

SOUTH AUSTRALIAN RAILWAY MODELLERS' ASSOCIATION INC.

PROMOTING THE HOBBY IN SOUTH AUSTRALIA



Imposing shot of 723 selected from the extensive collection from Inprotrans Pty Ltd (trading as Refreshing Memories)

INSIDE

50 Years of SARMA History
Building your first Layout
On Distant Rails
Noel's Potterings



ADELAIDE MODEL TRAIN SHOW
JUNE LONG WEEKEND

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 9 May **General Meeting - Phil Curnow**
specializes in keeping up with all of the new equipment being put into service by the various railway operators. His slides will show an interesting collection of all of the very latest diesel locos to be put into service as well as a collection of modern era rolling stock.

Wed 16 May Construction night

Wed 23 May Construction night

Sat 26 May **Birthday Dinner - see page ??**

Wed 30 May Construction night

Wed 6 Jun Construction night

Sat 9 - Mon 11 Jun **AMRE Train Show**

Wed 13 Jun **The GM will be followed by members presenting their 10 best pictures (on a stick) - Get 'em ready Movies too. The "show & tell" will be non-railway models.**

Wed 20 Jun Construction night

Wed 27 Jun Construction night

Wed 27 Jun Construction night

Wed 11 Jul **General Meeting - John Venning will show some of his videos.**



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

June Long Weekend AMRE Train Show

Also, same w/e,

Ballarat VIC, Eastwood St
Leisure Centre

Brandon Park VIC, Waverley
Model Train Show, Community
Centre Ferntree Gully Rd
Ph 03 9707 4390

July 7-8 Stawell VIC,
Grampians Model Railroaders
SES Hall Sloane St

Aug 25-26 Caulfield Race-
course VIC, Station St
Ph 03 9563 8238

Sep 8 MRSA Convention Flinders Medical Centre

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

Cover Photo: Looking for something different, I wandered into Inprotrans at Blair Athol and selected this picture of 723 from their extensive SAR collection. These 227 ton 2-8-4 boosted locos were built in the mid to late 1930s. There is something distinctive about a good black and white photo, I think. Ed.

Editorial

Welcome to the May issue of BufferStop.

I must apologise to Terry Meads for omitting his Swapmeet report last month. His pictures went in but not the report. Below is a picture taken by Matt, I think, which shows Terry trying to get one of our illustrious members into motion.

As I mentioned last month, it was 55 years ago that SARMA was formed. A more complete write-up has been supplied by Hugh Williams and that is on pages 9/10.

One of the things I notice when I am compiling my Archive section for 1982 is that many of the articles are reprints from earlier issues, something I haven't done since I became editor. Well this month I came across a page written by the late Rob Burford which I decided warranted inclusion.

On page 1, there is the statement that **The deadline for each issue is MIDDAY on the LAST WEDNESDAY of the previous month.** I need to explain what this means. By the last Wednesday the Buffer Stop needs to be virtually complete but, if an important item is submitted, it will be inserted, probably by omitting something that is already in. If you want an article or picture included in a particular issue, you really need to provide it at least a week before the deadline or, at least, tell me it's coming.

Finally, a reminder that the June issue of Buffer Stop is being compiled by Matt. Please send contributions to him.

Peter P (Ed)

JOHN'S HANDYMAN SERVICES

- General Home Maintenance
- Gardening
- Painting
- All Odd Jobs

0428 294 859
ABN 89 954 074 379



NEWS NEWS NEWS

SAR HO MODEL RELEASES

Trainorama, SAR 830 Diesel.
Due July-September 2012

Austrains SAR SOC Ore Car.
Due June 2012

End of the Line Hobbies, SAR Semaphore Signal kit, single blade, upper quadrant from Strath Hobbies. Out now. Double Blade version to come.

Orient Express Reproductions, RTR SAR OBF and Of 4 wheel open wagons, 2 varieties of doors, 6 colour schemes.
Due June/July 2012.

OPEN DAYS

Cobdogla Irrigation & Steam Museum, SA; Open day June 10 Ph 85882323

Alexandra Timber Tramway, VIC;
Open days 12, 13 & 27 May, 10, 11 & 24 June. Ph 0427 509 988

Roger Wheeler

*Be kind to Matt -
send him some stuff for
the June Buffer Stop*



The Buffer Stop

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

Meeting opened at 7:40 pm Chairman Hugh Williams
Members in attendance: 45

Apologies: 2

Visitors: Steve Gordon (speaker)

Minutes of previous meeting accepted: Moved Trevor Carter, Seconded Dean Schluter, Carried. Outstanding Actions and Business arising: Nil

Correspondence in:

Voucher from End Of The Line Hobbies;
Letter of thanks from Port Pirie Model Railway;
Model Railroader April 2012;
Motive Power Magazine March/April 2012;
Invoices to the treasurer.

Correspondence out: Nil

Business from corres: Nil

Finance: Financial statements presented.

Accept financial report: Moved Gordon Chaplin, Seconded Bob Houston

Reports:

Premises – Nothing new to report.

Exhibition Layout – Bob presented the track plan for the new layout and reported on the progress of the construction. He also floated the idea of suggestions for a name for the new layout.

Club Layout – Nil

Social – Barrie reminded all about the upcoming birthday dinner.

Matt La Vista ran through the proposed itinerary for the trip to Clare. He also asked if some people would like to bring along a model to show as our hosts expressed an interest in seeing some of our work.

BufferStop – Peter reported that members should get in early if they want their articles included in the Buffer Stop as there is quite a bit of material ready. Peter also reminded the members that the June meeting show and tell topic will be Non Train based.

Hugh suggested he might submit the comprehensive instructions for the class 2 station building kit for inclusion in the Buffer Stop.

Library – A magazine, Narrow Gauge Down Under – Winter Spring 2004, is missing from the library. Members were asked to check if any one may have accidentally kept it.

Maintenance – Nil

Bulk buys – Jackets deferred to General Business

Special Projects: There are still four Cf cattle wagons available for sale.

Swapmeet – Terry reported that the swapmeet went very well with 62 tables. A report will be published in the Buffer Stop soon.

AMRE - Peter expanded on his article in the Buffer Stop explaining the role of AMRE and it's importance to the club. The members were reminded that anyone assisting with the June show needs to make sure they

get their name onto Allan's sheet to ensure they get in for free.

General Business:

1. Chris Marlow requested help from anyone able to assemble 2 Rx kits.

2. Trevor Carter had met a man from Queensland who wants to purchase some N scale equipment. Various members offered suggestions.

3. Iain reported on the status of the club jackets. The members were tentatively asked if they would be open to changing the colour of the club jackets to make it easier to select from manufacturers regular products.

