

SOUTH AUSTRALIAN RAILWAY MODELLERS' ASSOCIATION INC.

PROMOTING THE HOBBY IN SOUTH AUSTRALIA



Peter Carter's Budget Silo

INSIDE

Building a Silo on a Budget
SARMA Stalwart reaches Ninety
R711 Relaunch Tour
SteamRanger Experience
Liverpool Exhibition

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 need 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 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 but contributors of material for a particular issue are urged to supply it by mid-month.

Committee Members 2011 – 2012

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

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

Contents

3	Editorial	17	SARMA, Inprotrans & Aztronics Ads
4,5	Minutes of October Gen. Meeting	18,19	Bill Coles - Congratulations
6,7	From The Buffer Stop Archives	20	Liverpool Exhibition Pics
8	Library report, , EOTLH Ad	21	SteamRanger Experience Pics
9-14	Budget Silos	22	R711 Pics
15	Turnout Tip & Mystery Trip	23	October Show & Tell
16	Junction Models Ad		

Diary

Sat 10 Nov (TENTATIVE)	Visit to see full size loco being built at Coromandel Valley
Wed 14 Nov	Annual General Meeting and Master Modellers Competition
Wed 21 Nov	Construction night
Sat 24 Nov	Christmas Dinner
Sun 25 Nov	SARMA Swapmeet
Wed 28 Nov	Construction night
Wed 5 Dec	Construction night
Wed 12 Dec	Mystery Tour & Swindle
Wed 19 Dec	BBQ (BYO)
☺ ☺ ☺	Christmas/New Year Break
Wed 2 Jan	Diehard modellers night
Wed 9 Jan	General Meeting and



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

**17/18 Nov
Croydon (Vic) M.R.E.
Dorset Pr.Scl, Rescoria Ave**

**1/2 Dec
M Rly & Rly History Exbn
Beechworth (Vic)**

**12/13 Jan 2013
Warrnambool (Vic) M.R.E.**

**17 March 2013
SARMA Swapmeet
Windsor Gardens**

**12-14 April 2013
SARMA RailShow
(including box file comp)**

SARMA SWAPMEET

**All hands on deck PLEASE for the Swapmeet at Windsor Gdns Vocational
College Gym (corner of Danby & McKay Ave) on Sunday 25th November.**

We start setting up at 7 a.m.

Sellers arrive at 8a.m. and Jo Public arrives from 10 a.m. till 1 p.m. \$4 entry

Head Honcho is Terry Meads - 8254 6207 or 0411 587 176;

email swapmeets@sarma.asn.au (or try the editor)

Cover Photos: Peter Carter's Budget Silo

This month we have Peter Carter's article on building a silo accompanied by numerous pictures that Peter has taken during his wanderings around the national rail system.

Editorial

Welcome to the November issue of BufferStop.

Peter Carter's "Budget Silo" article is on pages 9 to 14. Not only has Peter covered the construction of a simple model, but has provided pictures of many prototypes for those of you who want to produce a more sophisticated model. I decided that it was better to put the whole article in one issue rather than spread it over two or three. Those members who get their Buffer Stop via the web will be able to see the pictures in full colour and in fairly high definition. For those who still receive only the printed version but can receive emails, I will be happy to send a pdf of his article or any pictures on request. As well as the pictures in the September and October Buffer Stops, there are still a few left over which will pop up in coming months.

Isn't it frustrating when text is printed so small that you can barely read it. Following on from the small text for the ads in some model railway magazines, we've got the latest phone book. The only use for much of it is on N scale rolling stock!

On the topic of readability, I have had positive comments on the text and layout used in Buffer Stop. For your information should you be interested, I have adopted the following:

For this column and most articles, I use Bookman Old Style 11pt with 1pt line spacing with 4pt line spacing between paragraphs; I prefer this to paragraph indenting. I use full justification in a two column layout. Bookman is a fatter type-

face than Times and, although it takes up a bit more space, it is easier to read. I still use Times for things like the Archives and use Arial for the minutes and some other segments which are not too long. I find (and it is generally agreed) that a serifed type-face is easier to read for longer passages of text than a sans-serif style. I generally use Bookman for article titles, 16pt bold for the main header and 12pt bold for the author name and continuation pages. For photo captions I use Arial Rounded MT Bold 10pt; captions need to be visually different to avoid being confused with the general text and this fits the bill. You will find other fonts from time to time, for variety or an attempt to grab your attention.

To readily identify the start of an article, I generally use a dropped cap (the big W on this page) and a square blob (■) to mark the end.

You might discover a few other things that I do to aid your reading pleasure but I think that I've gone into enough detail.

I won't bore you with my pet hates (I've probably bored you enough) but I will consider any suggestions regarding the fonts, format, content or any other aspect of Buffer Stop.

What I will reiterate is that the Buffer Stop is principally by and for the members of SARMA. Apart from this page and a few other odd spots, all I do is take members' contributions and present them in the best way that I can.

Finally, the Swapmeet is a good money earner which helps keep our subs down. Please help out. ■ *Peter P (Ed)*



The train wins again

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EDITED MINUTES OF THE GENERAL MEETING HELD AT DERNANCOURT ON 10th OCTOBER 2012

Meeting opened at 7:33 pm;

Chairman, Roger Wheeler

Members in attendance: 47

Apologies: 6

Visitors: Sherree Golowit who was accepted as a new member.

