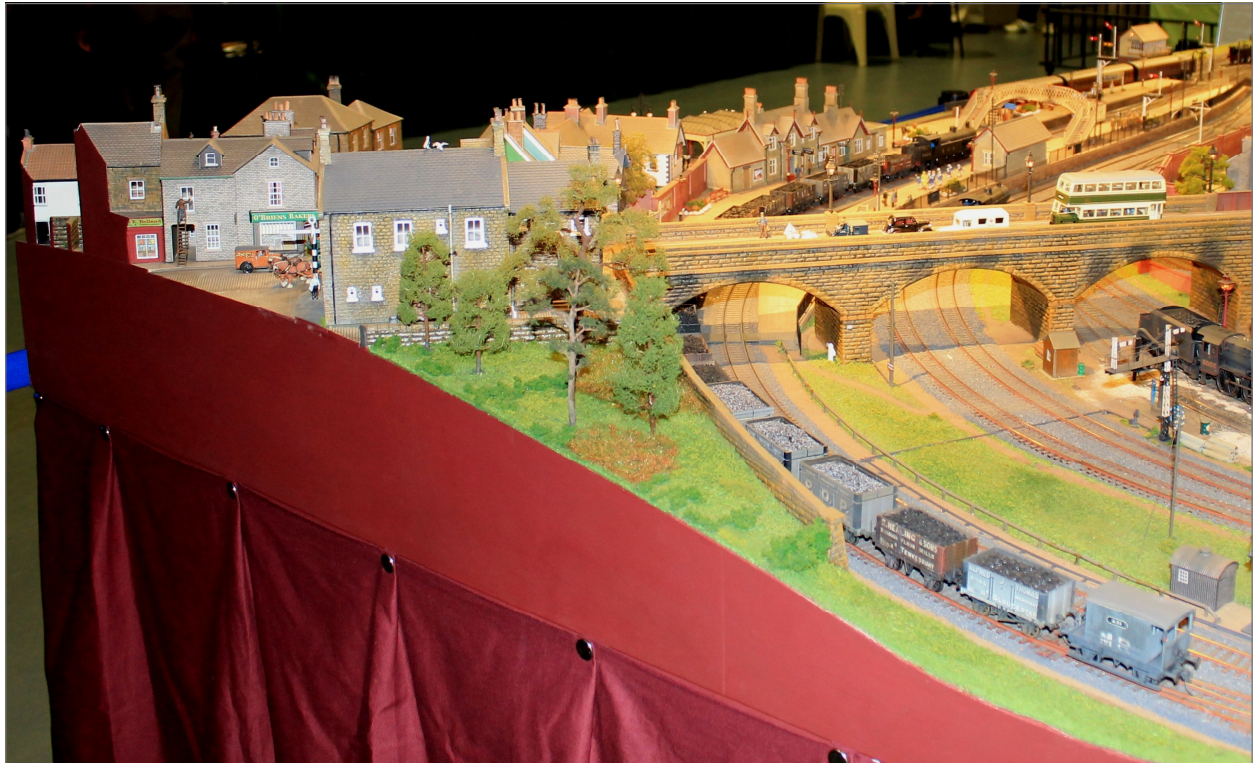


SOUTH AUSTRALIAN RAILWAY MODELLERS' ASSOCIATION INC.

PROMOTING THE HOBBY IN SOUTH AUSTRALIA
SINCE 1957



*A corner of Wellingford & Bakewell Bridge
Most popular layout at RailShow 2013*

INSIDE

Sandown Trip

AMRE

RailShow

Exhibition progress @ RailShow

Noel's Potterings

The Buffer Stop

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

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

Membership rates 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>

“Buffer Stop” Contributions

Email address: peterp23@bigpond.com

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

Advertising rates (per issue): full page \$40, half page \$20, quarter page \$10.

The deadline for each issue is MIDDAY on the LAST WEDNESDAY of the previous month but contributors of material for a particular issue are urged to supply it by mid-month.

Committee Members 2012 – 2013

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

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

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15	Exhibition Layout at the RailShow	23	Show & Tell
			Supp. More RailShow pictures

Diary

Wed 8 May	General Meeting plus AUCTION
Wed 15 May	Modellers night
Wed 22 May	Modellers night
Sat 25 May	Birthday Dinner @ Hampstead Hotel
Wed 29 May	Modellers night
Wed 5 Jun	Modellers night
Sat 8, Sun 9, Mon 10	AMRE SHOW
Wed 12 Jun	General Meeting plus Boxfile display and discourse.
Wed 19 Jun	Modellers night
Wed 26 Jun	Modellers night
Wed 3 July	Modellers night
Wed 10 Jul	General Meeting plus ??



Down the Track
& Over the Hills;
Exhibitions, etc

May 18,19
Richmond Vale (NSW)

May 25,26
Lavington nr Albury (NSW)

June 1,2
Toowoomba & Perth

June 8-10
Angle Park, Greyhound Track,
AMRE Model Rail Show

June 8-10
Morwell (Vic)
Thornleigh (NSW)

July 20,21
Castle Hill (NSW)

Cover Photo

The discerning public overwhelmingly voted Wellingford & Bakewell Bridge the Best of Show. Gavin Thrum has captured the LMS of the '30s in a most professional way, right down to the immaculately pleated curtains .

JOHN'S HANDYMAN SERVICES

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



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**Subs were
due last
month**

Editorial

W elcome to the May Buffer Stop.

As I write this in mid-April, we have just completed another successful RailShow. Successful because just about everybody, exhibitors and patrons alike, were happy. Iain and everybody who assisted deserve the thanks of SARMA and the model railway community in general; the latter because I think it was the hobby which was the big winner. You only had to look at the great interest in what Len Redway was doing, to realize that there are many potential converts out there. Two turned up at the shed on the following Wednesday; the third was a Scalextric aficionado so we won't count him - although you never know.

