

**SOUTH AUSTRALIAN RAILWAY MODELLERS' ASSOCIATION INC.**

**PROMOTING THE HOBBY IN SOUTH AUSTRALIA**



***525 heads a freight  
past Tolvaddon on  
Dean Schluter's layout***

**INSIDE**

**Model Design Studio 520 class  
Sound Within & Without  
Noel's Potterings - GWA001  
Weathering with Powder**

## 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](mailto:petemichalak1987@gmail.com)>

### “Buffer Stop” Contributions

**Email address:** <[peterp23@bigpond.com](mailto: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 WEDNESDAY of the previous month.**

### Committee Members 2010 – 2011

<b>President:</b> Hugh Williams Phone: 8271 5327 email: <a href="mailto:hswilliams@optusnet.com.au">hswilliams@optusnet.com.au</a>	<b>Layout Director:</b> Dean Schluter Phone: 8336 1802 email: <a href="mailto:'dean.schluter@bigpond.com">'dean.schluter@bigpond.com</a>
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<b>Librarian:</b> Allan Norris Phone: 8346 1742 email: <a href="mailto:addnor@optusnet.com.au">addnor@optusnet.com.au</a>	

**AMRE Representatives:** Peter Pickering; Phone: 8344 7625; email: ['peterp23@bigpond.com](mailto:'peterp23@bigpond.com)  
Allan Norris; Phone: 8346 1742; email: [addnor@optusnet.com.au](mailto:addnor@optusnet.com.au)

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

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## Diary

<b>Wed 9 Nov</b>	<b>GM and AGM plus Master Modellers and Peter Knife on Eyre Peninsula Railways</b>
Wed 16 Nov	Modelling night
<del>Thu 17 Nov</del>	<del>Running night</del>
<b>Sun 20 Nov</b>	<b>SARMA Swapmeet - Windsor Gardens Vocational College Gym, (SEE PAGE 10 FOR DETAILS)</b>
Wed 23 Nov	Modelling night
<b>Sat 26 Nov</b>	<b>SARMA Christmas Dinner (SEE PAGE 5 FOR DETAILS)</b>
Wed 30 Nov	Modelling night
<del>Tue 6 Dec</del>	<del>Running night</del>
Wed 7 Dec	Modelling night
Wed 14 Dec	We're off to hoo nose wear!!!!



Down the Track a  
little bit...

## **December 14 SARMA**

### **Mystery Trip (Book & pay now)**

**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 10.30ish**

**(SEE PAGE 5 FOR  
MORE DETAILS)**

## **LAYOUT RUNNING NIGHTS**

The Tuesday and Thursday running nights enjoyed by some members will, unfortunately, have to cease from the 2nd of November. This has been made necessary due to the uncertainty of the time for the club to be able to build the add-on shed adjoining our present quarters and we must get on with building the replacement Exhibition layout. This will require the floor space now occupied by the layout and we wish not to interfere with the keen modellers that turn up on the modelling Wednesdays. The layout will have been packed back into the trailer on Wednesday the 2<sup>nd</sup> of November. I am sorry, but there is no way around this situation. When the new shed is available the layout will be temporarily reinstalled while the Club room layout and Exhibition Layouts are being built.

Dean Schluter

## **Cover Photo**

Dean Schluter's 520 class, recently rebuilt using a urethane body kit from the Model Design Studio, heads through Tolvaddon on his own layout.

Article starts on page 9

## Editorial

Welcome to the November issue of Buffer Stop.

A few errors crept into last month's Buffer Stop. In Noel's Potterings, the last word (Pirie) managed to fall out of the first caption text-box, despite it appearing correctly in the draft print. Also, the manufacture of Dean's 520 body should have been attributed to Rocky River Models from a Stuart Gamble master. I even managed to put the wrong date on the minutes despite David VanderLinden getting it right. Apologies for all of these.

I am a life member of the Volkswagen Club of South Australia and, as such, I receive a copy of their periodical, Wagen News. When, a few years ago, the offer was made to receive it electronically, I took up the offer and was amazed at how different it looked. Not just the presence of colour but the impact of seeing it on a screen. If you see the electronic version of Buffer Stop, I'm sure that you will be similarly impressed. Not everyone has the facilities, of course, but if you have, I would urge you to seriously consider viewing Buffer Stop on a screen in full colour. For those poor souls who don't have the facility and who attend our General Meetings or other club nights, I intend to have a colour copy available for perusal. Unfortunately, the cost of producing the whole mag in colour is completely prohibitive.

Most members will be familiar with the large scale Kangaroo and Cockatoo Rail-

way which appears at many exhibitions; it's always popular and frequently takes out awards. The head honcho (if you can call a man of the cloth by such terms), Vern Cracknell, is frequently asked about the sound effects. As I was one of them, when he wrote up the details he presented me with a copy; this appears in this month's Buffer Stop starting at page 15. I hope it will give an insight into what's available, how the various systems can be used and where they can be obtained.

I read recently that, fifty years ago, Mick Jagger and Keith Richards had their first proper meeting at an outer London train station, an encounter which would change the direction of pop music. On the morning of 17 October 1961, Mick, then 18, arrived on platform two of Dartford Station to travel to the London School of Economics where he was studying. Shortly afterwards, 17-year-old Keith arrived on the same platform.