Minutes of previous meeting were posted:

Moved David van der Linden, Seconded Colin

Barnes, that they be accepted. Carried

Outstanding Actions and Business arising: nil

Correspondence in:

Statement from Aztronics

Telstra invoice

Gift voucher – End of the Line Hobbies

Southern Cross Model Railway Association –

2012 Membership directory and Annual Report

Model Railroader magazine for November

2012

AMRA Journal – Sept to Oct 2012

Correspondence out:

AMRM club listing details for December mag.

Business from corres: nil

Finance: Financial statements presented

Fines for not wearing a name tag were paid by Dean Schluter and Dane Filander.

Accept financial report: Moved Roger Wheeler, Seconded Dean Schluter

Reports:

Premises – Hugh Williams reported that there has been a meeting with Council about the terms of lease which was unsatisfactory as it was for too short a length. Another meeting will be scheduled to discuss them further. Other issues to discuss will be Electrical, Sewerage and fire separation.

Exhibition Layout – The team is laying track on the lower level. Len Redway has offered to construct a couple of bridges.

Club Layout – Nil

Social – Sign-on sheet for the mystery bus trip was circulated. Barrie reported that there are nineteen names on the list for the Christmas dinner so far. There was also mention made of a nostalgia night at the Capri Cinema.

BufferStop – Peter Pickering reported that there had been an issue with the electronic version of the magazine not being available. There were also omissions regarding the Master Modellers and the AGM. Peter asked that sub-

missions for the magazine be provided well in advance of the deadline or they might not be able to be included in that issue.

Library – Nil

Maintenance – Nil

Bulk buys – Nil

Special Projects:

Swapmeet – Terry Meads reported that there are twenty one tables booked already. The date was changed to the 25th Nov to avoid a clash with the show in Bendigo. The next swapmeet will be set for the 17th March 2013

Railshow 2013- Invitations are going out to prospective exhibitors. Iain asked if anyone knows of a layout that they think might be worthy of inviting.

AMRE: Notification was given to members of the intended changes to AMRE constitution. Anyone interested can contact the AMRE representatives.

General Business:

1] Matt La Vista advised that members were invited to the Clare Valley Model Engineers Bi-Annual event on 3rd and 4th November. He also thanked the people who helped at the Noarlunga Train Show over the weekend of the 6th and 7th October. The Barrie Valley Railway represented SARMA.

The layout-in-a-boxfile competition is well under way. Rules and application forms are on the web site.

2] Peter Michalak reminded members that the nominations for committee close at the end of the meeting for anyone still interested.

3] Iain Kennedy asked members for entries into next month's Master Modellers. Judges have not been appointed yet.

4] Dean Schluter asked if anyone had quick access to printed circuit board sleepers. Various members offered advice.

Show & tell:

Tim Leach showed off his freshly painted 800s from BGB kits on an Athearn chassis. They were hauling a rake of cattle cars as well as a couple of bogie wagons and a brake.

Dane Filander has scratchbuilt a 75 model Brill car, made using photos and postcards; the model runs well using black beetle propulsion.

The Buffer Stop

EDITED GENERAL MEETING MINUTES (continued)

Matt La Vista brought a "tiny track" wheel cleaner for N scale from Woodland Scenics which, he claims, works very well.

There was also a Walthers "Peanut Car" - a flat wagon with a peanut on it that was a tongue-in-cheek reference to Jimmy Carter.

Matt also had an N scale model of LNER Class M1 loco on a Graham Farish chassis. It has a diecast body so the model was quite weighty. He also had a book that he wasn't aware he had on the Spurnhead Railway in the UK. It had many interesting pieces of rolling stock like sail cars and a converted Italia racing car.

The last item Matt brought was a magazine that contains an article on an American carriage that was bought by the LMS after the war as a possibility of making them the standard range of coach.

Break: Meeting suspended at 8:13 pm

Raffle:

Orange B96 Rod Elvey

Junction Models voucher

Red B72 Tim Leach Track rubber

Red B82 Richard Ash LED kit

Blue F26 Dane Filander Tweezers set

Red B83 Richard Ash Stress ball

Green C90 Iain Kennedy Inprotrans photo

Red B93 Maikha Ly BGB container

Green C84 Graham Nixon Inprotrans photo

Orange B95 Rod Elvey Flashlight

Purple A78 Maikha Ly Stress ball

Red B66 Terry Jomartz Minicraft tool discs

Orange B94 Dwayne Norris Stickers

After meeting activities: A video presentation of how to operate a layout using a fast clock and card system narrated by Hugh Williams. There was also a video of an actual operating session on his own layout. The operators had not been aware that the evening was being recorded.

Meeting closed at 9:45 pm

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

SARMA'S CHRISTMAS DINNER

SATURDAY, 24TH NOVEMBER 2012

Members and friends are invited to our annual Christmas Dinner to be held this year at *The Windsor Hotel*, 410 North East Road, Windsor Gardens.

The dinner has been booked for 6.30 pm

If you wish to attend, please add your names to the list at a general meeting night, leave a message on 8298 8571, or e-mail barrie@picknowl.com.au no later than Saturday 17th November 2012.