The general consensus was evenly mixed. Discussions continued regarding the cost to the club of purchasing the minimum quantity of 100 jackets and the fact that maybe only a third of them would be purchased

straight away leaving the rest to be stored and hopefully sold over time. Paul Mackinnon then moved a motion that the club go ahead and purchase the required number of jackets to the value of \$2000.00

based on the fact that, as one of the premier clubs in Adelaide, we could make the jackets available as a merchandising item, similar to the coasters and medallions. His motion was seconded by Trevor Carter. The motion was then opened for discussion by the members which went on for some time and included a

show of hands as to who would be likely to purchase a jacket. Around thirty members raised their hands. The motion was then voted on and was carried by a

majority of the members present.

4. Matt La Vista reported that Barrie Valley Railway would be running during the break for members to look at.

5. David Jameson has his lounge room carpet available for the club but he will need help to get it to the club. Help was arranged on the spot.

Show & tell:

Matt La Vista had marker lights from DCC concepts which he had fitted to one of his V3 steam locos. He also had what he called a "Lunky", purchased from eBay and weathered. He believed it to be from the LYR in LMS days. It was kit bashed from a number of different engines. Next on his list was the "Rivet Counters Bible", a book titled British Railways Steam Locomotive Allocations which he described as a cure for insomnia. It contains all the information pertaining to British Railways steam locomotives from 1948 to 1966, when they were built and where and when they ran. Another book Matt had was by George Dent, a major contributor to Model Rail magazine. It contains many pages of how-to's and tips for the modeller. The book seems to be aimed at the novice modeller. He also showed a mug with Easter eggs that was given to him. It has a picture of the Flying Scotsman on it. He also showed some concept images of hie Lima XPT

The Buffer Stop

EDITED GENERAL MEETING MINUTES (continued)

repainted in the green and yellow of AN that Eddie Vardon came up with.

Alistair Whibley showed us some resurrected items from a layout that he and Des put together six or seven years ago. One was a semaphore signal that operates via a pull on the string. The other was a level crossing boom gate that could also be used to crack walnuts.

Peter Pickering presented a series of the new flat top T class locos by Bendigo Models belonging to a number of members. There were a couple of variants on display. Dave Holmes then talked about his new Auscision U vans and his ZLP brake van from Trainorama. He then went on to explain the different variants and was assisted by Terry Jomartz.

Paul Mackinnon talked about a model of the Flying Scotsman in N gauge. Manufactured in Poland, it was part of a series of trains that were attached to magazines. The model was presented to young Thomas O'Donnell. Thomas then spoke a couple of words.

Break: Meeting suspended at 8:59pm

Raffle:

E66 Yel John Venning Junction Models voucher
F35 Red David Jameson SAR Plans – Inprotrans
F27 Red Peter Pickering Black scale chain
F7 Red Treven Barnes Model containers
E79 Yel Matt La Vista Flashlight
B3 Yel Graham Nixon Pliers - Aztronics
E71 Yel Treven Barnes LED Kit - Aztronics
C41 Grn Fred Leaper Biro - Aztronics
C50 Grn Allan Norris Coasters
F14 Red Drew Kennedy Stickers

After meeting activities: Steve Gordon presented an electronic slide show of images that are slowly being digitized and collated for efficient computer searching. The photos came from Bob Footner, Ron Fluck, R.B. McMillan, J & V Burgess, Gordon Stacy, Ray Pearson, Wal Larsen, Claude Miller, AN collection and The Port Dock Collection. There was plenty to see and many comments were made about the images.

Meeting closed at 10:20pm

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



Bob H and Don W getting stuck into it with an angle grinder

Men at work

The steel legs for the modular layout being worked on



Dwayne's a dab hand with the welder

From
The Buffer Stop
Archives

The Buffer Stop



50 Years Ago: May 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, 'Tiny' Edwards, says, "With this, our 5th Birthday issue, I have had numerous requests to reprint the original Editorial from Vol.1 No.1 of the *Buffer Stop*. This was written by a great past President, Mr Max Steer, and his words then, hold true today."

"We have just undertaken to form and control a body of persons interested in the hobby of model railroading in this state.

That in itself is a fairly big decision, for in the formation of any Association a great amount of work must be done behind the scenes and must be performed by some person or persons in order that the venture will be placed on a firm workable basis.

The officers of the Association whom you have elected are all willing and enthusiastic workers, but their efforts can only be effective as the members will allow, likewise, their enthusiasm can only be retained in direct proportion to the support and encouragement that you give them. So, I exhort you to give them your utmost support in all their undertakings, not only by a regular attendance at the stated meetings, but also your support at all the functions arranged for your entertainment or instruction.

Model railroading is a fascinating hobby with many branches into which you may direct your efforts and forming this Association, we have one aim in view ; the encouragement and betterment of the hobby and your committee will at all times be prepared to consider suggestions of the members in order that this goal may be achieved, so don't be hesitant to bring forward your ideas.

Remember, this is your Association to develop as you wish and it can be as good as you desire. So, in all your efforts and thinking, endeavor to make it the best of its kind in Australia."

40 Years Ago: May 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.

Vic Kolloosche takes out most consistent modeller.

A story by **A.W.Balnaves** taking his family on a road trip to the 21st birthday celebrations of the AMRA in Victoria.

Roco soon to be available in Australia.

Drawing of an SAR OBF class 22 ton open wagon.

30 Years Ago: May 1982

PP

President: Noel Potter, Vice-Presidents: Don Snow, Tony Sitters, Secretary: Bill Lewis, Treasurer: Barrie Mackinnon, Social Secretary: Dean Jackson, Layout: David Jameson, Maintenance: Allan Kitto, Librarian: Vic Kolloosche, Editors: Rob Burford, Trevor Carter.

Cover: Near head-on shot of #500 paleface pulling hard.

Picture Parade: T243 at Wilmington on 1/9/69 – Tony Sitters collection.

G class (2-4-0) of SAR – article, pictures and line drawing.

Master Modellers; Judges complained about lack of entries and lack of information on entry form. They commended Roger Wyatt, Roger Wheeler, Graham Nixon, Stan Wilton and Noel Potter.

From
The Buffer Stop
Archives continued



20 Years Ago: May 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: Mannahill Railway Station

Book of the Month: W.A. Webb by Reece Jennings

Layout Report: The port rebuild progressing well. Masonite has been laid for the water area and work has now commenced on the scenery. A strip wood wharf, tug boat and part of a bulk carrier will need to be scratch built. If anyone would like to take on this task, please contact John Willmer.

Article: "Start Touring Around with the State Transport Authority – Walking Tour of Gawler" via. No.46 down Gawler pass and then by foot around the township of Gawler.

Article: "Decals" by Alan Wyborn

Photo Page: Commonwealth Railways NEB33 and NEA 1146 at Alice Springs

Article: "Specifications for signalling the club layout – part six"

Article: "Hints for good trouble free operating from the rollingstock point of view" by Peter Carter

Drawing: "V&SAR Joint Stock economy sitting car – BJ's 9 + 10"

For Sale: SARMA Badges \$3.00 ea., KD #5's \$4.20 per packet, MEK \$2.50 per tin, 35th Anniversary SARMA decals available for \$2.00 ea.

