

SOUTH AUSTRALIAN RAILWAY MODELLERS' ASSOCIATION INC.

PROMOTING THE HOBBY IN SOUTH AUSTRALIA



A pair of very different shots on Stewarts

INSIDE

Stewarts: the Layout
Automatic Signal Control
Royal Show & Four Valiants
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 2012 – 2013

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 MIDDAY on the LAST WEDNESDAY of the previous month.

Committee Members 2011 – 2012

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

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Diary

Wed 8 Aug	General Meeting - followed by tba
Wed 15 Aug	Construction night
Wed 22 Aug	Construction night
Wed 29 Aug	Construction night
Wed 5 Sep	Construction night
Wed 12 Sep	General Meeting
Wed 19 Sep	Construction night
Wed 26 Sep	Construction night
Wed 3 Oct	Construction night
Wed 10 Oct	General Meeting



**Down the Track
& Over the Hills;
Exhibitions, etc**

Aug 12 Alexandra (VIC) Timber
Tramway & Model Collection
Ph 0427 509 988

Aug 25-26 Exbn Caulfield
Racecourse (Station St) VIC,
Ph 03 9563 8238

**Sep 8 MRSA Convention,
Flinders Medical Centre**

**Royal Adelaide Show
Friday 7 to Saturday 15
September**

Sept 29/30
Noarlunga Model R/R Exbn
Seaview High School

At the July General Meeting, David Jameson reminded us that the Royal Show is coming around again. In fact, there is only the August GM before it's with us. See page 16. (also Sep 2011 BS)

Also in September (the 8th) is the Convention. Registration up to the 18th Aug is \$70, up to the 31st Aug is \$75; no registrations accepted after that due, mainly, to catering requirements.

Cover Photo:

Taken at the 2012 model Railway Show, these two shots show different light colour, scale and perspective; but they both show some of the detail that has been added to Stewarts during the year. Dwayne's write-up is on page 9.

Editorial

Welcome to the August issue of BufferStop. This is my fifteenth issue if you include my small contribution to the June issue. I think I'm beginning to get the hang of this.

There seems to have been a significant interest in might-have-been locomotives lately. This is not quite the same as free-lancing where modellers concoct their own designs.

Matt Lavista has created one or two variations on SAR locos, and there was the 800 class steamer of David Zeitz at the AMRE show.

Might-have-beens are models of locos (or other items) based on existing designs or even where the design team came up with a design which wasn't proceeded with. This was the case when the BR Standard 9F was introduced. A 2-8-2 and 2-10-0 started the design process side-by-side. Robert Riddles, as head of the design team, decided on the 2-10-0 so the 2-8-2 design was condemned to the "bottom drawer."

Modeller, Ian Mellors, decided to build a 00 gauge version of the 2-8-2. His description and photos of this beautifully executed model appeared in the May 2012 edition of Model Rail. I think that, as a mikado, this model is one of the most attractive that I have seen; to me, it looks better balanced than the 2-10-0. It seems a bit ironic that Ian named his masterpiece "R.A.Riddles" as it was Riddles who rejected the design. Perhaps "E.S.Cox", who preferred the mikado, would have been more appropriate. See page 23.

Peter P (Ed)

NEWS NEWS NEWS

For those with British inclinations, this year's British Railway Modellers' Ass'n Convention will be held on 20/21 October in Perth.

For those with narrow inclinations, here's advance notice that the 11th Australian Narrow Gauge Convention will be held in Melbourne at Easter next year.

New Book - The Final Decades, 1940's to the end of steam, By Kenn Pearce, Railmac.

New Book - The Narrow Gauge, covering the history of the 4 Victorian narrow gauge lines. Sierra Publishing pre-publication offer \$65 + \$15 P&H Refer www.sierraaustralia.com

SAR AHGX Wheat Hopper from Auscision, due last month!

SAR Rail Tank Cars From Southern Rail, now due Dec 2012.

Orient Express SAR DWF r-t-r 4 wheel Louvred Van in dark and light grey - due Sep 2012

Trainorama SAR 830 Diesel now due Dec 2012

Aust-N-Rail HO & N tarpaulins to suit GY 4Wheel open wagons, 4 colours. Refer www.aust-n-rail.com.au

End of Line Hobbies are releasing a limited run of 35 Adelaide dining car kits for the Convention. It is based on the Walthers diner and costs \$99. Decals for the various versions are included. To reserve a kit, you are asked to call the shop a.s.ap.

Coote Classics have brought out 4 HO scale Chryslers. See John Doherty's article and photo on page 17. It's nice to know when a particular model was released so that, if you are modelling a specific time, you know whether to include it on your layout. Thanks, John.

The Buffer Stop

EDITED MINUTES OF THE GENERAL MEETING HELD AT DERNANCOURT ON 11th JULY 2012

Meeting opened at 7:34 Chairman Hugh Williams

Members in attendance: 48

Apologies: 4

Visitors: Tony Moores (interstate member), Ward Gainey, Grant Kininmont.

New members:

New members to the club were Ward Gainey, Grant Kininmont and Robert Gormley.

Minutes of previous meeting: Moved David van der Linden, Seconded Colin Barnes, Carried

Outstanding Actions and Business arising: nil

Correspondence in:

June newsletter of the Eyre Peninsula Railway Preservation Society

Invoice from Aztronics

Invoice for deposit – Golden Grove Arts Centre

Invoice from Telstra

AMRA Journal May/June 2012

Membership renewal to treasurer.

Correspondence out:

Get well card to Ashleigh Whittaker via Jill Whittaker

Letters of appreciation to Diana Norris and Irene Wade

Business from corres: nil

Finance: Financial statements were presented for scrutiny.

Karl Eichinger proposed that the committee consider preparing an annual budget.

A few members contributed fines for not wearing a name badge.

That the financial report be accepted: Moved Gordon Chaplin, Seconded Bob Houston

Reports:

Premises – Hugh reported that various discussions with contractors and trades have begun including using the trench that the garden group are having dug to lay our own power conduit in preparation for the new shed. Various quotes are being sought for other tasks also.

