

SOUTH AUSTRALIAN RAILWAY MODELLERS' ASSOCIATION INC.

PROMOTING THE HOBBY IN SOUTH AUSTRALIA



*SteamRanger
Heritage Railway's
preserved diesel
507 heads the
Cockle Train from
Victor Harbor
towards Goolwa*

*Peter Michalak's
model of sister loco 516*



INSIDE

Building the Strath Hobbies SAR 500 class
Model Railroader 75 Year Collection
Picture Composition & Cropping
Tools & Noel's Potterings

The Buffer Stop

SARMA Inc. meets on the **SECOND WEDNESDAY** of each month at 7.30 p.m in the 'Log Cabin' building on Lyons Road, Dernancourt, at the corner of Balmoral Road. Modelling nights are held on other Wednesday nights in the shed adjacent to the log cabin. See the Diary on Page 2 for details.

UBD Map 96 Ref D12 or Gregory's 148 J12: the red Scout symbol marks our clubroom.

Membership rates 2011 – 2012

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

The Membership Year runs from 1 April to 31 March.

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

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

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

Webmaster: Peter Michalak <petemichalak1987@gmail.com>

"Buffer Stop" Contributions

Email address: <peterp23@bigpond.com>

We welcome contributions from members. Articles and photographs may be emailed to the address given above; they can also be submitted on paper. Members who forward articles written by, or photographs taken by, a third party are asked to obtain permission for their publication. Contributions may be subject to editing. Neither the Association nor the Editors accept any liability for the content or presentation of notices, articles and advertisements submitted for inclusion in the Buffer Stop other than those submitted by the Committee on behalf of the membership. Nor do the Association and the Editors necessarily subscribe to the views expressed or implied by contributors. The Editors reserve the right to refuse acceptance of any material that is considered unsuitable for publication. Material may have to be held over to a later edition.

Advertising rates (per issue): 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

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Allan Norris; Phone: 8346 1742; email: addnor@optusnet.com.au

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

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Diary

Wed 8 Feb	General Meeting
Wed 15 Feb	Modelling night
Wed 22 Feb	Modelling night
Wed 29 Feb	Modelling night
Wed 7 Mar	Modelling night
Wed 14 Mar	General Meeting
Sun 18 Mar	SARMA Swapmeet - see page 3
Wed 21 Mar	Modelling night
Wed 28 Mar	Modelling night
Wed 5 Apr	Modelling night
Wed 12 Apr	General Meeting



Down the Track...

Date TBA
(likely end April)
**BUS TRIP TO CLARE
VALLEY MODEL
ENGINEERS**

**June Long Weekend
AMRE Train Show**

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

Cover Photos:

Peter Michalak has captured 507 in perfect light as it takes the Cockle Train out of
Victor Harbor heading for Goolwa on March 6th 2011.

Peter also took the lower shot of his recently completed model of 516.

The write-up of its construction starts on page 9.

Editorial

Welcome to the Feb'ry issue of BufferStop.

The more astute among you (only kidding) will have noticed a different format for the front cover. It's Peter Michalak's fault. First he sent me the article which starts on page nine. With it he sent a delightful picture of his 500 class model - that's got to go on the front cover, I thought. Then he sent me the beautiful picture of the prototype. That left me in a quandary; which one to put on the cover. Well, as you have already seen, I opted for both. I hope you like the result. If you don't, tell me which one you would have used.

The January General Meeting was a little unusual. Firstly, the raffle prizes amounted to over one hundred and twenty dollars worth thanks to Inprotrans, Aztronics and Junction Models. Secondly, we distributed the flyers for the next swapmeet which is on March 18th - it doesn't seem long since the last on in November. Thirdly, Hugh had asked a handful of members to bring one or a few of their most useful tools. I found this segment most interesting and you'll find pictures on page 22/3. I apologise for getting in the way while taking pictures; it wasn't possible to take most of them elsewhere. I think that it would be worthwhile to have a show and tell devoted to the subject later on in the year. I can recall, a few years back, when Peter Carter addressed the meeting on the contents of his tool box.

Peter P (Ed)

February 2012 p.s. this month's a squeeze

SOUTH AUSTRALIAN RAILWAY MODELLERS ASSOCIATION INC



**19th
TOY AND MODEL
SWAPMEET**



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

**SUNDAY 18th March 2012
OPEN FROM 10.00AM UNTIL 1.00PM**

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

SAUSAGE SIZZLE	COLD DRINKS	
ADMISSION:	ADULTS	\$4.00(Inc GST)
CHILDREN UNDER 12 (AND SUPERVISED) FREE		

ENQUIRIES & BOOKINGS: EMAIL: swapmeets@sarma.asn.au
TERRY MEADS 8254 6207 (M)0411 587176 or
PETER PICKERING 8344 7625 (M)0429 808576

**BUS TRIP TO CLARE VALLEY
MODEL ENGINEERS Date TBA,
Departs Clubrooms 7:30am, return 6:30pm**
Visit an extensive 7¼ inch gauge railway
View Workshops and loco construction
15x20ft DCC layout BBQ lunch
Cost: \$25 p/p, pay by April GM
Only 24 spaces available!

JOHN'S HANDYMAN SERVICES

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- Gardening
- Painting
- All Odd Jobs



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The Buffer Stop

EDITED MINUTES OF THE GENERAL MEETING HELD AT DERNANCOURT ON 11th JANUARY 2011

Meeting opened at 7:36. Chairman Hugh Williams
Members in attendance: 39

Apologies: 3

Visitors: Wayne King.

The chairman welcomed everyone to the meeting and thanked the following for their donations of prizes to the club raffle: Aztronics at Sturt St. Adelaide, Inprotrans and Junction Models.

Also thanked for his donation of railway books to the library was David Stokes.

Minutes of previous meeting: Moved Dean Schluter, Seconded Trevor Carter, Carried

Correspondence in:

AMRA Journal for Nov – Dec 2011

Model Railroader for January 2012

Eyre Peninsula Railway Preservation Society

Newsletter for November 2011

Two vouchers from End Of The Line Hobbies - Motive Power Magazine subscription Renewal for 2012.

Property Hire Agreement from Windsor Gardens Vocational College for March swapmeet.

Promotional literature from the Clare Valley Model Engineers.

Correspondence out: nil

Business from corres: nil

Moved that correspondence be accepted, David van der Linden, Seconded Bob Houston. Carried

Finance: Financial statements presented.

Accept financial report: Moved Gordon Chaplin, Seconded Colin Barnes

Reports:

Premises – TTG council is still working on the design and plans for the new car parks and once they are ready, we will submit our final plans for construction.

Exhibition Layout – Timber has been delivered and the team will commence construction in the next couple of weeks. The track plan is not yet finalised. Suggestions are still welcome.

Club Layout – Nothing to report.

Social – Barrie thanked all those who came along on the mystery trip and singled out a couple of members for special recognition on the night, naming Dwayne Norris for his help changing the bus tyre and Colin Barnes for the BBQ tea still cleaning up as late as midnight.

Matt La Vista mentioned the upcoming visit to the

Clare Valley Model Engineers. The date is set for 21st April 2012 at a cost of around \$25.00 per person

BufferStop – Peter passed around a full colour copy of the BufferStop for those who were interested. Peter also challenged the members to try to find the errors in this month's magazine.

Library – As mentioned earlier, a number of books were donated to the library by David Stokes.

Maintenance – Nil

Bulk buys – Plenty of stuff available from the shop.

Special Projects:

Iain asked again for those who had wanted to build the Model Etch cattle wagons to pay for them as soon as possible so the wagons can be purchased.

A question was raised regarding the proposed station building project based on Balhannah. Assurance was given that that was still on the table for the future as well as the possibility of another batch of dog box kits.

