

SOUTH AUSTRALIAN RAILWAY MODELLERS' ASSOCIATION INC.

PROMOTING THE HOBBY IN SOUTH AUSTRALIA  
SINCE 1957



*New 4000 class Railcar sets  
undergoing testing at Brighton*

INSIDE

Zig Zag Fire

Terry's Rail Experience Day

Diode Matrix for 3-way Turnouts

Roman Chariots, Railroad tracks, etc.

Noel's Potterings and AGM minutes

## 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 2013 – 2014

Joining Fee:	\$10.00	Country:	\$45.00
Full (age ≥ 18):	\$55.00	Student (full time; age ≥ 18):	\$45.00
Family:	\$55.00	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](mailto:petemichalak1987@gmail.com)>

### “Buffer Stop” Contributions

**Email address:** [peterp23@bigpond.com](mailto: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 2013 – 2014

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**AMRE Representatives:** Allan Norris; Phone: 8346 1742; email: [addnor@optusnet.com.au](mailto:addnor@optusnet.com.au)

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

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### Diary

Wed 4 Dec	Modellers night
Wed 11 Dec	Mystery Trip & Swindle NOTE: Bus leaves at 6.00pm
Wed 18 Dec	BYO BBQ
Wed 25 Dec	No club activity
Wed 1 Jan	No club activity
Wed 8 Jan	General Meeting plus ??
Wed 15 Jan	Modellers night
Wed 22 Jan	Modellers night
Wed 29 Jan	Modellers night



Down the Track  
& Over the Hills;  
Exhibitions, etc

January 4  
Victor Harbor  
Toy & Collectables Fair

January 11,12  
Warrnambool (Vic)

January 25,26  
Corio (Vic)

February 22,23  
Dandenong (Vic)

March 8-10  
Sandown (Vic)  
Kyneton (Vic)

March 22,23  
Bundaberg (Qld)

**Cover Photo by Matt:  
Matt Lavista and Paul Mackinnon came across  
one of the new 4000 class sets undergoing testing  
at Brighton Station in early November —  
let's hope no asbestos is found in them**

### JOHN'S HANDYMAN SERVICES

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Australia's latest light rail  
undergoing testing at the Gold Coast.  
The service won't open till next year.

These trams have 7 segments, not 3 as in Adelaide. They also  
have surf board storage, also unlike Adelaide

Photo: Chris Marlow

### **W**elcome to the December Buffer Stop

This month's Buffer Stop features a letter (with pictures) and a 3-way diode matrix article from Chris Marlow from Brisbane, Terry Meads' Rail Experience Day in the UK and a write-up on the Swapmeet, plus a tongue-in-cheek (I think) article emanating from NASA refuting the origins of standard gauge. Maybe Australia needed a civil war to sort out the early problems with gauge differences - actually it was a sort-of war that caused the problem in the first place. It was the story of the Irishman and the Scotsman. I hope you don't find this gauge stuff too boring. If you do, you can only blame yourself for not supplying an article which would have bumped it out!

As mentioned at the November GM, I intend to publish a quarterly list of useful websites. If you know of such websites, please send me details including a brief description of their subject matter - just two or three words will be fine.

I noticed that, in the Buffer Stop editorial of December 1983, it states "I find it disappointing at times to hear of young children being given a 'train set' and then when a relatively simple problem occurs no one is able to rectify the fault so people are put off what could later be a most rewarding hobby". Thirty years later the problem still exists only more so; people in general are less manually capable and our trains are more complicated.

Some people have become concerned about the news that the guys at End of the Line Hobbies at Victor Harbor have put their business on the market. Their reasoning is that, at the moment, the business is very healthy so it's a good time to sell. They also think that it might take a year or two to complete the sale, by which time they will be wanting to slow down a bit. Their message is "*We wish to clarify that End of the Line Hobbies is for sale as a going concern and that normal business will carry on until sold and beyond. Please continue to shop with us and earn discounts for yourself and your club*".

One of the significant stories going around at the moment is that of the presence of asbestos in the trains, boats and other items being imported from China. On the one hand the Chinese are blaming subcontractors, on the other they are saying it's only white asbestos and that's in common usage in Asia. Trouble is, it still kills you. Seems that a certificate of conformity isn't worth the paper it's written on when it comes from China.

In the August 2013 edition of Continental Modeller there is an eight-page write-up with lots of pictures of Les Fordham's Mallee Lines layout. Well worth a look if you can lay your hands on a copy - try sucking up to Matt. There will be a second part soon.

One of the ways to fix droppers to track without melting the plastic sleepers is to pre-solder the wires to track joiners. I noticed just inside the back cover of the above mag a Peco ad for their "Power Feed Joiners". End of Line stock them (\$11 per pack of 4 pairs) and Brian makes his own. Coincidentally, I recently saw the following in "general discussion" email:

*I get my "clickety-clack" from where it should come from - i.e. The wheels passing over a joint. If you use ordinary slide-on rail joiners (and I know some purists scorn these) you can solder a fairly thick piece of wire to the underside of the joiner and pass that through a neat hole in the baseboard under the joint (it must be a neat and not loose fit). I find that this magnifies the sound and produces a delightfully realistic "clickety-clack", particularly if the joint is left with a slight gap. The real purpose of the wire is, of course, to connect the supply to the rails, but the secondary effect which I hit on by accident is very pleasing!*

Finally, having made it this far, allow me, on behalf of the committee, to wish you and yours the very best for Christmas and the New Year.

*Peter P (Ed)*

EDITED MINUTES OF THE GENERAL MEETING HELD AT DERNANCOURT ON 13th November 2013

**Meeting opened** at 7:35pm. Chairman: Hugh Williams

Members in attendance: 50

Apologies: 2

Visitors: John Evans; Chris Reynolds

**Minutes** of previous meeting: Moved D. van der Linden. Seconded, Bob Houston. Carried

Outstanding Actions and Business arising: Nil

**Correspondence in:**

Invoice – Kanga Coaches

Invoice – Windsor Gardens Hall

Invoice – Telstra

Train Talk – Oct 2013

New publication notice from Sierra Publishing

Contact documentation for TTG Council

Email from John Rogers regarding 1950's Ferris train

Invoice – Australian Hiring

Invoice – TTG Council – Building hire Oct 2013 to March 2014

End Of The Line Hobbies – Gift voucher

Model Railroader – Dec 2013

**Correspondence out:**

Reply to John Rogers

**Business from corres:**

Members provided responses to John Roger's request. Secretary to pass on.

**Finance:** Financial statements presented – see attachments

Accept financial report: Moved G. Chaplin.

Seconded, Trevor Carter. Carried

**Reports:**

**Premises** – The deposit has been paid to the shed supplier as well as the required payment to the CITB (Construction Industry Training Board). The plans were on display for members to view.

**Exhibition Layouts**

**HO:** – Bob Houston reported that the scenery is progressing well with ballasting and ground details being added to the station modules. The livestock pens are in place.

**N:** Nil

**Club Layout** – Nil

**Social** – Barrie reports that there are 35 names on the list for the Mystery Trip. He reminded the

members about the Christmas dinner at the Blue Gums Hotel.