Fred Leaper has been going through the First Aid kits and found that it will be cheaper to purchase completely new kits than to re-fill the old ones.

Dean Schluter moved that new kits be bought, seconded by Allan Norris and carried.

Exhibition Layout – Bob Houston reported that the work progressed well, regardless of the fact that Dean Schluter was in charge for a week. . Some wiring is already under way.

Club Layout – Planning will need to continue on

the layout design.

Social – Nothing to report.

BufferStop – Peter informed the meeting that the new web password has been sent out to those members that download their BufferStop. Matt thanked Maikha Ly for the photos he contributed.

Library – Nothing to report

Maintenance – An incident occurred at the club where a heavy item was dislodged from a shelf and fell onto a member. Dave reminded everyone to be aware for potential hazards including red-back spiders.

Bulk buys – Medallions are now down to below 100. There are plenty of other items also.

Special Projects:

RailShow 2013 – Date has been set for 12-14 April 2013. There will be a layout in a box file competition to be coordinated by Matt La Vista.

AMRE -

Exhibition job descriptions are being prepared.

General Business:

1. David Jameson reminded the meeting about the Royal Show and pointed out that the dates are slightly different this year. A sheet with time slots was circulated around for names.

2. Iain brought up the subject of a returning officer for the elections in November. Peter Michalak volunteered and was accepted.

3. Allan had a number of Trains magazines from 1992 to 2002 to give away courtesy of Peter Carter.

4. Matt La Vista is organising for the BVR to go to the Noarlunga Exhibition. There is also another Gauge One live steam day at Penfield on 19th August for anyone interested.

5. Tim Leach thanked Iain Kennedy and other members for the help and encouragement while building the Cf cattle car kits.

6. Hugh reminded the newer members about our modelling nights.

7. Barrie let the meeting know about specials on printer ink at the Good Guys.

Show & tell:

Colin Barnes started the night off with a collection of locos from as early as 1956 and included one belonging to Thomas which was battery powered.

Matt La Vista showed a couple of buildings from the Hornby N range that had been weathered by his girlfriend. He also had a couple of Phil Badgers OB

The Buffer Stop

EDITED GENERAL MEETING MINUTES (continued)

wagons painted in the SAR grey with red doors. Matt also had a Cavendish kit from the 1970's of a passenger coach which looked quite nice and was apparently a pleasure to assemble. There was also a small Peco kit of a lineside hut which is destined for the Barrie Valley Railway plus the usual promotion of the smaller scales right down to NN3 and NN1.5. From eBay he acquired a Wills kit from the 1970's of a GWR County class loco. A little re assembly was needed and a repaint in Brunswick green has been completed. The loco is numbered 3801.

Andrew Timmins brought along a number of his earliest diesel loco purchases starting with a Hornby shunter and the original Lima 44 class which is still running and has been chipped. There was also some US stuff, an SD9 and a H1044 with sound and then on to a Powerline 830. He also showed a couple of his open wagons with loads and home made tarps. Maikha Ly had brought along a model of an SW6 Melbourne tram by Cooe models. The model comes in a display case with a certificate showing the limited edition number. He also had a model of a SAAB 340, the type of aircraft he spends his days working on.

Dwayne Norris described the rather odd looking Bluebird like model which started out as an Athearn Budd car but has been modified to be unique. It had a mixture of Red Hen and Bluebird painting and numbering and has been christened the Blue Buck. It is used as a test vehicle for rail joins on his layout. There was also a Montana Rail Link GP9 which was nicely weathered.

Allan Norris spoke about his Powerline AL class loco made from an early resin body, kit bashed into an ALF and painted in the GWS orange colour scheme. The loco is chipped and fitted with LED lighting.

Noel Potter brought along a two dome tank wagon used for fuel oil for locos. The model started off as an Athearn 3 dome tank and has custom decals and other detail parts.

Peter Pickering talked about his collection of 830's.

The first was a brass mech with six wheel pick up which Peter has modified to be ten-wheel pick up. He also had an 800 with broken windows made with Crystal Clear.

Hugh Williams had quite a collection of SAR diesels, the first of which was the End of the Line Hobbies 500 class. Then there was the BGB 800 kit with an Athearn SW1500 mech as well as one from Far North Models in Queensland. The next was a Lima 930 from around 1975 which had been modified with extra weight, mesh grilles and made into a single ender. There was also a Trainorama 930 of more recent times and then onto the 830's. The first being a Bergs Hobbies brass which has been de-powered and now only runs behind another diesel. The same was done with the Trax model along with RP25 wheels. The last was the venerable BGB 900.

Jeremy Kemp brought along a model of the Rocky Mountaineer coach that his parents recently travelled in. The model comes with a magic wand to turn on and off the interior lights. He also had a wooden train whistle to blow and a lolly dummy to spit.

Break: Meeting suspended at 8:54pm

Raffle:

Blue A34 Max Lane: Pen

Blue A62 Terry Jomartz: Junction Models voucher

Purple E54 David Boyce: LED kit from Aztronics

Purple E45 Don Snow: Aztronics voucher

Blue A65 Tim Leach: Bogies

Green A67 David van der Linden: Inprotrans Photo

Blue A57 Tim Leach: Dynamo Torch

Blue A69 Peter Pickering: Hobby Knife

Red D70 Treven Barnes: HO container

Blue A82 Fred Leaper: SARMA bag

Red D75 Matt La Vista: Coasters

Purple E64 Maikha Ly: Stickers

After meeting activities: Volume 15 from John Venning's train spotting DVD's

Meeting closed at 10:10pm

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

Track Weathering

We all know that track looks a whole lot better if it's weathered. Usually this is done with a fairly light spray of dark rust coloured paint.

You then need to clean the top of the rails.

What you then need to do is clean the inside edge of the rails where the flanges rub. If you fail to do this, gunk builds up on the flanges.

From
The Buffer Stop
Archives

The Buffer Stop



50 Years Ago: August 1962

DAS

President: Bill Coles, Vice-Presidents: Norm Scanlan, Don Willshire, Secretary: Don Snow, Treasurer: John Datson, Librarian: Trevor Triplow Committee Members: Bob Irvine, Geoff Murdoch, Ray Stratton Editor: Tiny Edwards, Sub-Editor: Trevor Carter.