Swapmeet – The date has been set for the 18th March 2012. Terry Meads gave his report on the progress and also handed out the flyer packs for members to deliver to various shops.

AMRE - Allan reminded the members that security and the door are SARMA's responsibility and names are needed for rosters to look after those responsibilities.

General Business:

After the untimely passing away of his son, Bob Houston took the time to remind the members of the importance of maintaining a will which makes the job of determining what happens to a person's belongings a lot easier and less of a burden to the person's family.

Show & tell: As well as the usual display of models or oddities, various members were asked to bring along a favourite tool they use in the pursuit of their hobby - see page 5.

Break: Meeting suspended at 8:33pm.

Raffle:

Orange D45 Tim Leach

Framed picture from Inprotrans

Purple B85 Fred Leaper Aztronics voucher

Blue C56 Peter Pickering Junction Models voucher

Purple B51 Jeremy Kemp Couplers

Blue C47 John Venning Hobby knife

Blue C86 Treven Barnes BGB kit (container)

The Buffer Stop

EDITED GENERAL MEETING MINUTES (continued)

Red C95 Matt La Vista LED Kit
Orange D17 David van der Linden
 Jar of home made Peach Jam
Blue C96 Paul Mackinnon Track Rubber
Orange D4 Gordon Chaplin Club sticker
Orange D7 Allan Norris Pen

After meeting activities: Master Modellers Awards: Certificates were presented to those participants who were present; they also gave a short description on the construction of their model. (See last month's Buffer Stop for list)

Meeting closed at 9:58pm

ADDENDUM TO MINUTES

Show & Tell (see page 12 for pictures)

Paul Mackinnon brought along a number of railway lamps that he has in his collection. He collects from all over the world but mainly from South Australia.

Terry Jomartz displayed a number of pieces of rolling stock that he had entered into Master Modellers previously including a work in progress showing what work is needed to convert coaches to E cars, a Brill Rail trailer, a C van as pulled by Derm out of Bendigo and a passenger version of the Z brake van with more ballast and buffers fitted.

Matt La Vista brought along four models, Eddie Vardon's EL with custom name plate "SPARKY", a BR 040 tank engine christened "WHIB", a model of a 990 with the nameplate "PICKERING PETE" and a county class loco christened "SIR HUGH WILLIAMS". The custom nameplates are from a company in the UK called Narrow Planet. (<http://www.narrowplanet.co.uk/>)

Matt also brought a platter full of vanilla slices to celebrate the birthdays of Alistair Whibley and Barrie Mackinnon including a candle for Barrie and a pencil for Whib.

Hugh Williams brought along SARMA's narrow gauge On hoppers hauled by one of two NG 830's and a brake. He also pointed out that End Of The Line Hobbies now has models of the 55 Brill complete with brass etchings, a moulded roof and a custom mechanism for around \$200 - \$300.00.

Dane Filander showed his K Series K290UB bus scratchbuilt from photos and painted in the red face metro scheme.

ADDENDUM TO MINUTES

Favourite Tools (see page 22/23)

Tim Leach showed us his toenail clipper that he uses for filing rail, inserting and removing track pins and all manner of other uses.

Roger Wheeler explained the uses for his Micrometer, a Conversion chart wheel and a Digital Calliper.

Dean Schluter presented his all purpose power supply that is fitted with sockets for plugging in all sorts of testing and manufacturing tools.

Bob Houston never goes modelling without his trusty knife set in a box.

Peter Michalak knocks out master models with his cordless Dremel tool.

Iain Kennedy brought his Hold and Fold for bending and folding intricate shapes out of brass or other soft materials.

Hugh Williams showed off a custom made drill press for accurate drilling down to 0.3mm diameter holes.

Bob Fleet showed us a neat little jig for producing ladders up to 40 scale feet in length out of brass with real round treads and flat bar sides.

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

Safety Issues for Painters

Chris Marlow

I remember an incident from the first year that I started reading *Model Railroader*, in the 1987 issues. In a Letter to the Editor in the June issue, a custom painter of models wrote in to warn of the hazards of paint fumes. He had been feeling tired and unwell, and eventually went to his doctor who diagnosed poisoning from the toluol and xylol in some paints, though the painter had taken what were assumed to be appropriate precautions in using them. He was hopeful that it had been caught in time, and he would not need a bone marrow transplant. But in the September issue, there was a letter from his doctor and friend to tell that the painter had died. In the November issue there was a Paintshop article "Safety in Painting" (use respirator and gloves), and in the January 1988 issue they printed an 8 page article on constructing and using a vented spray booth.

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



50 Years Ago: February 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

The World's Fastest Freight Train: SPEED. The fastest freight train in the world -- covering 1,108 miles in 27 hours. An average speed of 41 miles per hour!!

Hints: For modern store fronts, use remnants of Formica or Laminex obtainable in a variety of colours from anyone dealing in sink and counter tops; such as appliance and hardware stores.

If you encounter difficulty in controlling the area over which you want solder to flow, try rubbing the graphite from a soft lead pencil over the part of the surface that you want to solder to stay away from. Solder will not adhere to this area.

Bridgland's Model Train Shop: Peco rail is again in stock. Unfortunately the points are still in transit and are yet to arrive. Peco rail SL100X @ 10/6d (\$1.60) per yard. Cork ballast is again on the market after a long spell and retails at 5/- (\$0.50c) per bag.

Its Back to the Rails for the Circus: The historic circus train, one of the most colourful sights ever, has returned to the railroads. After having experimented with trucks, trailers and automobiles for the better part of four seasons, Ringling Brothers and Barnum and Bailey Circus has abandoned the highway. According to an article in the New York Herald Tribune, Ringling Brothers has 15 cars painted silver and red -- seven sleepers for personnel, a club car, three animal cars and four baggage cars for props -- now rolling the rails. So it's welcome back to the circus train -- an extravaganza which has never failed to delight young and old.

40 Years Ago: February 1972 - not published

CROSSWORD ANSWERS

ACROSS

- 1. MAGEDON
- 3. BLACKFIVE
- 4. PERRY
- 8. JOHN GORTON
- 11. TORNADO
- 13. UBOAT
- 14. SILVERTON
- 15. ATLANTIC

DOWN

- 2. COFFEEPOT
- 5. AUSTERITY
- 6. BHP
- 7. COMPOUND
- 9. GIESEL
- 10. THOW

SCT014 which was damaged on 11th October at Dry Creek was back at work on Friday 20th January

as the lead loco on
SCT Logistics
5mp9 at Mitcham
at 6:55am.

SCT014 was
leading SCT002
and SCT009
with 61 wagons.

John Venning



From
The Buffer Stop
Archives continued



30 Years Ago: February 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: Bill Lewis, Editors: Trevor Carter, Paul Mackinnon.

Front Cover: Twilight shot of the southbound Ghan

Picture Parade: - Brake end and side shots of Of148 in 1980 and comparison shot of Of98 in 1979

Windows & Doors: Construction notes by Tiny Edwards

D Class Loco of SAR: History and drawing

WA V1209: Sponsorship for purchase for Bellarine Peninsular Railway

Draw Competition results: Equal winners were an Athearn DD40 and an Atlas mech 930

20 Years Ago: February 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: F187 at Mile End loco

Layout Report: First construction night for 1992 was spent doing track work, including fixing the check rail clearance problem at the southern end of the mainline in Grosvenor yard. A new timetable is being put together following the December controlled running night.

DoubleHeading: David Jameson describes the Commonwealth Railways/Australian National CB Budd Railcar.

Dean Jackson's post festive season predicament – 17 bottles of Whiskey, 1 Sink and 1 wife's specific instructions to empty the contents down the sink.... (anon)

Drawing: South Australian Railways Materials Handling and Storage Data Sheet No. 43 – Minimum Structure Diagram.