Copies of the Main and Seniors menus are available for perusal on general meeting nights, or they can be viewed at www.thewindsor.net.au

The Seniors menu also applies to Saturday nights.

If, after notifying me of your attendance, you find that you are unable to attend, please notify me at least 24 hours before the dinner.

Barrie Mackinnon,
Social Director

From the Buffer Stop Archives



50 Years Ago: November 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: (Editor, Tony Edwards wrote:) We frequently come across the question, 'What items in model railroading would it be wise for me to buy and what should I build myself?'

Obviously there is no one answer to that question, for it depends largely on what the individual can do and likes to do.

We might approach the question by mentally dividing all of our construction projects into two groups -- one containing the things we like to do, the other containing the jobs we aren't particularly interested in doing but which must nevertheless be done if we are to have a complete, well balanced layout.

We can proceed with work on the first group without further ado, and without regard to how much time it takes or how much money is being saved. After all, these are the things we enjoy doing and aren't we in the hobby to enjoy it? Even if we spent 50 hours making a set of bogies that can be duplicated for 8/6d (\$0.85c), all that really matters is whether we enjoy the job. On the other hand, if we didn't particularly like to build bogies, it would be ridiculous to spend 50 hours constructing a set just to save 8/6d!!

We spend two things on model railroading -- money and time -- and to enjoy our hobby as fully as possible we should spend our time as carefully as we spend our money.

Monthly Trade Report: Great news at last!! Import restrictions are off the hobby!! It now means that you can import equipment from any part of the world without an import license; of course you will have to perhaps pay duty, but the most important thing is you will be able to get it!!

40 Years Ago: November 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.

Cover: Drawing of 400 class garret hauling a string of ON ore wagons.

Murphy's Law as applied to the art of model railroading; twenty examples listed.

4400 class composite brake van: A list of materials needed, instructions and plans.

30 Years Ago: November 1982

PP

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

Very small issue with only 13 pages.

Cover: Two 930s hauling a freight wrong line past a twin semaphore signal in the hills - *no caption*

M class locos of SAR: History, description, pictures and drawing by Hugh Williams.

Coil Steel Wagons: General notes including a formula for estimating coil mass

Coil mass (t) = $6.16537 \times 10^{-9} \times \text{width (mm)} \times (\text{OD}^2 \text{ (mm)} - \text{bore}^2 \text{ (mm)})$

**From the
Buffer Stop Archives
continued**

The Buffer Stop



20 Years Ago: November 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:

Again, a very small issue with only 15 pages.

Cover Photo: Detail photo of trackwork associated with a gangers' shed.

Layout Report: Little is occurring on the layout, due to our pending move to Islington Workshops. As a result, there is a decision is still pending on the future of the current layout.

Article: "Ballasting to a budget" by Peter Carter

Article: "Start Touring Around with the State Transport Authority – a walking tour of Tea Tree Gully and Ridgehaven" by Barrie Mackinnon

Article: "VR ABS class coach" by Ian Wright – a description of the steel First/Second composite passenger coach.

Article: The SE van of the South Australian Railways by Rob Burford and Peter Zeigler (Reprint from Jan '77 BS).

December meeting: A trip to Glenelg on the Bay tram – meet at stop 3 (South Tce) at 7.30pm.

10 Years Ago: November 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.

Semaphore signals at Mile End in 1973 on page 5

www.trainweb.org/railwaytechnical/index.html has now changed to www.railway-technical.com/ or at least in 2004 it changed.

On November 14, 1896 the Emancipation Run from London to Brighton took place, celebrating the passage of the Locomotives on the Highway Act that raised the speed limit to 14mph. . Previously, the 'Red Flag Act' required a man waving a red flag to walk 60 yards ahead of a motor vehicle warning of its approach, limiting its progress to not more than 4mph – 2mph in cities. At that time William Stroudley's elegant, 0-4-2, B1 – engined trains were covering the 50 miles of English Countryside between those same cities in an hour.

Echuca: Photos of the engine shed, station building and goods shed appear on page 10

Page 12 had some articles from the December 1652 issue of Railway Transportation including an advertisement for Timken dual-race bearings on all axle boxes as fitted to the Overland coaches.

Lucky the magazine was in black and white as the advert for the 2003 RailShow on page 13 had a Green and Yellow AN 500 and 930 locos. It may have upset some people.

A visit to Goolwa by Harry Rush and family made for a nice little article with lots of pictures of the recently refurbished Rx207.

Don't forget the Swapmeet

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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.

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

LIBRARY REPORT - *Recent Additions to the Library*

Australian Railway History	November 12
Model Railroader	November 12
AMRA Journal	November 12
Train Talk	Sep/Oct 12

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

Allan Norris

Don't forget the Christmas Dinner

Budget Silos

Peter Carter

The inspiration for this article and project must go to Bob Bevan; thanks Bob.

I have called this article "Budget Silos" because the silo structure is not of any known prototype but, as I hope to demonstrate, the prototype silos spread over just a small part of the system can be very different. They range from large metal affairs to concrete structures and from large monoliths at places like Port Adelaide, Port Pirie and Wallaroo down to fairly modest structures at Mallala, Red Hill and other wayside places throughout the state. With my working into the "Twilight Zone", I will also show examples of some of the grain handling facilities in NSW. These silos are fairly typical of the type of small wayside silos found in SA.