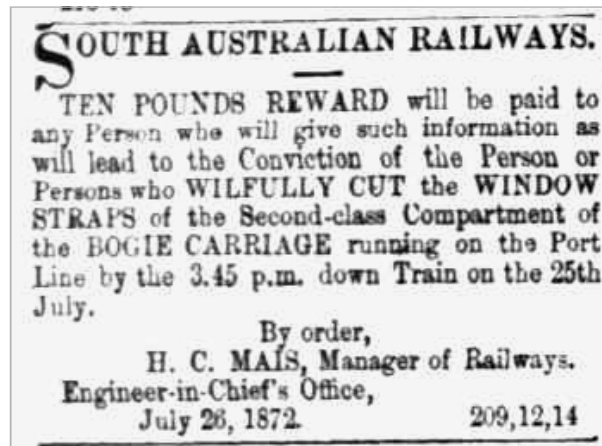
For a little while now, you have been able to obtain electronic depictions of buildings and other items for you to print at home in order to make card models. A local organisation "Trackside Models On Line" has produced depictions of truck bodies and shipping containers which, until 31st May, can be downloaded free from their catalogue. You can contact the principal, David P, by email on tracksidemodels@gmail.com or I can forward the catalogue on request. David recommends that, for the best quality, you take your file to OfficeWorks for printing on 200 gsm paper. At \$1.10, it can't be much more than printing at home. I have seen examples of these and reckon they are terrific. I will be very interested to see the buildings when they come out. David tells me that he is currently finalising North Adelaide railway station.

For the benefit of those, like me, who may not be aware of Noel's abbreviations, Pug = Port Augusta and ety = empty.

Dave Holmes found this message on the Weico website: Weico Models has decided to

retire with immediate effect. No further stock will be produced from 30th March 2013.

Chris Marlow unearthed this interesting item recently; note the date - July 1872



He says "I found this on the Trove website of the National Library of Australia, <http://trove.nla.gov.au>, while researching family history. This website contains scanned images of newspapers going way back. One of my ancestors was an "ironmonger and importer," and Trove turned up a small advertisement by him in the newspaper. Nearby on the page, this advertisement from the SAR caught my eye. It's in "The South Australian Advertiser" dated Monday 29 July 1872. I've also found it in "The South Australian Register" for Saturday 27 July and Tuesday 30 July. I don't know if the culprit was ever caught".

You may not be aware that there are often slight differences between The printed version of the Buffer Stop and the web version. There are many reasons for this. For example, the pictures on page 20 fit much better in a landscape format but, for electronic viewers other than those with laptops, it involves an uncomfortable neck twist to view the page; so they get a portrait version. Also, some photos which don't fit within the magazine or are not suited to greyscale reproduction are attached to the web version only. This month, what started as a couple of overflow pictures steadily turned into two pages; so hard copy readers will find this supplement near the back of this issue.

Peter P (Ed)

EDITED MINUTES OF THE GENERAL MEETING HELD AT DERNANCOURT ON 10th APRIL 2013

Meeting opened at 7:35pm. Chairman Hugh Williams

Members in attendance: 48

Apologies: 3

Visitors: Murray Billett

New member: Kelvin Brinkley was accepted by the club. (*Nominated, Iain Kennedy, Seconded by Trevor Carter*)

Minutes of previous meeting: Moved D. van der Linden. Seconded Dean Schluter, Carried
Outstanding Actions and Business arising:
Coaches for SARMA social outings:
After discussing the matter at Committee, it was decided that the club will not subsidise bus costs for any social outings.

Correspondence in:

Invoice for hire of Windsor Gardens Hall
Statement from Datacord Invoice from TTG Council for building hire
TV Advertising invoices from Seven Network
Orient Express Model Railway shop newsletter March/April 2013
Train Talk publication for March 2013
Model Railroader May 2013
Motive Power March/April 2013

Correspondence out:

Letters and complimentary tickets for RailShow were sent out to a number of TTG Council members.

Finance: Financial statements presented – see attachments

Of special note, the People's Choice term investment returned an interest payment.

Accept financial report: Moved G. Chaplin. Seconded Allan Norris, Carried

Reports:

Premises – Nothing new to report.

Exhibition Layouts:

HO: Wiring is going well. A number of modules will have scenery applied as part of the RailShow demonstration.

N: Layout is packed and ready for RailShow. Matt asked for more operators.

Club Layout – Nil

Social – Reminder about birthday dinner and monthly meal at Paradise Hotel before the general meeting. Barrie also thanked Drew Kennedy for selling the raffle tickets. He asked if members could keep an eye out for raffle ticket books that have letters other than 'A'.

BufferStop – Peter delivered his usual report including requests for regular submissions to be in as soon as possible.

Vic Kollosche commented positively on the article by Rodney Beauchamp.

Peter also drew the member's attention to the upcoming auction at the May meeting. Hugh then asked if Trevor Carter would act as auctioneer.

Library – One new addition to the library, Railway Reminiscences of Three Continents.

Maintenance – Nil

Bulk buys: Narrow Gauge Steam DVD's will be on sale at the RailShow for \$30.00

Iain asked for members to check their size requirements for the new club jackets. Jackets are \$70.00 each and to be paid for up front.

AMRE - Nil

Special Projects:

Swapmeet – Terry reported on the Swapmeet and asked that the start time remain as it has been so the traders have enough time to set up. He also mentioned that the first Swapmeet SARMA held was in 1994 and over that time they have made around twenty to twenty five thousand dollars for the club.

RailShow 2013 – Iain reported that there will be seventeen layouts and six trade stands this year. Some applicants needed to be turned away.

General Business:

Colin Barnes reported that his sausage sizzle team sold thirty five "Bacon and Eggs" at the Swapmeet

Allan Norris asked that members putting in items for sale at AMRE have their consignment forms in by the 19th May. He also asked for names to go onto the door and help desk rosters.

David Jameson informed the members of a television program on SBS called Wainwright Walks that often takes in railways.

Vic Kollosche warned the members about an attempted theft of his personalised registration plates and suggested a way to secure them. Matt reminded the meeting about the Layout in a Boxfile competition and the Saturday night dinner.