Article: Specification for Signalling the Club Layout Part 4 by Bernard Martin

Review and Drawing: The Broad Gauge Bodies 900 class diesel locomotive body kit. (anon)

10 Years Ago: February 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 V-Line X46 all at sea.

Page five carried a photo of a rare occurrence in 1993 when numerous EMD units were stabled in the Port Augusta triangle after sanding and fuelling.

John Doherty suggests going back over older publications every so often as you might find a previously read article more interesting today.

Page eleven had a chart showing all the various wheel configurations for steam locomotives.

Article on constructing a manual interface for computer simulators (maybe something interesting for those using Trainz today).

End Of The Line Hobbies

80 Ocean Street, Victor Harbor

~~Wednesday thru to Sunday~~

10:00am to 4:30pm

Ph: 85527900 Fax 8552 7933

Model Trains, Track & Accessories

DCC controllers, decoders (inc sound)

Model Kits (Trains, Planes, Ships, Boats, Military Vehicles, Cars & Trucks)

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Spare parts & Fuel

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Books, Magazines and DVDs

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Modelling equipment, tools and glues.

For all ages beginner to expert

Come in and have a look around; chat to Paul and Rodney about your modelling needs.

Email: shop@endofthelinehobbies.com.au

Web: www.endofthelinehobbies.com.au

When making a purchase, identify yourself as a member of SARMA,
and receive a 5% discount.

In addition, SARMA will receive a voucher to the same value.

LIBRARY REPORT

Recent Additions to the Library

Australian Railway History	Feb 12
A M R M	Feb/ March 12
Train Talk	Dec 11
Model Railroader	Dec 11

John Venning has donated DVD Trains Around Adelaide, Vol. 11 Dry Creek Junction

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

Allan Norris

Custom Etched Nameplates from Narrow Planet

For those who like to customise their engines or rename them, a UK firm 'Narrow Planet' offers a custom etching service specifically for name/numberplates. Plates from around 2mm to larger than 9mm are possible with a range of eight standard styles (more can be accommodated by request) of straight plates or curved if radius is supplied. Great Western and British Railways style plates are available as well as those suitable for industrial or Narrow Gauge types based on Fairlie and Avonside examples. Etched into 0.3mm brass, the nameplates can be supplied pre-painted (black or red) and are of a high quality. Despite this, the prices are very reasonable with discounts for larger batch orders. Turnaround time is approx. one month (longer for custom works plates).

Visit <http://narrowplanet.co.uk/> for more information!

Building the Strath Hobbies SAR 500 class shunt locomotive

Peter Michalak

I was visiting my brother Nick's layout "Tookayerta" when it was suggested that a 500 class shunter would be an ideal candidate to shunt the industrial sidings on the "to be built" section of his layout. To my surprise, Nick pulled out an A0 sized general arrangement drawing of the 500 class loco; then comparisons were made between the drawing and photos posted on the Model Etch website of a built Strath Hobbies 500.

I then decided that there could be a number of alterations made to the kit to make it better represent the prototype. The problems outlined were easily fixed, these being:

- Roof profile incorrect;
- Bogie side frames too high and too short;
- Lack of general pilot detail;
- Cab roof issues;
- Exhaust stacks incorrectly shaped.

So, off to Victor Harbor I went and purchased a body-only kit. On opening the box, you get a number of brass etches for the hood sides, footplate, pilots, steps, end handrails, cab and a pre-formed cab roof plus a bag containing white metal side frames, air cylinders, horns, air vents, and two types of exhaust stacks. Then there are also polyurethane castings for the fuel tank and hood roof and nose. A separate envelope is included which protects the decal sheet for the SAR/ANR Red/Yellow livery - if you want to model an Australian National version, End of the Line can supply the decals. I also purchased extra detail parts in the form of Associated Distributors single armed windscreen wipers (and mirrors) and Model Etch lost wax air hoses.

The footplate folds up quite easily, with the etched pilots then being sweated onto the tabs at each end of the footplate. Then the steps are folded up and soldered together - care needs to be taken here as the A end steps are slightly longer than the B end steps.

The cab was then folded into a box and tacked into place with solder - there are



some small tabs on the bottom of most parts which fit into slots etched into the footplate - a great idea as it keeps things square (sad that I only noticed these after filing a heap of them off!). Once square, I then soldered the cab into place. Next was the cab roof - this was a two hour job to get sitting square, but with a huge amount of solder, flux, cursing, patience and burned finger tips (not necessarily in that order), the roof was fitted and cleaned up using various files, Dremel disks and various grades of sand paper.

Then it was onto the hood sides - there is a very thin etch which contains the grilles and various vent mesh. The kit supplies the air intake vents fitted with later era paper air filters which, if you are modelling a loco from between introduction and the mid 1980's, you might want to replace the grilles with some fine brass mesh. This etching needs to be sweated onto the back of the hood etches. Once these are fitted, solder the hood sides to the footplate.

The next major component to adjust was the polyurethane casting that forms the nose and roof of the long hood. Nothing too difficult here, basically the roof profile is far too flat - but some time with some course-grade sandpaper fixes this quite easily - realistically I should have filed off

The Buffer Stop

Building the Strath Hobbies SAR 500 (continued)

all the detail cast onto the roof, and replicated it on the re-profiled roof using styrene strip, but having adjusted the radius of roof curvature (particularly the lower edges), its appearance was greatly improved and was good enough. I then drilled out the A end marker lights with a 2mm bit (it might seem big, but once the black rubber grommets have been replicated during painting, it looks right), and then using a cutting disk in the Dremel, I removed the inner polyurethane walls which have to be removed to allow the mechanism to fit.

Once happy with the fit, the nose/hood casting was epoxied into place against the footplate and sandwiched between the hood sides.

Then it was onto detailing. A set of Associated Distributors dual-armed windscreen wipers were purchased, and cut in half, providing sufficient windscreen wipers and rear-vision mirrors for one loco - these were soldered into place. Some small model etch lashing rings were then prepared, primed and painted with Floquil Caboose Red and then fitted to the top of the hood casting to represent lift rings. The white metal horns and cab vents were then fitted out and soldered/epoxied into place on the cab roof.

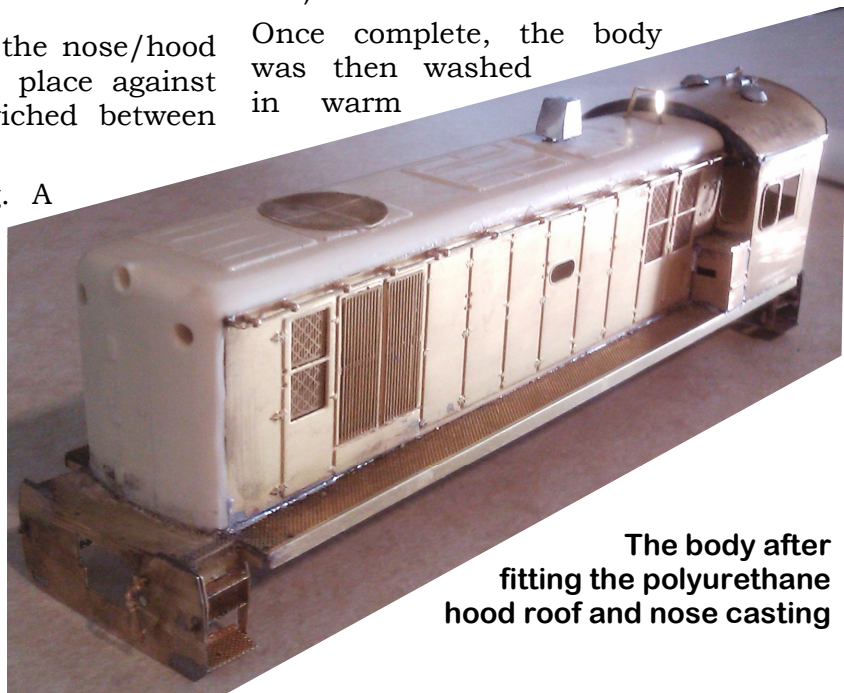
The exhaust stack (the angled type) was then filed to shape (out of the box, it looks like a block of balsa) and epoxied into place.