As stated, the design and size of the silo

cells varies quite considerably in height, diameter and building materials. Generally they are made from concrete but, as will be seen in the photo, they are also made of steel as at Gunningbland which is the last existing location before Parkes NSW on the Crystal Brook (SA) to Sydney line.

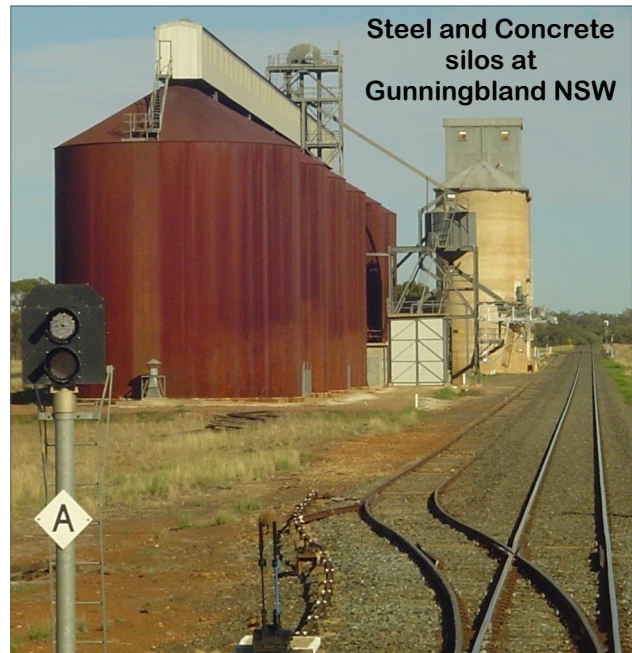
This project will be a guide and I hope



Condobolin NSW



Ootha NSW



Steel and Concrete silos at Gunningbland NSW

members will have a go; please use your own ingenuity, imagination and heaps of modellers license to make a set of silos unique to your layout.

The silo cells seem to be the main stumbling block with modellers worried about height, diameter and a raft of other reasons but I hope I have demonstrated that the prototypes are so varied that the choice of item to make the cells of these budget silos will be a perfect choice. As mentioned at the start, thanks to Bob Bevan for discovering these bottles and pointing out to me that they are available in many of the cheap shops such as the Reject Shop and Go-low from time to time. They have plastic bottles of wash up detergent usually for about \$1.00. Select a bottle that has straight sides with no embossed writing around the diameter of the container. I bought a number of bottles and decanted the contents for use on dishes later. Remove the

Budget Silos continued

flip top or pop top lids that are usually fitted to these type bottles, decant the contents and rinse out the container and, if they have a stick-on label, use hot (not boiling) water to rinse the remaining detergent out and gently peel the labels off. That should leave containers that will make excellent silo cells. If required, they can be trimmed shorter but they are not overly tall so I leave them the length they are.

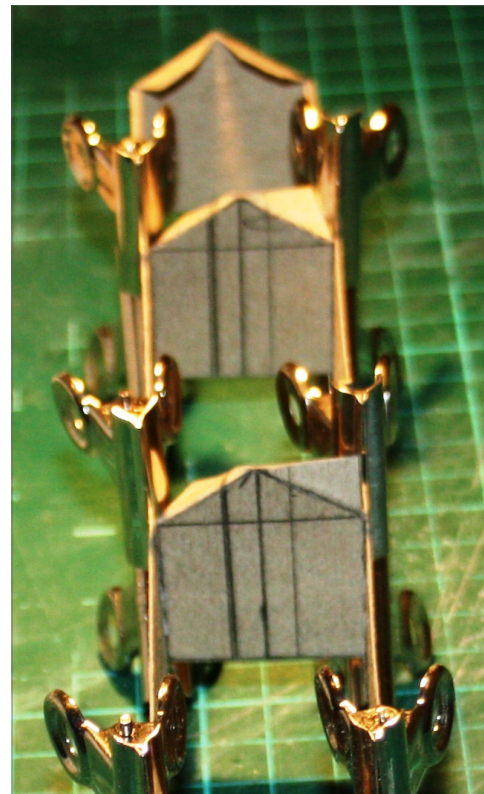
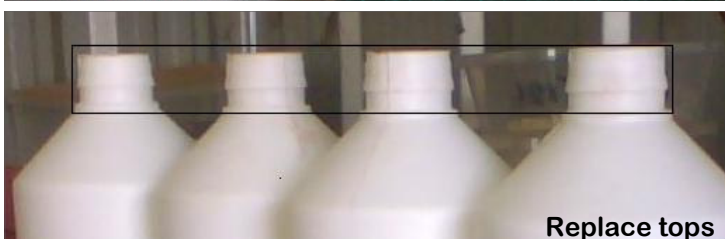
Select a piece of board large enough to accept the cells arranged in either a straight line or groups of two side by side; this will be determined by available space or personal preference. A piece of track will be laid next to the silos as well as a small area around the cells. When you decide what you are going to do, glue the bottles to the board ensuring they are all touching, then set aside to dry. Use 'No More Gaps' to gap fill between the cells. I used a hot melt gun to glue the cells to the base made from thick card.