Hugh announced that DVD's will be available for purchase at the Modelling the Railways of South Australia Convention stand at RailShow.

Peter Carter had some original railway seals as used on boxes and wagons of the SAR.

Break: Meeting suspended at 8:46

Show & tell:

Trevor Carter: ABSY louvered van in SCT colours. The kit was an original Len Redway era BGB kit. Skid Steer digger on a kit-bashed trailer. Skid Steer was modified to fit between the trailers mudguards.

Dane Filander: Scratch built 900 class loco made using photos as reference and based on a Hornby chassis.

Alistair Whibley: A model of something from his imagination using a model of Underground Ernie by Bachmann as the base. The model involved timber from the garden, complete with worms, and other bits from the bits box. There was a matching set of coaches.

Matt La Vista: His almost finished N scale Bluebirds, based on a Tomy Tech tram chassis. There was also a very short F45 diesel that he found on eBay. The model is only one bogie long. He also showed a comparison between some older Graham Farish coaches and the newer Dapol version of the same coach. Also shown was a cigarette lighter

looking camera that can be placed into a wagon and record video. It can be plugged into the computer to retrieve the captured video.

Raffle:

Green A19, Tim Leach, Voucher from Junction Models

Blue A61, Peter Pickering, Signal model

Blue A86, Graham Nixon, Bogies

Orange A75, Dwayne Norris, Framed picture

Green A18, Tim Leach, Scaffold kit

Blue A82, Terry Jomartz, Set of hobby files

Green A65, Brian Woods, Aztronics pen torch/LED kit

Orange A77, David van der Linden, Stress cube

Blue A66, Dean Schluter, Knife set

Black A7, John Venning, Flashlight

After meeting activities: Murray Billet presented a number of reels of 8mm film of SAR operations and club excursions.

Meeting closed at 10:13pm■

Size list for the new club jackets**Men's**

KIDS/ADULTS SIZES	S	M	L	XL	2XL	3XL	4XL	5XL
CHEST	56	58.5	61	63.5	66	68.5	71	73.5
CB LENGTH	72	74	76	78	80	82	83	84

Women's

LADIES	6	8	10	12	14	16	18	20	22	24
BUST	46	48	50	52	54.5	57	59.5	62	64.5	67
CB LENGTH	62	64	66	68	70	72	74	76	78	80

SARMA's Birthday Dinner

Saturday, 25th May 2013.

Members and friends are invited to our annual **Birthday Dinner** to be held this year at the **Hampstead Hotel**, 143 North East Road, Collinswood.

The dinner has been booked for 6.30 pm

If you wish to attend please add your names to the list at a general meeting night, leave a message on 8298 8571, or e-mail barrie@picknowl.com.au no later than Saturday 17th May 2013.

The Bistro and Steakhouse menus are available for perusal at <http://hampsteadhotel.com.au/Bistro.aspx>, and <http://hampsteadhotel.com.au/Bistro/Steakhouse-Menu.aspx>

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

Barrie Mackinnon, Social Director.

**From the
Buffer Stop Archives**



50 Years Ago: May 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, Tony Edwards wrote:) The Association, with this issue, the special birthday printing of *The Buffer Stop*, is six years old!! At the time of writing the layout at the Royal Adelaide Exhibition, which the club built in record time, is a great crowd drawer and pleaser. I think all association members will agree with me that model railroading has been given a tremendous boost that will prove itself in the months to come. Concluding on this note, the R A E layout is without doubt the most railway-like model railroad that the public in South Australia has ever seen.

The Association Annual Picnic: This was held on 7th April 1963 at Long Gully. The weather was in our favour again this year and all those present really enjoyed themselves. Catering arrangements were in good hands and the sports went off without a hitch. The attendance was slightly down on last year, but those who did not attend missed out on a wonderful time.

All the sports were a great success and congratulations to Peter 'Lightning' Beck on his win in the Bay Sheffield. There were a lot of short-cut merchants in the 440 yards race!! The ladies showed definite skills in throwing the rolling pin!!

All in all, we had a mighty time and I am really waiting for the next meeting to make arrangements for our next annual picnic. — "*Hungry*" Aldous.

40 Years Ago: April 1973

DW

President: Trevor Carter, Vice-Presidents: Allan Kitto, Vic Kollesche, Secretary: Bob Irvine, Treasurer: Barrie Mackinnon, Entertainment: John Page, Librarian: Tony Sitters, Maintenance: Stan Filsell, Committee Members: Rob Burford, Bob Burton, Editors: Ray Zeffert, Elliott Johnson.

AMRA (Victorian Branch) Exhibition: Impressions by Austin Balnaves.

Dodge 114-MIC 5ft 3in gauge - Drawings but no comments.

30 Years Ago: May 1983

PP

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

Cover: Rough sketch of "The Latest Controller".

Layout Report by David Jameson.

Archive page (although they didn't call it that) for 10, 20 and 26 years previously.

Mount Gambier trip: Brief, untitled description.

President's Report.

(*Very thin issue - 8 pages*)

The Convention – August 31
not September as in AMRM

The Buffer Stop

I regret that, for various reasons, the Buffer Stop Archives for 20 and 10 years have not been received this month so, at the very last minute, the following (back-up) pictures have been inserted. Ed



Stewarts @ Sandown TL



At the Chinese restaurant PP



NP

May 2013

Empty arr Iron Baron

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Visit <www.sarma.asn.au>

Send photos to Peter Michalak.

LIBRARY REPORT - *Recent Additions to the Library*

Australian Railway History	May 2013
Motive Power	March/April 13
Model Railroader	May 2013
AMRA Journal	May/June 2013
Train Talk	March 2013
Orient Express Timetable	March/April 13

Railway Reminiscences of Three Continents By Gerard Vuillet
Donated By J Gordon

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

Allan Norris

Travel Journal Chapter 2 Sandown Again

Tim Leach

Chapter 2 in my travels with my SARMA colleagues and we are again off to Sandown in Eastern Melbourne.