10 Years Ago: May 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.

Restored Brill Railcar No. 60 working between Goolwa and Strathalbyn in 2001.

General meeting night entertainment was DCC by Ian Wade

John Willmer's layout report included a helpful guide to drawing track plans as electrical plans and what each item is named.

"Now Lesby, in her turn at running, thought her train was 'broke'. Her lost aplomb was simply from an April Fools joke." Poetry from page 5.

The "On The Internet This Month" page starts with www.worldrailfans.org which used to be a railway discussion forum but now has an article on scratchbuilding a Garratt in Sn3.5 from styrene.

David Jameson's reflection on the Hobson's Bay MRC "Australian Trains Exhibition" starts on page 13 and is well worth reading.

A Brief History Of The South Australian Railway Modellers Association by Norm Scanlon begins on page 17.

From the April issue of **TheBranchline**, newsletter of the WA Branch of AMRA.

Someone said that the membership of every organisation is made up of four bones –

1. **Wishbones** who spend all their time wishing someone else will do all the work.
2. **Jawbones** who spend all their time talking but very little else.
3. **Knucklebones** who knock everything that anybody else tries to do
4. **Backbones** who get under the load and do all the work!!!

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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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	May 12
A M R A Journal (W A)	May/June 12
Dispatcher (SANGS)	April 12
Model Railroader	May 12
Train Talk	May 12

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

Allan Norris

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

Fifty Years of SARMA History

Hugh Williams

SARMA turns 55 this month (May 2012) and it is interesting to look back to May 1957 to see how the club came into existence all those years ago.

In 1954, a model railway club was established in Adelaide called P.A.R.M. which stood for Pacemakers Association of Model Railroaders. Max Steer was the inaugural President for this Association in South Australia. There was another club that met in an old Glenelg Railway Carriage stored on the end of a North Adelaide rail siding. P.A.R.M. was part of a group of clubs that were closely associated with a model railway shop based in Albury in New South Wales. The South Australian club met at various members homes which, at the time, was sometimes quite difficult, especially when up to twenty members would come along to meetings. Around 1956, a group of members decided to build a layout in one of the members' sheds since the club did not have its own premises. Don Wiltshire was the member who owned the shed and the people who did a lot of the work at that time included Trevor Carter, Bob Monk, Alan Aldous, Don Wiltshire and Tiny Edwards. The scheme lasted for about six months before falling into a hole. History hasn't recorded why, but possibly the problem was who owned the layout. One other perceived problem at the time in relation to belonging to P.A.R.M. was that a good percentage of the annual subscription fee went to head office in Albury. So, by the end of 1956, local discussions had reached a stage where there was a proposal to break away from P.A.R.M. and form an autonomous club in Adelaide that could have its own Model Railway Layout

In May 1957, a meeting was held in the Railways Institute otherwise known as Tin Town, a group of galvanised iron buildings used during the second world war that were situated between the Adelaide Railway Station and the Torrens River. Word had obviously got around, because at the meeting, there was said to be 46 members present and 34 visitors. The meeting saw the disbanding of the District of Adelaide branch of P.A.R.M and the formation of the "South Australian Railway Modellers". There was

no word "Association" attached to the name and the write up of the activities referred to the club as "South Australian Railway Modellers". Mal Mead from the Hobby Shop who printed the first and many following issues of the club magazine "The Buffer Stop" included the words "The official organ of the South Australian Railway Modellers Assn" on top of the front page and this name seems to have stuck.

The officers elected at the meeting included President Max Steer, the Hon Secretary was Norm Scanlan, Vice presidents were John "Didler" Datson and Tiny Edwards, Treasurer was K.G. Beckman, and the Committee members were Bob Monk, Alan Aldous, Don Wiltshire and G Godsall

The club very quickly got into fund raising mode and held picture evenings in the Railways Institute picture theatre. Some quite large raffles were also organized where the first prize was a new TV set, these being new fangled inventions that could receive black and white pictures from the new TV stations that were just getting established. The club was soon able to afford to build its own model railway layout in a spare room found for the Club in Tin Town. The room was 25' x 17' 6" and as early as the second meeting in June 1957, members were asked to submit possible designs for a new club layout. This layout filled all of the room and could be accessed from all around the edge of the layout and from a couple of hatches in the middle of the layout. Wrenn track was all that was available in those days and being about code 150, was suitable for running everything from Athearn trains with their RP25 scale wheels to Triang trains with their very coarse wheel sets.

The names of some of the first members are interesting to recall. They included:- A M Steer, N C Scanlan, J Datson, D C Wiltshire, J Kirby, L Cutts, R Hann, T D Carter, C A Newson, H Whittle, D G Ralph, R L Gadd, T Huggan, C Huggan, M Tingay, F Hair, K May, D M Gardner, A Launborough, G Bartolomew, M A Mead, L R Martin, S Filsell, R W Dack, A A Ward, P E Keal, R Smith, D E Warren, K A Dodd, J Marshall,

Fifty Years of SARMA History (continued)

J W Parker, B A Rau, G L Rau, A L Rau, R Stanton, A R Bushby, G A Crowhurst, A Rogers, R R Coney, D R Nation, M A Starick, R J Saunders, B A Bartlett, I M Edwards, D R G Short, H W Verran, A W H Lockyer, K K Johnson, B K Johnson, R N Hewett, S D Ellis, J C Maxwell, G G Thomas, A J Wilmott, L M Scanlan, A R Buncey, G W Stagg, H W Martin, R J Monck, R Hailstone, K G Beckman, and E D Gardner. 17 new members joined the club during its second meeting in June 1957. Included in that list were D C Snow and W C Coles. By August 1958, two more members were recorded as joining the club, they being R A Wheeler (Member No 114) and Ron Solly (member No 112). By November 1958, the list of financial members included Hugh Williams (member No 123).

How many clubs can say that after 55 years, one of their inaugural members (in the form of Trevor Carter) still comes regularly to every meeting? Other members who still come regularly and who have been members for 54 or 55 years include Don Snow, Bill Coles, Roger Wheeler and Hugh Williams. Of lesser note is that fact that the club has always imposed a fine for non-wearing of name tags. Even as early as the second meeting, a member was fined one shilling (ten cents) for his misdemeanor.