Editorial: As club members are probably aware, the Royal Adelaide Exhibition will open at Wayville in the latter part of the first six months of 1963. The Association has been offered a site 25' x 50' in a brick building to the rear of the Exhibition grounds. In the opinion of the committee and your Editor the offer is excellent. The committee had a lengthy discussion on the matter and further to details awaited from the Chamber of Manufacturers, it looks like the association will be able to stage a working layout together with a static model display.

The committee will want every club member to pull his full weight in an effort to make this a success. This is to your Editor's mind much more important to the craft of model railroads than the Festival of Arts. The prestige the hobby will gain knows no bounds. There will probably be a coverage given by television, radio and press. Members who man the stand meet all sorts of people and who knows we might, and probably will, educate and bring new people into the hobby.

As far as was discussed at the last committee meeting, we visualize a double track circuit, with bare trackwork, preparations for scenery and about ten to twenty feet finished in minute detail to give the public some idea what is involved in the construction of the world's most fascinating craft -- MODEL RAILROADS.

An Idea (from the South-East, with D J McAuliffe): Perhaps someone has tried this one, if not, here is how to make some nice small pines that are often seen trimmed in gardens.

Take some old pine cones with no outer covering left, roll it in glue and then dyed sawdust (green). Insert a small twig or match stick in the bottom of the cone -- and plant where required. The finished result is quite pleasing.

A Puzzle: A train leaves Perth, travelling east and bound for Adelaide at exactly the same time as a train leaves Adelaide, travelling west and bound for Perth. Both trains travel at exactly the same speed without any stops.

The driver of the east-bound train is a Swede by the name of Svenson.

Where on the single track between the two cities will the crash occur?

ANSWER: *There will be no crash, because, we all know that East is East and West is West, and never the twain (s) will*

40 Years Ago: August 1972

DW

President: Eric Milne, Vice-Presidents: Stan Filsell, Phil Curnow, Secretary: Bob Irvine, Treasurer: Roger Wheeler, Entertainment: Allan Kitto, Librarian: Tony Sitters, Maintenance: Len Redway, Committee Members: Wally Bennett, Bill Coles, Editors: Bob Burton, Bill Jolley.

Much work still to be done on exhibition layout

Track work being done between Pt. Augusta & Whyalla.

Instructions & drawings of trestle bridges & materials needed.

From
The Buffer Stop
Archives continued



30 Years Ago: August 1982

PP

President: Noel, Vice-Presidents: Don, Tony, Secretary: Bill, Treasurer: Barrie, Social Secretary: John, Layout: David, Maintenance: Allan, Librarian: Vic, Editors: Rob, Trev.

Cover: Salisbury station building.

Picture Parade: Southern end of Mile End yard.

J class locos of SAR: History, description, pictures and drawing.

Gauge conversion: Notes and pictures on preparatory work.

SARMA layout: Plan only.

Baby Health Car: Drawing showing side, end and interior views.

20 Years Ago: August 1992

PM

President: Brian Woods; Vice-Presidents: Trevor Carter, Dave Zietz; Secretary: Austin Balnaves; Treasurer: Don Snow; Layout Director: John Willmer; Modular Layout Director: David Jameson; Maintenance Director: Ian Wade; Social Director: David Thomas; Librarian: Vikki Barnes; Editors: Dean Jackson, Peter Carter

Cover Photo: 900 fitted with staff exchanger, exchanging a staff at 25mph. Photo by Dean Jackson.

Layout Report: Peelina yard is now fully operational, with the last solenoid point motors installed.

A new system has been devised to replace the 50v globes in the link circuits between Strath, Burra and Narrawinna, utilising LEDs.

A vineyard has been removed from one side of Peelina, to allow for alterations to Strathowie yard.

Article: "Signalling the layout – another view" a biased reply to the proposed project, by Switchstand.

Article: "Scratch building (of buildings etc.)... one mans ideas by Bill Button.

Article: Detail for effect Pt.3 by P.Carter focusing on track, sleepers, bridges, level crossings and ballast.

Question: Which SA location had five steam railway lines radiating to the four points of the compass.

Answer: Glenelg: The Holdfast Bay Railway Co. which ran east to the city via South Tce, The Glenelg Breakwater Railway which ran west, The Military Railway which ran North to Grange, The Glenelg Railway Co which also ran east and the Glenelg and South Coast Tramway Co. which ran south to Brighton.

Results of the Master Modellers Contest for 1992:

The Austin Balnaves Award for Rollingstock was awarded to Steve Masters

Diorama award to Wayne Carter

Master Modellers Award: Steve Masters for his sheep van

Certificate of Merit: Steve Masters for both his 900 class and N class locomotives, David Thomas for his PFE Express Reefer and Mike Partington for his model of the Nairne flour mill.

Novice certificate: Peter Carter

Junior certificate: Wayne Carter

Drawing: Commonwealth Railways 45' brake and relay van, by Paul Brooks..

10 Years Ago: August 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 featured the YPR's freshly painted T387

Page 5 had a picture of the old train Zoo Train

John Doherty commented on the Trix 'Big Boy'. The price was US\$598.00 and DCC and sound ready.

This month was the first Buffer Stop not printed by Terry Jomartz after 12 years.

John Looker continues his story on his nostalgic trip to Gawler.

Page 25 had an article on Casting Products

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

LIBRARY REPORT - *Recent Additions to the Library*

Australian Railway History August 12

Dispatcher (SANGS) July 12

Model Railroader August 12

Eyre Peninsula Rly Preservation Soc June 12

Trains Around Adelaide Volume 15 by John Venning

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

Allan Norris

Stewarts: the Norris Layout

Dwayne Norris



Stewarts started as an idea between Dad and me around 2009/10 for a layout with a fairly simple track plan based on a typical small mid-northern SA town during the 70s and 80s. Dad was telling me about this place named Stewarts on the Kingston line not far from Naracoorte. During holidays, he and his parents visited friends who managed a sheep station at Stewarts Range.