Our journey commenced on Friday 8th March at 5.00am when Driver Bob Houston turned up at Galvy Hall with our bus, Peter Pickering and Dwayne Norris (contained) and Stewarts (secured behind). I was happy to see how wide alert Bob was. Bob's eyes were the size of dinner plates as he described Peter's welcoming of Bob and Dwayne at the doorstep. Well done Peter; the effect on Bob was as good as 2 "uppers" for our first driver. Bob's eyes did not return to normal until we reached Kiki but Dwayne did look a little pale from the experience. Dad phoned Dwayne to make sure all was well.

Bob completed a great job of unpacking the initial load in the back of the bus by carefully **removing** all adequately packed items, measuring them all twice, making hardness tests of our valuable cargo and carefully to a well made stowage plan was able to fit everything back in again. It is a pity that, on the first stop, it was all tipped upside down as Dwayne scrambled to find his bag halfway to the bottom.

David van der Linden was designated to be the navigator in the front seat due to the length of his legs and access to the vanity mirror which, to his dismay, did not have a light. It wasn't until we were crossing Murray Bridge with the crack of dawn could David attend to his hair.

Our other Driver, John Gordon, was picked up on the way, dropped off by our ever effervescent President Hugh. Hugh is even smiley and jolly at 5.30 am which is what makes him a jolly President. Dad phoned Dwayne again to make sure all was well.

To keep our behaviour in check, Lesby Burford, as usual, hitched a ride. Unusually, her tasks for this trip are to help out at Sandown, at least on the Saturday, in lieu of shopping and luncheoning with her good friend Val Comport while Val's family conducts the exhibition.

Our bus was more comfortable than last time in both suspension and seating and the gentle rocking from Bob's safe driving had us all nodding off except, of course, for navigator David who had to concentrate on keeping Bob on the main highway; another exception was our only two travellers fortunate enough to share a double seat; Peter and Lesby who were both in wakeful chattiness. I suppose neither wanted the other to nod off onto each other's shoulder.

Then suddenly we had the jolt of the clutch and the gears kicking down a cog then working furiously up into top gear for the first time. It even caused Don Worby to exclaim as Bob brought our attention to the WP2 Steel train from Whyalla on our right led by NRs 39 and 96. Bob now had hit top speed. His eyes had returned from his early morning dilatation, momentarily, to normal; then his eyes squeezed into two determined narrow slits as we flew through Kiki to catch the morning Whyalla train.



Sandown continued

The great chase was on. Once Bob had his nose in front of WP2, it was left far behind. There is no catching Bob as the cement tankers of the last trip can attest.

Personally I wouldn't have known which train, what locos or its purpose if it wasn't for the excellent edification from Dwayne. The rest of the crew agreed with Dwayne and I was quite impressed. Dad phoned Dwayne again to make sure all was well.

Change of Drivers at Bordertown; Lesby has kicked Peter out of the window seat and quickly settled to gaze at something else and Dwayne's nose is bleeding after using it to close the bus door. But we are off into Victoria with John finding every one of those bumps the Victorian Department of Main Roads built last time we travelled this main highway which caused Dwayne to anxiously watch the trailer through the back window lest his 1600 hours of effort on Stewarts be lost in just one bump; or was his concern more of what Dad would do to Dwayne if he lost the layout. Dad phoned Dwayne again to make sure all was well.

Allan Norris, no doubt, had some concerns about delegating Stewarts to us. A layout leaving home without you for the first time is understandably as emotional to all railway modellers as allowing our first born son to go on his first club trip alone at the mercy of us lot. The extent of Allan's sacrifice was understood but dismissed by all.

We were making good time and lunch was early and at a good distance at Stawell. So off to the local bakery that has a reputation of pastryionic delights and has been known to have part sponsored SARMA on a previous trip. I recounted John Hunt's lesson from the last trip when, behind the counter, there was a fashionable

The Buffer Stop

young lad who, after a wink and smile from me, offered me the best wares in the shop; his chicken and spinach pies were alone worth the 500km drive.

Dwayne and David, on the other hand, were mesmerised by the skunks and racoons replicated on my new found friend's head. David's mind continued to wonder and wander out aloud about racoons as we set down the road again, no doubt pondering on the USA with its unique wild life and the Big Boys of yesteryear. Dad again phoned Dwayne which flattened Dwayne's phone battery; or did he turn it off?

The "C" Class bus was quite comfortable and John and Bob did an excellent job of driving such a long way delivering us safe and sound and on time at Sandown. And on arrival, Dad phoned Bob then David to make sure all was safe because Dwayne and Bob were not answering their phones any more.

We were greeted at Sandown by Richard, the man who used to shout a lot who advised us we were late. I think it was the best time we had ever made from Adelaide. Here we reflect to consider the work involved in setting up an exhibition; our "lateness" would be of concern with all the other bits to be done and checked; we are forever grateful for those who organise and manage model railway shows which is something I never quite appreciated until I joined AMRE's committee. But alas! Poor Richard couldn't shout at us this time due to a sore





throat, which must have made his mustering harder. Even so he still refused the microphone when offered - what a trooper.

Stewarts was unloaded and we proceeded to assemble it - we had half an hour. Stewarts, in its partly assembled state, rocked perilously. Prior to leaving for the evening, Peter and Don ensured Stewarts was secure from earthquakes (last trip we had a Japanese Tsunami and, the time before, Sandown received a local rocking) so the modules were laid to rest on the floor. Dad phoned again.

Off to our usual Chinese Restaurant. Brainlee, our waiter, took all our separate orders without writing anything down and accurately charged us for less than we had. After dinner it was a bit dogged as we shopped for our breakfast food with some concern about my baked beans. All was well when I reassured those in the other cabin that, being Thomas the Tank sodium reduced baked beans, they were healthy, but my room-mates didn't seem convinced.