Leave the tops on the bottles as all the silos I have seen have some sort of



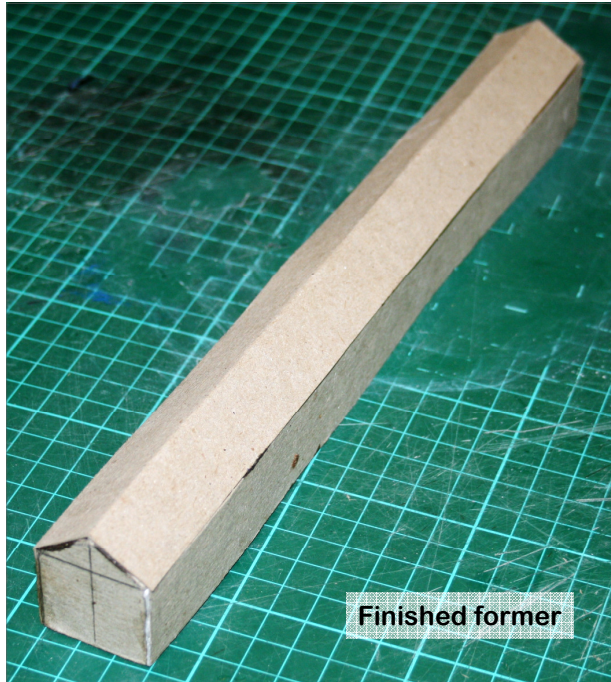
structure along the top of the cells that is generally made of corrugated iron and, on this model, a very simple structure. I will use card to form the structure then clad it with BGB corrugated iron card. The width of the structure will be the same as the diameter of the tops and the height will be determined by the distance from the top of the taper on top of the bottle to the top of the bottle neck with a gable roof. Nothing too fancy and mine is not going to have any windows or companionways.

I made the top structure (below) with a gabled roof made from cardboard then clad with BGB corrugated iron card. If you prefer, the structure



Budget Silos continued

can be made from balsa wood or styrene. It could also be fabricated from ever-green corrugated iron sheet; it's up to the modeller. I use the backing off train order pads because I have 100s of them; I'm afraid it's the scratch builder coming out in me; can't throw anything away that might be useful. These structures carry conveyor equipment to get the grain into the cells.



Some top conveyor structures have windows but not all so again these are an option that individual modellers can add. As time goes by these structures start to look a bit tired as they tend not to be too high on the maintenance schedule so I have not been too fussy with the attachment of the corrugated iron.

The grain gets to the top of the silo cells via some sort of lift auger system that varies from silo to silo. I am doing a simple vertical structure with a gable roof that adjoins the conveyor system across the top of the cells

The final part of this silo complex is the loading chute. Like all things discussed so far, they vary from silo to silo and range from square cross section chutes to round, and everything in between.



(above) and completed (right).



There are silos with one central chute that is fed from all the cells and some that have chutes on each cell. I suppose it depends how much you like building chute structures.



Budget Silos continued



Crystal Brook is typical of many in South Australia; very simple in construction and looks like a likely candidate for my silos. You will note the auger lift structure on the end of the rear set of silos; they also have a similar but slightly different discharge chute from the silos in the foreground.



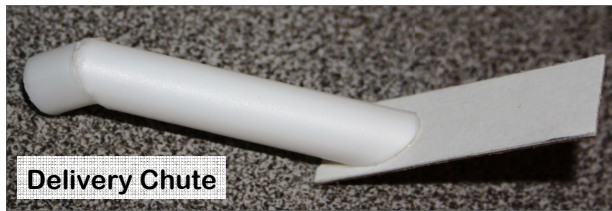
At Condobolin Wheat Sub (above) they have an overhead hopper that can load road vehicles in a sheltered shed or redirect the grain down a chute to load railway vehicles



For my delivery chutes I have used a couple of breathalyzer tubes I had put away to use as cement pipes. Nothing fancy, just chutes with a support structure of no particular design. They will be attached to a flat panel bridging 2 cells. To make this I just cut 2 strips of card stock and filled the hollow formed at the top with no more gaps. Slightly angle the no more gaps so that it gives the impression of a taper to assist

Budget Silos continued

in water runoff.



The loading staff have to be high enough to look into the top of the highest wagons that run on the network so they can monitor the filling of the wagons. These platforms are sometimes attached to the silo cells or sometimes they are a free standing structure. I have opted to make the latter and I did it with some shim brass, 20 thou brass wire and some welding wire (I love scratch building).



As you can see above, nothing too fancy; with a coat of silver paint they should look OK. They could be made out of evergreen styrene shapes if you are not confident trying to solder something up.

The final thing to do is to decide how the chutes are going to be supported. Prototypes are as varied as the cells they are attached to; sometimes they are supported by a metal structure and at other times they are supported by cables or metal struts from above. On this model, I have elected to suspend the chutes,

fashion the suspension cables from 20thou brass wire then attach them to the panel that bridges between the cells above the chutes (see below and on the cover). This provides a simple but functional supporting arrangement.