Then to the handrails. There's a brass fret containing the front and rear handrails, as well as a packet of stainless steel handrail knobs for the hood sides - some 0.8mm holes were drilled into the side of the hood, knobs glued in and then a length of brass wire inserted through the lot - there're some 18 knobs on each side here, so this takes some

time.

Then the hood door handles were drilled out and lengths of brass wire fabricated to represent the handles - these were then soldered from the inside of the hood to secure them. The cab handrails were then added before the very last step of soldering the running board handrails onto each pilot (in retrospect, this would have been better to do post-painting, as applying the decals became a real problem).

Once complete, the body was then washed in warm



The body after fitting the polyurethane hood roof and nose casting

soapy water and left to air dry overnight. The body was then primed with SEM Etch Grey, and then subsequently sprayed all over Floquil Caboose Red. Once dry, the hood, pilots and cab were masked off, and the running boards sprayed with Floquil Engine Black, and the stairwells picked out in Floquil Old Silver.

Once dry, the body was then given an all-over coat of gloss clear coat and decals applied (this was an "all-dayer" taking nearly 6 hours to get the decals applied smoothly). After many applications of Solvaset, the loco was left to dry, before a coat of Testors Dullcote was applied.

The Buffer Stop

Building the Strath Hobbies SAR 500 (continued)

This then allowed me to start on the mechanism. The mechanism was a Proto2000 S1 mechanism, which had

nism. These were then cast in polyurethane and the supplied white metal air cylinders super glued into place.



The loco test fitted with the supplied side frames

the top weight removed, and the foot-plate filed down by around 0.5mm to reduce its overall height. The fuel tank was ground off with the trusty Dremel and the polyurethane casting epoxied into place. As I was very unhappy with the appearance of the bogie side frames (they look like shortened Lima C38 class tender bogie side frames), I manufactured a master with the correct distance between axle boxes for the S1 mecha-

The new side frames were then fitted to the mechanism and the whole lot given a liberal coat of Floquil Engine Black. A TCS M1 decoder was then fitted then LED lighting. I had to make my own coupler boxes using a rather crude styrene and spring steel wire contraption to keep the couplers at a realistic height and ensure no part of the coupler box was protruding from the pilot.

Once assembled, the whole loco was given a liberal coat of weathering, and the cab was glazed, crew fitted and cab blinds installed. Then it was off to the test track!■



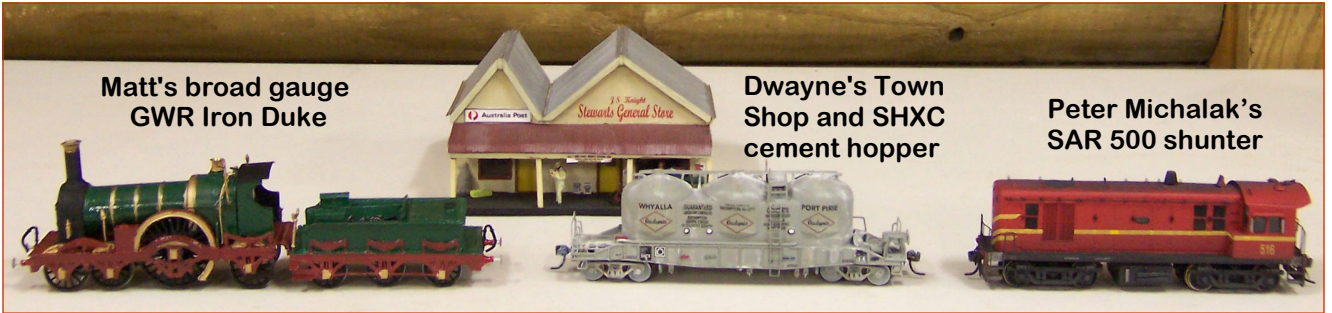
Master for the replacement side frames



The completed model with replacement side frames

The Buffer Stop

Show & Tell (January GM)



Matt's broad gauge
GWR Iron Duke

Dwayne's Town
Shop and SHXC
cement hopper

Peter Michalak's
SAR 500 shunter



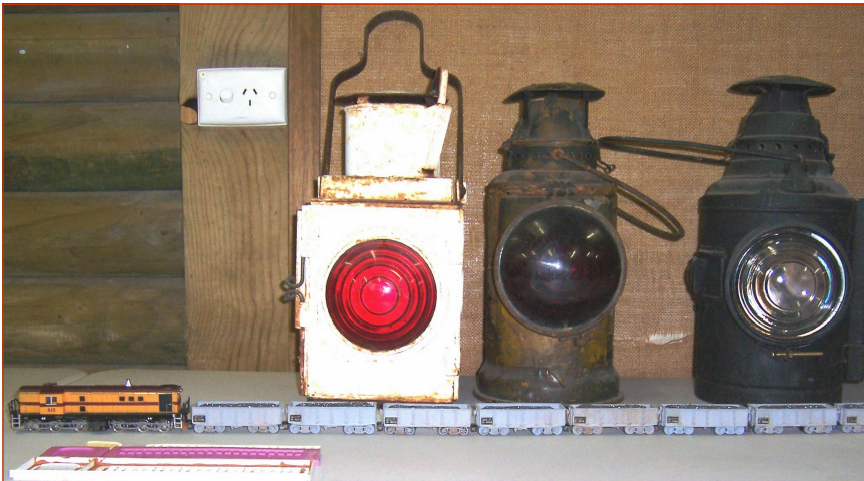
Terry Jomartz' DERM, with Brill Trailer 200MT and Van 21C



Matt's 0-4-0 "WHIB" & 990 "PICKERING PETE"

Eddie Vardon's EL "SPARKY"

GWR County
"SIR HUGH WILLIAMS"



Dane's scratchbuilt K290UB bus

Part of Paul's lamp collection

SARMA's narrow gauge 830
& On hoppers c/- Hugh



More of Paul's mainly SA lamp collection

Terry Jomartz' VR "E" carriages, showing construction methodology and finished product together with a "ZP" brakevan which could be utilised on passenger trains requiring dual coupling

See attachment to GM minutes (page 5) for more information

February 2012

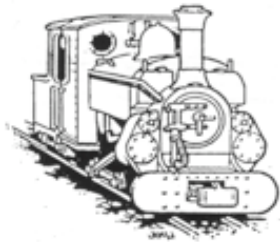
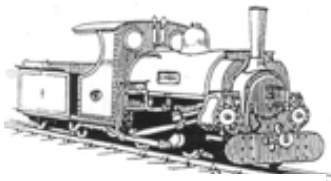
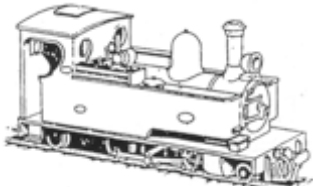
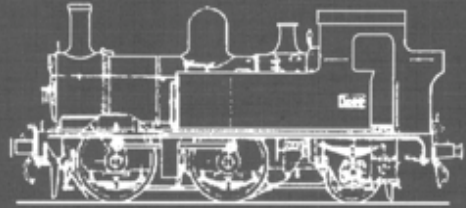
Junction Models