After looking through some of the yard plans at Inprotrans, we found a plan of Stewarts. There was nothing much but a train order (pill) phone box, shelter shed, ticket office and a one stall toilet; livestock pens occupied the Kingston end of the loop. The yard plan was also very simple; a crossing loop with a crossover near the Kingston end; there were no signals as it was a Train Order Working operated line. Ours was to be a fictional line connecting Adelaide and Port Pirie using the yard plan of Stewarts.

Modules are five feet long & two feet wide, constructed in the same way as SARMA's old layout. The end modules are three feet long by two feet wide, all together forming a layout 15 feet long by 7 feet deep. Curves are all 40inch (1m) radius. All framework was made from pine with 6mm MDF top



Dwayne's Bluebirds

and steel welded legs. The layout can be operated from the inside or outside.

Dad and I operate trains from the SAR/CR/ANR/AN eras, including a SteamRanger train, and the odd modern loco/rolling stock. Modern stock is mainly the SCT train. Scenery was modelled around activities commonly found during winter/spring, e.g. field ploughing and seeding.



Dwayne comes to grips with 16 wheels of a 520

Automatic Signal Control

Dean Schluter

Very nice target signals are being produced by Bill Dick and semaphores by End of Line Hobbies. Maybe you should consider adding signals to your layout to help prevent your operators crashing your pride and joy.

There are a few conditions that would help to prevent accidents:

An indication of turnout settings, such as approaching and leaving a passing loop.

Occupancy on a two way single main line.

Occupancy on a double main line.

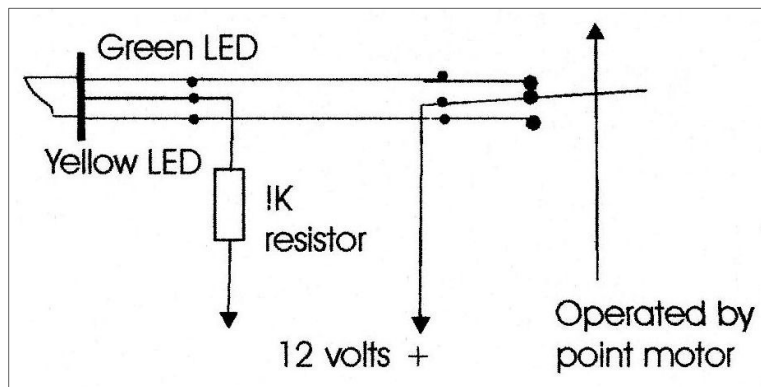
If the signal is used only to indicate a point setting we could use a single target signal that gives a green for the main changing to yellow for the loop, but a double target would be more authentic, indicating green over red for the main, red over red for the loop and red over red if both were occupied.

The first is easy to accomplish using a single pole switch (double pole if live frogs are used) mounted under the switch motor; the circuit for this is at right.

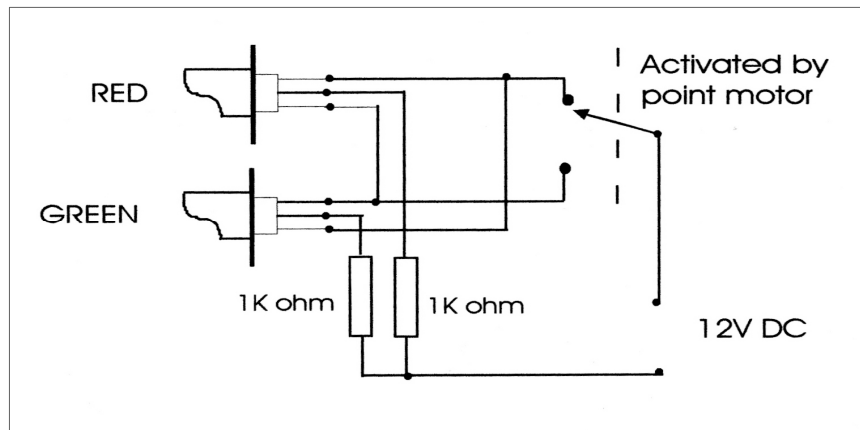
It requires a 3mm Green and Yellow LED; I have a number of these at a reasonable cost to club members only.

The second condition using a double target, using 2 x Green/Red LEDs, can be as simple as the above but if they are also to indicate occupancy, the circuit becomes much more complicated. The uncomplicated circuit is at right.

When the switch on the point motor is set to the main it will turn the top target to green and the bottom target to red; when the loop is selected the top target is red and the bottom target is green.



However, if you use a semaphore signal, the switch controls a slow motion switch motor driving both the turnout and the signal; EOL signals have a LED that is always on; this is fed via a resistor from the point motor DC supply.



Automatic Signal Control (continued)

Signals used to control a section of single track in a bi-directional situation.

There have been several methods devised over the years for the detection of trains, one is to use a detection circuit that will detect any resistance across the track i.e. the loco's motor, and requires the last vehicle to have a resistor across one of its axles. The problem with this for me is that you must isolate one rail of the section that is signalled and feed that rail's supply through a special circuit; this is done to all the tracks that you want to control with signals. This means you are back to the old DC block wiring method with all its duplication of wiring and defeats the advantage of less wiring with DCC, the last vehicle of course must have the resistive wheel set which in itself is no problem using a guards van or Blinkey Bill. The prototype works by detecting the resistance across the track but they have rails isolated from each other and solid wheel sets; we don't of course.

Another method is to have a timer on the signal that after the loco has passed the trigger point (infra red detector, optical, rail gap); it sets a timer running for as theoretically long as it takes for the train to clear the block. This is fine as long as all trains travel at the same speed and are the same length, and don't come apart in a tunnel. It could get a bit hairy on a two way single line if a train stalls in a section out of view of the other operator and becomes very complicated.