The cabins were up to their usual standard tucked into the back of the grounds for safe keeping of the other more profitable patrons. Upon arrival, Don's pre-nap inspection required escalation to a thorough examination of the squeaky floor boards and Don suggested termites - pesky insects that seem to infiltrate every dwelling I repose in. Our more genteel travellers (Bob and David) were afforded the two good beds and the rest

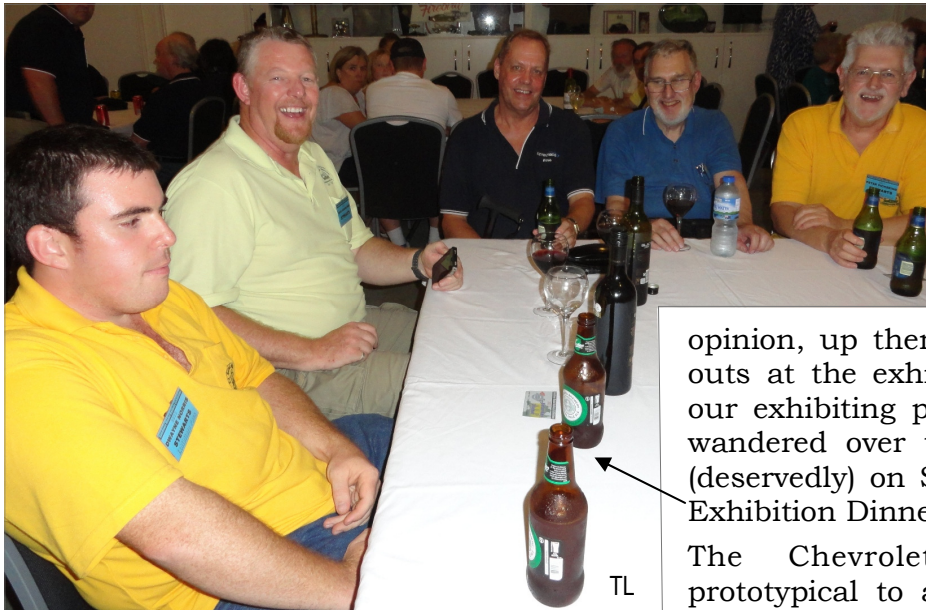
of us had the public sofa or the bunkered coffins in which we were gently lolled to sleep to the tune of melodic snores; until! There was a bit of a racket from the other cabin. I am not sure, but after lights out Peter had to vacate his coffin in his shared bedroom with John and move elsewhere. John, what happened?

Morning broke, with my baked beans boiled in a drinking glass while my fellow travellers munched on muesli and toast; then off early to Sandown to erect Stewarts and Dad phoned Dwayne to make sure all was well. Unlike old Florey Springs where SARMA's army descends and everything works without instruction, we needed to reconnoitre the jigsaw a few times. Dwayne was great, but he couldn't be everywhere. We had screw drivers twirling and wrong screws flying, soldering irons wagging and by 9.30am (10am opening time) nothing was operational. The clichés were many; for example; Don with his *"many hands make light work"* contrasted with John *"if in doubt give it a clout; the bigger the doubt, the bigger the clout"* as he appeared with a claw hammer in hand from under Stewarts. In time, after we found the lost screws embedded in poor Bob's knee caps, Stewarts arose from the floor looking like a million dollars; a monument to Allan and Dwayne that it was somehow robust enough to survive us erecting it.

At 9.59am and 58 seconds as Richard announced the doors were opening, a lovely rake of ANR wagons led by 705 headed into Stewarts Siding. Whew! Allan phoned Dwayne to make sure all was well.

705's maiden trip derailed on the first set of points re-entering the fiddle yard but it worked out the front of the layout.

Don kept the whole shebang going; his pinkie kept the point blades of the offending turnout correctly in place.



The public were none the wiser due to Don's officious *Maitre D'* demeanour with extended pinkie as John set to the offending turnout with a piece of copper wire, a soldering iron and his trusty claw hammer. (Don, ever sensible, did remove his pinkie when John was active). By mid morning all was going well. As we introduced other more sensitive rolling stock and locomotives in the course of the day, a few other minor bugs showed up and the team set to minor remedial work as required.

By mid afternoon, after Dad's phone call to Dwayne to make sure all was well, we were so settled that we were sending two trains head on (Pugsley Adams style) into Stewarts while one of us switched the turnouts just in time (well most of the time) to allow the trains to pass in the aptly named passing loop.

We had some challenges with hand signals. John kept providing the two handed "*I surrender sign*" instead of the one handed "*halt sign*" with appropriate disasters at the throttle. My response to throttling criticism of not following hand signals was to ignore it. Fun was had by all and we all agreed that Dwayne had completed a humungous effort to build Stewarts. All thoughts of Allan had been temporarily forgotten until he phoned Dwayne to make sure all was well.

We will leave a full description of the

other excellent exhibitors to Brian Comport's bi-annual magazine which is around the SARMA club rooms and all good hobby shops. Stewarts, as presented, was, in my

opinion, up there in the best three layouts at the exhibition. At closing time our exhibiting peers from other layouts wandered over to congratulate Dwayne (deservedly) on Stewarts, then off to the Exhibition Dinner at the Chevrolet Club.

The Chevrolet Club rooms are prototypical to a 63 Chevy. Noisy, no air-conditioning, hot, roomy and could fit us all in. Spit roast beef, roast chicken and yummy deserts washed down with icy cold SA beers (coke too) and a wonderful red were only surpassed by the quality of the people on our table complimented by the Aztronics and the Dewsbury Layout crews (Dewsbury is a father and son layout too). We had the raffle all sown up with 9 of the 17 prizes won on our table. Then home to our cabins for another much needed sleep.

Sunday, we awoke two hours early in our cabin to Dwayne's cock a doodle alarm. If we are awake, so should the other cabin be and Sgt. Major van der Linden via his I-pad ensured the other Cabin's compliance by playing reveille in sleeping poor Peter's ear followed by a boot hurtled from Bob's room in the direction of the phantom bugler.

Another morning, and those of us in the 2'x5' coffins are re adjusting our spines. I found it easier to stretch out rack style with my eyes closed on the front steps (see page 3 of April BS) much to my fellow travellers' amusement who erroneously believed I was sleeping outdoors.