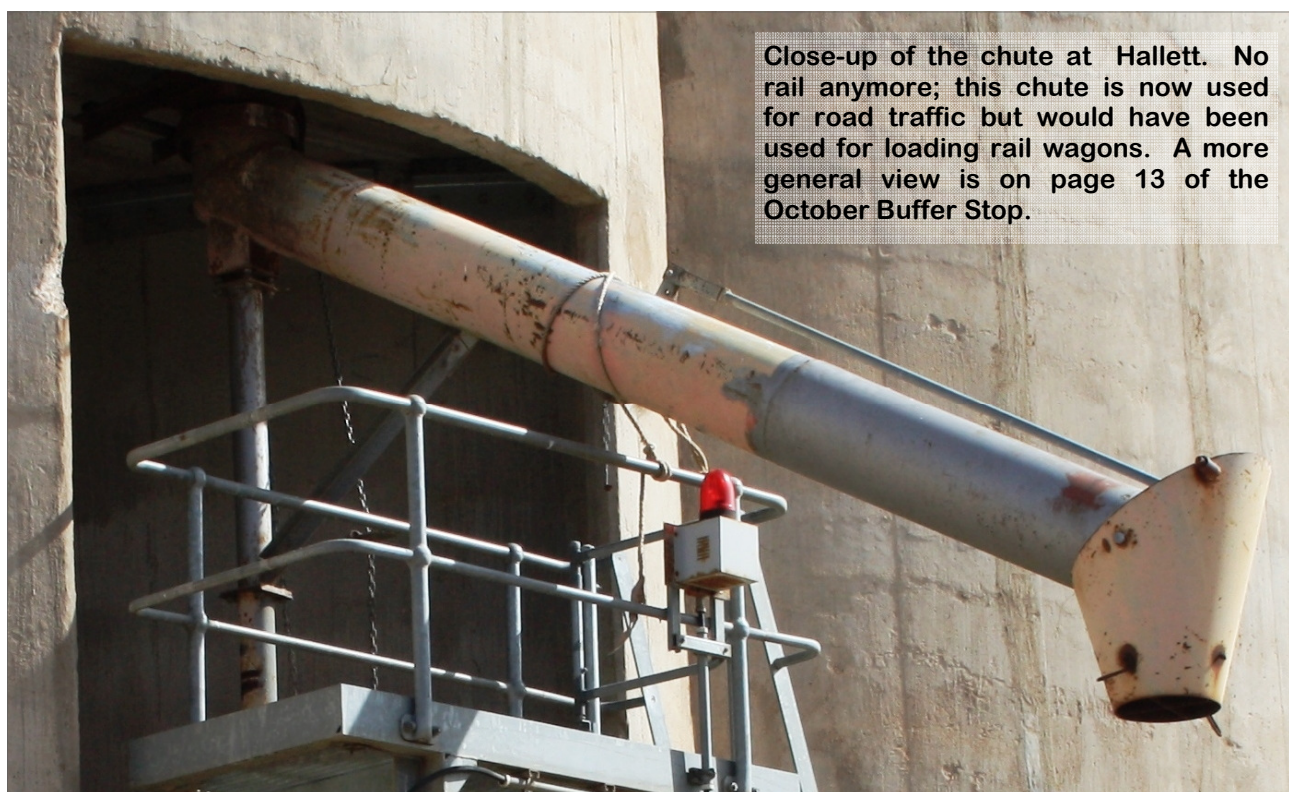
As you have seen in the accompanying pictures, there is a great diversity of structures used on different silos.■

More pictures on following page.



More Silo Photos

The Buffer Stop



Turnout Tip

Tim Leach

In laying my track, I have had to cut out those ugly rectangles in the baseboard to fit the point motor through, and the flaming things never line up so the holes get bigger and uglier.

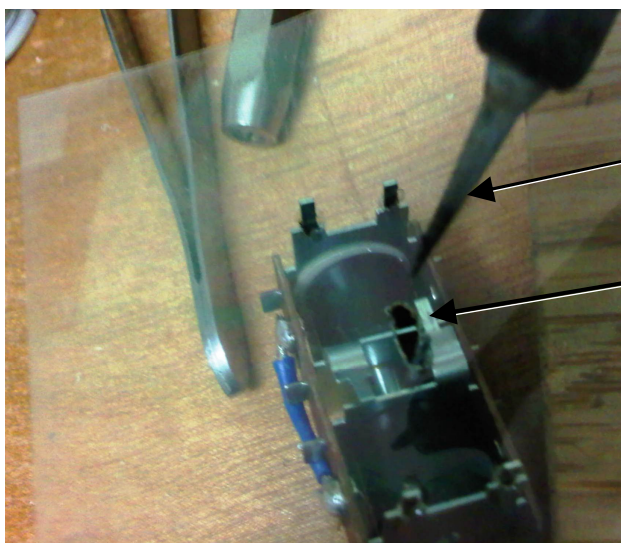
I have observed some layouts with smaller holes than mine – a testament to the modellers planning and skills, but the ballast is still missing about the hole.

I have seen some using long shanked activating levers with smaller holes, and have heard the cussing to try and set them up and keep them reliable.

At AMRE I looked at Gavin Thrum's layouts and there was no hole and the entire turnout was ballasted. So I asked a simple question; how? And received a simple answer – Overhead slide projector paper with a paper punch hole for the activating lever. Simple effective and it even works for me.

