

SOUTH AUSTRALIAN RAILWAY MODELLERS' ASSOCIATION INC.

**PROMOTING THE HOBBY IN SOUTH AUSTRALIA
SINCE 1957**



The Moonta Mines Train

INSIDE

Trip to the Copper Coast

The SAR in Queensland

Research Links to Karoonda Trains

Noel's Potterings and "Soddit"

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

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Diary

Wed 6 Nov	Modellers night
Wed 13 Nov	General Meeting plus AGM & Master Modellers & John Gordon trip
Wed 20 Nov	Modellers night
Wed 27 Nov	Modellers night
Sat 30 Nov	Christmas Dinner (see page 5)
Wed 4 Dec	Modellers night
Wed 11 Dec	Mystery Trip & Swindle (see p.6) NOTE: 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 ??



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

**November 16-17
Croydon (Vic)**

**January 4
Victor Harbor
Toy & Collectables Fair**

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

**March 29-30
Kaleen (ACT)**

Cover Photo by Matt

It looks like a steamer but it's really powered by some sort of internal combustion engine. This is the train that we nearly didn't get to ride on the recent trip to Moonta. See page 9 onwards.

JOHN'S HANDYMAN SERVICES

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- Gardening
- Painting
- All Odd Jobs



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Mystery Trip & Swindle

New members: Please note that the December General meeting is replaced by a Mystery Trip leaving at 6.00pm. During the evening there will be a raffle (misnamed a swindle) where most of the prizes are donated by members.

Welcome to the November Buffer Stop.

This month's Buffer Stop features a write-up of the recent club trip to Kadina and Moonta. One thing that doesn't get much of a mention was our stop in Port Wakefield. I was intrigued at the number of walls which bore pictures, some painted on directly, some on boards which were affixed to walls. They highlight names like Possum Kipling and Jack Brabham, events like the last steam train and places like the Port Wakefield wharf and the Port Wakefield Hotel. There's also a memorial to Matthew Flinders. Most of these pictures will be in the supplement which can be viewed on the web version or on the Library hard copy which circulates during the General Meeting before going into the library. You might find them interesting.

Also in this month's edition there are contributions from two of our Queensland members, Chris Marlow, our previous editor, and Matthew Sanders, a recent (less than one year) member who obviously has an interest in Karoonda and surrounding areas. On page 18 you'll find an introductory article on his research. He has supplied 13 pages of links to departmental vehicles and photos. These will be available as hard copy from the library or via email from me.

Here's a photo of Thomas the Test Engine with a string of Troublesome Trucks, testing the track work on Chris Marlow's layout "SAR in Qld." If the purists are a bit worried about an OO loco from Sodor

hauling HO SAR trucks, Chris is using Thomas because he is one of his engines without a DCC chip, and he's using DC while laying the track.

With this layout Chris is testing each length of track with a multimeter after it has been connected, to ensure that the resistance between the rails is ∞ . Sometimes it isn't, but so far that's been because the loco is still on the track, or the controller is still connected. Part way through building Chris' (never completed) layout in Adelaide, he found that there was a resistance of a few hundred ohms between the rails, and he never could track down the cause. It didn't affect DC operation; Chris doesn't know if it would have affected DCC operation. He is using salvaged track, points, motors and switches, so everything is being checked as he goes.



The old turntable is in place, and after 2½ years in a box, it ran first time, though with a jerky movement that needs attention. Over the years it has gained a weathered look all by itself. Using an idea that appeared in "Model Railroader" about 25 years ago, Chris filed the ends of the rails as shown in the photo. He remembers that the article said that this made the join "forgiving," and Chris agrees. It's an idea that can also be used at the joins between modules.