Back at Stewarts and the Sandown team decided to reset the CVs on all locomotives prior to opening time (consists and duplicate locomotive numbers restricted variety the day before) and whilst eventually successful; but being a Lenz (without

Sandown continued

The Buffer Stop

Slout's oversight) it caused a little angst. David, utilising his ethnic heritage, translated the double Dutch from the manual into English to describe what the error codes meant on the handsets as Bob and Dwayne are poking buttons.

A couple of David's translations: *"A fault has occurred in the data processing of the Lz100 command station. All information on the locomotives and handsets has been deleted"*. Well that went down flat with the team. *"You have tried to assemble an MU but you have actually assembled a BBOO PEE POO. Please return your Lenz 100 to the factory"*. This also caused concern resulting in John muttering about the attributes of Direct Control for which I shared with John my wisdom that the programming on NCE is far simpler than a Lenz and the task can be far quicker with more expensive equipment.

Suddenly, Don pointing his now tired pinkie, open mouthed but wordless as Bob just in the nick of time during a re-booting exercise rescued the Layout from being connected to a 12V DC transformer in lieu of the AC transformer. Could it have been strategically planted by a Direct Control man? Perseverance by Bob with David's translations eventually had the Lenz partially mastered but not on how to turn off momentum so all Dwayne's favourites were unable to be reset. Maximum momentum on Dwayne's locomotives made operations even more interesting when two trains were entering the passing loop which, of course, made all spontaneous hand signals obsolete.

Now with a greater range of locomotives to keep us interested, Bob's NSWGR Garret received plenty of adoration from the crowd even though a few (but not many) educated Victorians queried the ANR wagons. Stewarts (unlike us) performed well all day and, to relieve the routine in late afternoon, John and Dwayne commenced shunting exercises while the rest of us nodded off. Lesby has escaped with Val to go luncheoning and shopping and there

is not much else to report as all went swimmingly with plenty of time to shop and even to chat to the other exhibitors.

We packed up for the evening and, to boost our Treasurer's tax deductions, we trundled off to the Sandown Pub for a sil-



ver service dinner. Don, the key holder of our cabin keys, while fumbling for them and looking out the window momentarily thought the local constabulary had found them. A young lady copper in the car park had (whilst pulling a very distressing facial expression) picked up a set of keys or something disgusting with her pen and deposited them into an evidence bag. Our attention now averted from our lovely dinner to the car park, we observed 6 wallopers searching some poor parent's car. Out came 4 claw hammers, three ice picks, two carving knives and a toy scooter from a pear tree. Other items foreign to us were also removed on the ends of pens and latex gloved hands into evidence bags. Nice neighbourhood Sandown. Whilst the officers were successful in their drug bust, they failed the simple task of finding Don's keys.

Back in the cabin, as I was dozing off, I realised that Allan had not phoned today, which is a record recovery time for the empty nest syndrome we parents suffer when our kids finally leave home.

Monday morning; Don's keys are recovered and Peter empties his bag so we can return the cups and cutlery he had transposed to Sandown back to the Cabins for our breakfast.

At Sandown's usual morning meeting, Richard, who still can't shout a lot, has laid down the law on packing up. "You



Lining up to take pics

mixed up and placed into different boxes and packets that they came in. I think Dwayne should not be around when Allan next attempts to set the layout up.

Off to bed again and up at 4am to head home in a roundabout way due to the overruling of our intrepid David the Navigator. Bob being on a promise of what would happen to him if he did not make Port Elliot by 5pm, to make up the time, marshalled the pit stops 3 miles from any shop, with a very fast takeaway lunch at Bordertown to enable John and Bob to safely unload us at Galvy hall before 3pm; a great driving effort to end another great adventure. An ad-

venture permeated with our thoughts of great contributions from members who did not trek with us and also the fellowship of friends who shared in the fun and the odd tribulation on this epic train journey.

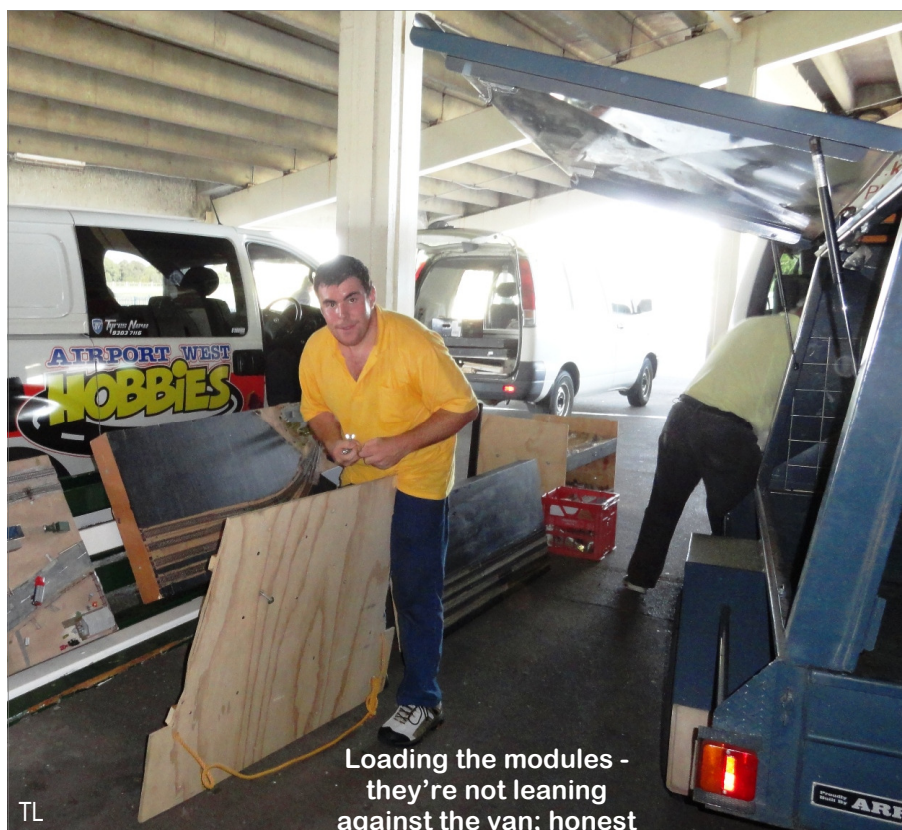
will pack up! You won't load trailers until I say so and where". Sneaky Bob, who has the same role as Richard at AMRE, who expects AMRE's exhibitors' total obedience, had already strategically parked the trailer to circumnavigate Richard's controls – well done Bob.