One other item that should be mentioned that may well create some sort of record is that our club has published a monthly magazine "The Buffer Stop" (call it a newsletter if you like) for all but one of those 55 years; only for about a year in the mid 1960's did the magazine get published at two monthly intervals. There really is a wealth of history, plans, pictures and articles in those 55 years or around 650 magazines

Like most clubs, we have been chuffed from pillar to post over 55 years. After a fire reduced some of Tin Town to ashes, we moved to our own Nissan Hut on Railway Land at Mile End. This was fine until the railways decided put a standard gauge line through the middle of where the club room was situated. Other moves included using the North Adelaide Football Club for meetings, Islington where we spent lots of money, only to be given a month to move after private enterprise took over the Islington Workshops area, a Church hall at Prospect, and of course, the log cabin at Tea Tree Gully. Perhaps, if our new 60' x 20' shed comes to fruition in the next few months, we will, at least, be able to secure a permanent meeting place for the club for many years to come. Naturally, we will be looking for a long term lease of the site before we finally commit to building anything. ■

19th Swap Meet Report for March 2012

As last time, at the Windsor Gardens Vocational College, there were 35 traders, but now using 62 tables, using a new floor plan drawn up by Peter P. This involved 4 double rows of tables across the hall (instead of two double rows down the length) with provision for tables across the ends to make a maximum of 68 tables should the need arise. There were the usual absences from traders who came last time, 8 in fact which included about five regulars who mainly were going to be elsewhere, mostly holidays, but we had 7 newcomers! Buyer figures from Barrie seemed to be about average.

Again we advertised in the Saturday paper for 5 Saturdays leading up the event with 4 small 'ads' and the larger 'ad' the day before the event, again using the large titles. We had a bonus this time with 'ads'

appearing in the Sunday Mail, except for the day of the event. We also had the usual flyers in at least 17 hobby/toy shops. As always Tony Sitters kindly arranged for the event to be mentioned on a local radio station. Our thanks go to him again.

In closing I would like to thank Peter Pickering for his work on the new floor plan plus other things he has helped with, Dean Schluter for fronting up on the Friday and Monday to handle table delivery and dispatch (in addition to the Sunday), the Barnes team out the front providing their ever popular sausage sizzle and all the other members for their help (flyer delivery, table set-up/clear-up, at the front desk and not forgetting a number of members who helped on the 2 "commission sales" tables, and on my table, etc)

Again, thank you to everyone involved

Terry Meads.

Copy of June 1982 Editorial

EDITORIAL

by ROB RUFORD

I read with some interest a report in the latest issue of the "Aust. Model Railway Magazine" of the feeling the writer had when a Vic. Rail "C" Class came thundering by in the wee hours of the morning hauling a good sized load with ease. It brought back memories for me too. As many of you know, I recently returned to Adelaide from a four year spell at Tarcoola where I was in the midst of a quiet railway revolution,

I arrived in Tarcoola when the rail head of the new Alice Springs line was within striking distance and I vividly recall standing in the cab of a work train's GM to the railhead and back - a ten hour "stand", but worth every bit of it. Endless trains of supplies were ferried up the line - complete blocks of concrete sleepers carried in 50' flat cars, long rakes of rail wagons and ballast trains, were the sights that one took for granted. Even bridge sections, great steel beams about 1.5m high and 20m in length, were laid into GOX and GMY 75' gondolas and stored in a vacant loop for months before being moved up as required. Returning "empty trains" brought back damaged vehicles to Tarcoola for repair - Land Rovers and Toyotas, trucks and utes bashed into submission after only a few months on the job, were hurriedly patched up and sent back into the battle zone. I think the record was one Holden ute which came back to be rebuilt three times in a year.

Then the beef prices meant that beef cattle were in demand and long 70 wagon stock trains headed south with their bellowing loads to feed a hungry populace. I feel sure that the railways were caught by surprise at the extent of the loading on a yet to be opened line as the stock trains were a mixture of 72' cattle cars, long wagons made by splitting two Cd cars together, ex S.A.R. C wagons of both broad and narrow gauge origin and flat cars with 3 containers on each designed for hauling stock. The mixture of drab red, gray and yellow containers was quite distinctive.

It goes without saying that of all the trains the regular freights to and from the West were the most impressive in my mind. The noise in a CL cab as dynamic brakes respond to the crescendo of the roaring motor as it literally screams to a halt has to be felt to be believed. Regular trains of 70 hogie wagons, with cars, containers on flat wagons, box cars and so on moved at a steady 80 km/hr in both directions. Semi trailers perched on top of many and bored truck drivers hung out of coach windows, or scampered down to check their precious rigs in the 20 minutes or so while the trains changed crews, or even sat on chairs on the flat cars and played cards! The Alice Springs goods had muddy, weary looking trucks on board often, carried innumerable vehicles (often damaged), and generally had a more non-descript look about them, even though they were often 50 to 60 wagons in length.

So much for the North! When I returned to the club I expected change here too and in many senses I was not disappointed. The layout had progressed impressively, both visually and operationally, the grounds were much tidier and more developed and there seemed to be a greater interest in what took place. Regular use of facilities on a weekly basis was new as was the great upsurge in SAR or AN rolling stock.

What is not new is the lack of material for the "Buffer Stop", the small group carrying the larger group on work nights, the "leave it to them" attitude of some. However, it is good to be back!!

Rob.

So you're planning to build your first layout? Peter Pickering

Planning is the key word. Here are some random thoughts and questions for your consideration.

You have a home for your budding empire but have you drawn your layout to scale? Do you know exactly how much space each turnout and curve will take up? Unless your drawing is to scale, you will inevitably find that you haven't allowed enough space and your 750mm minimum radius curves will finish up nearer 400mm.

