

SOUTH AUSTRALIAN RAILWAY MODELLERS' ASSOCIATION INC.

PROMOTING THE HOBBY IN SOUTH AUSTRALIA



*18 inch gauge "Bill" of the
Semaphore to Fort Glanville
Miniature Railway*

INSIDE

Mystery Trip
The Three Amigos
Crossword Puzzle
Swapmeet Staff
Noel's Potterings

The Buffer Stop

SARMA Inc. meets on the **SECOND WEDNESDAY** of each month at 7.30pm 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 (per issue): full page \$40, half page \$20, quarter page \$10.

The deadline for each issue is the LAST WEDNESDAY of the previous month.

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

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Diary

Wed 11 Jan	GM - Entertainment - Master Modellers Presentations plus ???
Wed 18 Jan	Modelling night
Wed 25 Jan	Modelling night
Wed 1 Feb	Modelling night
Wed 8 Feb	GM - Entertainment tba
Wed 15 Feb	Modelling night
Wed 22 Feb	Modelling night
Wed 29 Feb	Modelling night
Wed 7 Mar	Modelling night
Wed 14 Mar	GM - Entertainment tba



Down the Track...

Sun 18 March
SARMA Swapmeet -
Venue: Windsor Gardens
Vocational College Gym

June Long Weekend
AMRE Train Show

Frugal Freddy's Calendar Recycling

Leap years, such as 2012, only repeat their format every 28 years (4x7). This means that most calendar recyclers won't have one to use. So, if you don't have a 1928, 1956 or 1984 calendar, all is not lost; simply use two suitable calendars, one for Jan 1 to Feb 28 and another for Mar 1 to Dec 31. The first could be a 1950, 1961, 1967, 1978, 1989, 1995 or 2006 calendar; the second, a 1951, 1962, 1973, 1979, 1990, 2001, or 2007.

Cover Photo:

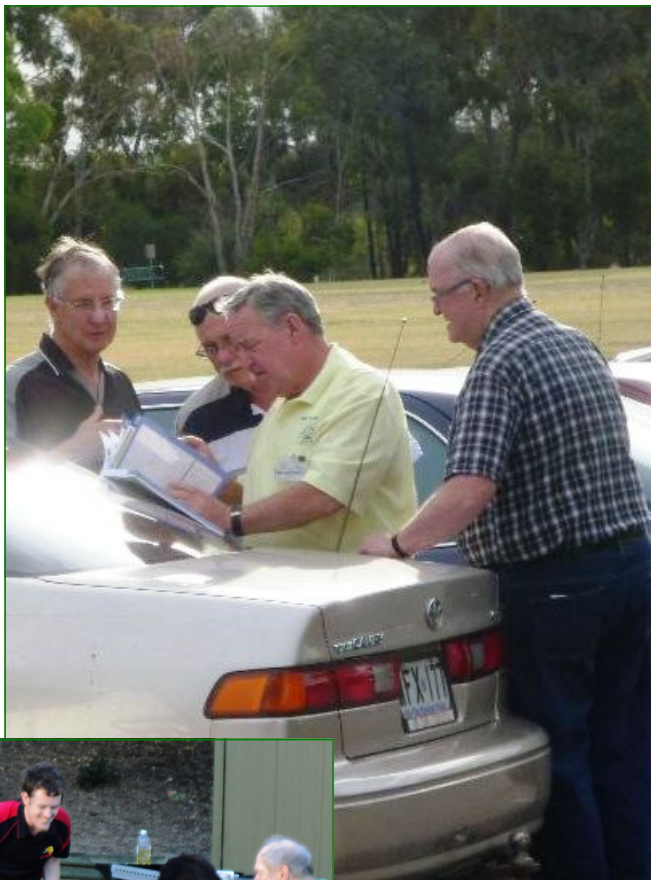
Matt, Jeremy and Sparky spent a day looking at and riding on some small gauges. Bill, a 2-4-0, is owned by the National Rail Museum. Read more on page 15.

Editorial

Welcome to the January 2012 issue of Buffer Stop. I wish you all a healthy and prosperous New Year.

With no General Meeting minutes and no Show & Tell page, this issue has thrown me a little; more likelihood for there to be a few errors, methinks. There were a couple of obvious clangers last month but most members have given up pointing them out - Barry certainly has.

Not a lot has gone on since last month's Buffer Stop other than the Mystery Trip. This went down well, as usual, except for the incident with the bus tyre. See Matt's full report on page 7. Barrie really does his best to keep the venue under wraps; it was only when everyone was aboard that the drivers were informed (see photo right).



The Wednesday nighters decided that a four week break was a bit over the top so they surreptitiously arranged their own barbecue on the 21st. The Barnes boys were there but felt a bit out of place not standing behind the barbecue - it was a do-it-yourself job.

It's good to have a new advertiser on board. Aztronics in the city, suppliers of electronics and associated items, have been appearing at various model railway events over the last few years and are now supporting SARMA. You will find their ad on page 14.

End of the Line Hobbies have moved next door - seems to be the in thing!

It might be timely to ask members to support our advertisers as much as possible.

Peter P
(Ed)

From
The Buffer Stop
Archives

The Buffer Stop



50 Years Ago: January 1962

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 Club: Our Sub-Editor, Trevor Carter, is having a go at producing wheels and axles for the conversion of Kitmaster French cars for lighting. When the wheels are finished, the next job will be making a small press and die for the purpose of assembly. Also the press will be adjusted and can be used for other small jobs.

In the past week ABS Channel 2 has been using fill-in film strip of the Royal Engineers training on a model layout before having a go at the real thing. It was quite interesting to see the way portable bridges were made in model form. They are quite familiar with the complete workings of the British Railway system. The layout was O gauge centre, then using British locos and rolling stock. It was also completely signaled.

Around The Shops:

Hobby Shop: The new 1962 TRIANG catalogue is now available -- with a fabulous range of new items. New Kitmaster items are now available: The 31 Midland Pullman power car at 18/6d (\$1.85) and the 32 Midland Pullman kitchen car also @ 18/6d (\$1.85).

Bridgland's Model Train Shop: Tenshodo motors are now available. . . .the MH5 @ 61 shillings (\$6.10) the MH4 @ 50 shillings (\$5.00). The Tenshodo EMD F7 C&NW Railroad @ 16 pounds, 19/6d (\$33.95) and the GP 20 @ 17 pounds, 19/6d (\$35.95).