Until next time? ■

Monday, the layout is perfect; the Lenz is clearer than ever; we are operating with our eyes closed (so hand singles still no longer matter) and Stewarts is still the darling of the Public. The lovely ladies in the tea room have ventured out to make sure the last of the sticky buns are consumed.

Packing up time, and Richard's last shout was to give Dwayne a certificate of appreciation and to announce that 6000 people enjoyed Stewarts but attendance was 40% down on the previous year. A sad result affected no doubt by the very hot weather.

Packing up was easy. Everything we dismantled was



Loading the modules - they're not leaning against the van; honest

The Exhibition Layout at the Rail Show

Dean Schluter

At the previous (2011) SARMA Rail Show, Len Redway had a demonstration on creating scenery for a model railway; this proved so popular with the public crowding around the display that he was asked if he could repeat the display for this show. Because it would have been a waste to throw his masterpiece away after the show as before, he suggested that he use the four corner modules of the new Exhibition Layout that had not had scenery applied yet. Of course, this was enthusiastically agreed to.

The four modules, tables, plaster and scenery material were set up on a tarp (good thing, it saved the floor from having a scenery job as well) and work commenced on the Friday night. The components for the bridge as seen in the photo were hastily cast and put together by Len in the days leading up to the Friday night (fast worker) and things got under-way. Len picked up a couple of "eager Beavers" in Bob Fleet and Gordon for the first two sessions; I stayed back to supervise or obstruct - depends on who you talk to. On the last day another helper in Andrew came on the scene and things got a little crowded but the job got done.

An interesting thing happened when Len produced his crumpled Aluminium foil rock castings, in that he had a very interested observer in Gavin Thrum. When asked how he made his rock scenery he replied "I carve mine" so Gavin learnt something from the expert.



Most times there was a group of people around the display watching and asking questions; after all, that was what it was about. At one point Len jokingly said that he could have got a lot more done if it wasn't for the questions. On both days I had to virtually drag him away to have a lunch break. As can be seen in the photos, two modules were completed except for the finer details and the basic shell started on the third; so good work all. I personally would like to thank Len for his expertise and great work in making what I think will be an outstanding layout. I am sure the eager Beavers learnt a lot as did the public, and I am sure that SARMA thanks him as well. ■



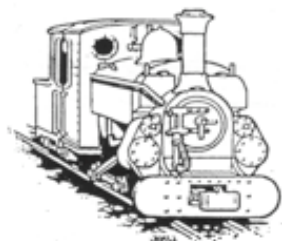
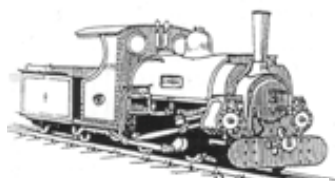
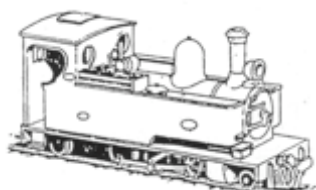
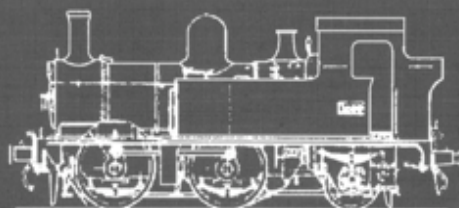
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Brian, John & Vic

The Buffer Stop



SARMA SALES



See Iain Kennedy

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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	See page xx for the range of sizes for our new jackets	
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AMRE – WHAT IT IS AND HOW IT WORKS Roger Wyatt

Ask most South Australian railway modellers “who organises the Adelaide Model Railway Show each year?” and you will probably get the response that it is AMRE.

Members of the seven clubs which have a role in the process of putting on the shows will be aware of some of the responsibilities their club bears but many of them have an imperfect understanding of their club’s relationship with AMRE and judging by the odd remark here and there, some have a perception that AMRE is a law unto itself and, to some degree, imposes its will on its member clubs. These notes have been written with the aim of improving the understanding of club involvement and correcting some of the misconceptions that are held.

BRIEF HISTORY

Before AMRE, shows dating back to the late 1970s were organised by a few individual enthusiasts. Much of the early impetus, which saw these shows become established in the Adelaide calendar, came from the late Trevor Searle with support from Peter Smith and Paul Tilden. When it came to organising the 1987 show, a move was made to share the load and get the various model railway clubs involved in the process.

The “1987 Model Railway Show Organising Committee” was formed of representatives from the six model railway clubs wanting to participate. The committee continued as the “1989 Model Railway Show Organising Committee” but in 1988 a more formal arrangement was put in place and the Adelaide Model Railway Exhibition Incorporated (AMRE) was formed.

The affairs of AMRE were controlled by a committee consisting of the President and Secretary of each club, or their nominated representatives. The inaugural clubs were: *South Australian Railway Modellers Association (SARMA)*

Adelaide Model Railway Society (AMRS)

South Australian N Gauge Society (SANGS)

Marklin Model Railway Club

Hornby Railway Collectors Association of Australia (SA Branch) (HRCAA)

Mount Barker Model Railway Club

In 1987, the South Australian branch of the HRCAA was dissolved and their members re-formed as Classic Train Collectors (CTC). CTC were admitted as a member club in place of the HRCAA.

In 1993, the South Australian Protofour Group was admitted as a seventh member club and, apart from a change of name from Adelaide Model Railway Society to Adelaide Model Railroaders (AMRR), these are the seven current member clubs.