Further to my waffling about deadlines last month, I have decided to make a change. Instead of being on the last Friday of the month, it will now be on the last Wednesday. In most cases, this is two days earlier but in some cases it will be five days later. In all cases, it will now be two weeks before the General Meeting. This gives me six days to carry out all the final preparation so I can give the Buffer Stop files to Dean for printing on the Wednesday of the week before the GM. Before this change, it was four days generally and eleven days occasionally. Sorry to cause you confusion if you're not good with calendars.

Anyway, the plea is the same. Please get your material to me as early as you can; don't wait until the deadline approaches.

*Peter P (Ed)*



## The Buffer Stop

### **EDITED MINUTES OF THE GENERAL MEETING HELD AT DERNANCOURT ON 12th OCTOBER 2011**

**Meeting opened** at 7:33pm. Chairman, Hugh Williams

**Members in attendance:** 44 (includes the two visitors mentioned)

**Apologies:** 6

**Visitors:** Bernard Martin (interstate member), Paul Farr (country member).

**Minutes of previous meeting:** Moved David van der Linden, Seconded Bob Houston, Carried Outstanding Actions and Business arising: None

#### **Correspondence in:**

Notification of expired registration (trailer) from DTEI

SCRMA October newsletter and membership directory.

3 Swapmeet applications

Advertisement from Trainbuilder for a four car East-West express set for \$2350.00

Advertising from iiNet for web hosting

Tax invoice from Sensis for Yellow Pages.

(postmarked Victor Harbour)

Tax invoices from TTG council for Tilley Reserve and Log Cabin

Voucher from End Of The Line Hobbies.

**Correspondence out:** Letter of thanks to Jill Whittaker for donation of DVDs to the club.

**Business from corres:** Nil

**Finance:** No financial report this month

#### **Reports**

**Premises** – Still waiting for word from the TTG council. Hugh reported that the lady at council who we have been dealing with has left.

**Exhibition Layout** – The use of aluminium for the new modules has been dropped in favour of timber due to the cost of producing a prototype. Bob Houston brought along a prototype frame for anyone interested. A sub-committee will be formed to begin designing the track layout.

**Club Layout** – The Thursday night specialised running nights are now open to all-comers due to poor attendance. Those attending Thursday night can not yet also attend on Tuesday.

**Social** – Barrie was still taking names for the Christmas Dinner in November and the Mystery Trip in December.

Dinner on Wednesday nights of the General Meeting will be held at the Paradise Hotel due to the current location no longer serving meals on Wednesdays.

**BufferStop** – Peter made apologies for a couple of errors in the magazine this month. He also notified the members about a change in the deadline for each month. The new deadline will be the last Wednesday of each month. Bob Houston also pointed out an error found in last month's magazine.

**Library** – Alan pointed out that the 900 class locomotive was highlighted in this month's edition of Motive Power magazine.

Hugh also reminded the members of the additional DVDs in the library donated by Jill Whittaker from Harry Rush's estate.

**Maintenance** – A working bee will be organised in the near future to concentrate on the shed at Tilley Reserve.

**Bulk buys** – Numbers were called for to see if there would be enough interest in purchasing a quantity of the Model Etch four wheel cattle wagons to construct as a group on Wednesday night. After a show of hands, Iain decided that it would be worth going ahead so he will contact Model Etch again to confirm pricing.

There are still plenty of items in the shop like couplers, bogies, screws and wheel sets.

The proposed new club jacket is on hold pending another quote that is currently being sought.

**Special Projects** - There might soon be a Station Building project for modellers to get involved with. Hugh will have more details soon.

**Swapmeet** – Those who are coming early to assist in setting up will need to be at the hall at 7am on the 20<sup>th</sup> November.

Peter reminded everyone that wants to sell their own goods on the club table will need to get a list made up well before the day.

**AMRE** - After the AGM, the new secretary for AMRE is Roger Wyatt from Proto Four.

**AGM** – Our Annual General Meeting will be next month so the nominations closed at this meeting. Peter Michalak, as returning officer, will handle all the nominations and voting on the night.

#### **General Business:**

Master Modellers will be held next month. Dean Schluter volunteered to act as judge on the night.

Next months entertainment will be a talk on Eyre Peninsula rail operations by Peter Knife.

Bernard Martin has a spare room at his home in Goulburn, NSW if anyone is interested in a visit to the area. Members can call him on his mobile.

## The Buffer Stop

### **EDITED GENERAL MEETING MINUTES (continued)**

#### **Show & tell:**

Dean Schluter, Dave Holmes, Iain Kennedy and David van der Linden had a rake of Model Etch Sf sheep wagons in various stages of construction. Whib presented us his use for computer parts; add them to a metal teapot to make a dual motored locomotive?

John Gordon showed the modifications he made to his Ozrail 900. New body mounting system, new brass chassis and motor mounting, extra weight and plugs for the lighting to make it possible to separate the body from the chassis completely.

Chris Symons displayed a Broadway Limited shunt engine and some rolling stock that he has weathered with Tamyia weathering powders.

Dane Filander has scratch-built a sanding tower with plenty of detail bits and pieces.

Matt La Vista's contribution this month was a fictional 650 class SAR loco (GP9) that he knocked up to practice painting the maroon and silver colour scheme on.