This Month's Structure: 'Tiny' Edward's small flour mill can be constructed of mount board scribed to represent boarding. Or the same board could be covered with corrugated card. The smoke stack is a piece of 1/8" dowel. The trackside and the other side are the same other than the rear side has an ordinary door instead of the large sliding door. Other details are left to the modeler's imagination. The mill could be improved by adding outdoor silos

40 Years Ago: January 1972

DW

Our 1972 Buffer Stops are unreadable. If you have a readable copy, please contact Don Worby. Some of this submission extracted from Buffer Stop Indexes.

Front cover shows narrow gauge officers car no.31 at gladstone

Tenders called for the demolition of mile end coal gantry

Long Tom Brake Van 5'3" gauge plan by R Burton

Tramway modelling article by M Church

Rest of text unreadable. February edition was never printed

Continued next page

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

From
The Buffer Stop
Archives continued



30 Years Ago: January 1982

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: Allan Kitto(?), Editors: Trevor Carter, Paul Mackinnon.

Cover: Alco 932 working freight at North Adelaide

Editorial: Suggestion that we should have several tasks on the go at once so that, if you get bored or have trouble with one, you can move onto another.

Staff exchanger: Biography by John Looker.

Picture parade: 900s from John Looker's collection.

SAR 'C' class loco: Article on this lightweight 2-4-0 tender engine with photos and drawing by Hugh Williams.

The Deep Creek Railway: History part 1 (anon).

The RRV Narrow Gauge: (One assumes that RRV = Red River Valley) by Whib.

20 Years Ago: January 1992

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 Photo: VR locomotive S311 arriving at Ballarat with a Dimboola passenger service. Photo by G. Bishop.

Layout Report: Projects that will need to be attended to during 1992 will be the rollingstock storage areas, Port area alterations (including a grain conveyor and wharf). Strathowie yards will need to be altered, as will Burra yard.

Article: The Sydney "Harborlink" monorail system by ??, Part 1.

10 Years Ago: January 2002

DVL

President: Peter Carter; Vice Presidents: Ron Solly, Trevor Carter; Secretary: Greg Donhardt; Treasurer: Don Snow; Layout director: John Wilmer; Exhibition Layout Director: Bob Houston; Social Director: Bob Bevan; Maintenance Director: Richard Ash; Librarian: David Rayson; Editors: Paul Mackinnon, Harry Rush.

Front cover image of "railway model engineers" Robert Houston and Peter Carter manning Florey Springs at Port Augusta.

John Willmer's layout report says that the solenoids are nearly done

John Doherty explains the concept of GPS and how it actually works.

Puffing Billy - A couple of great pictures from a beautifully recreated 1920's scene at

Another Doherty tip is to use an old coffee mug with some padding inside to hold your wagon on it's end when working on it. An old 250g coffee jar could even hold something as long as a Budd car.

Scale Rail Sizes - an extensive chart on page 14.

End Of The Line Hobbies

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DCC controllers, decoders (inc sound)
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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	Jan 12
N M R A Journal	Nov Dec 11
Branch line	Dec 11
Eyre Peninsula Railway Preservation Ass	Nov 11
Motive Power	Nov Dec 11
Model Railroader	Jan 12
N Scale Modellers Australia Bulletin No 7	Dec 11
SANGS Dispatcher	Dec 11

John Venning has donated DVD: Trains Around Adelaide, Multiple Locomotives

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

Allan Norris

MYSTERY BUS TRIP: PLATFORM 1 VISIT

MATT LAVISTA

The second Wednesday of December is looked forward to keenly as it brings the annual Mystery Bus Trip organised by our social director, Barrie Mackinnon. Possibly this is just so members can enjoy themselves trying to prise the location out of Barrie, but mostly because he always brings us a great evening out at many interesting places. Since joining the club in Sep '09, I have been to St Kilda Tramway Museum and SteamRanger Mt Barker, so I was hoping it would be to a place that I hadn't been to this year.



I turned up at the clubrooms at 4:30pm and found Clan Barnes already hard at work stoking the barbeque and preparing mounds of snags, salad, tomatoes, pineapple and beetroot together with onions and sauces. Unfortunately, someone left the onions and the onion chopping machine at home so a hurried trip to Woolies was arranged.

As SARMA members and their other halves began trickling into the group, Jeremy K and I were co-opted by "He Who Wields the Tongs of Power" into aiding the production line serving out of the sausage/salad plates in the Log Cabin. In no uncertain terms, we were told to give a specific amount of this and this but, when

everyone was served, there seemed to be an awful lot of food left. Sitting either inside the Cabin or outside on one of the tables gave everyone a chance to catch up with people they only tend to see at social gatherings. As always there was interesting conversation to be heard, for example this exchange:

"Hey Whib where's your wife?"

"Who?"

Meanwhile Paul Mackinnon and his daughters were flogging off the newly available SARMA stubby holders. Alyssa was later co-opted into giving out the Destination Guess forms.

Finally, at about 6:20pm, Barrie started clapping to get everyone's attention and received a rapturous round of applause

right back at him from the seated throng. People began making their way onto the two mini buses driven, as usual, by Alan Norris and Bob Houston. After most people were on board a few eagle eyed passengers spied our drivers with Hugh and Barrie consulting a map on the bonnet of a car; we knew Barrie keeps the location to himself but that's ridiculous!



The Buffer Stop

MYSTERY BUS TRIP (CONTINUED)

We left a few minutes after 6:30 leaving Hugh standing in our wake, heading down Lower North East Road (a few people shouting 'Dean we're going to your place!') before treading some very familiar territory, Portrush Rd, which narrowed down the number of destinations. Further still, we turned onto the Freeway which came as a surprise to many, given that that was the way to SteamRanger as in last year's trip.

Near Mt Barker there was a bang and a slight shudder from the right rear side prompting some worried looks around and a certain passenger insisting the tire had been punctured (*electrifying* guess there). However, the bus seemed ok and, as we took the Mt Barker exit and turned left towards Littlehampton, thoughts again returned to where we were going. By now most people knew we were heading for Platform 1 Heritage Farm Railway.