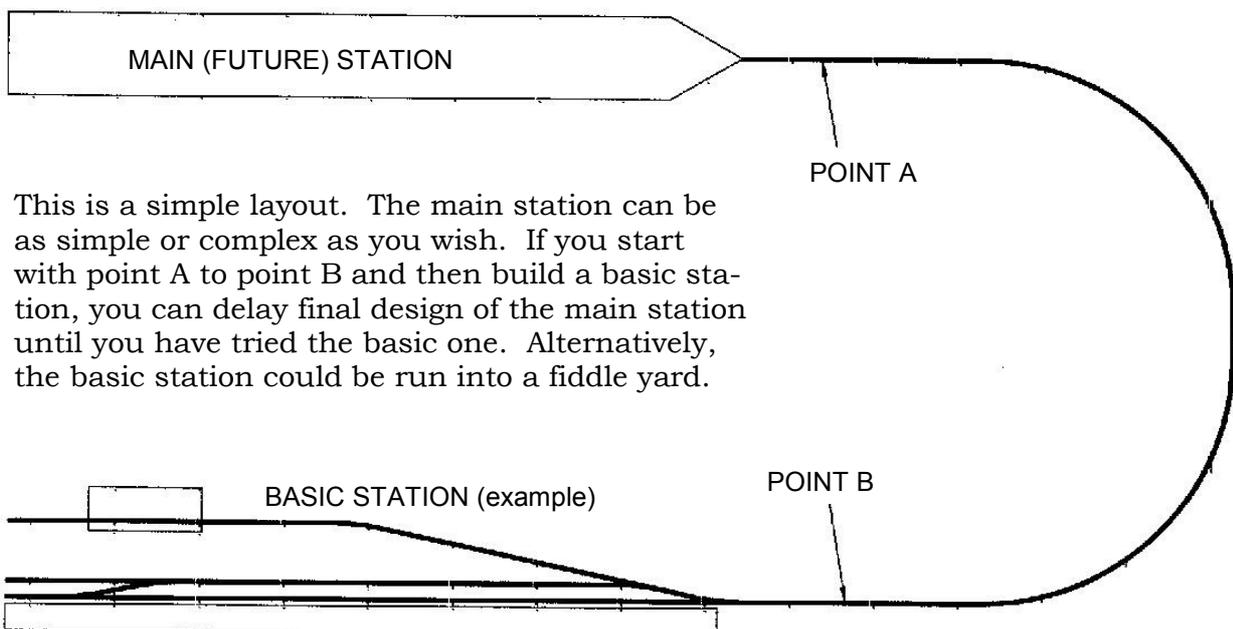
So how do you plan to build your layout? Are you going to build the complete baseboard then start on the major station and work from there? How long will it be before you **get something running**? Do you think that it might be an idea to lay and wire a stretch of simple track so that you get some practice in before doing the tricky bits? This will then allow you to run a loco and short train and give you the incentive to push on. It's also handy for testing new locos and rolling stock. If you're doing something wrong, it's better to find out now with simple trackwork. You can avoid the wiring initially and just use croc clips but don't leave it too long. It pays to provide your busbars at an early stage and fit droppers to every rail.

Taking this thought a step further, might it be better to build a small portable lay-

out to practice your skills before embarking on your major work? You might find that laying track isn't as easy as it looks, that you're not happy with the style of roadbed that you've chosen, that the track code is too large and looks over-scale or too small so that your older rolling-stock rattles on the rail fixings. You might find that you have some difficulty with the electrical system; some pointwork can cause a bit of head scratching! You can test scenery techniques on this small layout too; fences, telegraph posts and wires (if you want them), ground cover, trees, ground undulation and hills and a whole host of scenic aspects can be tested.

Another use for this small layout could be if, for example, your main layout is to be Australian prototype but you have a collection of another prototype or scale (e.g. British, American or On30) that you don't want to part with and want a suitable layout to run it on.

If you're so inclined, this small layout could be joined to your main layout on either a temporary or permanent basis. It could form part of a branch-line, for instance.■



This is a simple layout. The main station can be as simple or complex as you wish. If you start with point A to point B and then build a basic station, you can delay final design of the main station until you have tried the basic one. Alternatively, the basic station could be run into a fiddle yard.

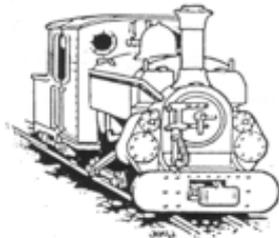
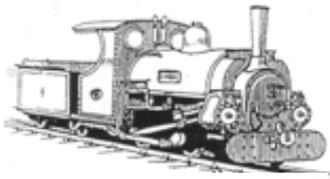
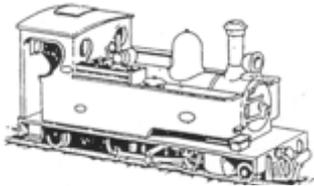
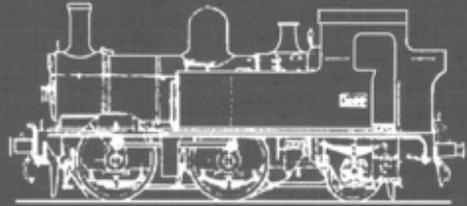
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- Agents for "MyLocoSound" units for DC\$69.00
- New Sound Decoder from MyLocoSound (needs decoder for DCC).....\$75.00
- Railscenes Australian Diesel Loco Mugs\$12.00
- Deposits now being taken for the Model Design Studio (Nigel Gardner)
- HO R_x brass etched kit. Kit price \$550, \$100 deposit (available September)
- SAR Model Co Red Hens, 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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## Life on the Glasgow & South Western

Anon

Sometime in the early 1930's, a young Station Master, was dispatched to his new post, somewhere between Ayr and Stranraer on the long single line section of the ex GSWR.

He arrived and was greeted by the retiring Station Master at the wayside station which consisted of a single island platform. The outgoing Station Master made Scottish tea (with Scotch of course) for the young man, and explained that it was a nice quiet job, with only a couple of trains to actually attend to each day, so you could spend your time gardening if you were that way inclined. It was only in the winters that you may get called out to help with snow clearance. The young man was happy with this, thinking he'd been given a nice cushy job and would be able to slouch off and find a local pub whenever he felt like it.

So he went to bed that first night, in the island platform rest room, blissfully unaware of the realities of this most unusual line.

Sometime during the night he was woken by the rushing sound of a hard worked locomotive as it roared through the station, a string of wagons clattering and rattling behind, and making the little station shake as if an earthquake had struck. He dozed off, but a short while later was jolted awake by the rumbling and rattling of another freight train, and to his dismay trains began to rattle and clatter through the station with increasing frequency. He had little sleep as this

nightmare went on for some hours. The poor lad was a little bewildered by all this as the old man had said nothing about streams of freight trains all night; he began to worry that he may never be able to sleep at such a busy station and that maybe he had drawn the short straw after all.

So, trudging wearily over to the Station Masters house for breakfast, he raised the issue of sleepless nights and streams of noisy rumbling freight trains. "Oh no laddie, there were only one train" "But I heard many, and they seemed to be getting more and more frequent as time went on, and I couldn't sleep a wink, and the whole place shook".

It was, of course, a problem running freight trains over this very hilly line, and freight trains being unbraked and loose coupled had to be expertly handled by the driver. So the method was that, cresting the brow of a hill, you opened the regulator wide and tore down the hill in an effort to keep the couplings taught so that at the bottom there would be no snatching of couplings as you took up the slack and struggled to surmount the next hill.

It didn't always work and, so, freight trains frequently divided, sometimes into a number of pieces. It was not uncommon on this line for the various pieces of a divided train to roar back and forth at quite frightening speeds until finally coming to rest a few hours later at the bottom of the dip!

Life on the ex GSWR was never dull.

---

### *THE HAZARDS OF WORKING...*

especially building a layout, as Tim Leach found out. He had trouble removing a tight screw, the screwdriver slipped and nicked his thumb. He ignored the scratch; didn't even wash it and apply Betadine, the minimum procedure. Two days later he was in hospital with an infection up to his

shoulder. It was 4 days in hospital with one arm strapped to the curtain rail and the other to an intravenous antibiotic drip

*The moral of the story:* Never ignore even the slightest scratch - there are nasties ALL OVER the outside of your body just waiting to get in. *Ed.*

## Railroad tracks

The US standard railroad gauge is 4 feet, 8 1/2 inches.