Shows were staged in alternate, odd-numbered, years until moving to an annual event from 2000. Also, for a few years in the 1990s, in addition to organising the shows, AMRE leased premises at the Islington workshops from Australian National, for use as clubrooms for six of the clubs (the Mt Barker club had its own clubrooms). Since the expiry of the lease at Islington, AMRE has existed solely to stage the annual shows on behalf of its member clubs.

AMRE COMMITTEE

Over the years, the structure of the committee has evolved from the initial complement of President and Secretary of each club (or their nominated representatives) with invited members filling some of the key administrative roles. Currently, the AMRE Committee is still made up of representatives of the member clubs but the four office bearers are elected by the member clubs and are not drawn from the representatives. The representatives are no longer specified as President and Secretary of their clubs and now there is only one voting representative per club although normally a club nominates an alternate to cover absence of the principal representative. The four office bearers are Convenor, Deputy Convenor, Treasurer and Secretary. The committee can also invite additional members to assist with particular tasks.

The voting powers of the committee are confined to one vote per member club. The officers can move motions but cannot vote, except for the Convenor who has a casting vote if required. This structure is designed to keep the control of AMRE with the seven member clubs and to enable the executive officer-bearers to perform all of the execu-

tive functions in accordance with the wishes of the member clubs.

The club representatives are not intended to be delegates, although sometimes clubs may delegate decision-making to their representatives, either consciously or by default. The role of Representatives is to represent the views of their clubs rather than their own views. Therefore they normally need to keep their clubs informed of the activities of the AMRE committee and determine what their respective club's views are on each issue as it arises. For the representative roles to be effective, the clubs each need to ensure that a reporting mechanism is in place so that the club members and committees are fully informed of AMRE actions. The club committees, in turn, need to ensure that their representatives are fully briefed. Effective representatives are the key to the clubs effectively steering the actions of AMRE to satisfy the club wishes.

CLUB RESPONSIBILITIES

From the beginning, each club was charged with responsibility for particular facets of staging the exhibitions. Some of these are venue hire, publicity, trophies, exhibitor engagement, exhibitor catering, exhibitor passes, venue layout, control of exhibitor set-up and take-down, security, ticket sales, and program design and printing.

Harmony amongst the clubs is enhanced when each club is seen to be effectively managing its fair share of the overall workload. Here it must be emphasised that the responsibility is for managing the tasks, not necessarily executing them. In this respect, some services may be best outsourced to commercial suppliers or to individuals within any of the clubs.

As the current incumbents of these various roles inevitably move on as age or other commitments take their toll, it has become desirable to document all of these activities in more detail to make it easier for anyone undertaking the tasks now or in future. The committee is currently developing existing documentation from what is currently not much more than a list of club areas of responsibilities to a manual with more emphasis on the "nuts and bolts" of doing each task.

FUTURE DIRECTIONS

The committee is constantly looking to improve the quantity and quality in the shows. This applies to every aspect of the shows, not just the exhibits. Also, we live in a constantly changing world and the shows must adapt to economic conditions, demographic trends, government tinkering with holiday dates and the like.

Much of the task for each show is of an administrative nature and tends to be repetitive and independent of trends in the make-up of a show. The current executive officers are progressively trying to reduce the club representatives' involvement in these routine matters and leave them free to address any fundamental changes needed in response to changed circumstances. This may enable a reduction in the number of committee meetings that the representatives have to attend.

Over the years, the value of continuity has been evident. Continuity of member representation is a matter for the clubs but, in respect of the elected officers, there has recently been before the members a proposal to introduce staggered two-year terms for these positions. Under this arrangement, the Convenor and Treasurer would be elected in 2013 for a two year term and the Deputy Convenor and Secretary would be elected for a one year term. In subsequent years, as the positions become due, each pair of officers would be elected for a two-year term. This provides a mechanism to ensure a degree of continuity in these positions.

This proposed adjustment required an amendment to the AMRE Rules of Association and this has prompted a complete review of the rules to ensure they are up-to-date in reflecting our organisational structure and in complying with current legislation. This review is now complete and the clubs recently voted on a new set of rules.

CONCLUSION

It is hoped that these notes will reassure club members that every effort is being made to ensure the success of future exhibitions and that role of AMRE is to facilitate this whilst preserving the ownership and control of the process within the member clubs. ■

Noel's Potterings

The Buffer Stop

Noel Potter

These photos were shot at Whyalla on Thursday 4th April. Reason The new GWNs have started to arrive on the property and a lot of the current locos will be put to storage (or worse).



Approaching journeys end



As close to GWN001 as we could get



#58 arr Iron Baron from Iron Knight



Outward bound etc.

On Sunday 7th April GWN001 and 002 did their first test runs. GWN003 should be there now with GWN004 and 005 to come, completing the order. They are GE3000hp units I believe

NP

RailShow Photos



**Coorowa (top) Rob Partington &
Little Oaklands (above) David & Vicki Barnes**

New Mannum (Lego) Shaun Baseby



**Liz's Little Layouts - N, Z & T
Liz Coulthard**

RailShow Photos

The Buffer Stop



Enchanted Wood Jan Partington

Barrie Valley Railway
SARMA



The Hummocks
David Zeitz

Thomas @ Brighton
Paul Mackinnon





Matt: comparison between some older Graham Farish coaches and the newer Dapol version of the same coach



TC: ABSY louvered van in SCT colours



Dane: Scratch built 900 class loco



Matt: Cigarette lighter looking camera, N scale Bluebirds, a very short F45 diesel

Whib: Variation on a theme of Underground Ernie by Bachmann



TC: Skid Steer digger on a kit-bashed trailer



Supplementary Page More RailShow Photos



Portland
SANGS



Stewarts
Dwayne and Allan Norris



Adelaide
Freight Terminal
Hutch

Supplementary Page More RailShow Photos

1



2



3



4



RailShow Boxfile Entries:

1. Peter P - Calamity at Black Rock Crk
2. David V - Tight shunting
3. Matt - Basic example
4. Whib - Train rides & fishing
5. Whib - Repair shop

5



Paul Mackinnon's triple Boxfile entry