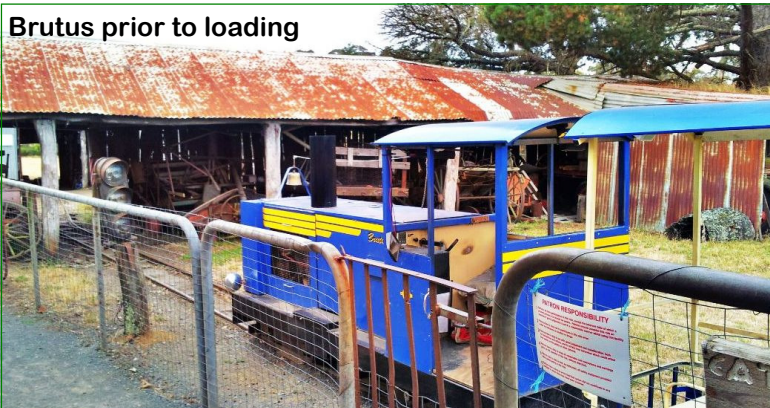
On arrival at around 7:40 we were greeted by Glenn Liebelt who is the 6th generation of his family to own the farm property since the 1850s. We were invited to walk through the front shop into the meeting barn, meeting Glenn's wife Karen, daughter Amanda and son Jonathon as our guard; he looked very smart in an ANR green uniform (although he was freezing as he told Eddie V. "Its only cotton!" "Well that's what you get for wearing AN, not SAR" (nice one Sparks!). Meanwhile Bob and Allan briefly inspected the tire on the bus; sure enough it was deflated. I was informed by a young lady that it was Mr Pickering's fault since he was sitting on that side near the wheel!

Quick introductions over, we were split

The briefing



Brutus prior to loading



Train loaded & on its way



into two groups, half going to ride on the 7¼ inch train hauled by a fetching blue and yellow diesel called Brutus, the other half having a look over the train museum styled shed, housing a great many impressive artefacts. Full front ends from Rx217 and 706 with a light display and signal, along with the cabs of Rx277, a 620 and a 400 class Garratt. Members had fun making the clanging Wig Wag signals operate and pressing whatever other buttons they could find. Dave Holmes got

The Buffer Stop

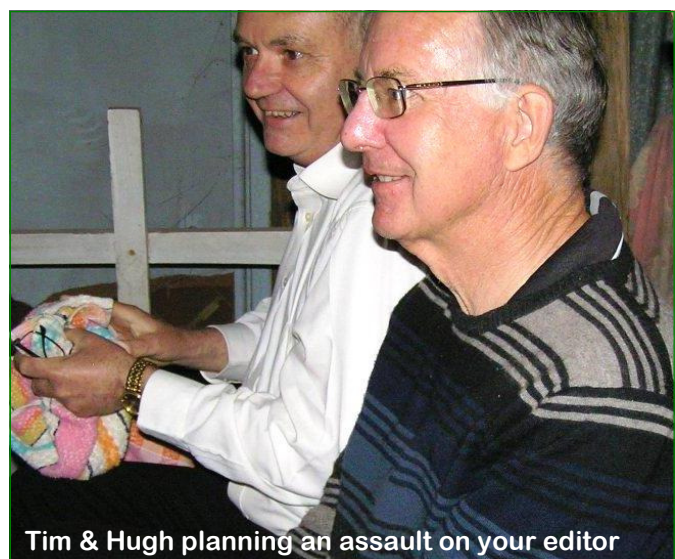
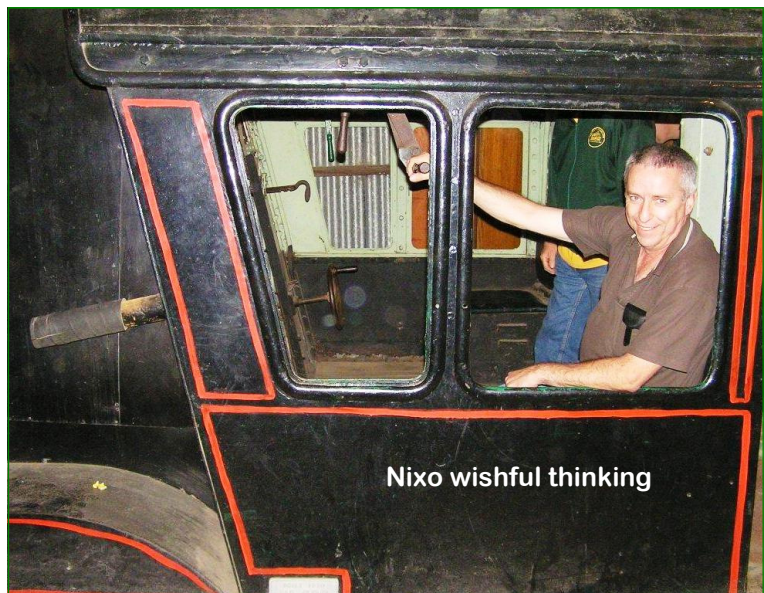
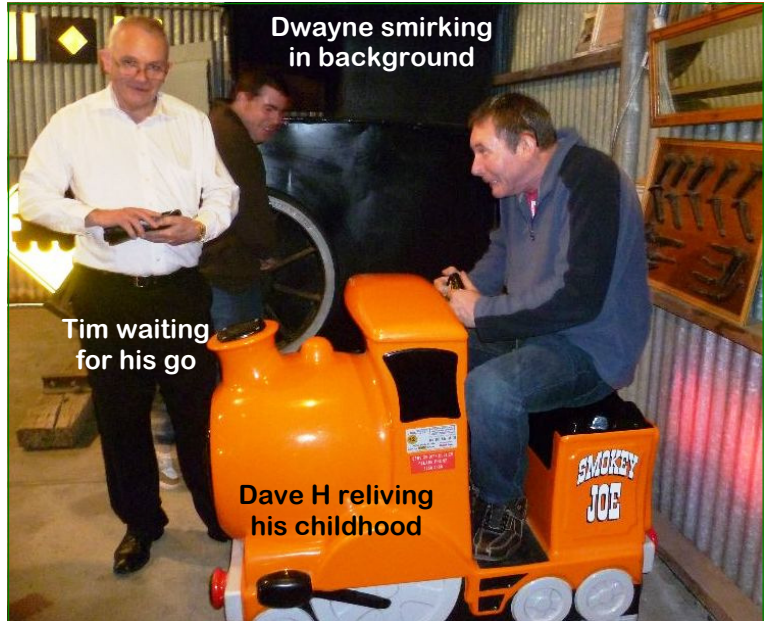
MYSTERY BUS TRIP (CONTINUED)

a bit excited when he spotted a kid's coin operated ride. There were plenty of other railway items to be seen; trolleys, a section car, track items, many signals and various bits and bobs. Of interest to me were the nameplates of off several British steam engines from classes A1, West Country, A3, Lord Nelson and King Arthurs. (Balmoral would be suitable for the clubroom).