**BufferStop** – Peter summarised the content for the month and passed around the colour version. He reported that he has another large submission of web sites and links from Matthew Sanders.

**Library** – Nil

**Maintenance** – Nil

**Bulk buys** – M van packs are now available split for \$35.00 per van

White glue is available in half litre amounts for \$10.00 and one litre for \$20.00

**Special Projects:** nil

Terry Meads gave a short summary on the Swapmeet, calling the event a success despite the clashes with other events. He reported that there were a number of web sites that advertised the event with one, the "Weekend Notes", being viewed around 745 times. The next Swapmeet will be on the 23<sup>rd</sup> March 2014 and the 2014 November date may move to avoid another clash.

**AMRE** – Nil

**General Business:**

1. Peter Pickering asked if anyone has his ropes, the one he supplied to hold the doors open at the Swapmeet. He also mentioned that there were layout boards on top of the Buffer Stop box and also covering the noticeboard, particularly, sign-on sheets for social events.

2. The members were reminded about the BBQ on the 18<sup>th</sup> Dec, the last Wednesday before Christmas.

3. Hugh Williams has organised a visit to see the Z class locomotive that Glen Smythe is building in his shed. Members wishing to attend were given directions. The visit was organised for the 23<sup>rd</sup> November.

**Break:** Meeting suspended at 8:17pm

**Show & tell:**

Paul Mackinnon – A Rail-bus, kit bashed from an old tram kit. He used the remaining bits and pieces to make the back end of a tram like the one seen in the movie "Malcolm".

Terry Meads - Great Western train from his layout consisting of ten coaches behind a Wills white metal kit of a King class locomotive. The

train represents the Ocean Express from Paddington to Plymouth. The coaches are a mixture of etched brass kits and aluminium kits, each of which took around forty hours each. The model has done enough work on his layout over the years that a crank pin on the loco actually wore through and threw a rod.

Some N gauge structures and loco from Chris Reynolds, one of our visitors.

Chris Symons brought along a couple of his latest locos, an Athearn Genesis SD70M-2 with DCC and sound and an ES44AC in Norfolk Southern heritage livery, also with DCC and sound.

**Raffle:**

Blue B91, David Jameson, Junction Models voucher

Orange D68, Sherree Golowit, Aztronics voucher

Orange D86, Maikha Ly, Bob Burton Stone Culvert kit

Green A19, Tim Leach, Bogies

Red B57, John Venning, Screwdriver torch

Orange D80, Wayne Spencer, Razor saw blade

Red B68, Chris Symons, Hobby knife

Green A43, David Armstrong, LED kit

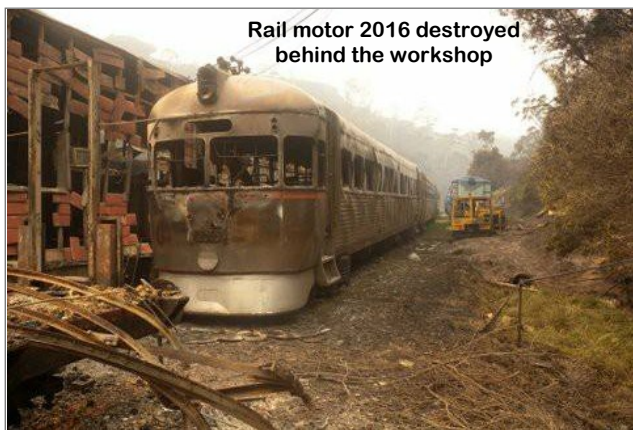
Blue B95, Allan Norris, Flashlight

**After meeting activities:** John Evans on the SAR's three Gauges.

**Fire at the Zig-Zag**

**From Zig Zag posting on Facebook**

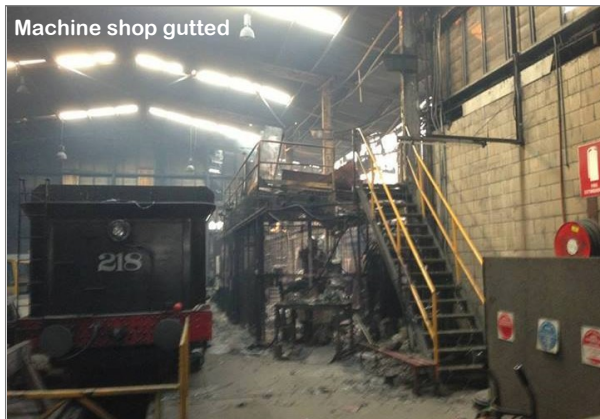
"We have suffered significant loss. The Machine Shop and the Office are burnt out. All the six Carriages stored on 'O' Road, Rail Motor 2016 all the Accommodation Carriages are destroyed. The rest of the Workshop is untouched and the fire damage does not extend any further along "O" Road than Rail Motor 2016. Bottom Points Signal Box and Station are still intact. Top points has only suffered damage to a Relay Hut and the Carriages at Edgecombe have not been burnt. At Edgecombe both the Crane and Front End Loader have been burnt. Clarence Station and the office is intact. All is not lost. We have enough Rolling stock to recommence services."



Rail motor 2016 destroyed behind the workshop



Interior of 2016



Machine shop gutted



Rail motor stored near Clarence gutted

## The Buffer Stop

### From the Buffer Stop Archives



### 50 Years Ago: December 1963

DAS

**President: Bill Coles**, Vice-Presidents: Don Willshire, Ray Stratton, Secretary: Peter Beck, Treasurer: John Datson, Librarian: Alan Aldous Committee Members: Bob Irvine, Len Venus, Geoff Barnes, Editor: Tiny Edwards, Sub-Editor: Trevor Carter.

**Editorial:** Editor, Tiny Edwards, writes that once again the Christmas and New Year period is upon us again . . . . . The year has seen steady progress within the association . . . with the big event of the year, without a shadow of a doubt, was the association's layout at Wayville during the Adelaide Royal Show. This was a great public drawcard and proved that model railroads is a fascinating hobby for young and old. (*While, back at the club*) a lot of criticism is at the moment being levelled at the club layout and it is hoped that, in the New Year, steps will be taken to improve it.

This last year has also seen the opening of another hobby shop in Adelaide and more American and Japanese equipment is on sale than ever before.

**Hint:** For those who intend to incorporate a dock scene on their layout (and I know of at least one member of the club with this in mind) the wharf level at Port Adelaide is approximately 18 feet above low water and about 12 to 13 feet above high water, depending upon the tide.

#### Trade Reports:

The Hobby Shop -- The Hobby Shop is proud to announce that they now carry a large range of North-Eastern Woodshapes. For the keen modeler these woodshapes such as angles, tees, channels, clapboard, etc, are a must to finish that building.

A Tenshodo street lamp made in brass is available at 6/- (\$0.60c) each and spare lamps are stocked.

**The Semaphore Hobby Centre** -- for any items of model railroad requirements of any kind contact The Semaphore Hobby Centre, 12 Hart Street, Semaphore, phone 49 7087

### 40 Years Ago: December 1973

DW

**President: Trevor Carter**, Secretary: Bob Irvine,  
Treasurer: Barrie Mackinnon, Librarian: Tony Sitters, Maintenance: Stan Filsell,  
Committee Members: Rob Burford, Bob Burton, Editors: Ray Zeffert, Elliott Johnson.