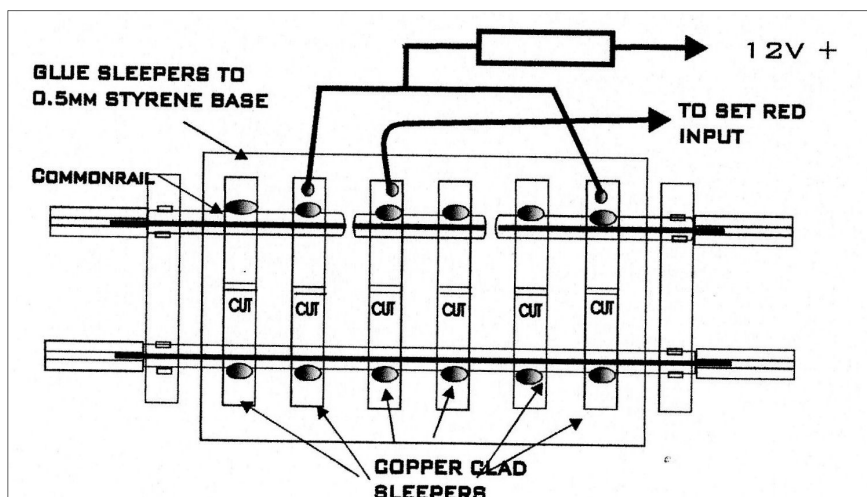
The system I have devised on my layout requires two different methods of detection, one to detect the loco and a different method for detecting the

brakevan/last car. This is so the circuit used to control the signal can differentiate between the first and last vehicle.

To detect the first vehicle (loco) any commercial detector eg optical, infra red can be used. But to save expense I use a small isolated piece in one rail (see below); the rail used is the common rail that is so designated on a DC or DCC layout.

From a separate 12volt supply used for all the signals around the layout, we supply a positive voltage via a 4,700 ohm resistor to the common rail anywhere on the layout.

Cut a section of flexi track containing 10 sleepers plus rail extensions to fit four joiners. Cut a piece of 0.5mm styrene long and wide enough to fit under the six inner sleepers. Prepare six copper clad sleepers cutting a gap in the centre and tinning the outer areas where the rails are to be soldered. Carefully remove the six inner plastic sleepers and clean and tin the underside of the rails without melting the plastic sleepers. Lay out the six copper sleepers and glue them evenly to the styrene with Kwik Grip. When dry, solder the rails to the copper sleepers. With a razor saw cut a gap between the second and third copper sleeper and fourth and fifth copper sleeper. Solder a small gauge bridging wire between the second and fifth sleeper to electrically connect the common rail; also solder a



Automatic Signal Control (continued)

small gauge plastic covered wire to the third sleeper to go to the signal control circuit. You can discard the four plastic sleepers if you wish; they were only there to help assembly.

When the metal wheels of the loco pass over this small section of isolated rail, a positive pulse is sent to the signal control circuit; this pulse changes the condition of an electronic circuit and a slave at the other end of the section so that, instead of having a green light, the signals now change to red and will stay that way. Each end of the section you want to protect will have a single bi-colour target signal and a rail gap detector (as I call it). The two signals work in unison; as a train triggers either end, both signals turn red.

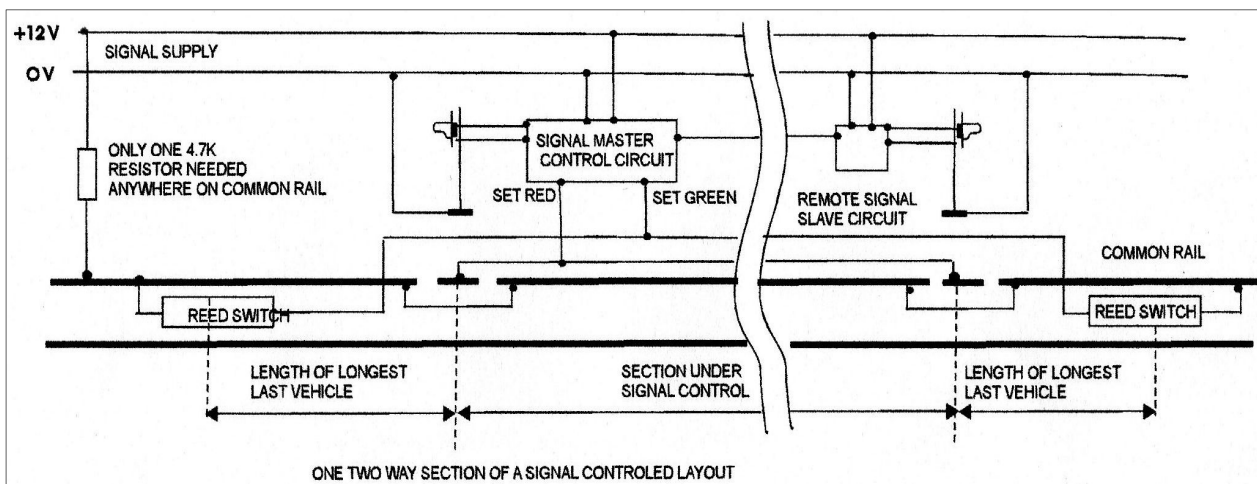
To detect the last vehicle and reset the signals to green, the only thing I could think of that could differentiate between it and any other vehicle on the train was to place a small magnet under the last vehicle. Powerful tiny magnets are available and can be attached under a brakevan (or the vehicle with a Blinkey Bill); if you have visitors with their own equipment the magnets can be attached with blue tack.

To detect the magnet, a small reed switch is placed lengthwise between the rails. Reed switches are used mainly in the security industry for detecting open doors etc. They are small glass tubes with a pair of leads and a pair of nor-

mally open contacts that are changed by a magnetic field. Be careful; they come in normally open, which is what we want, and normally closed. They are small enough to fit below the code 83 railhead. They are placed parallel to the rails; the leads are carefully bent at 90deg. and fed through two holes in the road bed. Don't put any pressure on the leads or it will fracture the glass. Hold the leads with long nose pliers between the glass and the bend. One of the reed switch wires is connected to the common rail (with the +12v on it) the other is connected to the reset on the signal control circuit. One is placed at both ends of the section beyond the signals by at least the length of the last vehicle.