That's an exceedingly odd number.

Why was that gauge used? Because that's the way they built them in England, and English expatriates designed the US railroads.

Why did the English build them like that?

Because the first rail lines were built by the same people who built the pre-railroad tramways, and that's the gauge they used.

Why did 'they' use that gauge then?

Because the people who built the tramways used the same jigs and tools that they had used for building wagons, which used that wheel spacing.

Why did the wagons have that particular odd wheel spacing?

Well, if they tried to use any other spacing, the wagon wheels would break on some of the old, long distance roads in England, because that's the spacing of the wheel ruts.

So who built those old rutted roads?



Imperial Rome built the first long distance roads in Europe (including England) for their legions. Those roads have been used ever since.

And the ruts in the roads? Roman war chariots formed the initial ruts, which everyone else had to match for fear of destroying their wagon wheels.



Since the chariots were made for Imperial Rome, they were all alike in the matter of wheel spacing. Therefore, the United States standard railroad gauge of 4 feet, 8 1/2 inches is derived from the original specifications for an Imperial Roman war chariot. In other words, bureaucracies live forever.

So the next time you are handed a specification/procedure/process, and wonder, "What horse's ass came up with this?" you may be exactly right. Imperial Roman army chariots were made just wide enough to accommodate the rear ends of two war horses.



## The Buffer Stop

When you see a Space Shuttle sitting on its launch pad, you will notice that there are two big booster rockets attached to the sides of the main fuel tank. These are solid



rocket boosters, or SRBs. The SRBs are made by Thiokol at their factory in Utah.

The engineers who designed the SRBs would have preferred to make them a bit larger but the

SRBs had to be shipped by train from the factory to the launch site. The railroad line from the factory happens to run through a tunnel in the mountains, and the SRBs had to fit through that tunnel. The tunnel is slightly wider than the railroad track, and the railroad track, as you now know, is about as wide as two horses' behinds.



So, a major Space Shuttle design feature of what is arguably the world's most advanced transportation system was determined over two thousand years ago by the width of a horse's ass. And you thought being a horse's ass wasn't important?

So, Horse's Asses control almost everything...

Explains a whole lot of things, doesn't it?

If you go on the net, you can find many versions of this article. I particularly liked this, one sent in by Tim Leach, because of the interesting pictures. Ed.

---

## News from Queensland

Chris Marlow

### *Uniforms*

Last year, female employees of QR were issued with new uniforms. They turned out to become somewhat transparent when wet. Management solved that by issuing a directive: do not wear coloured underwear. Now, new uniforms for the men are on the way. The traditional and iconic "shorts and long socks" option will no longer exist, because of OHS&W concerns about skin cancer. The move is not popular among station staff and train crews.

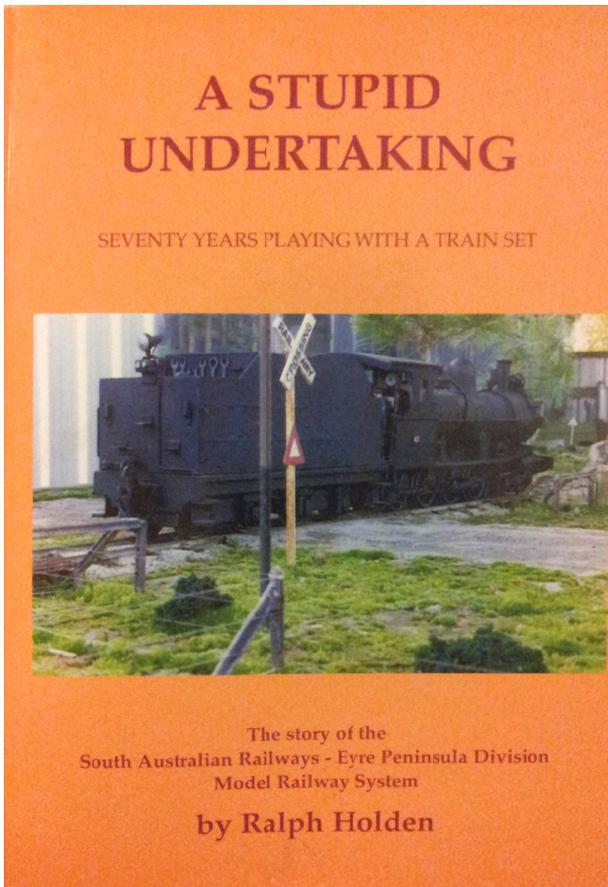
### *Taxi companies cash in on QR breakdowns*

In the last 12 months, QR has paid out \$229,471.64 in taxi fares for commuters after train breakdowns, signal failures or power failures. On one day in March when there was a power failure that, for most of the morning, blocked all access from the south into the city (and then stuffed up the northern suburbs services as well) they paid out \$45,694.38.

# Matt's Odds and Whatnots

## Further Uses for Centenary Cars

If you went on the Goolwa/Clayton Bay bus trip last year remember the Corrugated Cars on display at Milang (centenary stock with a new curved roof made of corrugated iron). While driving through McLaren Vale looking for the McLaren Hotel, I came across these more respectfully preserved coaches. There are two coaches on a short length of rail converted to a shop. It is now known as the Almond Train! "Gourmet Food & Regional Produce Shoppe, Gifts Arts Crafts and more" Both vehicles are in superb condition and externally mostly original apart from a whopping air-conditioner on top of one. They're right behind the Hotel McLaren on the main street. It gives you an excuse to stop for lunch if your passing through.



## Now available!

Out now from Railmac Publications is a new book from regular AMRM contributor Ralph Holden. *A Stupid Undertaking* described Ralph's beginnings in the hobby at a tender age and his gradual progression to what is now the well known large scale outdoor layout of the SAR-Eyre Peninsula Division, representing Cummins, Yeelana and the Mt Hope branch.

The book is part layout description, part prototype description and plenty of personal/background stories. Those who enjoy his *From the Superintendent's Notebook* articles in AMRM will enjoy this!

There are a great number of photos several in colour, with many superb shots of the scratchbuilt SAR rolling stock. There's even two cameos from Whib! (giving you another reason to buy for sure!)

I highly recommend to all SAR modelers!

86pp, priced \$19.95.

Available from Junction Models or other Railmac Stockists.

## **The AMRE Show - a reminder**

**Peter Pickering**

You got the whole story last month and, if you were at the April General meeting, you got much the same again. So I won't take up space to bore you with the same stuff again. I'll just show you the poster again and remind you that every extra

adult who comes through the door is worth \$12.50 to AMRE. So if you can assist with promotion by putting up A4 sized posters in shops, etc and/or installing a corflute sign or two, it will be of great value.