Meanwhile, the miniature train, now fully loaded, slowly moved on the first part of its route through the shed with its own little corridor. Some of our group hung over the fence taunting the passengers. A few wandered around to have a peek at the cows and sheep in their pens and the various bits of farm equipment and sheds.

About 20 mins passed before it was time to swap with the other group; worryingly several were saying "oh it was horrible - I was frightened for my life!! The diesel was coupled to about half a dozen open sided coaches that were clearly not meant for two SARMA members to sit side by side. Getting 26 people in was not easy. It was worse after Iain and Drew Kennedy turned up in time for the ride and, according to Glenn, we had a record load on board and he wasn't sure if the loco could take it. As Hugh said to Tim Leach in front of me: "You put your foot out that side of the coach, I'll put mine this side, and we'll push it along!"

Young Jonathon was our guard, sitting on the end of the rear coach on what can be kindly described as a metal seat on a pole sticking out from the coach body. He was lucky enough to have Sparks sit right in front of him to alleviate the boredom as the rest of us listened to Glenn talking through the PA system about the nearby beds, safety etc. Before starting we were all startled by the very loud



The Buffer Stop

MYSTERY BUS TRIP (CONTINUED)



whistle blown by our guard signaling departure (perhaps our President would find this more useful for getting people's attention at the general meetings). As we entered the corridor next to the train display shed it was our turn to be given the taunts and jabs although our boys struck back quite well. Peter Pickering, minding his own business, received a bath towel to the head thrown by Tim. The return throw was slightly off target and it was Hugh who copped it.

We rolled slowly out and rounded a curve equally slowly before stopping so Glenn could explain the history of the 'Smoking Tree', a 300 year old red gum so named because it was used for many years for smoking whole pig, thanks to its hollow interior. While this was going on, we noticed, in true pioneer railway style, our guard hand laying sand on the adjacent return loop track. As we got underway, our journey was halted rather

quickly; one of the brown and white bulls grazing near the train decided it would be an *excellent* time to cross in front of the loco to join his fellows. Finally we moved off again, more wildlife pursuing us; in this case two very persistent, but friendly, rather woolly sheep seeking pats or food. A shout of "What are their names?" "Baaaaarbra and Aaaaaaagnes" from the anonymous bearded man I was trapped next to. Others felt that lamb chops would be an appropriate name in case they fell under the train!

After crawling over a bad patch we sped up only to slow down again so Glen could point out more interesting features - a 400 year old red gum, with a branch



that fell off during the Ash Wednesday bushfires; its barely worth mentioning 250 year old relative and the 'Two Hour Bore', a diesel pump that drained the bore in said amount of time. He also mentioned that he and his wife were the first of their family not to live in the original farm house, mainly due to a lack of electricity and uncertain plumbing.

The climb back to the farm along the return loop was thrilling as 'Brutus'

The Buffer Stop

MYSTERY BUS TRIP (CONTINUED)

struggled up the steep curve, Glenn exhorting SARMA members to hold their breaths, however we managed to get up without stalling. Clearly the little blue diesel has a lot of grit underneath the bonnet; accelerating into the final curve through a little corrugated tunnel, we were re-joined by our woolly friends who managed to keep pace with the train the whole time. Glen pointed out the maroon ANR carriage that came from the original Alice Springs-Marree Ghan, now used for children's parties, although we didn't get to have a peek inside. On halting at the terminus everyone squeezed out and headed for tea and coffee.

The group trickled into the barn, lit up by a blinding orange floodlight making everything look like it was sunset, and grabbed a hot beverage; Barrie again attempted to grab our attention although no one heard him even with a microphone. Peter P and Bob Houston took charge of the proceedings and began the swindle by first drawing the winner of the Destination Guess. David Vander Linden accepted his prize to a loud choir of boos despite protesting he'd overheard someone say the name of the place by chance. Incredibly Peter Michalak won the initial prize for the second year in a row.

There were a great many prizes in the Swindle this year which was good to see, though it seems a lot of the same people are very good at raffles. Nobody seemed too displeased by what they had won though Bob Fleet won a package that looked suspiciously like a wrapped up Buffer-Stop, and there were some swaps; Paul Mackinnon seemed very pleased to swap a BGB kit for a Thomas board game; Dave Vander Linden was probably more pleased I'd say. Wonder what Whib is going to turn

his prize into? The Yankee flat car that I won will probably end up as an SAR 'BOB' wagon.

Barrie called an end to the proceedings after the last prize had been drawn out and thanked our hosts for having us, then dismissed the group to return to the clubrooms for ice-creams.

Except there was now the matter of trying to change the punctured tyre on Bob H's bus. Thus commenced around 45 minutes of about five guys wrestling with the tyre and its seemingly immovable bolts, surrounded by about 400 onlookers getting in the way of the light from Iain K's car. The sight of the bolt ratchet being moved with the aid of two large heavy pipes was a new experience and a deserved "well done" to everyone, especially Dwayne, who managed to beat it in the end. Meanwhile some of the younger members amused themselves by walking up to what's left of the Mt Barker Junction platform and the surrounds.

As we departed there were a few worried passengers as Bob's bus moved off though it seemed all right and we had an uneventful trip back. We reached the clubrooms at about quarter past 11, with both buses arriving almost simultaneously despite slight variations in route.

Most of the group opted to get their ice-blocks (in three delicious flavours) given out by Colin, even though they were keen to get back home given it was more than 45 minutes overtime! However no-



Bob leans on the brace while Dwayne prays

The Buffer Stop

MYSTERY BUS TRIP (CONTINUED)

body was too bothered by it and it was all taken in good humour like all such unexpected incidents. So, by 11:30pm, the buses roared away and the car park was emptied, signalling the end to the Mystery Trip for another year.