There were pictures from 1926 of an SAR bus number 21 from Port Broughton as well as an interesting four wheel wagon from the same location.

A Hornby valuation book to help see what your old Hornby stuff is worth and a large picture of the RMS Titanic. Matt's reason for this last item was the interesting information available about the Titanic's "boat train".

Peter Pickering displayed his Beattie 2-4-0 Well Tank. The ready to run model from Dapol took two years to come.

David Boyce showed off his wonderful set of car transport wagons from End Of The Line hobbies. Beautifully built and painted, he told us they were his first foray into constructing kits with brass. Paul Mackinnon managed to find some posters of 500, 700 and 520 class locomotives at a picture shop in Pooraka? He also managed to get hold of a rare print of Port Pirie station which was promptly mounted into a frame ready for his train shed.

Break: Meeting suspended at 8:44pm for refreshments

#### **Raffle:**

Green C23	Bernard Martin	Kadee couplers
Orange D95	Chris Symons	Voucher
Green C7	John Venning	Hobby knife
Red C16	Darren Barnes	Railway mug
Red C51	?	File set
Red C27	Peter Pickering	Track rubber
Green C19	Matt La Vista	Kid's watch
Purple C98	Bernard Martin	Stickers
Red C33	David Boyce	Surprise book
Orange D89	Andrew Timmins	Coasters

**After meeting activities:** John Gordon took us through a series of photographs from his recent adventure in the west with Noel Potter, where they spent time observing and riding on ore trains.

Noel Potter then showed us some video of the same trip along with more amusing anecdotes.

**Meeting closed** at 10:30ish

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

### **2011 CHRISTMAS DINNER**

#### **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](mailto:barrie@picknowl.com.au) no later than Saturday 12.11.11.

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 14<sup>th</sup> 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](mailto:barrie@picknowl.com.au) by Dec 7<sup>th</sup>.

Payment at the this GM would be appreciated but full payment is required by Dec 7<sup>th</sup>.

*Barrie Mackinnon, Social Director*



### 50 Years Ago: November 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

#### Around The Shops:

**Hobby Shop:** KITMASTER motorized Box Waken, usually priced at 70/- (\$7.00), our price is 39/6d (\$3.95). NMRA couplers, 48 to the box, usually 13/- (\$1.30) now 7/6 (75c).

**Bridglands Model Train Shop:** Nickel-Silver yard length track has just come in again @ 10/9 (\$1.10) per yard.

**Monthly Trade Report:** (by Tiny Edwards) -- This month I would like to refer members to the magazine *The Australian Model Railway World*. It is published by Robert Sherwood Pty Ltd, Albury, NSW. This is an excellent publication which gives you news of what is going on in Australia regarding our hobby and should be supported by every true blue model railroader. Please do not let this venture fail.

No 2 is on sale now at Bridglands, or can be obtained by subscription. It is published eight times a year, each month except October, January, April and July. Single copies are 1/6 (15c) or 5 issues 7/6 (75c) or 10 issues 15/- (\$1.50) and are posted flat.

**This Month's Structure:** 'Tiny' Edwards supplied notes and a HO scale drawing of a Yard Master's Office and Tower. Only the front and left side of the drawing is shown this month; the rear and right side will be published in the December issue.

**Club Layout:** Activity on the club layout has slackened somewhat. The track is operational but still quite a bit remains to be done to complete the scenery and structures. On the electrical side, the main panel is now under construction.

. 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.

**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: November 1971

DW

**President: Eric Milne**, Secretary: Bob Irvine, Treasurer: Roger Wheeler, Librarian: Tony Sitters, Editors: Peter Fehlberg & Phil Curnow

Club project # 8: drawings & instructions for 700 class SAR. steel car.

Wally Bennett gives a few notes on mines combined with railways.

Eric Milne writes on problems with slipping loco wheels.

*Please contact Don Worby if you have moderately readable copies of 1971 or 1972 Buffer Stops*

Visit <[www.sarma.asn.au](http://www.sarma.asn.au)>.  
Send photos to Peter Michalak.

From  
The Buffer Stop  
Archives continued

The Buffer Stop



**30 Years Ago: November 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.

**Cover:** 504 heading the Mt Gambier Goods past the clubroom site.

**Article & pictures** on freight vehicle identification (new system) Anon

**Article** on the East-West Truc-Train by Eddie Edwards

**Ode** to a kit and Casey Jones

The editor apologised for the magazine being thin this month. Gave some lame excuse like going on holiday!

**20 Years Ago: November 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 30<sup>th</sup> 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: November 2001**

DVL

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

**Front cover** photo by Wayne Avery, of triple NR's leaving the yard on Florey Springs.

**John Doherty** provided an article about great train robbers Parker and Longabaugh.

**A member** of the public, Dawn Volle, donated three boxes of books, magazines and videos to the club library. Among the items were, Model Railroad Command Control System You Can Build, Styrene Fabrication, a video on weathering railroad models and seventy two HO scale turnout templates.

**From Keeping Track:** "Seems that magazines on both sides of the Atlantic are jumping on the how-DCC-works bandwagon. The UK's *Model Rail* is running a serialised explanation with the September issue carrying Part 15! I believe that's known as milking it for all it's worth."

**Page 11** carried a notification of the change of name of the Port Dock Railway Museum to the "National Railway Museum Port Adelaide".

