kit builds left, right and centre. It was fantastic to see the presence of unusual engines such as an SAR 4-4-0 (H class I think) and the CR version of the NSWGR 36 class complete with bizarre wing deflectors and ginormous tender! These were inspiring pieces that give the beginner onlooker like me the burn to go out and model (even if the model turns out to be a 320 class steamer).

It was good to see Graham Cocks who kindly took me through how his N Scale models were modified or made from kits, although apparently the previous year's N scale was much bigger which was a shame. Aside from the trade and display shelves, the busy section was the raffle which had prizes that were worth a little more than a \$2 ticket! The sheer amount of raffle and door prizes surprised me and I am not surprised people will buy a whole book of tickets!

The lectures were set out in twos with a break in between each pair. Some were more interesting than others; I particularly liked Hugh's Rx piece (it helped that he could talk clearly and not send you to sleep) and the presentations on DCC sound (how a speaker was fitted into a Hornby 'Terrier' is beyond me), Graham C on the Penfield line (near where I work), the transportation of car bodies and the often hilarious Mile End Yard in the 70s talk (pity the video was faulty). The showcasing of Rob Burford's Pirie layout was touching. Unfortunately, I did not know him very well and so it was an eye opener of both the man and his modelling. One of the presentations was more boring to me than others, that on VR/SAR wagon comparisons; it seemed to require a fair old jump in evidence or such so it wasn't among the highlights.

The catered lunch was good (stroganoff for me) and it was nice to have the chance to both eat and see the stands as there were two sittings, though I don't remember anyone calling a change and it seemed people just wandered over at will after a certain time! As for the atmosphere, it was mostly great. I happened to somehow get into a conversation with a gentleman named David who modelled the big gauge tram I had seen in an issue of Model Engineer AND who modelled British trains and started discussing the merits of the Bachmann model of 'Tornado' he had recently bought. I was very surprised to see one of the teachers from my former High School (I never would have guessed!)

The day was very well set out, and it was pleasing that, while some of the presentations seemed to stop

time (well the 4 hours sleep I had the night before probably helped), the breaks were frequent enough to keep the flow moving. After the experience of the AMRE dinner and SARMA's own versions, I made sure I had my name down for dinner at the Marion Hotel. The venue was a good one being not too hard to get to from the Convention. It was a haphazard dinner though! I ended up on a table with Peter Pickering waiting for others to arrive in the function room though as it was only a small group for some time. The meals were ordered as the rest trickled in so some people had eaten and gone by the time the room was more full! The food was good if a little expensive and gourmet servings (huge plate). Apparently there was chaos in the kitchen (something I know about very well!) and so there were a few late dishes but overall the dining was orderly and delicious. I left not far off 9pm with many people still talking and eating.

My impressions of the Convention as an event for a somewhat inexperienced modeller like myself are thus: It is definitely a lot more involved than an exhibition, where rather than walk around at will and observe modellings end result we are there to see the theory and prototype behind, not the 'fun' part. Furthermore it is undoubtedly a niche show, as there will be subjects you will have not the slightest care about which you will sit through to hear what you waited the whole day for. If you prefer to model American or British prototype then the Convention is not for you; you are looking at a day of almost purely SAR related talks. Even the crowd is different to the exhibitions. Aside from the regular modellers, there are those who are pure SAR aficionados or those who attend to make sure they get every possible detail correct on their own work, or people trying to learn about the SAR as much as possible. It was almost like a University course in the South Australian Railways and modelling techniques.

What stood out overwhelmingly was the amount of research or work which had been done by *some* presenters, combined with diagrams or even scale drawings, which are worth the price of admission alone. As such, for someone seeking to get a thorough prototypical background on the SAR or on a specific modelling aspect, you cannot go past it. If you don't like sitting listening to people that might be a problem but at least there's lots of stuff to make your wallet squeal and plenty of things to learn. There was a LOT to absorb but they are right - it is the premier date in the South Australian Railways modeller's calendar!

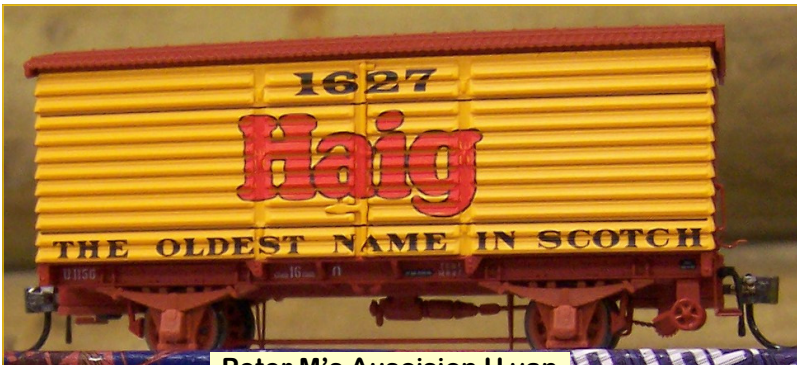
Issue 8 of the on-line e-mag "N Scale Modeller", published in Australia, has just been released. It is available for FREE via Internet download. You can peruse/download Issue 8 (24 pages, PDF size 4.6Mb) at the following address:  
[www.nscale.org.au/nsm](http://www.nscale.org.au/nsm)

The Buffer Stop

Show & Tell (September GM)



Dean's exquisite SAR 525 - a Stuart Gamble body on original mech



Peter M's Auscision U van



Jeremy's birthday cake  
Whoops!  
Wasn't that part of  
the display?



Matt's N scale LNER B1 and  
LBSCR Terrier Tank, plus  
Liquid Gravity, Tacky Wax  
and a Gaugemaster device  
for picking up plastic parts

Paul's SAR caps  
& Honda Civic



Peter P's Ozrail 900

# *The* **BUFFER STOP**

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