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 February 2012

- Bachmann Train Set "Dynamis Sprinter set" (DCC) \$399.00
- „ „ "Royal Gorge" DC\$185.00
- „ „ "McKinley Explorer" DC\$185.00
- „ „ "Desert King" DC \$185.00
- 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-Poweredsingle \$114 or dual \$179.00
- „ „ - Single Hand held.....\$43.50
- 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), \$25.00
- 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
- Athearn 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  |
| Bogies:                         |         | 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  | Packs of 20:                             |         |
| SEM GY Kit                      | \$15.00 | 2-56 UNC 3/8" pan head screws            | \$4.00  |
| SEM UB Van Kit                  | \$21.00 | 2-56 UNC nuts                            | \$5.00  |
| SEM E Wagon Kit                 | \$22.00 | SARMA Shirts (do you have one?)          | \$30.00 |
| Kadee #5 Couplers               | \$4.60  |                                          |         |
| Kadee #158 Whisker Couplers     | \$5.20  |                                          |         |



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**MODEL RAILROADER 75 YEAR COLLECTION 1934 – 2009**

**Chris Marlow**

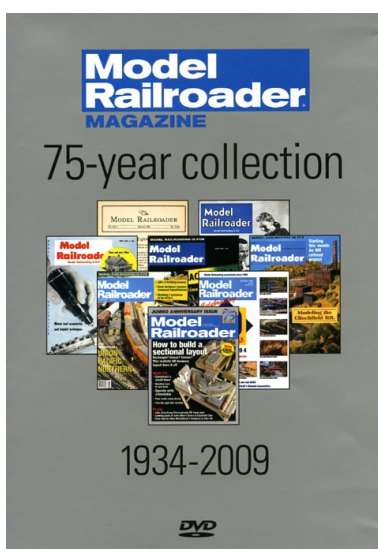
During 2011 we sold our house in Adelaide and moved to Brisbane. Downsizing included not only the house, but many belongings. I had to dispose of a number of cartons containing 24 years of *Model Railroader* magazines, from 1986 to 2009.

After the move, we had some money left over.

The *Model Railroader* advertised a complete collection of its first 75 years on DVD and I decided to order it. Fortunately, this occurred

before we had met the local electrician, plumber, locksmith, alarm technician, roof guy and painters, so I was able to order the MR Collection with a clear conscience. When I placed the order, the Australian dollar was up around \$US1.09. However, Kalmbach weren't going to charge it to my credit card until it shipped in December. I had a nervous time watching the Aussie dollar slip down into the 90s for a while, but it rallied and the order was charged to me at \$1.02. Could have been worse.

The collection is on three DVDs which can only be used in a computer, not on an iPod, iPad, or DVD player. A basic installation puts the reader, index and thumbnail images of the pages on to the computer. This takes up 2GB on the hard drive. The DVDs then have to be inserted as required to read the magazine. A helpful note advises that though the computer's progress bar



may indicate that the installation has less than a minute to go, it will probably take from 30 minutes to 2 hours. In my case it took about 25 minutes.

After the basic installation you can opt to proceed to a full installation which puts all the magazine pages on to the hard drive so you don't have to use the DVDs. This will take up 25 GB on the hard drive, and it takes well over an hour to complete. A progress box shows the years from 1934 as the

magazines are loaded. The installation process is foolproof: I managed to prove this twice when changing DVDs: instead of pressing "Eject" on one occasion I pressed "OK," and the other time I pressed the shut down button. I cancelled that and the installation proceeded smoothly.

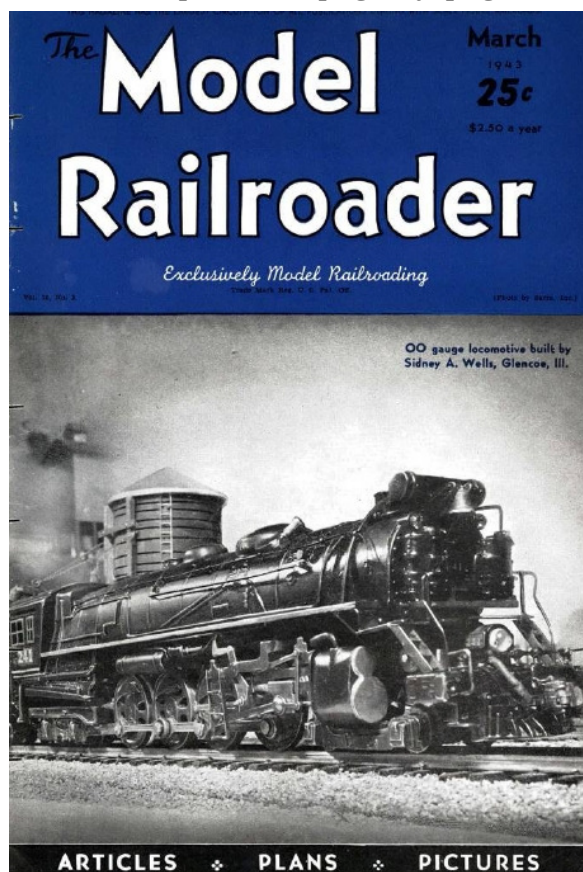
The issues up to mid-2004 were scanned page by page from printed copies; issues

since then have been reproduced from digital originals.

You have the choice of viewing in single page mode or dual page mode (a big screen is necessary!).

The collection has a Search facility by author, title or topic, and the searches return relevant advertisements too. It also has a *Favorites* tab where you can bookmark articles.

I've chosen one issue of MR at random for this review: March 1943. Well, to be honest, it wasn't chosen at random. March 1943 is a very significant month for





**MODEL RAILROADER 75 YEAR COLLECTION (continued)**

me.

While there is of course nothing about the use of solid state electronics, LEDs, computers and DCC, the articles aren't primitive. Some of the advice is interesting, and the standard of models is impressive, as the cover photo shows. Interesting that it is in OO scale.

Here's the table of contents for this issue:

|                                                 |             |       |
|-------------------------------------------------|-------------|-------|
| Vol. 10                                         | MARCH, 1943 | No. 3 |
| <b>Bill of Lading.</b>                          |             |       |
| Plate Girder Bridges .....                      |             | 108   |
| <i>By Frank Taylor.</i>                         |             |       |
| Famous Bridges .....                            |             | 111   |
| Silent Solenoids for Signals .....              |             | 112   |
| <i>By Ronald Patrie.</i>                        |             |       |
| For the Trolley Fan .....                       |             | 113   |
| <i>Construction and operating kinks.</i>        |             |       |
| My Adventures in Model Land .....               |             | 114   |
| <i>By Frank Merrilweather.</i>                  |             |       |
| The Canadian Great Western .....                |             | 116   |
| <i>By L. J. Magee.</i>                          |             |       |
| Construction Kinks .....                        |             | 121   |
| Bridges and Buildings (Part 2) .....            |             | 122   |
| <i>By R. G. Kann.</i>                           |             |       |
| Layout of the Month .....                       |             | 126   |
| <i>By Linn H. Westcott.</i>                     |             |       |
| Files and Rasps .....                           |             | 127   |
| A Solarium-Lounge Car .....                     |             | 129   |
| <i>By E. Lynn Drummond.</i>                     |             |       |
| Boomer Looks Around .....                       |             | 136   |
| <i>By Boomer Pete.</i>                          |             |       |
| An Old-Time Freight Car .....                   |             | 138   |
| <i>Plans for B&amp;O double-hopper gondo'a.</i> |             |       |
| The Railway Postoffice .....                    |             | 140   |
| The Silver Plate Road .....                     |             | 144   |
| <i>A cartoon by John Kalbach.</i>               |             |       |
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| Trade Topics .....                              |             | 153   |
| Index of Display Advertisers .....              |             | 154   |
| <i>also Photographs and Miscellany.</i>         |             |       |

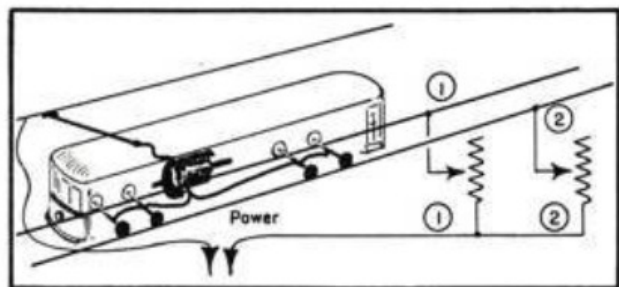
The first thing you might notice is the page numbering. In the early days the page numbers started at 1 in the January issue and continued consecutively to the December issue.