Cover Photo of 621.

**Phil Curnow** reviews the 1973 Sydney Model Rail Show.

**Construction of C&Cf** cattle cars; instructions and drawings by Barrie Mackinnon.

### 30 Years Ago: December 1983

PP

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

**Picture Parade:** SAR steel cars in their new role in Victoria - Noel Potter.

**1983 Model Railway Exhibition** at the Crippled Children's Centre at Regency Park - John Looker.

**Out of Gauge Loading** - comparison of rail and road requirements - John Looker.

**Making slate roofs** - an alternative method - quicker and more realistic?

## The Buffer Stop

From the  
Buffer Stop Archives  
continued



### 20 Years Ago: December 1993

PM

**President: Trevor Carter**, Vice President (Administration): Peter Carter, Vice President (Special Projects): Brian Woods, Secretary: Bryan Leaney, Treasurer: Don Snow, Layout Director: John Willmer; Modular Layout Director: Peter Saunders, Maintenance Director: David Thomas, Social Director: Paul Mackinnon, Librarian: Richard Ash, Editors: Bill Button and Bernard Martin.

**Layout Report:** Work continuing on preparing the layout for the clubroom move.

**Article:** BGB Coaches (remember those ;-)) By someone who's signature was almost illegible.

**Insert:** Christmas Special – for the young amongst the club – lots of railway related items.

**Article:** Basic Laws of Life, The Universe and Everything (Including Model Railroading).

**Article:** Panama Canal Zone Locomotives 1-87. An article covering the small electric rack locomotives used on the Panama Canal.

**Article:** Steam on Suburban Services in Brisbane by Bernard Martin – discussing the use of a PB15 4-6-0 and a BB18 ¼ 4-6-2T on weekend trains around the Brisbane suburban network

**Article:** On the Lookout by John Looker – Australian National are trailing (sic) 4 ADQW flat wagons with a solid drawbar, rather than conventional couplings. Then operational information regarding the evening shunt to put the first division of the TNT superfreighter together at TNT's Islington sidings

**Article:** CLP8's Arrival by Bernard Martin – The trials and tribulations of CLP8 and CLP9's first trip on the Ghan.

### 10 Years Ago: December 2003

DVL

**President: Bill Lewis**; Vice Presidents: Peter Pickering, Richard Fisheris; Secretary: Stephen Michalak; Treasurer: Don Snow; Layout Director: John Willmer; Exhibition Layout Director: Bob Houston; Social Director: Barrie Mackinnon; Maintenance Director: Dean Schluter; Librarian: Allan Norris; Editors: Paul Mackinnon, Harry Rush.

**Carol's Secret Women's Business** had a Christmas chuckle. An Australian music magazine that goes by the name of *Rhythms* has this **disclaimer**: "The opinions expressed in this publication are not necessarily those of the publishers. No portion of this magazine may be reproduced, used as a lining for your drawers or put under the short leg of your kitchen table without the written consent of the publisher and/or copyright holder or our mums".

**Picture Rail** by John Doherty

**PL2** on perhaps its first day as the Keswick shunter started life as NSW 4871 but heavily modified in 2000 still wears NSW FreightCorp colours of blue with yellow.

And **NR103**, in the other livery, the one that was not selected. Pity the photo wasn't in colour.

Page ten has Chris Marlow's recount of **SARMA's trip to Portland**.

Three pages of photos of the move from Islington to Prospect, by **Ray Aplebee**.

Page 18 is **Plan Page** with an Ambulance Car, which later became a Vision Testing car.



## End Of The Line Hobbies

**78 Ocean Street, Victor Harbor**

**Wednesday thru to Sunday**

**10:00am to 4:30pm**

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Web: [www.endofthelinehobbies.com.au](http://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.

We wish to clarify that End of the Line Hobbies is for sale as a going concern  
and that normal business will carry on until sold and beyond. Please  
continue to shop with us and earn discounts for yourself and your club.

Visit <[www.sarma.asn.au](http://www.sarma.asn.au)>  
Send photos to Peter Michalak.

### **LIBRARY REPORT - *Recent Additions to the Library***

Australian Railway History	Dec 2013
Model Railroader	Dec 2013
A M R A Journal	Dec 2013
Dispatcher (SANGS)	Nov 2013
A M R M	Dec/Jan 13
Train Talk	Oct/Nov 2013

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

**Wanted to borrow to copy articles — Australian Railway History Apr 2006/Sep 2007**

*Allan Norris, Librarian*

## Letter to the Editor

Chris Marlow

Dear Editor,

Having lived at Kadina in the early 1970s, I was interested in Matt's report in the November issue of SARMA's visit to the Copper Coast.

The Rx in the square in the middle of Kadina is/was Rx231. In September 1970, it was brought to Kadina Station. As I recall, it was part of a scheduled freight train. To get it to the square ("Victoria Square"), they used two lengths of track with sleepers attached. They put one length ahead of the loco, and pushed it on to that. Then the track that the loco had just left was brought around and placed in front... It took all day to move the loco to the square.

A year or two later, the local dramatic society put on a melodrama – cheer the hero, sigh with the heroine, and hiss the villain (peanuts for throwing were on sale in the foyer). In the last act, the villain was run over by a train. We used Rx231 for one of the publicity photos. The sound effect of the train was a recording of 621 which visited the Copper Triangle in September 1971 on one of its first trips after its restoration by the S.A.R. 621 was turned with some difficulty on the Wallaroo turntable which had not been used for some years. They had people in the pit pushing on it!

When we moved to Kadina in 1970, there was a landmark hill, "The Dump," on the southern side of the railway yards, visible almost from Paskeville. It was waste from the mines which had closed in 1923. A process had just been developed which made it possible to extract the copper from this waste material and, during our time there, it all gradually went away in railway trucks.

While at Kadina, I heard a story about the Moonta Mines School, which was closed at the end of 1968. In January 1969 a man turned up at the school. "I'm from the Public Buildings Department and I'm here to repair the blackboards." They told him that the school had been closed. He phoned his boss in Adelaide, who told him "The paperwork has all been done. Repair the blackboards." So he did. Then the building was handed over to the National Trust to become their museum. One of the first things they did was to remove the blackboards.

The sad thing about this story is that it is so believable.

*Chris Marlow*



## My Railway Experience Day

**Terry Meads**

I've been a member of the Great Western Society since 1974 and going back to the UK for the second time in 2 years in 2013 for 10 weeks, I found there was a Railway Experience Day (RED) at the Didcot Railway Centre (DRC) in Oxfordshire on 2<sup>nd</sup> July. We'd booked B & B in Marlow in Buckinghamshire for 10 days at the beginning of July and we were only 25 miles from Didcot.

My RED was booked before we left OZ as these are very popular but quite expensive; £290 for me and £35 for Connie, as a "guest". This was equivalent to approximately \$500 but it was well worth the money as you rarely get to drive and fire a steam loco.