**A report** covering the SARMA trip to Port Augusta as part of the Tracks to Federation celebrations. It included the telling of an attempt by Peter Carter to run an un-powered 300 Class Redhen.

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](mailto:shop@endofthelinehobbies.com.au)

Web: [www.endofthelinehobbies.com.au](http://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	Nov 11
A M R A Journal (W A)	Sept Oct 11
Dispatcher (SANGS)	Sept 11
Model Railroader	Nov 11
Booster	Oct 11
Dispatcher (SANGS)	Oct Nov 11
N Scale Modellers Bulletin No 6	Oct 11
N Scale Modellers No 8	

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

*Allan Norris*

**DON'T FORGET**  
to bring a prize or two for the SWINDLE  
during the MYSTERY TRIP

**The 520 Class Urethane Body Kit by The Model Design Studio**

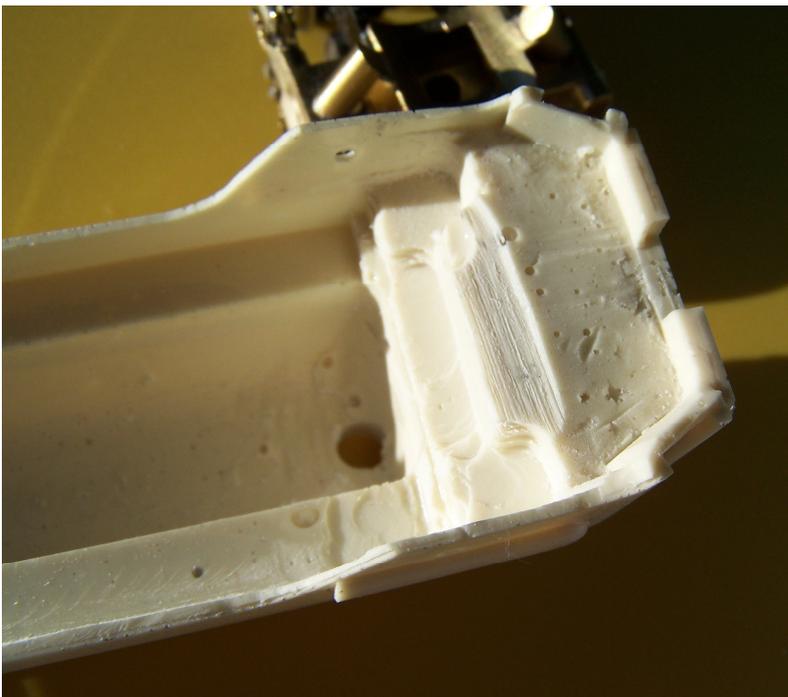
**Dean Schluter**

Quite a few years ago I was given, by Peter Ziegler (BGB), a chassis for the brass Ajin 523 class SAR steam loco that was supplied by the manufacturer for spare parts, as part payment for producing the patterns for the Bluebird castings. I had always intended to make a body for it but had never found time to do so. As luck would have it, Stuart Gamble decided to produce some excellent patterns of the 523 and 520 body and tender shells, which were duly cast by Peter Carter. Because I was lucky enough to have a mechanism to put under the loco body, I was able to purchase a set of castings way before the model would be released. The castings were of the usual high standard achieved by this producer with no bubbles of any significance. The body, of course, was not made with the original chassis in mind so some modifications had to be carried out to both the chassis and body shell. The brass piston valve cylinders had to be filed down to fit behind the valance and the loco shell had to be ground out at the front to clear the cylinder block and boiler saddle. The boiler/cab area and part of the back head casting of the cab internal detail piece needed similar treatment because of the large motor.

Luckily, the chassis of the loco came with both front and rear bogies so there was no problem, but it came with the six wheel tender bogies. Although the outside detail was supplied with urethane stick on castings, I had to produce the inner brass frames with brass bearing cups so I could use the six wheels of the front and rear bogies for the left hand power pick up, seeing the loco picks up power from the right hand wheels. When it is released by Nigel Gardner, the frames will be supplied with the kit, along with ladders, hand rail stand offs, cow catcher, steps and the smoke deflector grill in front of the chimney. I had to make these items except for the cow-catcher that was supplied with the chassis. Stuart had come up with the neat idea of using the brass handrail rod poked into pre-drilled holes in the body and to these were soldered the handrails themselves. The stand off's were glued at the correct length and the excess snipped off inside the loco shell. Provided you use the correct amount of solder they look neat. Because the front step hand rails are prominent and shiny, I used some 0.33mm nickel silver rod (fitted after the paint job of course). I used a metal compound pump and water softener tank left over from previous loco builds.

The boiler had to be loaded with lead to aid traction. Because of the light body and the motor being so far back from the rear drivers, the loco weight was unbalanced and tended to lift the front drivers.

I used fibre optics for lighting the dual head light and the small marker lights; these ran back to two small light boxes so that the head light can be controlled independently from the markers. The tender markers are also lit using fibre optics. I named the loco Sir Willoughby Norrie because I remember seeing the Governor and the loco named after him (yes, I am that old) and I had the etched name. Stuart Gamble supplied some sample decals produced by



The Buffer Stop

The 520 Class Urethane Body Kit (continued)



“Signs of all Kinds” and I used Steam Era etch paint.