As always, we should have the highest thanks for Barrie Mackinnon for his efforts in finding us another interesting and entertaining place to visit, the Barnes Boys for feeding 50 adults and 4 children and our bus drivers Bob Hous-

ton and Allan Norris. Thanks also to our hosts the Liebelt Family: Glenn, Karen, Jonathon and Amanda for their warm welcome and letting a hoard of SARMA members run amok all over the property and push their locomotive to its limits; also thanks to Peter Pickering, aided by Fred Leaper, for organising the Swindle which hopefully netted a nice little income for the new layout/shed coffers.

So, know who's going to be the first to ask Barrie where we're going next year?■

Photos by David VanderLinden and Matt LaVista

2011 Master Modellers

During the November 2011 General/Annual Meeting, the Master Modellers entries were judged; these are the results.

Certificate of Participation:

- Dwayne Norris for his "Town Shop"
- Andrew Timmins for his "DE90 Loco"
- Andrew Timmins for his "E135"
- Andrew Timmins for his "SAR OB wagon"
- Andrew Timmins for his "Old House"

Novice award:

- Matt La Vista for his model of GWR "Iron Duke"

Highly Commendable award:

- Alistair Whibley for his "Working Crane"
- Andrew Timmins for his "QR320 SEM Kit"
- Dwayne Norris for his "SHCX cement hopper"

Master Modeller Award:

- Peter Michalak for his "SAR 500 Shunter"

Participants will receive their certificates during the January 2012 General Meeting

JOHN'S HANDYMAN SERVICES

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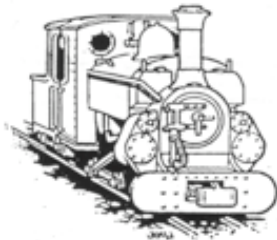
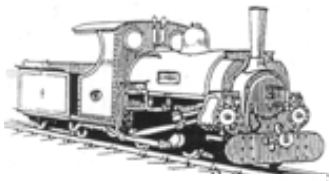
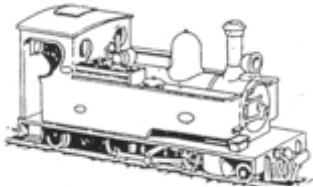
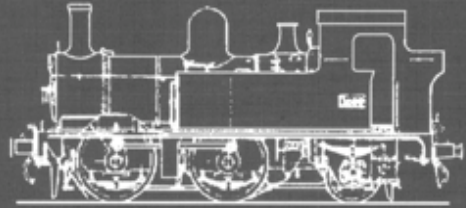
Junction Models

Shop 4, 449 Main North Road, Enfield Plaza, Enfield 5085

Phone 08 8349 7464 Fax 8349 7463

Email: brian@junctionmodels.com.au

Web site: junctionmodels.com.au



Specials for January 2012

Bachmann Train Set "Dynamis Sprinter set" (DCC)	\$399.00
„ „ „ "Royal Gorge" DC\$187.00
„ „ „ "McKinley Explorer" DC	...\$187.00
Hornby "London 2012" train set\$185.00
LGB Freight Set with "Stainz" Loco\$650.00
Magnifier, Large illuminated, multi-position...	..\$119.00
„ Junior „ "bendy stalk"\$50.50
Pace controllers-Powered single or dual\$179.00
„ „ - Single Hand held\$59.50
Class 411 EMU 4 car set	\$199.00. 2 car set\$160.00
Good Selection of TCS Decoders	from \$31 to \$50
Trackrite Foam underlay	in HO, N and Metre gauges.

DCC Concepts- Cobalt Point Motors (Stall type), OO Station Lamps and OO Train Marker Lamps available.

Southline Railway Models Switches (for Peco PL10 point motors)\$13.50

Heljan English Diesel Locos - only one left\$190.00

Bachman Hong Kong Tram\$127.00

Ixion On30 Coffee Pot.....\$295.00

Athearn SD45-2 Locos -\$155 DC, \$255 DCC with sound

„ N Gauge Rolling stock, big range, 20% off retail.

Weico 1950 Royal Blue Duple bus (1:76 scale)\$72.00

We stock San Mateo Line signals 12% off retail.