Arriving at the DRC at around 8am, the 9 contenders with family and friends were given bacon rolls in the restaurant and a briefing of the day's activities. We then went "on shed" to be given instructions to do a loco check by the experienced driver and fireman. The loco was an ex-Great Western pannier tank No 3738 in black livery. Having gone around and under the loco to check for problems, we watched the experienced crew move the loco to another track to attach a coach to accommodate the families and the other RED contenders awaiting their turn in the cab. We were split into 2 groups, one for the train and the other for a tour of the centre which the public does not see. The train was shunted to the main line where my group climbed aboard the coach. The first RED driver and fireman joined the loco with the experienced crew; we

others took our turns instructed to be the guard in the coach. After my turn as guard, it was my turn to go up to the cab. We two contenders decided I would drive first with the other firing.

We had 6 trips up and down the main line with the coach leading when reversing. This meant stopping and starting a dozen times. Towards the end of our turns we were able to drive without instruction, wait for the 'right away' from the 'guard', operate the reversing lever for direction, blow the brakes off watching for 23 inches of mercury on the gauge, check the platform was clear, blow the whistle and ease up the regulator while watching the length of the train. Once on the move, opening up the regulator for more speed, especially as there was a slight gradient in one direction. We had to try and stop in the same position at the platforms at both ends of the line, giving a warning whistle on approach, shutting down the regulator with just a second or two on the brake lever for a few times, feeling the brakes slowing the train to arrive at the right position on the platform, then 'blowing' the brakes to zero mercury.



**Terry, with hand on regulator, awaits the right away**

**Terry's Railway Experience Day continued**

I then swapped jobs with the 'fireman', checking the water gauge, operating the injector when necessary to maintain water level in the boiler and of course many shovelfuls of coal to different parts of the firebox. On the left of the cab, the firing position, there are three water taps in a vertical position. Operating these taps periodically from the top, would indicate the level of water in the boiler. My turn as fireman was just before the lunch break and by then water was only coming out of the bottom tap. After 3 or 4 crews had previously driven the train without filling with water, I got a little worried, but the train was shunted back to the water column by the experienced crew and refilled before everyone had an excellent chicken lunch followed by apricot crumble.

After lunch we watched the loco being coaled and my group did the workshops and signal boxes tour with a num-

ber of coaches, wagons and locos in the process of restoration, including Pendenis Castle, which was operating in WA some years back.

The day ended with posing for the usual group photos (below) and presentation of certificates back in the restaurant.

To sum up, an experience not everyone has the opportunity to do (especially in Australia) and one you'd never forget. This is the second off my "bucket list" (the first being a helicopter ride), the next is 'simulator' flying a jet plane. ■



## Diode Matrix for Peco 3-Way Turnouts

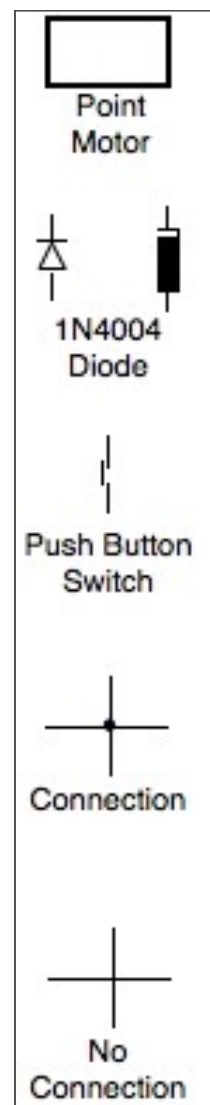
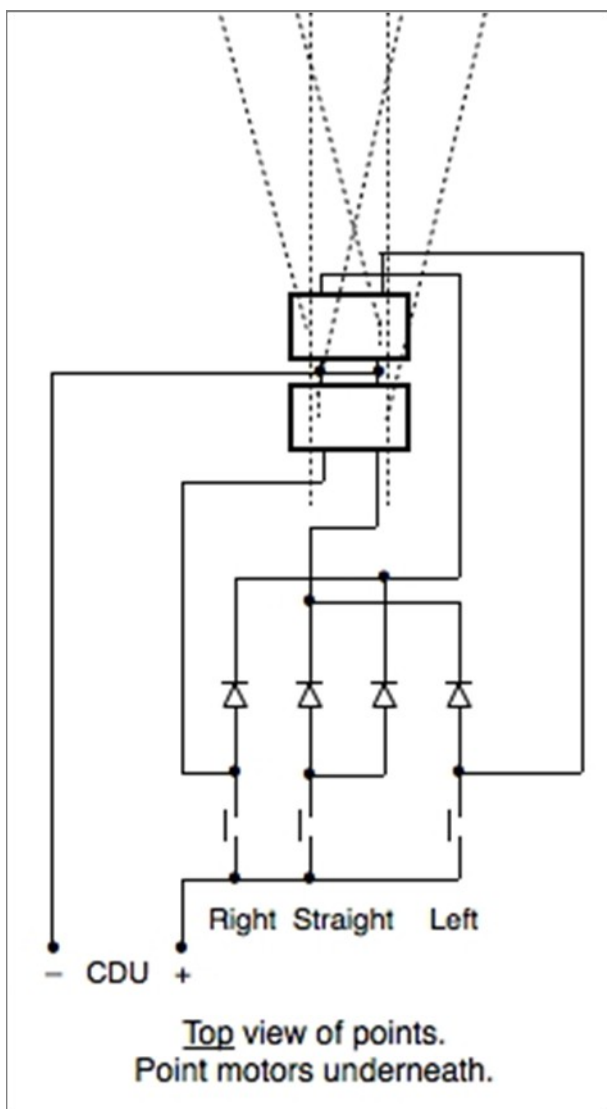
Chris Marlow

A diode matrix is used in places like a yard ladder. To get a train to go to a particular track you need to press just the one push-button for that track, and it aligns all the relevant turnouts. You need to keep in mind that eventually the number of points could exceed the capability of your capacitor discharge unit.

The Peco 3-way turnout uses two point motors. If you simply wire each motor to two push-button switches, you then have to work out which combination of the four switches is needed for the direction that you want. One combination causes the two motors to try and throw in opposition to each other.

By using a diode matrix, you need only three switches, one for each route. I use terminal blocks to connect the diodes. Construction is simple, as the diagram and photo show.