I think the model is a credit to the producers and, when the brass chassis

becomes available, it will be one to have.

Don't miss it.

**SOUTH AUSTRALIAN RAILWAY MODELLERS ASSOCIATION INC**

 **18th**  
**TOY AND MODEL**  
**SWAPMEET** 

**USUAL MODELS OF TRAINS, CARS, TRUCKS, BUSES,**  
**PLASTIC KITS, SCIENCE FICTION ETC.**

**SUNDAY 20<sup>th</sup> November 2011**  
**OPEN FROM 10.00AM UNTIL 1.00PM**

**WINDSOR GARDENS VOCATIONAL**  
**COLLEGE GYMNASIUM.**  
**Corner of Danby & McKay Avenues,**  
**Windsor Gardens**

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All hands on deck  
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most important  
fund-raising  
events.  
Set-up from  
7.00am on  
Sunday 20th  
November.

Make sure you get  
your items listed  
on the official form  
if you want to sell  
anything.

## The Buffer Stop

### **DCC sound for SAR Diesel Locomotives**

**Matt Lavista**

One of the advantages DCC has brought with it is a dramatic increase in the capability of on-board sound for locomotives. Instead of having a repetitive chuffing or engine rumble mixed in with the occasional whistle or horn, a realistic engine noise can be achieved, furthered with functions for whistles, wheel squeals and even station announcements. Modellers in Britain, Europe and America have a wide selection of sound equipped locomotives to choose from and for those that are not available with digital sound out of the box, there are many firms selling custom sound chips for said locomotives, or who will re-blow an existing sound chip with a new or upgraded file. Australia has as yet a small but growing range of digital sound locomotives such as the Eureka AD60 Garratt and Austrains NN class. Unsurprisingly there are no SAR locomotives with sound available. However, it is not as hard as it might seem to find suitable audio for your steam engines or diesels. Aside from the fact that many locos were built overseas based on international designs, they also had common parts- especially engines, which means a very close sounding locomotive can be created. A bonus is that even if the horns,

whistles etc. are not right for the locomotive the sound file can be edited to produce a more accurate effect.

Below is a list of SAR Diesels and the sound-alikes that can be sourced by the modeller to use in their loco (the list is truncated to those with sound files currently available)

Unfortunately, the 800 has no available equivalent overseas locomotive type, owing to the fact that the English Electric 6 SRKT Engine it used seems to have been only operated by Australian or New Zealand prototypes, which makes it considerably more difficult to find the suitable sounds files. However, an option is to simply record the 800 owned by the NRM during one of its intermittent runs (notwithstanding the lack of running line to record the loco 'flat out'). Another option is to use the sound file for a very similar locomotive. The British Railways Class 20, although having a higher rated engine, has a close sound to the 800, especially the level of thrash!

This list is not exhaustive, and nor should it be considered spot on as most of the locos would have been modified with specific SAR features such as horns or brakes.

<b>SAR DIESEL</b>	<b>DIESELS SHARING COMMON ENGINE</b>
350 class (English Electric 6KT 350hp)	British Railways Class 08 Shunter (also shares with Victorian Railways F Class)
500 Class (English Electric 4SRKT 500hp)	BR Class 73 (has upgraded motor)
600 Class (ALCO 251C V12 1800hp)	ALCO Century 420, ALCO R-S32,
700 Class (as above)	As above
800 Class (EE 6 SRKT)	No known sound files available- only engine used in AU and NZ. BR Class 20 has a similarity.
830 Class (Alco 251 6cyl inline)	Alco S-6
900 Class (EE 16SVT)	BR Class 40
930 Class (Alco 251 B)	ALCO RS-11, ALCO RS-36 (several more examples)

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**Orders and Payment to Iain Kennedy ASAP**

**Build sessions will start in 2012**

**\*Non-members extra cost  
No Limit to the kit numbers**

**John sees Mary.  
John stands up.  
Mary sits down.  
How considerate.**

**Train etiquette.  
Super simple stuff.**



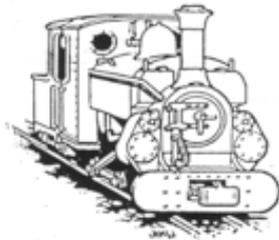
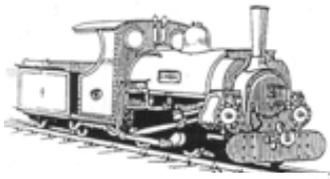
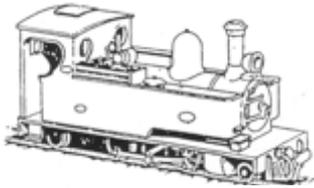
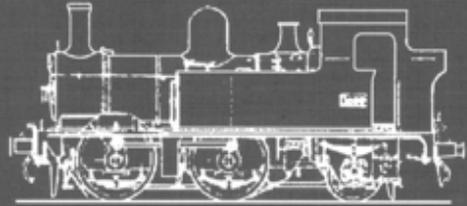
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Athearn GP35 Locos - any name ..... \$105.00

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~~~~~

Brian, John & Vic.