Agents for "MyLocoSound" units for DC\$69.00

New Sound Decoder from MyLocoSound (needs decoder for DCC).....\$75.00

NCE Power Cab \$226.00

Railscenes Australian Diesel Loco Mugs\$12.00

~~~~~

*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  |
| <b>Bogies:</b>                  |         | PVA Glue, 2 litres                       | \$20.00 |
| 40 ton Round Lid, Solid Wheels  | \$11.80 | No. 2 self tapping screws, packs of 100: |         |
| ANR XC                          | \$11.80 | 4.5 mm                                   | \$7.00  |
| W Car Bogies                    | \$11.80 | 6 mm                                     | \$8.00  |
| SEM Axles 10.5 x 25 mm          | \$1.10  | 9.5 mm                                   | \$10.00 |
| Decals for SAR M, MG            | \$2.50  | <b>Packs of 20:</b>                      |         |
| SEM GY Kit                      | \$15.00 | 2-56 UNC 3/8" pan head screws            | \$4.00  |
| SEM UB Van Kit                  | \$21.00 | 2-56 UNC nuts                            | \$5.00  |
| SEM E Wagon Kit                 | \$22.00 | SARMA Shirts (do you have one?)          | \$30.00 |
| Kadee #5 Couplers               | \$4.60  |                                          |         |
| Kadee #158 Whisker Couplers     | \$5.20  |                                          |         |



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**THE THREE AMIGOS' JOURNEY IN THE WET:  
SANGS, STEAM, SUNDAES AND STORMS**

**MATT LAVISTA**

After the good time my group had at the Penfield Gauge 1 gala day, a flyer in Junction Models for Roseworthy Model Engineers running sessions of their 7¼inch railway caught my eye; notably that they held night runs, and their last run for the year was December 17<sup>th</sup>. I took it up with Eddie Vardon and Jeremy Kemp, thinking that a small group in one car would be good and, as Jeremy had been there before and knew where to go, it was a bonus. However, it seemed a waste to have a whole day to kill as Roseworthy ran from 6pm to 9:30pm. Seeing it was a Saturday, why not visit SANGS in the afternoon?

That still left a couple hours. While visiting the NRM in November I suddenly remembered that there is an 18 inch railway 'somewhere' in Semaphore which I have seen since I was a little 'un but never went on. So, to the itinerary was added a ride on the steam hauled Semaphore to Fort Glanville Miniature Railway. Since this is now summer, the heat could be a problem, and I remember thinking 'I really hope it's not too hot.'

When Jeremy informed me that we might need a Plan B because of forecast *rain and possible storms*, I couldn't believe it but hoped that the weatherman was off the mark. Not this time. As I'm sure most SARMA members out and about on Saturday the 17<sup>th</sup> would remember quite well, the definitely out of season weather. After picking up Sparks and Jeremy, we headed to Semaphore via the Port Expressway. I spotted the building (Semaphore RSL) and decided parking at the building would be a pain in a proverbial, so we continued to the Esplanade to park at the beach area. While stopped at the lights, what was across the way but the terminus of the miniature railway. Parking close by, we opted to head

straight for the station. We decided to get on the train before the weather went from slightly drizzling to pouring down. Happily our wait was a short one as the train came whistling down to us and stopped right in front. The driver figured us for enthusiasts straight away (well why else would three young guys be standing watching a steam engine?) and we got chatting as the loco was turned on the manual turntable and sent around its train ready for the next departure. The steam engine is number 6, 'Bill', a 2-4-0 built specially for use along the railway. It is used at the NRM during the off-season for some gala days, double heading with 'Bub'.



**Semaphore and Glanville Railway:  
'Bill' on the final trip for the day in dark and blustery conditions**

With a good number of passengers on board there was a worry that the loco would slip and slide like crazy on the greasy rails. As it was, when we finally set out, 'Bill' ran very well, black smoke pouring from the funnel showing how much it was working. However before the half way point we noticed the train jerking and slowing and the driver frantically looking back along the train, and we finally came to a stop while he ran to the guard to work out what was going on. Turns out the guard kept pulling the emergency brake, apparently because some kids were trying to grab on the back of the train. We had no more incidents apart from the rain steadily coming into the carriage as we rolled onwards to Fort



**THE THREE AMIGOS (CONTINUED)**

Glanville.

Shortly after arriving at Fort Glanville station, a few people got out to watch the loco being turned (we couldn't be bothered) and wondered if the weather would worsen (actually it got better, for a while anyway). The return trip was sprightly and happily the drizzle had pretty much halted. We got out, thanked the driver and headed for lunch: 'Steam Engine' hotdogs (probably names for the chilli sauce which makes smoke come out of your ears).

After lunch we headed for SANGS. Every Saturday they hold a public open day from 12:30 to 4:30, with a gold coin donation (yes we did give them money and not those gold wrapped chocolate coins). We hadn't even got two foot into the doorway when the Head Man in the Maroon shirt cocked an eyebrow and said "Oho, here comes trouble!" Of course, we were given a warm welcome as we looked around the permanent layout, 'Montana'. To my chagrin the stock was mostly American though I spotted the colourful blue 'Deltic' prototype with a brace of BR mk1 coaches. There were some long American freight rakes moving along hauled by a Dash-8 or other types of US diesels as well as a consist of double storey Amtrak coaches. One good thing about N scale is, of course, the ability to run much longer trains than a on similar sized HO layout, although there were a few uncoupling incidents while we were there, thanks to the (I quote) "Bloody Microscale couplers!!" Hopefully the new Magnetic Dapol couplings will improve matters.