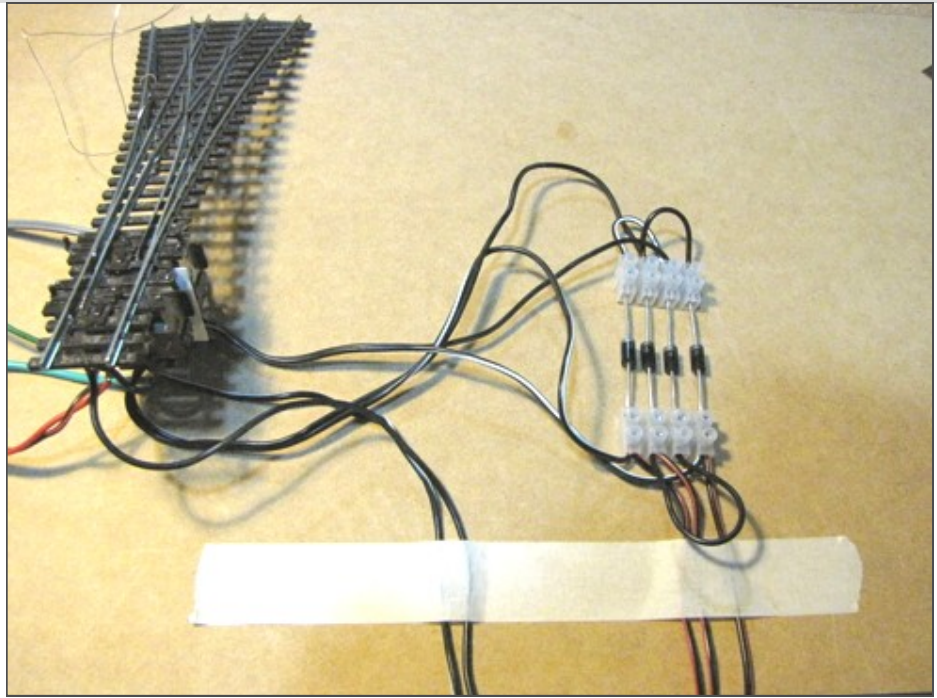
Peco accessory switches on the point motors have to be mounted with their terminals to the outside of the system, as there is no room between the motors. I'm using recycled motors, and I didn't realise until after the system was assembled that in the gap between the point motors, the terminals of one went to CDU+ and the terminals of the other went to CDU-, and this caused shorting between the motors. This was fixed by putting a thin styrene sheet between them.



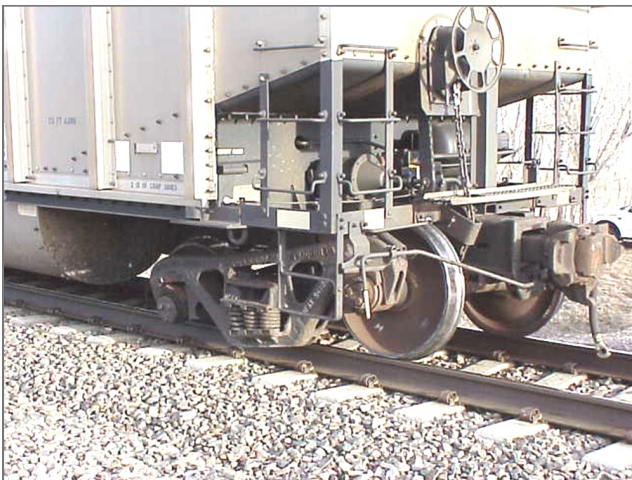
## The Buffer Stop

### Diode Matrix for Peco 3-Way Turnouts continued

The two wires at the bottom centre of the picture go to the CDU negative terminal. The three wires from the diodes go to the CDU positive terminal via the switches. The wires at the left of the photo connect the accessory switches to power the frogs. The motors and switches were salvaged from my old layout, and colour coding is all over the place.)



**WHOOPS!** At first glance it look like a simple derailment. On closer inspection, maybe the wheel looks a bit crook. Get the axle out and we can see that there's not much of a flat on the other wheel. It's not a seized bearing; the wheel has definitely shattered.



The Buffer Stop



**SARMA SALES**



See Don Worby

SARMA Pin Badges	\$7.00
“Rails and the River” Medallion	\$15.00
Bogies:	
40 ton Round Lid, Solid Wheels	\$11.80
ANR XC	\$11.80
W Car Bogies	\$11.80
SEM Axles 10.5 x 25 mm	\$2.00
Decals for SAR M, MG	\$2.50
SEM GY Kit	\$15.00
SEM UB Van Kit	\$21.00
SEM E Wagon Kit	\$22.00
Kadee #5 Couplers	\$4.60
Kadee #158 Whisker Couplers	\$5.20

Delrin Bearings	\$5.30
11'6" Underframe Kits	\$8.80
PVA Glue, 2 litres	\$20.00
PVA Glue, 1 litre	\$10.00
No. 2 self tapping screws, packs of 100:	
4.5 mm	\$7.00
6.0 mm	\$8.00
9.5 mm	\$10.00
Packs of 20:	
2-56 UNC 3/8" pan head screws	\$4.00
2-56 UNC nuts	\$5.00
SARMA Shirts (do you have one?)	\$30.00



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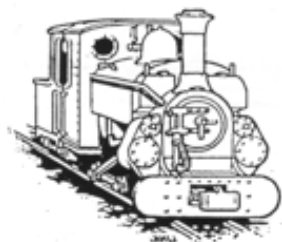
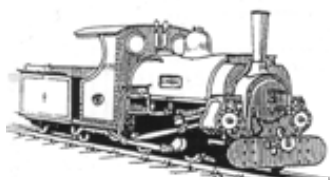
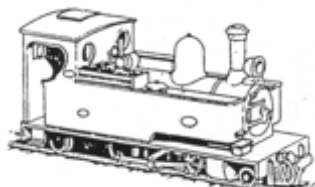
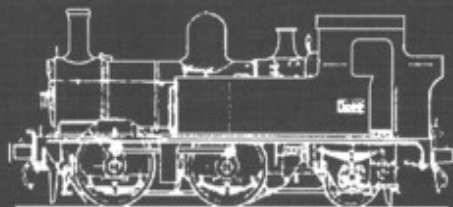
# Junction Models

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

Phone 08 8349 7464 Fax 8349 7463

Email: [brian@junctionmodels.com.au](mailto:brian@junctionmodels.com.au)

Web site: [junctionmodels.com.au](http://junctionmodels.com.au)



## *Specials for December 2013*

Bachmann Digital Starter Set	\$350.00
Magnifier, Large illuminated, multi-position LED	\$89.00
„ Junior „ multi-position LED	\$47.95
Pace controllers-Powered single \$114, or dual	\$179.00
„ „ - Single Hand held	\$48.50
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 also some NCE and Lenz	
Trackrite Foam underlay in HO, N and metre gauges.	
AMRM CDs Vol.4 to 12	<del>\$25</del> \$22

Fleischmann Train Sets (various prices) & Z21 Digital System (\$595.00)

DCC Concepts- OO Station Lamps and OO Train Marker Lamps available.

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

Bachman Hong Kong Tram (last one remaining) ..... \$127.00

Athearn SD45-2 Locos - DC ..... \$155.00

Atlas Trainman HO locos various \$105.00 to \$119.50

Powerline Tuscan 48 Class ..... \$325.00

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

Agents for "MyLocoSound" units for DC \$69.00

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

Railscenes Australian Diesel Loco Mugs \$12.00

MRC Prodigy DCC System in stock \$215.00

San Mateo Line signals kits and ready-to-place

SAR Model Co Redhens,800 & 860 car kits  
back in stock.

Frateschi Coaches, Wagons & Building kits

Floquil and Polly paint in stock -

Stocks of Badger paint increasing

*Merry Christmas to all  
our customers from  
Brian, John & Vic*



## 22nd Swap Meet - November 2013

Terry Meads

Held again at the Windsor Gardens Vocational College, there were 29 traders using 54 tables. As there was space, one 'last minute' booking was permitted to bring their own table at half the late fee cost.