The Buffer Stop



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See Iain Kennedy

|                                 |         |                                          |         |
|---------------------------------|---------|------------------------------------------|---------|
| SARMA Pin Badges                | \$7.00  | Delrin Bearings                          | \$5.30  |
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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  | 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 |
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Members and visitors are invited to join us for dinner from 6.00 p.m. at the

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The menu can be viewed at

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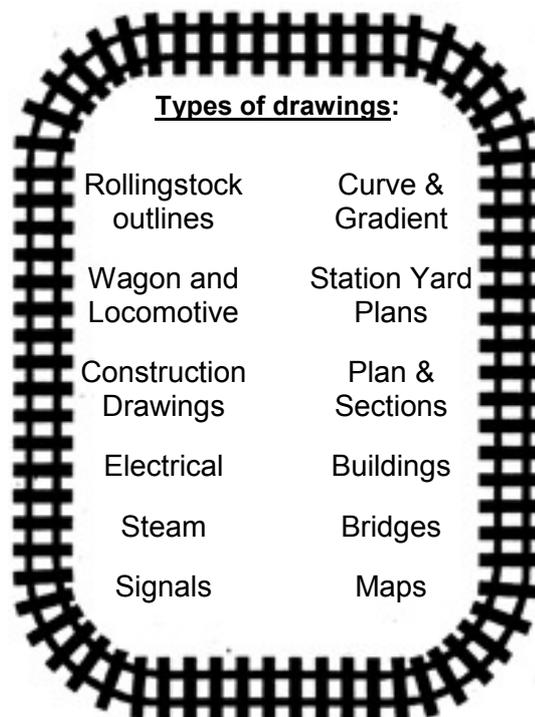
(For November meeting night - subject to confirmation for 2012)

**Australian National Drawings**

The drawings once held by Australian National are now available to the Public.

This includes both the SAR and CR drawings.

Types of drawings:



These plans are available to research and copy at

**Inprotrans Pty Ltd**

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## The Buffer Stop

# Sound Effects on the Kangaroo & Cockatoo Railway-

Vern Cracknell

At exhibitions I am asked several questions frequently. One is "How do you make the figures?" Another is "Did you make all the rolling stock and locomotives?" And the further question "How do you make the sound effects?"

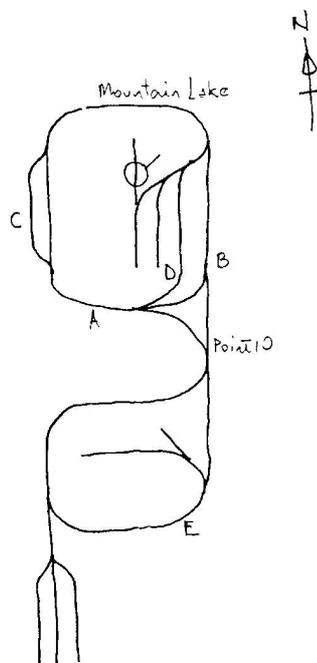
Following is an outline of the approaches used to give the Kangaroo and Cockatoo layout the extra dimension of sound.

### 1. Ambient sound – Noch Sound System

The Noch sound system has a hand-piece, with two speakers and a transformer. The hand-piece provides a range of effects – some are press button for spasmodic use ( diesel horn 2, whistle 2, brake squeak, steam pressure, announcements 2 but in German, diesel, rooster, church bell and siren.) There are also six slide switches which provide for continuous sounds (cow, crossing bells, traffic noise, steam loco, track noise, truck engine). When one of the push button sounds is pressed that sound will over-ride any continuous sound already running. On the K&CR our practice is to use continuous track noise as an ambient sound, and depending on our observations of members of the public at the moment, or freedom from the need to concentrate on the running of two trains at once, we may use the rooster, cow, church bell or the steam whistle as a train leaves the station.

The speakers are placed at each end of the main baseboards on the floor – the connecting wire between the speakers has been lengthened to facilitate the all-round sound effect.

Purchased from All Aboard Modellbahn, Mittagong.



## The Buffer Stop

### **Sound Effects on the Kangaroo & Cockatoo Railway (continued)**

The reed switches used to activate some of the sound effects are commercial items purchased from Dick Smith electronics. Each of the steam loco models have a magnet (purchased from Jaycar Electronics) attached on the left hand side only to activate the reed switches; ( the reason being that it would not be congruent for steam whistle sounds to be set off by non-steam powered units, and also because it is more appropriate to have steam whistle sounds active when a train is travelling in one direction rather than the other i.e. towards the station.)

#### **2. Sawmill Sound**

The sound unit is by ITTC (HQ810). It is activated by reed switches at point A in both directions and at point B in both directions. The speaker is placed in the sawmill structure as is, without a sound box.

#### **3. Blacksmith sound**

The sound unit is by ITTC. (HQ650), activated by a track occupied detector from Orient Express (OD101 Track Detector by Orient Express Digitricks), related to the passing loop at point C. Any power drawing locomotive, diesel, coach, bus, inspection vehicle or handcar will thus activate the sound when entering this passing loop from either direction. The speaker is placed under the verandah of the blacksmith's shop, as is, without a sound box.

#### **4. Standing Loco sound**

The sound unit is by ITTC, and is activated by a track occupied detector, purchased from Orient Express ( OD101 Track Detector by Orient Express Digitricks), related to the track within the loco shed. The speaker is placed in the well of the shed, as is, without a sound box.