"Plate Girder Bridges" discusses making

the plate girders from paper and cardboard and embossing the rivets; once it has been painted, you would think it was made of real metal. The article also discusses making girders from real metal!

"Silent Solenoids for Signals" addresses the problem that a signal actuated by a solenoid moves too rapidly. The signal arm is operated by a wire attached to a bolt. The bolt sits in a length of copper tube. Instructions are given for winding your own solenoid around the upper part of the tube, so that when it is switched on, the bolt rises; when switched off, gravity pulls the bolt back down. To slow the motion, the bottom of the tube is sealed and it is partly filled with 3-in-1 oil to damp the motion.

"For the Trolley Fan" is for those who model tramcars with an overhead wire. If you arrange the bogies of one tram so that all its pickup wheels are on one rail, and



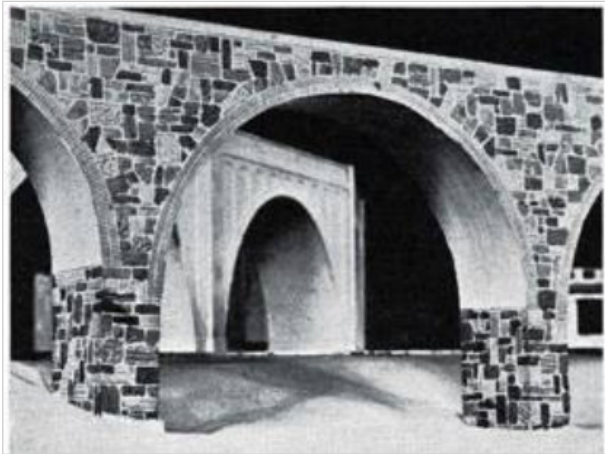
another tram with its pickup wheels on the other rail, you can control them independently, using two rheostats (I haven't used the word "rheostat" for years!).

"The Canadian Great Western" is the story of the first five years of a model club in Toronto. They were lucky enough to be given a room 16 feet by 165 feet on the fourth floor of the Union Station building there. The article includes photos of their O scale layout.

"Construction Kinks" offers advice on lettering and numbering locomotives. Use letters cut from newspaper headlines and paste them on white paper to make the railroad name. Then your local photostat shop can make a negative white on black copy for you, of the size you want. Cut it and glue it on to your locomotive.

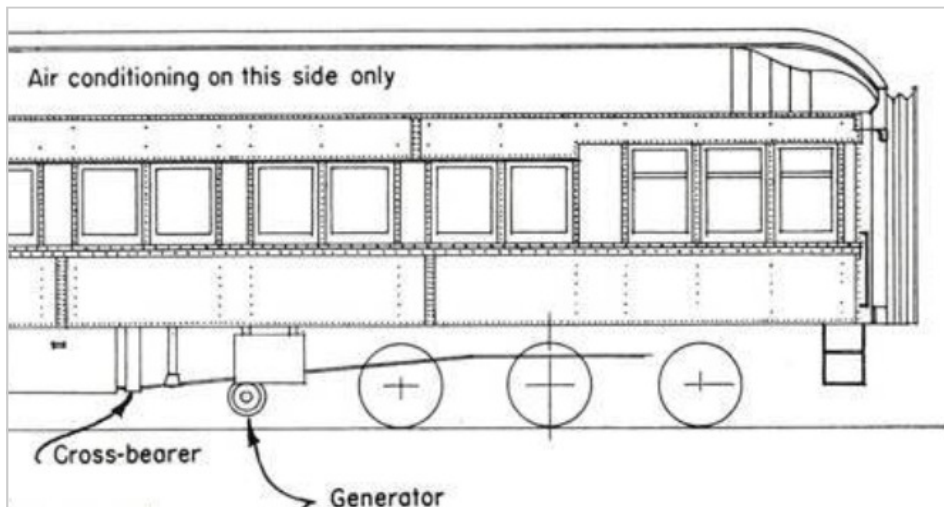
## The Buffer Stop

### **MODEL RAILROADER 75 YEAR COLLECTION (continued)**

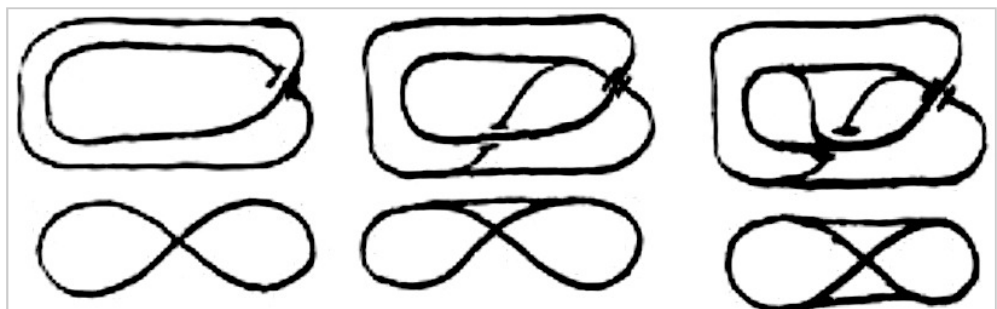


Realistic stonework on buildings and bridges can be made from linoleum. Gouge the stones with a linocut tool. Paint it all mortar grey, then paint the stones individually.

Below is part of a diagram accompanying the "Solarium Lounge Car" article. It is typical of the detail on model construction diagrams. This one actually goes across two pages:



There's an article on layout planning by Linn H. Westcott, and how to develop an interesting layout from a simple basic plan. Here are just two of the many examples he gives. There's no escaping the war, and the shortages that it



caused.

There is a letter to the editor from a serving soldier. Practical modelling was impossible, so he was working on ideas for his layout after the war. He started by taking photographs of interesting railroad scenes, but that was quickly discouraged by his superiors. Having artistic skills, he then proceeded to sketch anything of interest.

Making a model locomotive? Loco wheels are hard to find. Some of the latest prototype engines have solid wheels. It's easy to turn your own wheels from solid metal. Make the boiler from wood. If you can't re-use a motor from an old model, you will find instructions on how to make your own electric motor in the December 1942 issue.

Short of track? Do what they are doing out there: pull up little-used stretches of track and sidings, and convert double track to single track for the duration.

The hobby trade saw a bright future for

railroad modelling after the war, according to a meeting of the Association of Model Railroad Manufacturers.

Among those at the meeting were Wm. K. Walthers and A.C. Kalmbach.

-----  
Before we moved, I had to dispose of my collection of *Astronomy* magazines

as well. *Astronomy* is another Kalmbach publication. Guess what! The complete set is also available on DVD.■

## PICTURE COMPOSITION AND CROPPING

Peter Pickering

A few months back I wrote briefly, in my editorial, about cropping. Picture composition is a subject that I have studied to a degree but I must admit that the rules of thirds, lines of strength and many of the other topics have faded over time. I generally found that, not long after a rule was expounded, examples of fine artwork were given that obviously contradicted those rules. I decided that a safer rule was “If it looks right, it is right.” This is a maxim used by many modellers, particularly when a question of accuracy or detail comes up.