There were a couple of late cancellations which involved some alterations to the floor plan; this ended with the club, having purchased a large collection, and some members using 6 "commission" tables. The floor plan used helped the vision of a full and busy swap meet for most of the day.

Thanks go to Barrie and his team selling tickets, also giving a breakdown of the 'lookers' attending during a number of periods during the event, with a total of 220.

We have the results of a survey conducted by Peter P and, as a result, a review of paid advertising will be discussed by the committee, particularly as we now have the event advertised on three websites!

We had the usual flyers in at least 18 hobby/toy shops, including SANGS, and Tony Sitters kindly arranged for the event to be mentioned on the local radio station. Our thanks go to him again.

Despite a similar southern suburbs



event on the same day and a church hall event the night before, we again had a successful day.

In closing I would like to thank Peter Pickering and Gordon Chaplin for their assistance with school liaison, keys, security, etc and all other members for their help (with flyer delivery and table set-up/clearing up etc). The Barnes team out the front providing their ever popular sausage sizzle. As mentioned Barrie and his team, and not forgetting a number of members who helped on the "commission sales" tables.

"Thank you" to everyone involved. ■



**Roman Chariots, Railroad Tracks, Mil Specs, Urban Legends & American History (not to mention the horse's arse)  
NASA refutes the myth with more evidence**

Every culture has its urban legends. While myths, fairy tales, folklore, and traditional legends are generally considered fictional, allegorical, or exaggerations of the truth, urban legends are reported as fact and are widely believed to be factual among the masses. Urban legends are extremely difficult to combat even when evidence exists to disprove them because they seem reasonable, they fit comfortably into an individual's personal beliefs, and most people are not inclined to go in search of "the truth."

American history is especially full of urban legends. Most Americans think they know about such things as the Pilgrims landing on Plymouth Rock, U.S. Independence Day, the Liberty Bell, and hundreds of other "historical facts." What most Americans know, however, are the urban legends.

The world of standards and standardization also has its share of urban legends, which seem to be on the increase because of the Internet and email. One standardization urban legend that has been making the rounds over the last seven years or so deals with the connection between Roman chariots, railroad tracks, and Mil Specs (a Mil Spec is a U.S. Military specification used, to some extent, worldwide). The story begins with a question asking why the U.S. standard railroad gauge (the distance between rails) is 4 feet 8-1/2 inches, which seems an odd number. The answer given is that English ex-patriots built U.S. railroads, and 4 feet 8-1/2 inches was the standard railroad track gauge in England because the railroad tracks were built on top of road ruts created by the Romans to accommodate their war chariots. Supposedly, the Romans had a specification that set the wheel spacing at 4 feet 8-1/2 inches for their war chariots and all Roman rut roads. Eventually, railroad tracks were laid on top of the road ruts. The final punch line is that the U.S. standard railroad gauge derives from the original Mil Spec for an Imperial Roman army war chariot proving that Mil Specs and bureaucracies live forever. The only problem with this story is that none of it is true, except the fact that the standard U.S. railroad track gauge today is indeed 4 feet 8-1/2

inches. Over the years, it is estimated that people have sent me over 200 email messages transmitting this story, and it has been repeated at many conferences.

This urban legend should be countered with some historical facts. For starters, the Roman army did not use chariots for warfare. Chariots were technologically obsolete by 600 BC, centuries before the rise of Rome. While chariots were a technological leap when they came into use around 1800 BC, they were far from the ideal weapon portrayed by Hollywood. Chariots were unstable and restricted in use to open and flat terrain. They were also expensive and difficult to make and maintain. The armies of the ancient world used chariots because the horses available to them were too small to carry a mounted soldier in armour and with weapons. Once horses were introduced that were large enough to carry a fully equipped soldier, cavalry quickly replaced charioteers. Cavalry was far more mobile, easier to maintain, and made more effective use of manpower since a chariot required a driver and fighter, whereas a single soldier could ride and fight on horseback.

The Roman legions that conquered the ancient western world were made up primarily of armoured infantry supported by cavalry, light infantry, archers, and engineers. The Roman legions never used the technologically inferior chariot. Chariots were very popular in the Roman circus games and for ceremonial processions, but they were not used militarily or commercially. The suggestion that the Roman army developed a Mil Spec for chariot wheel spacing that necessitated the placement of road ruts at 4 feet 8-1/2 inches is pure fiction. The other aspect of this standardization urban legend that is pure fiction is the suggestion that the standard track gauge in the U.S. has always been 4 feet 8-1/2 inches. At the beginning of the American Civil War in 1861, there were more than 20 different railroad track gauges in the U.S. ranging from 3 feet to 6 feet.

In fact, 5 feet was by far the most prevalent gauge in the South so, if the Confederacy had won the war, the standard gauge in the U.S. might be different today. The following table

**Roman Chariots, Railroad Tracks, etc continued**

shows some of the variety of gauges in the U.S. and Canada at the beginning of 1861.

Track Gauge	Miles of Railroad Track	Percentage of Total Mileage
4' 8-1/2"	17,712	53.3
4' 10"	3,294	9.9
5' 0"	7,267	21.8
5' 6"	2,896	8.7
6' 0"	1,777	5.3
Others	-----	1.0

Probably more than any other single event, the American Civil War is why the U.S. has the one standard track gauge today. The Civil War was the first war in which railroads played an important part in transporting troops, equipment, and supplies. The variety of track gauges forced army units to unload and then reload cargo at the junction point between lines with different gauges. Such delays were inconvenient, expensive, and annoying for civilians during peacetime, but for an army to experience such delays sometimes meant the difference between victory and defeat. While the U.S. government did not mandate conversion to a standard track gauge, it did take steps that accelerated standardization towards the 4 foot 8-1/2 inch gauge. In 1862, the United States Military Railroad organization was created to address a number of rail transportation issues, including standardization of track gauges.

Since the 4 foot 8-1/2 inch track gauge accounted for more than half the track in the U.S., it made sense from a military and economic viewpoint to promote this as the standard gauge. More than 4,000 miles of new track was laid down in the North during the war, most of which conformed to the 4 foot 8-1/2 inch track gauge.

In some cases, the Union forces altered the track gauges of captured Confederate rails. For example, the 5-foot gauge of the Norfolk & Petersburg rail was changed to 4 foot 8-1/2 inch gauge.

In other cases, the government succeeded in convincing nonstandard Northern railroads, such as the New York Central, to change

their track gauge.

Finally, the Pacific Railway Act of 1864 mandated the standard 4 foot 8-1/2 inch gauge for the Transcontinental Railroad.

The most significant contribution of the government for standardizing track gauges was to serve as a catalyst in bringing together industry to promote railroad cooperation during the Civil War. In February of 1862, Secretary of War Stanton and other government leaders met with the owners of the major railroads to discuss a number of issues, including standardization of track gauges.

These meetings continued throughout the Civil War. Following the war, industry continued to meet, and on September 18, 1867, representatives from twenty-nine railroads formed the Master Car Builders Association. At the top of their agenda was the standardization of track gauge in the U.S. It would take another nineteen years, but through the cooperative efforts of industry brought together initially by government, commercial railroad track gauges in the U.S. were at last standardised to 4 feet 8-1/2 inches in 1886.