The operation of the system is as follows: As the loco passes over the rail gap at one end of the section, a momentary positive pulse will trigger the signal master circuit to display a red signal and also sends a voltage to a slave circuit controlling the signal at the other end of the section, changing it to red. The train proceeds to the other end passing the signal until the last car passes over the reed switch at that end sending a reset pulse back to the master circuit changing the signals back to green. The wiring diagram needed for this is below.

In the diagram, the two heavier lines represent the track and the two rail gap detectors are placed right on the position of the signals. The two boxes represent the signal control circuit and the slave cir-



The Buffer Stop

Automatic Signal Control (continued)

cuit for the remote end of the section under signal control. The circuit diagram for the master and slave circuit are available to club members only, on request.

If we apply this control method to one way running only, we require the start end signal, rail gap detector and a reed switch at the other end of the section; the reed switch at the start is not needed. You would need, of course, a similar set-up in reverse for the other track of the double main line.

I used this method of controlling signals on the club's Exhibition layout but used a

rail gap detector for resetting signals to green in the main holding yard. This is needed now the layout is equipped with DCC. I also used rail gap detectors to control the automatic running of the Grain Board layout at the Show Grounds; they have worked faultlessly for 7 years.

If semaphores are used, the signal master and slave circuits will power a relay to control the signal motor.

I wrote a similar article in the AMRM some years ago; I hope this may answer some questions for you on this subject ■

News from Queensland

Hi All,

QR is in the news again.

(1) The Central West line, Emerald - Longreach - Winton, has been closed after the timber piers on a bridge failed under a ballast train. A check showed that routine underwater inspections which were signed off 18 months ago had never been carried out. Now they are checking 70 bridges along the line.

The twice weekly "Spirit of the Outback" tourist service, carrying 225 passengers a time, has been cancelled, as have 4 freight trains a week, and it's cattle marketing time. Two bridge maintenance managers have been referred to the Crime and Misconduct Commission (= ICAC).

(2) The new government is axing 2200 QR positions, cutting the workforce from 7200 to 5000. Most of the positions to go are not in "frontline service," but in the "bloated bureaucracy", in which, for a start, there are 12 executives earning \$377,500 a year.

Nothing in the news here about SA lately. I suppose that's a good sign.

Looking for a job in railway administration? How about a "Liaison Officer" position in the Queensland Department of Main Roads and Transport? Qualifications needed:

(1) Previous experience at Toys'R'Us selling toy trains.

(2) Parent is a Minister in the Queensland Government.

Salary: \$103,000 p.a. It beats being a teacher, nurse, police officer, fire-fighter or ambulance officer. No tiresome training involved either.

For once, the normally vocal Opposition has been quiet, because the new government is simply following the fine tradition established by its predecessor; but the Public Service union is angry because the Government is shedding thousands of other PS jobs.

I've started cutting the timber for the framework for my new layout, at long last. Next task will be to paint it before assembling it, to try and beat the effects of humidity here.

Cheers,
Chris.

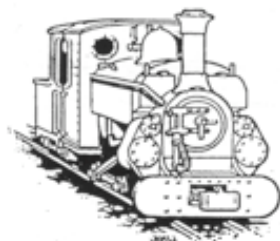
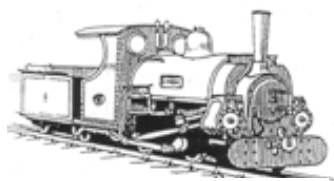
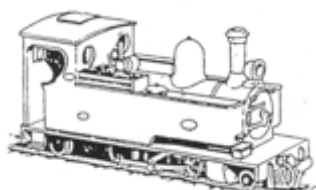
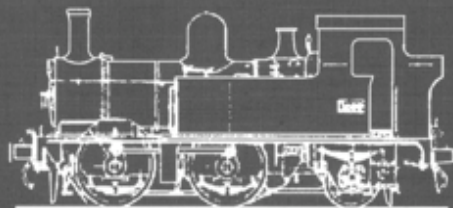
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Specials for August 2012

Bachmann Train Set "McKinley Explorer" HO DC	\$185.00
" " "McKinley Explorer" N DC	\$165.00
" " "Southern Belle" N DC	\$165.00
Magnifier, Large illuminated, multi-position	\$119.00
" Junior " "bendy stalk"	\$50.50
Pace controllers-Powered single \$114, or dual	\$179.00
" " - Single Hand held	\$43.50
Bachmann Class 411 EMU	4 car set \$199.00
Bachmann Class 105 DMU	4 car set \$170.00
Good Selection of TCS Decoders from \$31 to \$50	
Trackrite Foam underlay in HO, N and metre gauges.	
Woodland Scenics "Mod-U-Rail" Straight Module Kit	
SARMA SPECIAL UNREPEATABLE PRICE \$166	

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	\$175.00
Bachman Hong Kong Tram	\$127.00
Ixion On30 Coffee Pot (Supplier's price reduction)	\$175.00
Athearn SD45-2 Locos - DC	\$155.00
Mantua Steam Locos Pacific	\$225.00
" " " 2-6-6-2 T	\$163.00
Weico 1950 Royal Blue Duple bus (1:76 scale)	\$72.00
San Mateo Line signals 12% off retail - Last few remaining	
Agents for "MyLocoSound" units for DC	\$69.00
Steam Only DCC Sound Decoder (Generic adjustable)	\$75.00
Railscenes Australian Diesel Loco Mugs	\$12.00
Deposits now being taken for the Model Design Studio (Nigel Gardner)	
HO Rx brass etched kit. Kit price \$550, \$100 deposit (available September)	
SAR Model Co Redhens,800 & 860 car kits back in stock.	

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		
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The Royal Show Exhibit

David Jameson

The Grain Board exhibit at The Show has been, and still is, a great attraction for everyone who attends. For those who have been involved in constructing it, and for those involved in upgrading it, it is a showcase and a tribute to their skills. For the general public it is a demonstration of some of the infrastructure which is used to get products, such as Wheat and Canola, from the rural areas to the places where it is marketed. By just looking at the expressions on people's faces, and by listening to many of the comments which are made, and watching the reactions of their children, it can be seen that they really appreciate what is presented for them. The Management of the Show Society have also expressed the view that they would be "strung up" if the exhibit was removed.