What prompted this article was the onset of the New Year and the resultant replacement of several calendars around the house. Having taken last year's down, I looked through the pictures to see which I particularly liked and why. I guess I was hoping to learn something. Obviously, the primary reason for liking a picture is that you like the main subject. You would then hope that there were no obvious technical errors in focus, exposure and lighting. You then look at the setting or background – or perhaps you don't, just being aware of their existence, maybe semi-consciously, and only becoming aware if something is out of place or jars your vision.

So, getting back to my review of calendar pictures (they were all of trains, by the way), I found that most of them were quite pleasing but some of them had something that seemed out of place or, at least, could be improved upon in my view (which may not be the same as your view or somebody else's). From my previous limited training and my thoughts during this calendar review, I have jotted down some tips to help some of you achieve higher quality pictures:

Determine what sort of picture you want – subject only or a pleasing picture (subject in pleasant surroundings/background). You can achieve the first by cropping from the second but detail will not be as good. A calendar picture will often have more in the way of sur-

rounds than a picture in this magazine. This is partly because the calendar format is larger and partly because we want to look at the subject rather than waste space on surroundings. However, a “subject only” picture can be made more attractive by including a few complementary features which can be found in the vicinity. Take a second look at the pictures supplied by our Buffer Stop contributors over the last few months and you will see what I mean.

Before you take your picture, look for things that will enhance it – signals, signs and other lineside items, gates, fences and walls, rock formations, trees, bridges and rivers, people and animals, colour/texture variations (particularly in foreground). As well, look for things that might detract from your picture and choose an angle, if you can, that will allow you to separate the goodies from the baddies. Large areas of concrete, plain grass, etc, will benefit from the addition of a prop such as a person, bicycle, car (maybe), wheelbarrow or anything that you can lay your hands on. Make sure that they look natural.

Crop out ugly, irrelevant bits, including things that intrude into the picture but are unidentifiable. Parts of people come into this category but whole people can be more acceptable. Corners of buildings, etc leave the viewer wondering; put in the whole or, at least, an identifiable portion of the building or leave (or crop) it out altogether. One of the advantages that I have in Buffer Stop is that I have the scope to either put a caption in the “dead” area or crop it out (even at an angle) and put text in the space.

Another way of looking at composition is to say to yourself “What are the essential parts of my picture?” Then “What are the desirable (contributing) parts and what are the undesirable parts?” Often you have to compromise; including a certain desirable part might mean including an undesirable part. You have to make a judgement between including or exclud-

**PICTURE COMPOSITION AND CROPPING (continued)**

ing both of them. If in doubt, if they're not essential, exclude them. It is better to leave out something that bugs you and forget about that little thing that you rather liked.

The difference between a good shot and an ordinary one is often a little thought and observation. It's very easy to be pre-occupied with the subject and to forget the environment, especially if you are shooting in haste. A good exercise is to really study pictures that you admire in books, magazines, etc; look at what makes the difference.

You might have noticed that I haven't differentiated between composing your picture at the point of shooting versus cropping on the computer. To me, they are both part of the same process. Although I like to compose and shoot at the same time, I usually find that my picture will benefit from at least a little cropping. I also find, occasionally, that I should have

left a bit more in the original shot. The advantage of including a bit more in the original shot and then cropping later is that you then have more time to look at your picture and try different approaches.

Over the coming few months, as space permits, I will be presenting one or two photos which show the full frame as shot compared to the final cropped version. I want to emphasise, however, that composition is subjective; people's views vary and so does the available space in this magazine. By all means let me know if you strongly disagree with my interpretation.

Finally, I would like to say that, for pictures submitted for publication in Buffer Stop, I much prefer them to be supplied "untouched off the camera"; this gives me more scope for integration into text and for complementary cropping. ■

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**Don't let this project go arse-up and miss the opportunity to build your very own brass model**



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.

Build sessions will start soon

Cost to Members is \$75 per kit\* Orders and Payment to Iain Kennedy ASAP

\*Non members extra No Limit to the kit numbers

The Buffer Stop

**Noel's Potterings**



RL307 on point of MP9 Dudley Pk (7.12.11)



Somebody thinks he's a steam engine - Taillem Bend grain at Islington (8.12.11)



Balco at Mallala heading for Bowmans (14.12.11)

The Buffer Stop

## Noel's Potterings



4172 at Crystal Brook. Note SCT 014 leading first trip after repairs (Hit grain train at Dry Creek) (22.12.11)

MP1 at Mile End loop (14.1.12)



NR 106 on Bemax mineral sands train ex Broken Hill at Rocky River



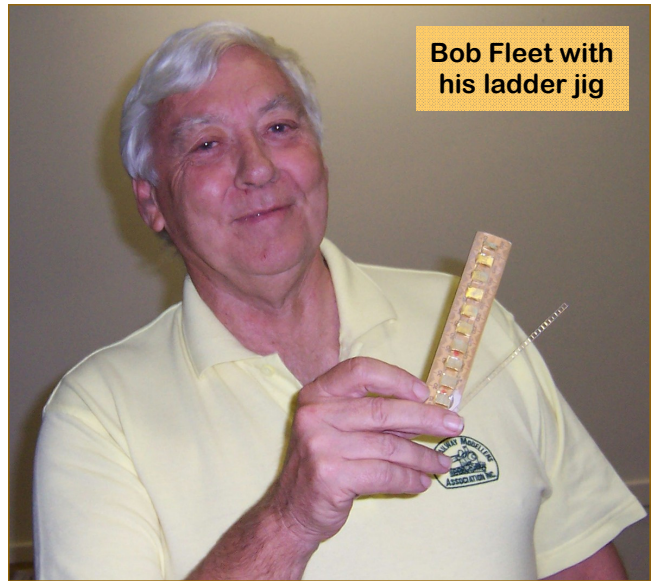
Tailem Bend grain running through the new passing loop at Monteith (Old Princess Highway overpass near Murray Bridge) (16.1.12)