The original question of just how did such an odd track size of 4 feet 8-1/2 inches still remains. The truthful answer is that no one really knows. Some people believe that train tracks were merely laid on top of road ruts left by wagons and that the width of the wagons were determined by the width of two horses side by side hauling the wagon. While it does seem reasonable that train tracks were often laid on top of wagon wheel ruts, the distance between wagon wheel ruts was not universal. Everyone seems to agree that this odd track size did originate in England from a railway pioneer named George Stephenson who used the 4 feet 8-1/2 inch track gauge when building the first public rail line, the Liverpool & Manchester Railway, in 1830. ■

*A connection to Roman Chariots seems unlikely, however, George Stephenson or a predecessor might well have set flanged rail gauge to suit existing horse-drawn carriage dimensions. Ed.*

**Minutes of the ANNUAL GENERAL MEETING held at DERNANCOURT on 13th Nov 2013**

**Meeting opened** at 8:17 pm Chairman: Hugh Williams

**Welcome** The chairman welcomed everyone to the 2013 Annual General Meeting.

**Apologies:** No apologies were given.

**Minutes** of previous meeting: Moved David van der Linden, Seconded Richard Ash, Carried

Outstanding Actions and Business arising: Nil

**Annual Report:**

The secretary read out the annual report. (attached)

The president then delivered his report. (unavailable for attachment)

**Adoption of Annual Report.** The annual reports were accepted by the members.

**Treasurers Report:**

The treasurer delivered his annual financial report (attached)

**Adoption of Treasurers Report:** The treasurers report was accepted by the members.

**Appointment of Auditors:** Terry Jomartz was once more asked to audit the clubs financials which he agreed to do.

**Election of Management Committee**

All positions were vacated and the returning officer, Peter Michalak, read out the nominations.

**President:** No nomination received

**Vice President, Administration: Roger**

**Wheeler.** Nominated Bob Houston, seconded by Matt La Vista.

**Vice President, Special Projects: Don**

**Worby.** Nominated Dean Schluter, seconded by Bob Houston.

**Secretary: David van der Linden.** Nominated Iain Kennedy, seconded by Matt La Vista.

**Treasurer: Gordon Chaplin.** Nominated Bob Houston, seconded by Roger Wheeler.

**Club Layout Director: Dean Schluter.**

Nominated Bob Houston, seconded by Roger Wheeler.

**Exhibition Layout Director: Bob Houston.**

Nominated Roger Wheeler, seconded by Matt La Vista.

**Librarian: Allan Norris.** Nominated Bob Houston, seconded by Dave Holmes.

**Social Director: Matt La Vista.** Nominated Barrie Mackinnon, seconded by Dave Holmes.

**Maintenance Director: Dave Holmes.** Nominated Bob Houston, seconded by Dean Schluter.

**Editor: Peter Pickering.** Nominated David van der Linden, seconded by Don Snow.

**Sub Editor: David Boyce.** Nominated Peter Pickering, seconded by David van der Linden.

As there were no other nominations for any position, the members present accepted those nominated.

The position of President will be dealt with at the next Committee Meeting where a suitable person may be selected and, providing there is a majority vote in favour, that person will take on the position which will need to be agreed to by the membership at the next General Meeting.

Roger Wheeler, as Vice President, Administration, took over as chairman for the remainder of the meeting.

**Motions to be put to the AGM**

Roger Wheeler moved that that the club should thank Hugh Williams for the amount of work he has for the clubs building project. The motion was seconded by Bob Houston. The motion was passed. The committee will determine a suitable method of thanking him.

**Any other competent business**

Iain Kennedy suggested that a name should be decided on for the new shed.

Roger explained the constitutional procedure when a position on the committee is not filled during an AGM. (refer clauses 6.2.7 and 6.4.7)

Trevor Carter asked what was happening with the old exhibition layout, Florey Springs. The members were informed that there are some interested parties and negotiations are continuing.

**Closing remarks**

The chairman thanked the members for their attendance.

**Meeting closed** at 8:41pm

## Secretary's Annual Report 2012/13

The end of this year sees the club poised on the brink of its new improved premises with the final submission lodged with the council for approval. If all things go to plan, the next AGM will see the works completed.

SARMA has seen eleven new members this year with six full memberships, two country memberships, two junior and one family. Sadly there were eight full members that did not renew for one reason or another.

Our exhibition layout is taking shape and is set for its first public operation in March at the Sandown exhibition.

Our N scale special interest group has represented the club at a number of exhibitions. The lengthened Barrie Valley Railway seeing operation at AMRE and the special anniversary celebrations of the National Railway Museum as well as our own Railshow. It was retired from service after the National Railway Museum event.

Railshow was again a huge success as far as publicity and new members were concerned.

The Grain Board layout at the Royal Show was once more received very well and its future has been assured for at least the next couple of years. The show was another great success with many members spending more than one session manning it.

Our birthday dinner was held at the Hampstead Hotel again but without the loud music, or are we all slightly deafer? Christmas was at the Windsor Hotel with the mystery trip ending at the Noarlunga Model Railroaders club rooms. They certainly know how to cater for a crowd.

Our March Swapmeet was a little low in numbers and the November Swapmeet was on par with the previous year even though there was a clash with a couple of southern suburbs groups having theirs on the same day.

As exhibition layout takes up more and more space in the shed, it was decided to hire the Log Cabin for every Wednesday so the members that come along to model, or do whatever, have some space.

The modelling continues with the title of Master Modeller being presented to two members this year, Peter Michalak for his 620 and Dean Schluter for his 600. A good number of models were entered.

The management committee would like to thank everyone that has supported the club and us over the past year.

David van der Linden  
Secretary

---

## WHAT'S IN A NAME?

**PeterP (original stats by Barrie)**

If you look at the names of the members of the new committee (previous page) you will see that there are no Johns, 3 Davids, 1 Robert (Bob), 1 Allan, 1 Peter, 1 Donald (Don), 1 Matt, 1 Roger, 1 Dean and 1 Gordon. This is quite disproportionate to the list of names that Barrie sent me recently (see below). 25% of the committee is called David. Actually, we have one David and one Dave; we hadn't worked out what to call the third one (Boyce) at the time of going to press. So, if the figures are correct, half the Davids in the club are on the committee. If our new President turns out to be a David, we won't know who's Arthur or Martha!

If your name is **John** you share it with **10** other club members.

If your name is **David** you share it with **5** other club members.

If your name is **Robert** you share it with **4** other club members.

If your name is **Alan/Allan** or **Peter** you share it with **3** other club members.

If your name is **Anthony** or **Paul** you share it with **2** other club members.

If your name is **Brian, Chris, Des, Donald, Hugh, Iain/Iain, Matthew** or **Terry**, you share it with **1** other club member.

If your name is not listed, you are unique in the club.

Only the primary member of a Family membership has been included in the figures above.