# **2012 ADELAIDE MODEL RAILWAY SHOW**



**QUEEN'S BIRTHDAY LONG WEEK-END  
9, 10 & 11 JUNE**

## **GREYHOUND PARK**

CARDIGAN STREET, (just off South Road), ANGLE PARK

**Saturday & Sunday 9.30-5.00pm; Monday 9.30-4.00pm**

**ADMISSION: Adults \$12.50, 5-15 years \$6, Concession \$11, Family \$31**

**Over 30 layouts - Second-hand trains table - Trade Stands**

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## THE BARRIE VALLEY RAILWAY WANTS YOU!

Work on the N scale exhibition layout is progressing at breakneck speed. In the meantime the Three Amigos are appealing not just for volunteers to help with work but *volunteers for operating the layout at the JUNE EXHIBITION.*

Everyone is welcome, no matter if you haven't operated a layout nor have no N Gauge items (we have plenty of stock and more coming!).

The layout is very easy to operate, just turn up at the right time, move the controller back and forth and flick the points by hand! We will be running American, British, European and Australian stock so there's something to keep everyone happy.

Thanks *Matt, Jeremy and Eddie*

---

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### **55<sup>th</sup> BIRTHDAY DINNER** **Saturday, May 26th, 2012** *at the* **GOODWOOD PARK HOTEL** 75 Goodwood Road, Goodwood

The dinner has been booked for 6.00pm in a (very) private room.  
If you wish to attend please add your names to the list at a general meeting night, leave a message on 8298 8571, or e-mail [barrie@picknowl.com.au](mailto:barrie@picknowl.com.au) no later than Saturday 19.05.12.

This year you have 2 choices:-

#### **Choice Y - \$25.00 Movie Meal Deal.**

The *meal* will be a choice of:- Fish & chips, Roast of the day, Chicken or Beef Schnitzel.

A *glass of*:- Beer, Wine, Champagne or soft drink will be included.

The *movie* will probably be:- The Five Year Engagement (Check The Classification) Comedy/Drama/Romance. Stars Jason Segel, Emily Blunt and Chris Pratt at the Capri Theatre. A short walk from the hotel.

Hear the mighty Wurlitzer Pipe Organ 15 minutes before the advertised starting time of films. Visit <http://www.capri.org.au> for details.

#### **Choice N - Meal of your choice from the main menu**

which can be viewed at:-<http://www.thegoodv.com.au> No deposit is required.

*Barrie Mackinnon, Social Director*

# **It's this month, fellas**

## On Distant Rails

John Doherty

I spotted a dishevelled, former AN, BL32 in barely recognisable National Rail grey and orange, fronting a Down wheatie at Sunbury (on the Bendigo line) a while back. If 'Sunbury' rings a bell, it was Australia's Woodstock Music Festival in the early '70s hippie flower-power era. It was Sunbury in name only though, as the venue was actually at nearby Diggers Rest - apparently the promoters decided that Diggers Rest wasn't 'cool'.

Motor racing legend and tyre king Bob Jane has reportedly sold 100 hectares of his Diggers Rest property, as part of the land acquisition for the electrification extension of 'our' line from Watergardens to Sunbury which, when completed, will become part of the Metro suburban network. Sunbury yard has been revamped to provide secure stabling yards, and the platforms given additional shelters.

Sunbury station is midway between Southern Cross and our town, Kyneton. The track arrangement is unusual in that it has an Up platform line, a Down platform line and a passing lane in between. Watergardens station was known as Sydenham until 2002 when a nearby retail complex bought the naming rights.

An Auspoll survey, conducted on behalf of a public transport and health coalition, of 1500 respondents found that half of us want large trucks given the flick from our cities, and 7 out of 10 want truck movements limited to non-peak periods.

In less than 24 hours in late-January here in Victoria we have seen two senseless, railways-related incidents resulting in loss of life. In the first, an 18-year-old man - described by his family as a risk taker - was train surfing on a Metro service at suburban Caulfield where he came into contact with the overhead catenary. The second fatality occurred when a man ignored the crossing's lowered boom gates, the flashing lights and the warning bells at St Albans, on the Southern Cross to Bendigo line north-west of Melbourne, and stepped into the path of an oncoming V/Line train.

As of January (2012) the Auscision website carries a handy downloadable list of its products complete with prices and stock

levels. Out-of-stock items are highlighted in red.

An unusual fire engine is that on constant standby for use in the Severn Railway Tunnel near Bristol, England. Known as a Rail Rescue Unit, the road/rail vehicle is built on a Renault tandem-axle chassis, is powered by a 300bhp (225kW) 6-cylinder diesel engine, has manual transmission and can carry heavy rescue equipment. The service is a Great Western Railway and Avon Fire and Rescue Service joint initiative.

In the March *BS* there's a reference (p.7) to creating a 'near enough' SAR H hopper from the LifeLike (T6905) r-t-r BHP wagon. For a time the model came in a choice of blue or grey, but lately they seem to be available only in grey. They also make a passable VR J-class Bogie Open Hopper wagon. There's a good photo of J2, lettered for Slack Coal traffic, on the Peter J. Vincent website, along with a brief history which mentions that the VR's purchase was an extension of the SAR H-class order in 1925. There is also an entry, under VHJA (pp.86 & 88), in Norm Bray and Peter Vincent's *Bogie Freight Wagons of Victoria - 1979 to 1999*.

"After 11 years at Clearview, Junction Models has moved to the Harvey Norman centre at 449 Main North Road, Enfield. Brian and staff look forward to welcoming you ..." Excerpt from the May 2001 *Buffer Stop* - that's right, 11 years ago!

Continuing with the nostalgia bit, being the month of May 2012, SARMA reaches yet another significant milestone, its 55th Anniversary - a fitting tribute to all members past and present.

Our local Kyneton Mechanics Institute - an imposing bluestone structure built in 1858 - is undergoing a \$1.8 million refurbishment. A temporary footpath around the site is protected by some steel pipe safety barriers with feet made from early, flat fishplates. Now *that's* recycling!