The Buffer Stop

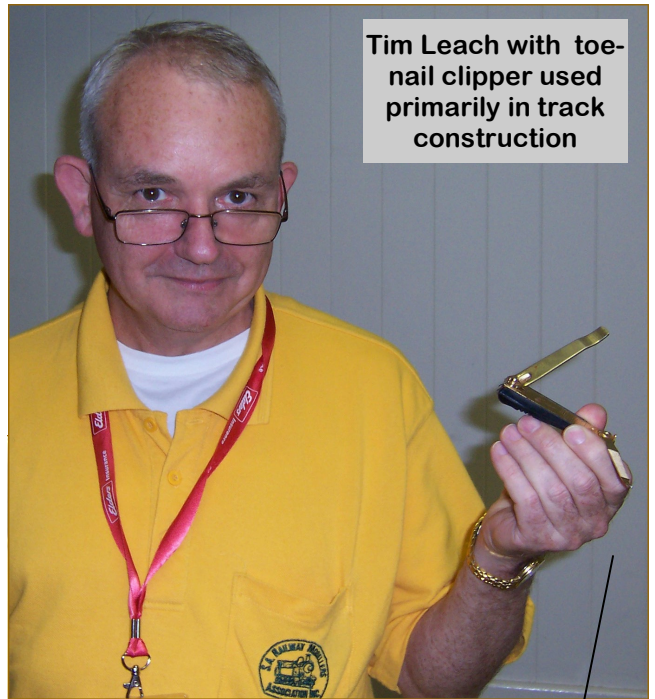
**Members' Tools**



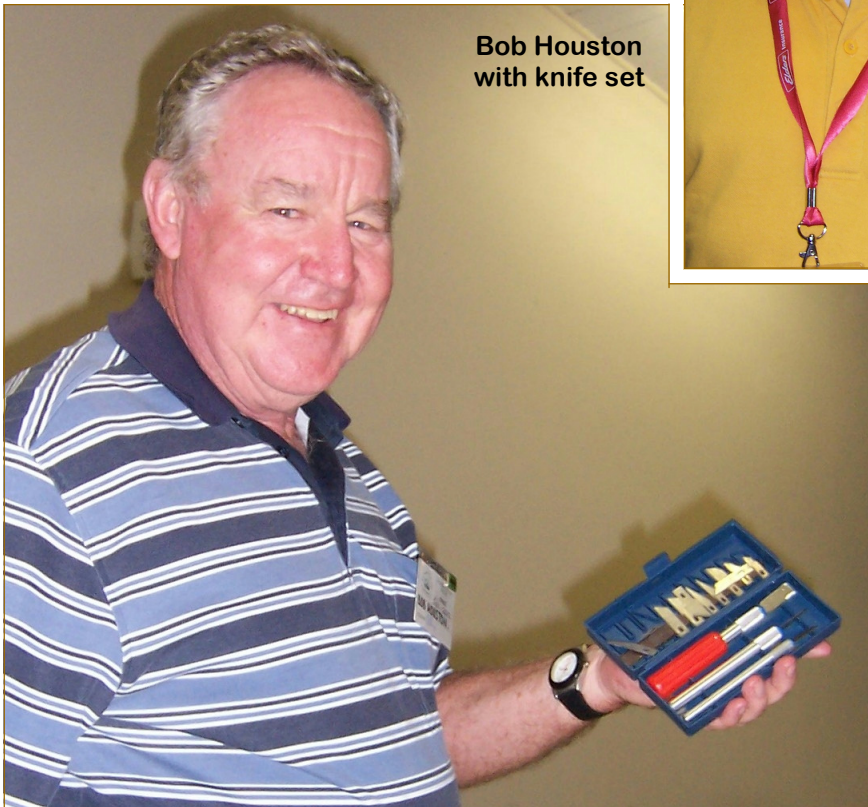
**Hugh Williams shows his pillar drill**



**Bob Fleet with his ladder jig**



**Tim Leach with toenail clipper used primarily in track construction**

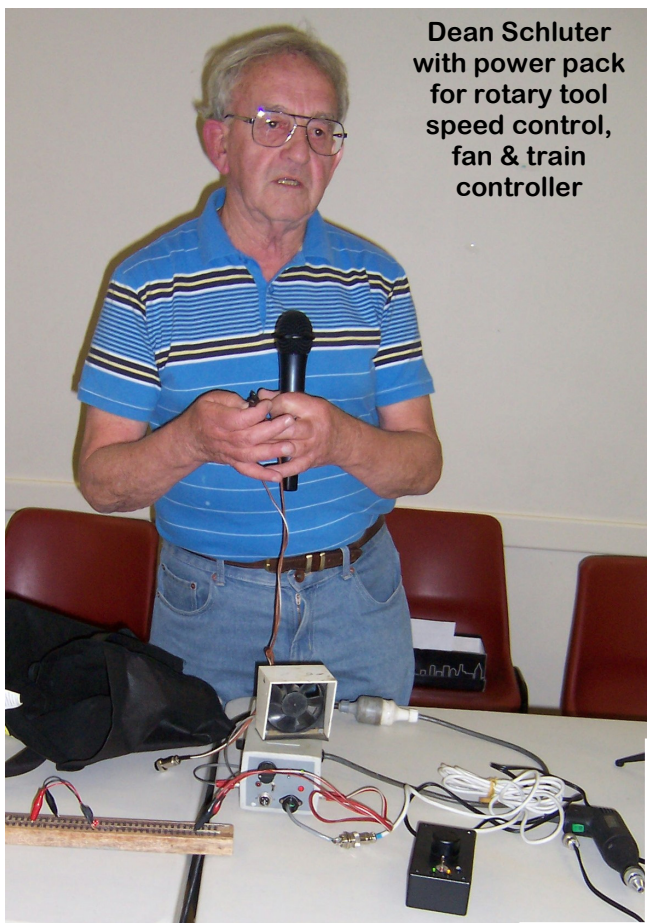


**Bob Houston with knife set**

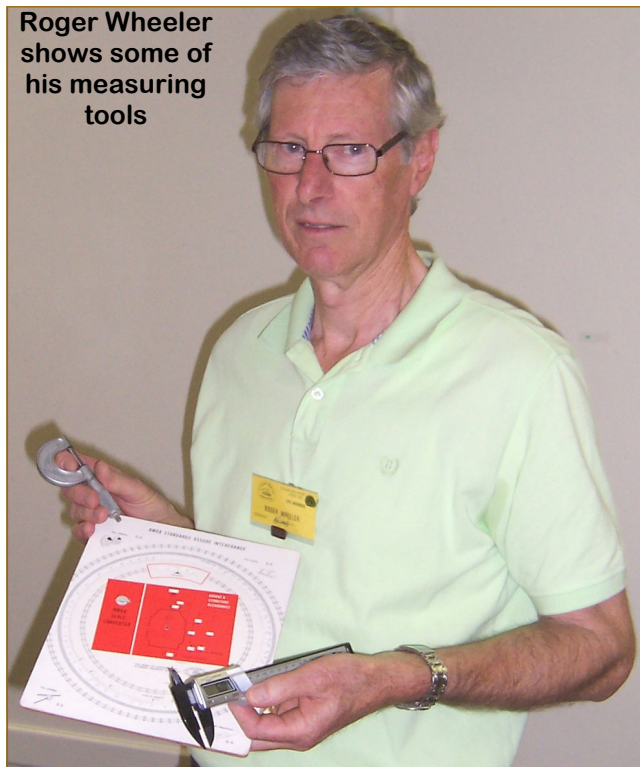


The Buffer Stop

**Members' Tools**



Dean Schluter with power pack for rotary tool speed control, fan & train controller



Roger Wheeler shows some of his measuring tools

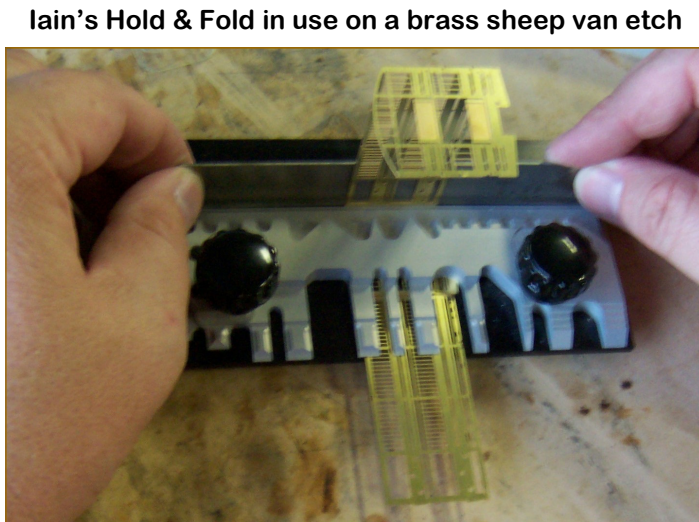


Peter Michalak with Dremel

At short notice, a handful of members were invited to show some of their tools at the January General Meeting. This is what they came up with. See page 5 for detailed descriptions.



Iain Kennedy with his Hold & Fold



Iain's Hold & Fold in use on a brass sheep van etch