Unfortunately Graham Cocks wasn't around but Jim Love, who I'd met before (and is uncle to our own Eddie V) was there and after asking if I'd like to see his Australian stock, showed me some of the various kit-bashes and work he'd done; an impressive 500 class from an American 'Daylight' streamliner which has the same side skirts as the Overland 500B, 624 light pacific in black with 'elephant ears' and a model of 3801 converted from the static Del Prado model. I was particularly interested in how he'd done this as most

DP models are very cheap and easy to find for the most part. This mostly involved cutting out the dummy wheel sets and installing a Model Power or Micro Ace chassis and, in the case of 3801, adding a warm LED to replace the original headlamp. I have my eye on converting the Del Prado streamlined Belgian 'Atlantic' if I can find a suitable chassis.

Meanwhile Eddie was bending the ear of a lucky(?) SANGS gent trapped in his seat and Jeremy was inspecting the layout to see how things are done. The beautifully smooth running of the trains was a treat to watch, added to the excellent scenic work - bears hounding a man in a tree, a cow in a crashed plane, an open cut mine tucked away near a lumber works and, of course, a fully working chairlift among the many interesting little cameos that bring the layout to life.

We stayed talking to several of the SANGS members for at least an hour and a half, picking up information and suggestions for our own exhibition N scale layout; as one said: "keep it simple". Finally as the time dragged on to quarter to four, we said our goodbyes and invited them to come see our progress on a Wednesday night.

With time still to kill, I suggested we visit the ice creamery which was next door (and it got a good recommendation from the SANGS boys) and see what they had. Walking inside we soon realised we might be deciding what to have for some time; 20+ flavours of ice creams, a large number of cakes, gourmet shakes, etc. A visit is highly recommended. For the non-N-scalers, it gives you an excuse to go to SANGS.

After our sweet diversion, it was time to get going on the hour or so drive to Roseworthy. It was a *very* good thing Jeremy knew where to go as I was nonplussed. As we wound our way from Semaphore and onto the Northern Expressway, the storm broke which, when it was combined with an unfamiliar (to me) road and 100km/h, became a dangerous combination, though my passengers seemed to handle it well. We arrived at the Roseworthy Campus of

**THE THREE AMIGOS (CONTINUED)**

the University of Adelaide, following signs saying "Steam trains running today" which knocked back our doubts about whether the railway would be operating.

On arrival at about 5:30, we noticed straight away four locomotives being prepared on the raised steaming bays or in the shed; two diesels and two steamers (with a third diesel lurking in the shed). One of the diesels looked similar to a British type, the other was a bright green ANR shunter. Both steam engines were

smokebox and streamlined steam passages. The result is an engine considerably more powerful, quieter, free-steaming and efficient. Mr Matthews also has other locomotives in construction using the principles of famed steam engineers Chapelon (France), Wardale (South Africa) and Porta (Argentina). This includes the famous South African Railways Class 26, the remarkable 'Red Devil' 4-8-4, one of the most modern and efficient steam locomotives ever built. The model will incorporate



**Roseworthy Miniature Railway  
Welsh 0-4-0ST design 'Conway' steaming up outside the shed**

0-4-0ST types. 'Conway' was a blue engine based on Welsh quarry types used by the Ffestiniog or Penrhyn Railways.

'Tootles' was a very interesting and unusual engine owned by Andrew Matthews, a gentleman who knows an extraordinary amount of information and theory regarding the workings of steam engines. He decided, after having problems with smokebox corrosion, to incorporate the Lempor exhaust system (you might remember West Coast Railways fitted this to R class 711), improvements to the front end including an all stainless steel

the Lempor and many other improvements that the original had. I personally hope it is finished very soon. Andrew has also written an extremely technical paper called "Thermodynamic Improvements to a 7¼ inch Locomotive", worth reading for the unbelievable amount of theoretical and mathematical data, so much so it would be impressive for a full size steam engine. Returning to the railway: the rain continued to beat down heavily and we made our way to the canteen where a conversation was struck up with several members of the railway, notably Ken, who re-

garded us with curiosity as to our very early arrival on a day like that. This gentleman is currently building an SAR Y class 2-6-0, the 6 wheel tender version.

We talked to him and some of the other members for at least an hour while we waited for something to happen as it swept past the opening time of 6pm. No prospective passengers had showed up, and we stood there yakking and eating the canteen snacks and inspecting the wares for sale in a display cabinet - fridge magnets, hats, bottle openers and mugs all featuring the club's logo or pictures of



## The Buffer Stop

### THE THREE AMIGOS (CONTINUED)

the locomotives (who'd like a fridge magnet with a model Rx or 520 on?).

Finally as the time dragged on to past 7:30 and still raining, the owner of the 'Conway' tank engine moved his train to the steaming bays to commence blow-down and pack-up, and we decided to get moving as it was still raining. However Ken suggested asking the owner of 'Tootles' whether he could be persuaded to make one circuit before packing up. Andrew M readily agreed and we set out on a rollicking journey in the wet, the little steamer handling the greasy rails well, even if the smoke went quite black at several places. And, of course, Sparks, who was sitting right behind the steamer, got his hands very sooty indeed.