For the members of SARMA, the exhibit is an opportunity to meet and talk to a variety of members of the public; to explain how the exhibit was produced; to possibly recruit new members to the Club; and to earn a significant bonus for our finances.

To be able to operate the exhibit for the nine days of the Show, we need to fill 36 spaces on our roster. The more people who volunteer, the less of a burden it is on individual members. As at 14 July, 22



of the slots have been covered, which means that 14 are still in need of someone to volunteer. If anyone is thinking that they would like to support the club in this way, but are a bit hesitant about what to do, remember that the exhibit is basically automatic. We would gladly give you whatever coaching was needed. You

would have plenty of time to become familiar with the exhibit, to talk to the public, and to have a look at other parts of the show. What's more, you would also get free general admission tickets to The Show. So there it is - put your name down in one of the slots, or if it is already on the roster, take another spot. It all helps.



Four Valiant Chryslers for your HO Layout

John Doherty

Cooee Classics, formerly Cooee Concepts – under its Road Ragers Precision Scale Models banner – have released 1:87-scale models of four iconic, Australian-made Chryslers as a follow up to their Holdens and Ford Falcons.

Packaged in the now familiar, bright red window box, each model is mounted on a matt black plastic plinth and wrapped in a clear acrylic display case.

They are:

Valiant S-Series sedan, 1962, Black

Valiant AP5 sedan, 1963, Bow White

Valiant VF Pacer sedan, 1969, Thar She Blue

Valiant VH Charger R/T 2-door coupe, 1971, Vitamin C (orange).

Although it closely resembled the earlier American R-Series, the S was the first Valiant manufactured – as distinct from assembled with parts made in the USA – in Australia.

As in the past, I measured the length, width and height of just one model, the AP5 (Australian Production) and found it to be a fraction long, and wider than it should be. I chose the AP5 for sentimental reasons, my late mother had one (a Regal) from new that I drove many times, covering thousands of miles that included a trip from our hometown Melbourne across to Adelaide for an Easter break.

The Cooee AP5 is the up-spec Regal which, strangely, is not acknowledged on the packaging. If you look closely, and with

the aid of a magnifier, you will find 'Regal' on the front guards. There are also good representations of the 'Valiant by Chrysler', 'TorqueFlite' (automatic transmission) and corporate colours badging on the boot lid. The Regal was created to compete with Holden's Premier and the Ford Futura, which it did in spades.

It seems that the Cooee people have again taken some liberties with colours. My research suggests that Chrysler never offered the S-series in black; that the AP5 white was Alpine not Bow; and that the only blue the VF Pacer came in was Wild Blue.

As was the case with the Holden repaints I had to shop around to get the full set. I found the S and the Pacer at Hearn's Hobbies in Melbourne at \$17.95 apiece, while the AP5 and the Charger came from Bendigo's new model railway shop for \$14.95 each.

Minor shortcomings aside, they are value-for-money models that, when used prudently, will add style and validity to your typical Australia-themed HO layout. With the production run of each model limited to 2000, if you have yet to buy yours you might want to get a wriggle on ■



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Picture Parade:

A miscellaneous collection of pictures that don't fit anywhere else



A typical family at the Royal Show observing the SARMA layout DAVID JAMESON

Rx at Mt Barker
PETER MICHALAK



Symphony in yellow:
NR18 leading NR121 on 3MP5 about to pass a local railcar at Eden Hills on Wednesday 6th June. 1023 metres and 2182 tons. JOHN VENNING



Individually Purchased or Packs: The Debate Rages on **David Beres**

We have to admit that our model railway hobby is rather expensive to the outsider given it's not unusual for loco's to cost up towards \$295.00 for a plastic detailed or \$185.00 to \$195.00 for a basic one. I haven't even touched on the rolling stock cost and this is where the problems arise.

Yet somehow the manufactures still think that the normal everyday modeller has around \$285.00 spare change in his wallet after pay week to actually spend on purchasing these type of rolling stock and even if that doesn't surprise you the cheapest I have found is 3 pack of V/LINE VLEX Box Vans for \$180.00- even that is a bit steep for the young teenage modeller out there who mainly works in a supermarket or even discount department store (e.g. Big W, K-Mart etc.).

Yes, our model railway hobby is hard for young ones to enter but given that the somehow what they actually purchase by way of computer games or consoles or even Wii games is around the cost of two VHGF hoppers or even sometimes they could save up and purchase their first train set- it is the "me" generation who want everything "now" and nothing changes overnight.

It is that in the past couple of years we have seen suddenly manufacturers building rolling stock packs of either 3 or 5 pack and trying to appeal to the modeller who wants to operate a train with a rake of say VGHF V/LINE hoppers behind a V/LINE locomotive- and you guessed it no suitable locomotive is available if you want to try and operate it prototypical- yes G Class V/LINE locos hauled freight services according to promotional publications put out by V/LINE Freight in the mid 1990s.

When I brought up the topic about whether it's a good idea for manufacturers to sell rolling stock both individually and in pre-packs of 3 or 5 on a well-known rail discussion forum on the Internet- I was literally blasted for my views.

I simply suggested that some manufacturers consider those who are not prepared to pay a huge upfront cost for a pre-pack model that they offer them for sale individually and see what happens. However, I left that actual topic up but left didn't contribute more to the debate because some modellers I think from interstate use their credit card to the max to purchase models and they think that my idea was more like pandering to the low in-

come earner and that manufactures should never stoop to that low. Yet what made it interesting how many of them interstate who are on concession cards would actually ask for a Concession Fare if they used Countrylink services and not the adult fare?- fare comparison I think.

So, when I purchased my June AMRM from Junction Models imagine my surprise about two things.

One that the V/LINE VHGF hoppers sold by Powerline individually are nearly sold out which doesn't surprise me one single bit and then one manufacturer called Southern Rail Quality Scale Models is actually selling oil wagons at an individual price of \$63.00 each or \$189.00 for a three pack.