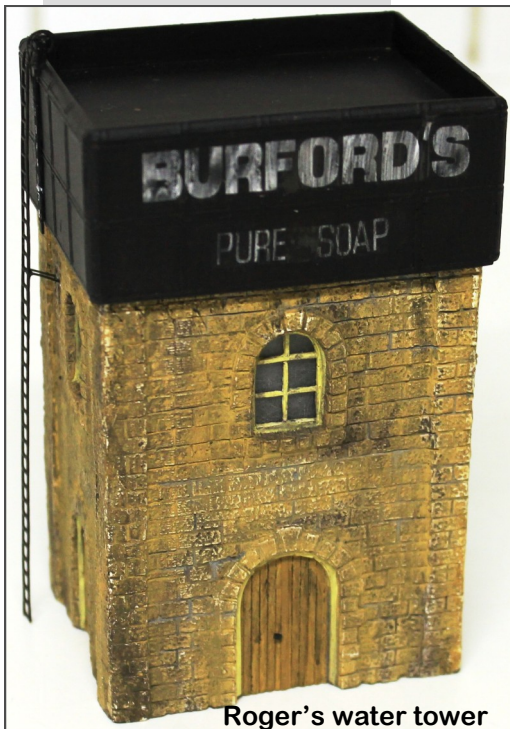
MP5 just south of Mallala



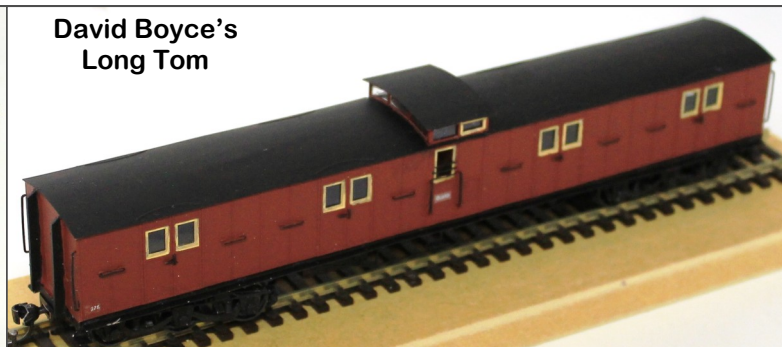
MP9 at Mallala



PM1 at Long Plains



Roger's water tower



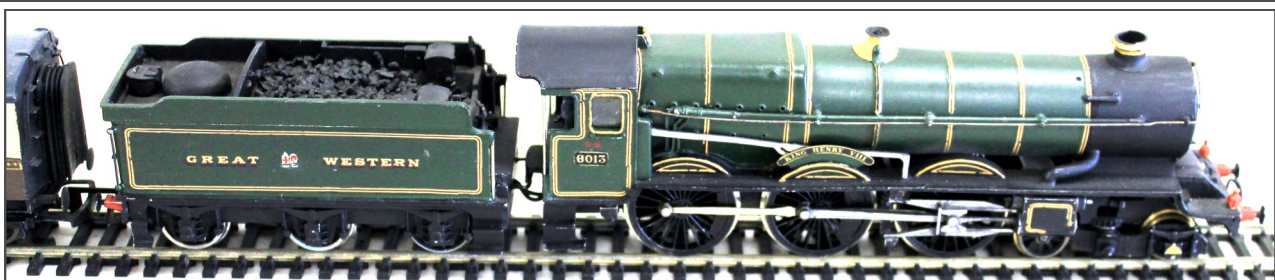
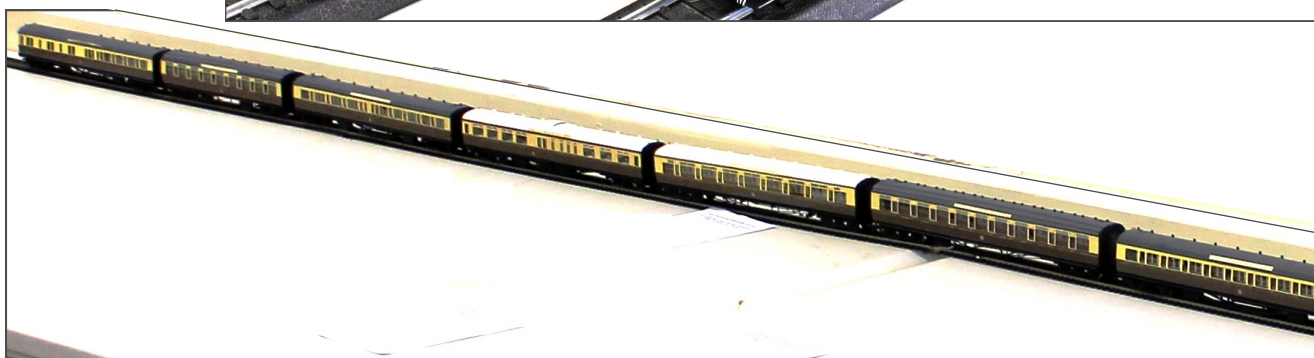
David Boyce's Long Tom

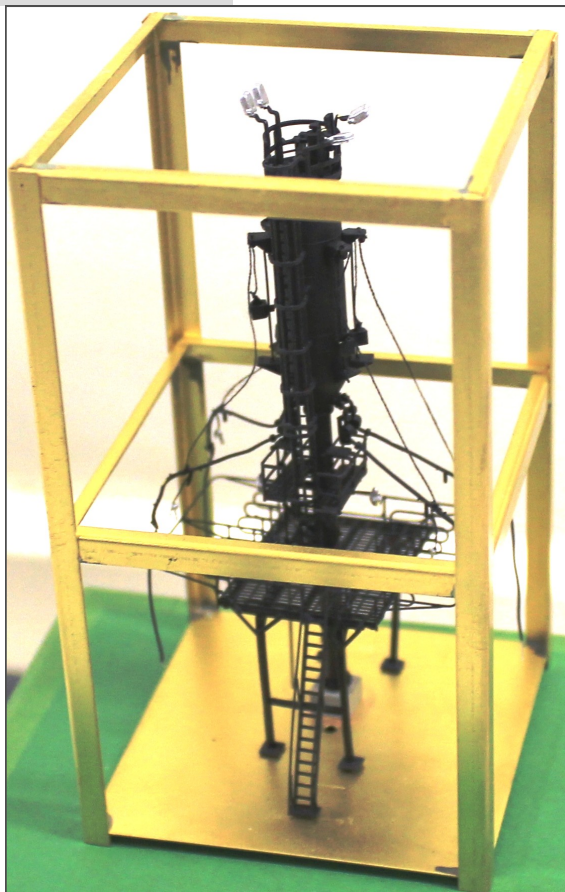


Dwayne's GM44

**Show & Tell**

Chris Symons' Athearn SD70M-2 & Intermountain ES44AC (DCC/sound)





Chris Reynolds' N scale U.P. Cars (business car, duplex sleeper, chair car) and Overland Models brass sanding tower



Paul's Christmas display & kit-bashed rail-bus & novelty tram



Terry Meads' GWR King Henry VIII and ten coach "Ocean Express" (Paddington—Plymouth)



## BUFFERSTOP SUPPLEMENT – WAKEFIELD RIVER

Scenes from Wakefield River Station on Des McAuliffe's layout. Pictures by Steve Cranwell