I haven't yet started ballasting, so I still have time to rip up and relay the turnouts installed so far. There is one little thing I have done differently; I have used a soldering iron to make my hole in the OHP paper.

Then all I need is to use a circular saw set at 40mm diameter and I have all the wriggle room I need.■



SOLDERING IRON

SLOTTED HOLE



FAMILY MYSTERY BUS TRIP

to a new Mystery Trip venue.

Wednesday 12th December 2012.

This year's trip will leave at 6.00pm, returning around 10.30pm. As you will be travelling to the clubroom in peak hour traffic it is advisable to allow twice your normal evening travelling time on that night.

The cost of the trip will be:-

If paid by 05.12.12:- Adult (13+): \$20.00 Child (5-12): \$10.00

If paid on the night:- Adult (13+): \$22.00 Child (5 - 12): \$12.00

Included in the price is a sausage sizzle with salads, tea/coffee and a can of soft drink.

As is usual for these Mystery Trips, wear comfortable, enclosed foot-wear and bring along a prize for the '**SWINDLE**'

For catering and bus numbers, please add your names to the list **tonight**, leave a message on 8298 8571 or e-mail barrie@picknowl.com.au no later than December 5th.

Payment **tonight** would be appreciated, but full payment is required **before** the December meeting.

If you find at the last minute that you cannot be at the clubroom by 5.45pm, please ring me on 8298 8571 **B4 11.00am**
(or ring someone who you know will be at the clubrooms to pass a message to me)

Barrie Mackinnon., Social Director.

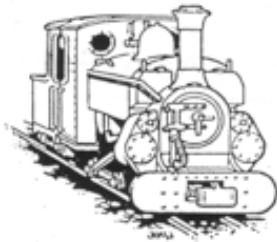
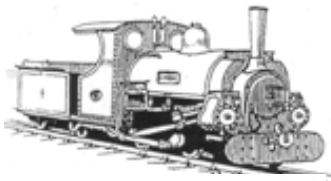
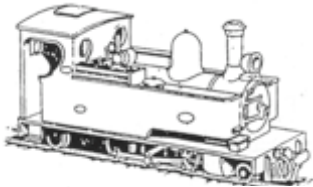
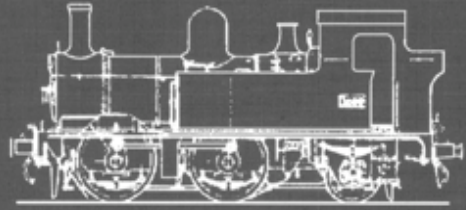
Junction Models

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 November 2012

Bachmann Train Set "McKinley Explorer" HO DC \$185.00

„ „ „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

Hornby NSE Class 423 EMU 4 car set \$250.00

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- 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 (last one remaining) \$127.00

Ixion On30 Coffee Pot (Supplier's price reduction) \$175.00

Athearn SD45-2 Locos - DC \$155.00

Powerline VLEX wagons, 5 variants, \$49.95

Powerline Tuscan 48 Class back in stock \$325.00

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

San Mateo Line signals kits and ready-to-place

Agents for "MyLocoSound" units for DC \$69.00

Steam Only DCC Sound Decoder (Generic adjustable) \$75.00

Railsscenes Australian Diesel Loco Mugs \$12.00

Deposits now being taken for the Model Design Studio (Nigel Gardner)

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		
Kadee #158 Whisker Couplers	\$5.20		



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28 NOVEMBER 2012 - 90TH CELEBRATIONS

CONGRATULATIONS TO BILL COLES ON HIS 90TH BIRTHDAY

The Committee and Club Members wish to extend our congratulations and best wishes to Bill for his 90th birthday, and would also like to express thanks to Bill for his enthusiasm, support and involvement in the Club's life and activities.

For those Members who are of a younger year in age or Club involvement and may not be familiar with Bill's details, a brief "This is your Model Railway Life" follows.

SARMA

Bills' involvement dates back to the Clubs' second meeting of June 1957, only one month shy of the Club's inaugural meeting. His involvement in Club Life very quickly included submitting articles for publication in the monthly Buffer Stop to the extent that he became part of the 1960/61 Committee as the Publishing Officer. This Committee experience expanded from there to include 1961/62 as Vice-President, 1962/65 as President and 1965/73 as a Committee Member holding a variety of responsibilities like Vice-President, social and quiz master.

The club's administration was not his only involvement; Bill is on record as being very active in all facets of Club activities. Records show that he won first prizes in model building competitions (e.g. August 1958 1st prize in Section C), organised the first club train trip (75 class railcar trip to Milang in May 1962), exhibited layouts in SARMA's Rail Shows (e.g. Bill and his son John



exhibited "Little North Western Railway" in the 1975 Freemasons' Hall Exhibition), being on the Exhibition subcommittee (e.g. 1970 Exhibition at the YWCA Hall North Adelaide) and was involved in the design and construction of the Clubs' layouts in our then Tin-Town location.

Bills support and work within the Club was recognised by SARMA bestowing him Life Membership in 1983. Bill continues his support to the Club and is always ready to offer advice and guidance to Members on modelling tips and sharing his wealth of knowledge.