As we rounded the oval into the final curve we realised the rain had slackened; indeed, on arrival back at the station, it was only slight. Unfortunately, the other steamer and a diesel had been packed away.

With the rain now at a negligible level the drivers decided to bring out the remaining locomotives (the ANR diesel and the yellow sugar cane loco) and put them into action. So we elected to stick around now that there was something to do. For quite a while, we were still the only visitors although, once the weather had cleared completely, a few others turned up. According to Ken, it was a freakish night such as they'd never seen before in all the time he can remember.

Besides riding the trains, we chatted to

the loco drivers and some of the other members. Alan, the owner of the ANR loco, explained some of its construction (finished in 2010) and how the excellent ANR livery had been done - he took the loco to a sign writers shop. Meanwhile, Sparks was delighted to be shown how to change the points in the crossover when it was decided to send the trains in the opposite direction. In the failing light there was still good opportunity for photography, Jeremy managing to get some great action videos by placing his camera on the rails nearest to the running track (in the film it looks as though the train will definitely hit it before veering away).

Finally with 9pm having come and gone we went on our way thanking our hosts for their hospitality and promising to return in 2012. However, the drama of the day had not yet finished. Though the rain had stopped, on the way home we were astounded by a freakish light show as lightning bolts and flashes erupted in the sky seemingly every 20 seconds. Blaring out over the radio, quite suitably, were *Riders of the Storm* and *Blinded by the Light* (no *Thunderstruck* though). Typically we began a discussion about whether we would all be electrocuted, incinerated or perfectly safe if the lightning struck the car!

So what's next? Hopefully another visit to Roseworthy in 2012 in more *agreeable* weather; but perhaps Morphett Vale is the next in line.■

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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 the

### **PARADISE HOTEL**

700 Lower North East Rd, Paradise  
(Applicable for January 2012 onwards)

Non-regulars please ring me on 8298 8571 no later than 11.00 a.m. on that day so that the reservations can be increased.

Barrie Mackinnon, Social Director.

The menu can be viewed at [www.paradisehotel.com.au](http://www.paradisehotel.com.au)

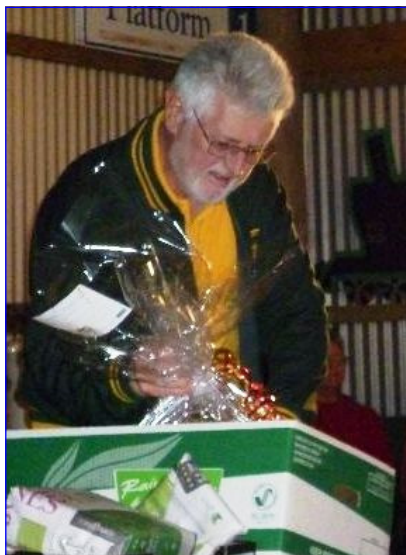
The Buffer Stop

**SWAPMEET STAFF**

The barbecue at this and many other events is a welcome service to our customers and an important source of income for our club. On this occasion we find Paul & Alyssa Mackinnon, Diane Norris & Treven, Colin & Darren Barnes at the ready. "Are you being served?"



The reception group. Drew Kennedy & Matt LaVista are handing out details of our next swapmeet while Fred Leaper & Barrie Mackinnon are ready to rip \$4 from each of the punters.



Peter Pickering, Terry Meads & Connie captured during the Mystery Bus Trip.

Thanks, too, to the many members who helped out during the Nov 11 swapmeet.





## SKILLS BUILDING SESSIONS



Have you ever wanted to build a BRASS KIT and been worried that you don't have the skills? Club members now have the opportunity to build one of the best beginner's kits on the market today, the MODEL ETCH CF CATTLE WAGON. The club will be running weekly build nights allowing you to gain assistance from experienced modellers.

Cost to Members is \$75 per kit\* Orders and Payment to Iain Kennedy ASAP  
Build sessions will start in 2012

\*Non members extra No Limit to the kit numbers

### Just what is Nickel Silver Rail?

From the Yahoo N Scale Forum recently, Greg Johnson posted:

I have been curious as to just what "Nickel Silver" rail really was chemistry-wise, so I took some samples to work for X-ray Fluorescence Analysis (XRF) of the chemistry.

The result was that the two samples, both Peco and Atlas, are made from an ASTM B122 (UNS C74500) alloy called "nickel silver". However there was no silver in the nickel silver. The nominal analysis was 61% copper (Cu), 21% zinc (Zn) and 11% Nickel (Ni), plus some iron and other trace elements for both samples. According to the ASTM specification, there can be trace amounts of silver, but nominally there is none to be found. The copper explains why it is easy to solder, while the zinc and nickel help with corrosion resistance. So now you know, there is no silver in N scale nickel silver rail.

*(It's safe to say that HO rail would be the same - Ed)*

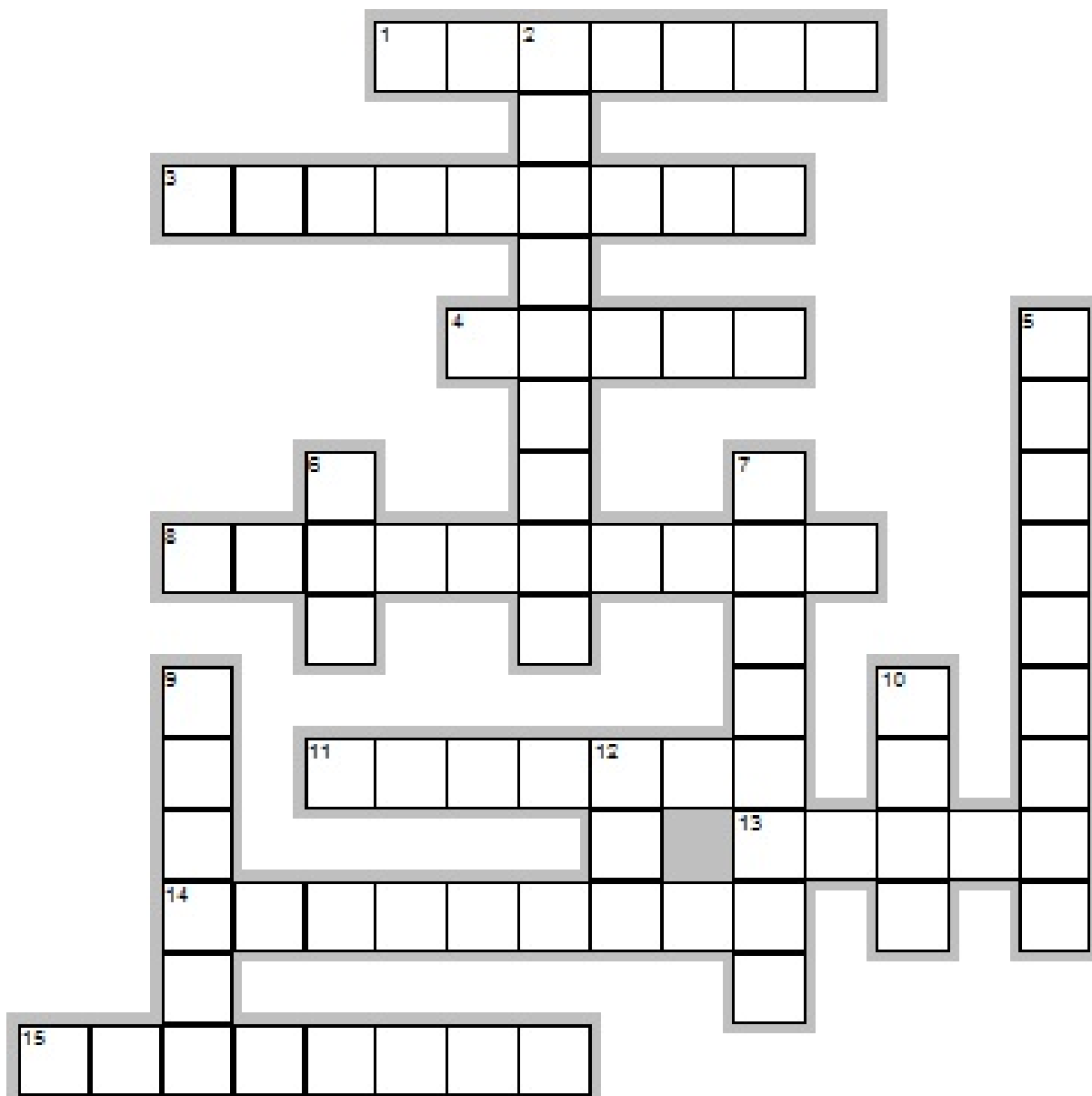


**Gee! I wish we had tilt trains in South Australia**

## The Buffer Stop

CROSSWORD PUZZLE

MATT LAVISTA



### ACROSS

- 1 Pullman Car later converted to 'Marketing Van' in Tea and Sugar train (7)
- 3 Popular LMS 4-6-0 mixed traffic steam loco (9)
- 4 Builder of industrial/sugar cane locomotives (5)
- 8 CL1 Diesel name (10)
- 11 New Build steam, numbered 60163 (7)
- 13 NSWGR Electric Multiple Unit (5)
- 14 \_ Tramway (6)
- 15 Nickname for 4-4-2 wheel arrangement (8)

### DOWN

- 2 NJAB Class (9)
- 5 Nickname given to several World War 2 era UK steam designs (9)
- 6 User of E Class bo-bo as preserved at NRM (3)
- 7 Use of low and high pressure steam in a locomotive (8)
- 9 Ejector used on solitary C36 4-6-0 (6)
- 10 CME of SAR, late 19th Century (4)
- 12 Rack system used on WCWR in Tasmania (3)

Answers next month in case you need them



The Buffer Stop

**Noel's Potterings**



SCT 'T' 414 at Dry Creek north with some loaded ore from their Bolivar depot to the North yard. (8.11.11)

700 class, #705, at the head of a grain train at Angas Rd Mitcham (from T/Bend) (9.11.11)



New QRN loco 'ACB' 4404 on delivery to W.A. passing through Dudley Pk. (12.11.11)



The Buffer Stop

**Noel's Potterings (continued)**



42206 Former Northern Rivers loco, now with QRN, at Islington (23/11/11)



'O' Gauge CLP scratch-built (sic) from FP45 and E8 for Lionel 'O' gauge (1.12.2011)  
(Austrains HO version in similar (not identical) livery for size comparison)