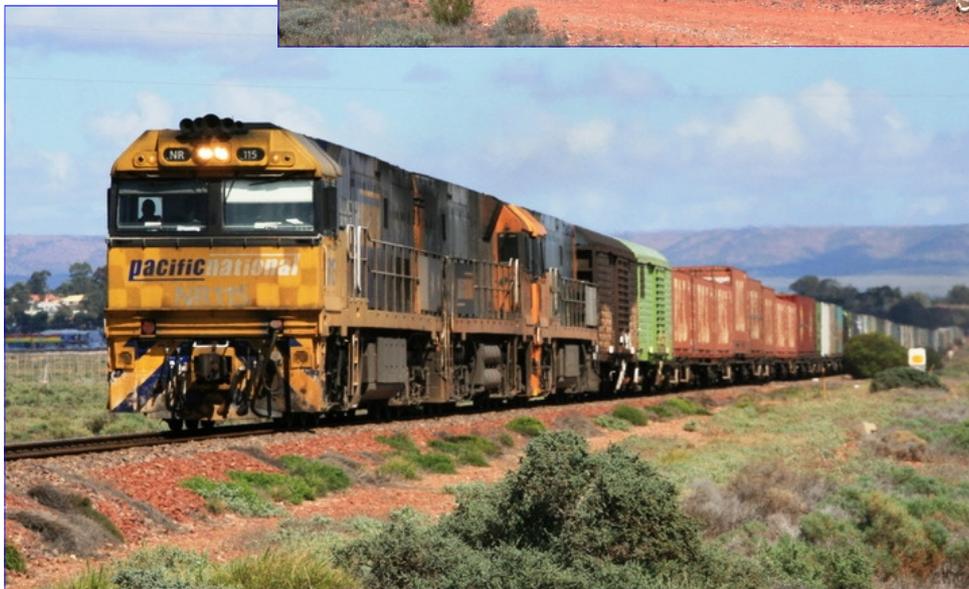
And from Carol: When I get a headache I take 2 aspirin, and keep away from children just like the bottle says.

Until next time ...

The Buffer Stop

# Noel's Potterings

NR 97 & 34 on SP7  
(Sydney - Perth)  
crossing NR48 & 57  
on PM7 (Perth -  
Melbourne)  
at Hesso 4.3.12



NR 115, 120 & 76  
on PS6 departing  
Pt. Augusta for  
Stirling Nth and  
on to Sydney  
4.3.12

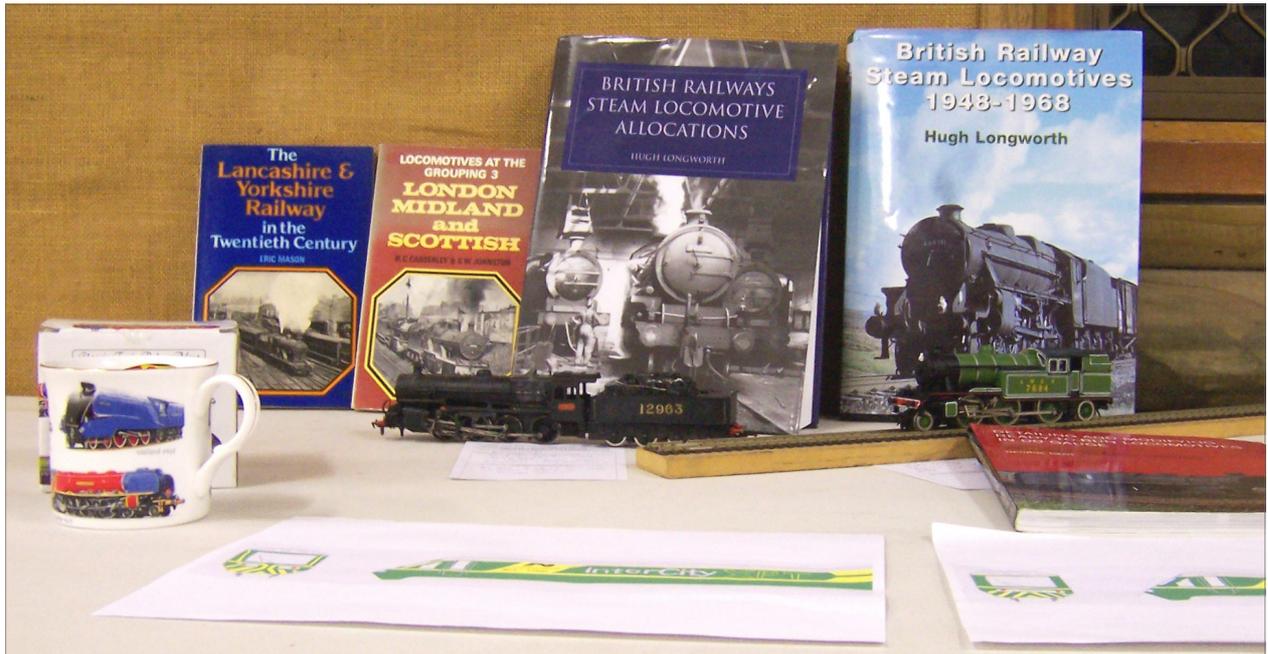
CSR001 CSR002  
hauling SCT001 014  
plus 9000tonnes on  
9102 approaching  
Mallala on 6.3.12  
This was part of  
the CSR testing  
Programme



2210 haul 84 at  
Long Plains on 'AK'  
cars. These cars  
are used as track  
recording cars.  
24.2.12

The Buffer Stop

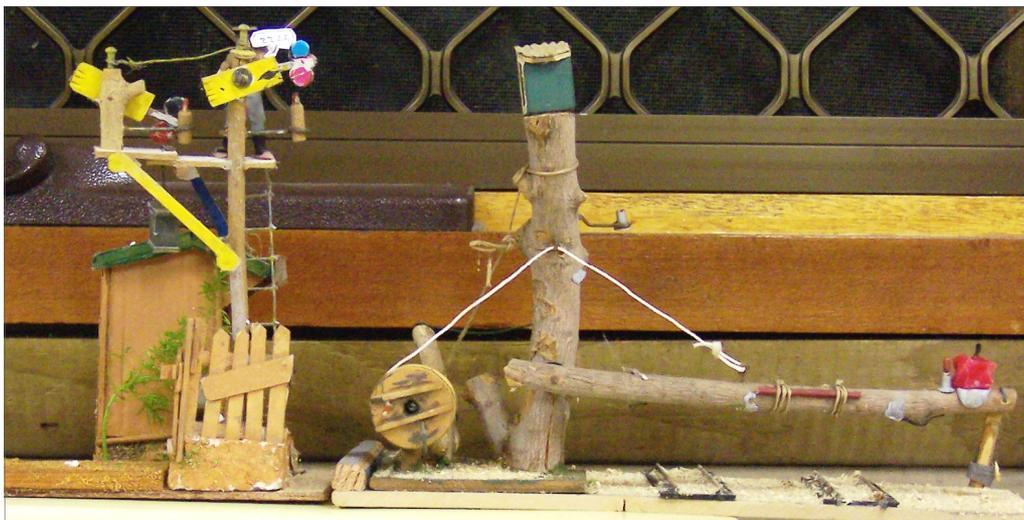
**Show & Tell** (See GM minutes (page 4/5) for more information)



**Matt's books, locos & mug**



**Peter M & Peter P's flat top Ts  
Dave Holmes' flat top T with U vans and ZLP brake in tow**



**Whib's signal & boom gate made from natural materials  
(Wooden yew pine 4 1 of these)**

*The* **BUFFER  
STOP**

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