HOME LAYOUT

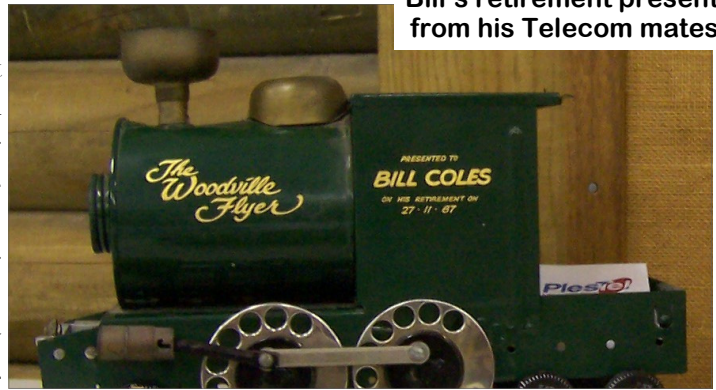
The first layout "The Glenwood and Rowanville Railway" started in his shed at his Woodville South Residence in 1958, but like most of us, as experience was gained, it was soon subject to rebuilds, expansion and renaming to become the "North-Western Railway". This layout was actively operated by operators that formed part of the ABLO Group (more on this later) until a house shift to West Lakes in 1971 saw its demise but with parts recycled to form a new "North-Western Railway" in the attic of his Garage where it is still in operation today.

ABLO (Adelaide Branch Line Operators)

Back in 1960, three Club Members formed an informal "ABLO" Group to assist each other in the design, construction and operation of their respective home layouts. These members were Bill Coles, Stan Filsell and Kevin Loughhead. To achieve their goals, the group set up standards and procedures to enable consistency between the three layouts and their mode of operation. Bill's layout is the sole survivor in current operational use. Since the inception of ABLO many operators have branched off to

The Buffer Stop

form their own layouts which adopt the ABLO principles and culture. More about ABLO can be read in the book "Recollections", a copy of which is in our library. Over the journey, Bill has been involved with the group's projects to build the basic layout, buildings, scenery, motive power and rolling stock. Many of these projects have benefited SARMA Members as they have been presented and built as club projects. Indeed, the first ever "Construction Night" at SARMA being the building of a model of the S.A.R. 8300 class brakevan was a direct copy of a project being undertaken at Bill's home.



Bill's retirement present from his Telecom mates

MODEL RAILWAY IMPORT BUSINESS

In the early years the availability of materials suitable for the scratch model builder was very limited or not available at all. To assist in this area, in 1962 Bill set up his own business under the name of "North Western Models", obtained the Australian representative rights for North-Eastern Wood Shapes and on securing an import licence proceeded to import the full range of the wood products and then distribute to Hobby Shops and Modellers Australia wide. This business very rapidly grew to include other products like Floquil paints, Kadec couplers, Kemtron castings and anything else that could be procured from USA, especially via Walther's, a large supplier of all model railway products.

Models of USA prototype that could be altered to represent SAR would be imported and notes usually published in Buffer Stop as to the conversion etc. One example was the Hobbytown produced PA1 model that was converted to an SAR 900 Class. To further assist the scratch model builder, Bill utilised the materials imported to produce kits of various rolling stock starting off with a typical 40ft American box car but then focusing on models of the South Australian Railways.

Bill ran this business for some 10 years then on sold it, but its impact had been made on the model scene. The on-sold business (BJ Models) continued for a further period before the Hobby Shops and modern production methods and Locomotives etc.

IN CLOSING

Bill, your contribution not only to SARMA, but to the modelling fraternity in general, cannot go unrecognised and we say a very big thank you for your efforts. Once again, happy 90th on the 28th November 2012 and may you keep your steam up and the wheels turning for many years to come.

Roger Wheeler



The Buffer Stop

Miakha's Photos from the Liverpool Exhibition
(a small selection from the 310 supplied)



HPC 402



Ruby

RM 28



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Pete's Photos (from the camera of Peter Michalak)



Rx 207 & 621 at Investigator Beach
(13 Oct 12)

Rx 207 & 621 at Currency Creek
(13 Oct 12)



Rx 207 (& 621) at Victor Harbor
(13 Oct 12)



November 2012

The Buffer Stop

Pete's Photos (from the camera of Peter Michalak)



R711 at Bendigo (top & bottom) and at
Castlemaine (below & right) on 21 Oct 12



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



Tim's 800s,
Cattle wag-
ons, etc



Matt's "tiny
track" wheel
cleaner, "Peanut
Car", LNER
Class M1 loco,
Spurnhead Rail-
way book and
magazine show-
ing American
carriage bought
by the LMS

Dane's scratchbuilt
from "odds & ends"
Brill 75 railcar



Array of Raffle prizes at October GM

November 2012

Don't forget the Swapmeet

23

Bonus page for web viewers. A couple of Pete Michalak's photos looked good but I didn't think that they would reproduce very well in printed form. I also ran out of pages. Ed.



**Rx207 & 621
Pursell Rd
(13-10-12.)**

**Rx207 & 621
Angas River
(13-10-12)**



**Rx207 & 621
Bluestone
Estate
Mt Barker
(13-10-12)**



**621 Victor Harbor
(13-10-12)**

The End