#### **5. Kookaburra sound**

The sound unit was purchased from Gwyder Valley Models, who use ITTC modules, for which they have created a series with Australian sounds (GM 7501). The unit is activated by any power drawing unit (using OD101Track Detector by Orient Express Digitricks) which enters the Mountain Lake track from either direction. The sound unit and speaker are housed in a ply container screwed to the underside of the baseboard.

#### **6. Chapel bell**

The sound unit is from ITTC (HQ651). It is activated by reed switches at point D, only when a steam loco (with magnet fitted) is travelling south from the marshalling yard toward the three way point by the sawmill. Two reed switches are used, one to turn the unit on, the other off. The sound concludes its full cycle, and can be switched on again after a space of a minute. The speaker is in a sound box located beneath the chapel (actually sitting on the tray on which the point switch boxes are fitted.)

#### **7. Crow sound**

The sound unit is from Gwyder Valley Models, who have used ITTC modules and added appropriate Australian sounds (GM 7504). This sound is activated by a track occupied detector (using OD101 Track Detector by Orient Express Digitricks) connected to an isolated section at

## The Buffer Stop

### **Sound Effects on the Kangaroo & Cockatoo Railway (continued)**

point E, so that any power drawing unit will cause the sound to be heard. The unit and the speaker (enclosed in a sound box) are screwed to the underneath of the baseboard.

#### **8. Locomotive whistle at Mountain Lake**

The sound unit is from ITTC after a request to provide a Narrow Gauge Steam Whistle Sound. It is activated by reed switches (one for on, the other off) located between the bridges on the Mountain Lake scene. It only functions for trains travelling west and heading towards the station.

#### **9. Locomotive sound for train exiting the return loop and heading towards the station.**

This unit is from ITTC and is a Narrow Gauge Steam Whistle Sound. In this case only one reed switch was required, as the unit switches off automatically after it has completed its cycle. The unit and the speaker are mounted in one case directly beneath point 10.

#### **10. Chapel music**

Two speakers are nestled beneath the chapel. There is a portable CD player sitting on the venue floor which is set to repeat continuously. Several CDs have been used over the years.

#### **11. Australian bird calls**

Two speakers are placed on the venue floor underneath the Mountain Lake section of the layout. A portable CD player is placed near the control panel, and is set to repeat continuously. The CD is a collection of 57 Australian bird calls, purchased from the ABC shop.

### **Sources and Addresses**

#### **Innovative Train Technology**

I.T.T.C. PO Box 5042, West Hills, CA 91308

<http://www.ittproducts.com>

Email: [george@ottproducts.com](mailto:george@ottproducts.com)

#### **Gwydir Valley Models**

PO Box 740, Glen Innes, NSW 2370

<http://gwydirvalley.fast-tracks.net>

Web: [gwydirvalleymodels.com](http://gwydirvalleymodels.com)

Email: [info@gwydirvalleymodels.com](mailto:info@gwydirvalleymodels.com)

#### **All Aboard Modellbahn**

PO Box 388, Mittagong, NSW 2575

Email: [sales@allaboard.com.au](mailto:sales@allaboard.com.au)

#### **Orient Express Model Railway Shop**

2 King William Rd, Unley, SA 5061

[www.chariot.com.au/-oexpress](http://www.chariot.com.au/-oexpress)

Email: [oexpress@chariot.com.au](mailto:oexpress@chariot.com.au)

NOTE: The above are as supplied by Vern.  
There is no guarantee that they are still current.

## The Buffer Stop

### Noel's Potterings

The new G & W Locomotive given the class GWA. #001 is the first of seven such locos.

They are very similar to the SCT locos of that class, also that of Pacific National's TT class.

G&W has also ordered 9 Locomotives from GE but a delivery date is still unknown.

Noel took the pics taken on the evening of 25/10/11.





A little while ago, a fellow SARMA member informed me of a quick, easy and cheap way to weather locomotives and rolling stock. When I had a free moment I purchased this particular item, a Tamiya Weathering Master kit.

There are various different colours and shades available in the range of Weathering kits, including black (good for applying to exhausts of diesels etc), dark brown (mainly for surface rust and the like), as well as different shades of brown, which you can mix and match to vary the dirtiness of the desired model. I have

**Weathered sides, cab, roof and bogies of NW2 Diesel Shunter**



found that these colours are exceptional at taking the shine off models. The range also includes more vibrant colours such as purples and reds but I believe that there are few, if any, examples of locos or rolling stock covered in a purple haze.



**General weathering on side and top of boxcar - this turned out better then expected**

Another plus that I have found is that the product can be removed with a damp cotton bud (the type you might use for your ears). I have found that this technique gets into most detailing with relative ease; just make sure that you squeeze any excess water from the tip of the cotton bud to avoid it getting into vital electrics of locomotives, especially near bogies and the like.

Application of the product is done using either a small brush or

## The Buffer Stop

### **Weathering with powder (continued)**

sponge (just imagine the little applicator that women use to apply makeup with). I have found that the applying the desired colour onto smooth surfaces to be easier with the sponge than the brush, but this would depend on if the model is permanently on a layout or display, as opposed to constant handling in and out of boxes etc.