So, those modellers on that 'forum' who criticised me first of for being somewhat ill informed might dare to ask the above manufacturer why they are selling their oil wagons individually now and that why is Powerline suddenly running very short in supply of VHGF hoppers?

In fact one well known hobby shop who I won't name actually sells the Auscision VHGF hoppers individually because the owner "I sell more of these individually than in packs because people don't have hundreds of dollars just laying around just like that- they have mortgages, bills, car registration, food etc. to pay for- modelling takes a back seat for a change". The question is how does he package the individual rolling stock?

It comes as no surprise that Powerline has nearly run out of literally those hoppers- because people are literally purchasing things slowly for a layout- there is no rush, isn't Model Railways meant to be a lifelong hobby?

My simple solution to this debate would be to for manufacturers to simply offer 3 or 5 pack of the same rolling-stock in one pack and any purchaser who would like to individually purchase the items separately could contact the manufacturer personally or even let alone try the two phrase concept and that is offer them in packs and individually.

There is no answer to this debate; I think, as SARMA members, why not contribute your ideas to Buffer Stop; it is our journal after all and we are a club that has very active members.

These are my thoughts; what do you think? ■

The Buffer Stop

Noel's Potterings - at Crystal Brook



AD8 at
Crystal
Brook

5455
Broken Hill
ore at
Crystal Brook



PM9 at
Crystal Brook

The Buffer Stop

More of Noel's Potterings



34172 dept.
Rocky River

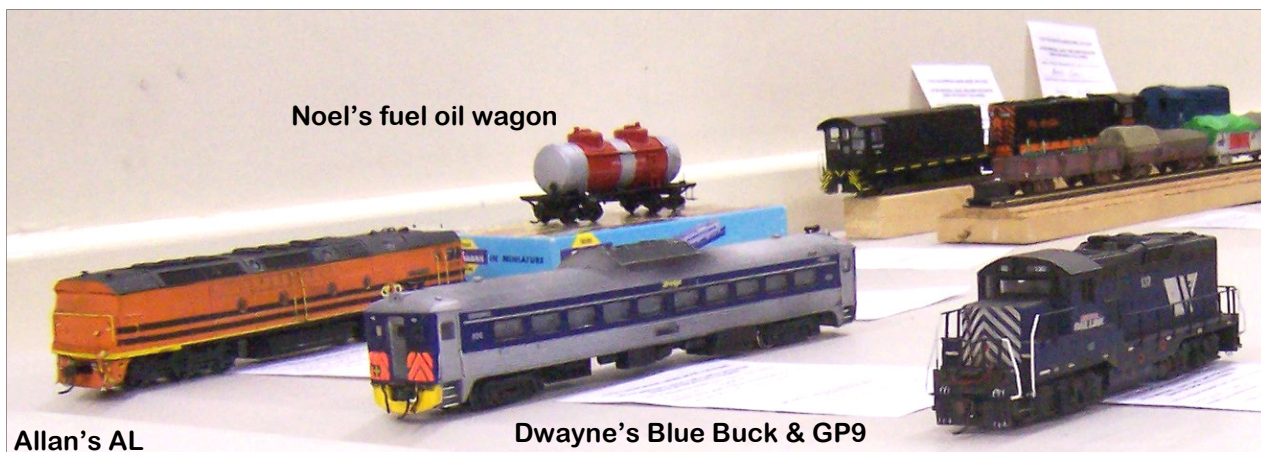
PM7 at
Rocky
River



Return of
Gladstone
grain

The Buffer Stop

Show & Tell (See GM minutes (page 4/5) for more information)



Noel's fuel oil wagon

Allan's AL

Dwayne's Blue Buck & GP9



Maikha's tram (in box) & SAAB 340 plane



Andrew Timmins' collection



Jeremy's Rocky M coach

Matt's collection

Matt's County

Probably the largest collection of Show & Tell that we've had. Apologies if I've missed anyone out or wrongly identified a model. Apologies also for the poor quality of the bottom picture. Ed.

The Buffer Stop

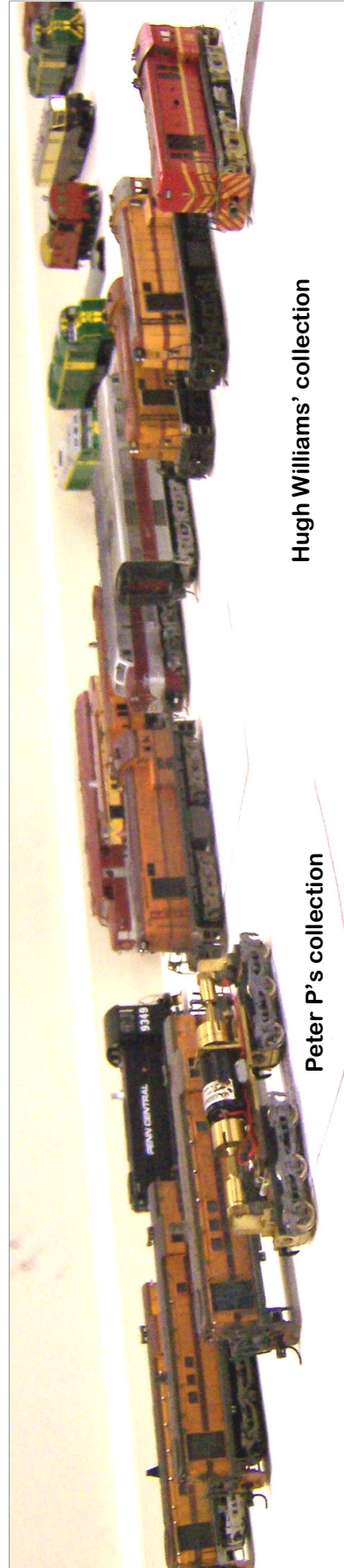
Show & Tell

(See GM minutes (page 4/5) for more information)

The loco that never was - see page 3.



Matt's other collection



Hugh Williams' collection

Peter P's collection

The End