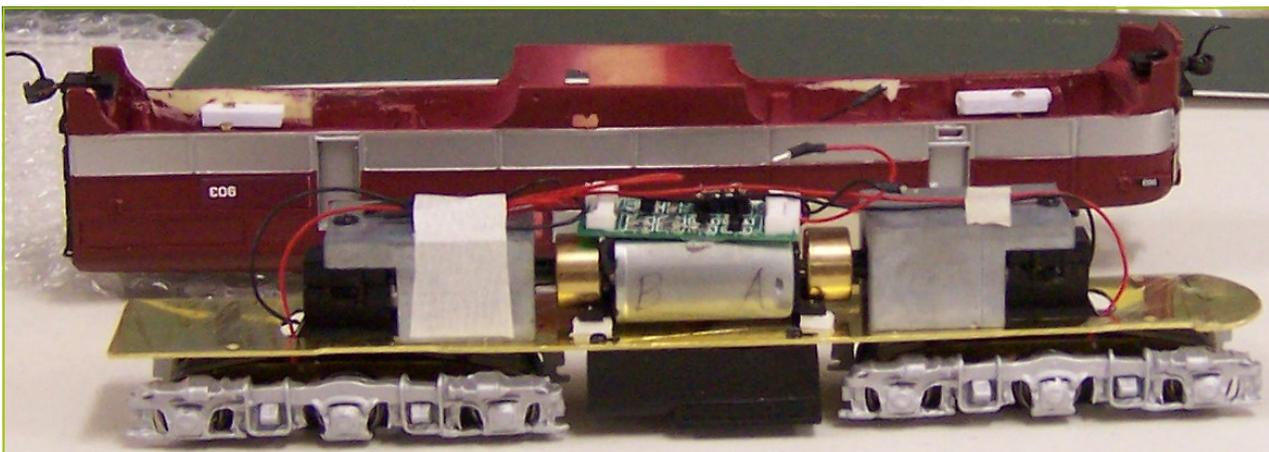
**Heavy weathering on side of Coal Hopper**

**The weathering kit**



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### **Show & Tell - October GM**



**John Gordon's modified Ozrail 900 -  
new body mounting system, new brass chassis  
and motor mounting, extra weight and plugs for the lighting  
(Hopefully, John will provide a detailed description in the near future)**

The Buffer Stop

Show & Tell - October GM

Matt's pics of a 1926 SAR bus & Chris's weathered loco & rolling stock (see page 21)



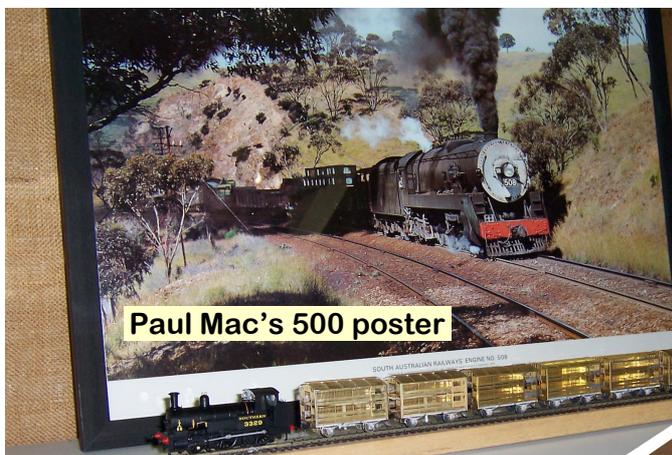
Peter P's Beattie Well Tank & Sheep wagons by Dean, Iain and Davids H & V  
See also below



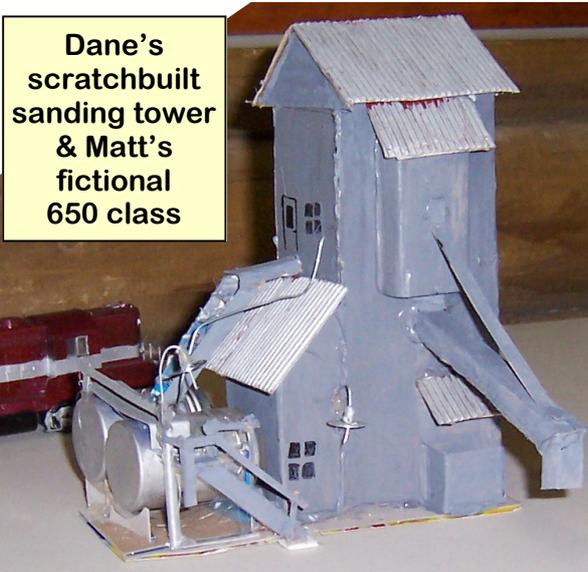
Whib's dual-motored teapot loco



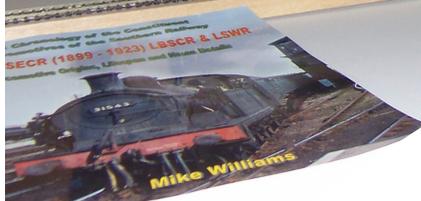
David Boyce's car carriers



Paul Mac's 500 poster



Dane's scratchbuilt sanding tower & Matt's fictional 650 class



Matt's book of pre-Southern locos, Peter P's Beattie well tank and more of those sheep wagons



See the GM minutes (page 5) for more information

*The* **BUFFER  
STOP**

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