Peter P (Ed)



EDITED MINUTES OF THE GENERAL MEETING HELD AT DERNANCOURT ON 9th OCTOBER 2013

Meeting opened at 7:36pm. Chairman: Hugh Williams

Members in attendance: 49

Fines: Vic Kollosche (name tag)

Apologies: 3

Visitors: Bob Burton

New members: David Armstrong

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

Correspondence in:

Invoice – Telstra

Invoice – Datacord

Receipt for trailer rego

SCMRA Annual Report, Notice of AGM and Audited Financial Statements

AMRA Journal Sept – Oct 2013

Invitation to use Elders insurance

Product information from “Model Train Buildings”

Correspondence out:

Information about converting Pirie cars sent to Ian Seymour

Letter to John Badcock re Buffer Stop

Business from corres: Nil

Finance: Financial statements presented
Accept financial report: Moved G. Chaplin.
Seconded Peter Carter, Carried

Reports:

Premises – The quote for the shed has been supplied.

Exhibition Layouts–

HO: Bob thanked Dave Holmes for constructing power poles for the layout. The application for Sandown has been received but numbers are initially being limited to those who have directly helped on the new layout. Questions were asked about what to do with the remaining modules of Florey Springs as the new shed may not be ready before we need the trailer empty.

N: The BVR has been officially retired. It was shown for the last time at the NRM Miniature and Model Railway show. Matt thanked everyone who helped during the weekend.

Club Layout – Nil

Social – Barrie referred members to look at page seven of the Buffer Stop for the notice for the Christmas Dinner. He also referred to page twenty one for details of the Mystery Trip which will cost \$30.00 per person. Swindle prizes

were asked for. Matt pointed out that there were still five seats available for the trip to Moonta.

BufferStop – Peter’s initial words were that there was “A major cock-up this month” with the magazine where photos and articles were separated from each other, the Swapmeet was left out of the diary section and in one case the magazine was “left handed”. There was also an error in the pricing for the Mystery Trip.

Library – Allan mentioned a web site called Johnny’s Pages for a great reference for modelers.

Maintenance – One of the main doors has dropped but will be repaired when the shed is ready as there were plans to make changes to the doors at that time.

Bulk buys – The jackets are no longer available. Anyone who had paid for a jacket but not able to use one of sizes still being held will receive a refund. Don reminded the members that when representing the club at exhibitions or the like, they are to be correctly dressed in a club shirt at the least.

Special Projects:

Royal Adelaide Show: David Jameson reports that the layout was very well received this year. SARMA was praised by the manager for the way the operation went and Judith Noble also praised the club. There have been suggestions for more animation on the layout.

Swapmeet: Terry reported on his progress in organizing the coming Swapmeet.

AMRE – The National Railway Museum has offered itself as a potential venue for the AMRE train show in the future. This is being discussed.

General Business:

Nominations for committee close tonight.

Vic Kollosche told the meeting about an incident where a fan on an SCT loco disintegrated while passing through a station on the way from Avalon to Sydney.

Peter Pickering has been contacted by someone trying to sell a load of railway modelling items. Anyone interested should talk to him.

Break: Meeting suspended at 8:40pm

Show & tell:

Jeremy Kemp showed his Red Hen models and explained some problems he is having with the bogies. He was provided with a number of potential fixes. He also showed off his certificates proving he drove a real Red Hen as well as Peroni, the small steam loco at the NRM.

Trevor Carter brought along a number of trucks that he got from the United States, based on the show, Ice Road Truckers. He also had some printed card containers and truck bodies. He scratch built underframes and then add the card truck top to make some quite nice trucks.

Len Redway showed his station building model for the new layout. Based on a plan of Mitcham with appropriate changes and cast in polyurethane. It may yet become a club project. Len also made up a casting for cattle yard fencing. Len also has a full set of BGB instructions if anyone needs a copy.

There was also a series of high quality *Steve Cranwell* photographs from *Des McAuliffe's* layout.

Matt La Vista has printed some 2014 SARMA calendars for \$10.00 each.

Dave Holmes provided a quick talk on making power poles from code 83 or finer rail, brass shapes and wire for the cross arms and insulators. He also machined a tool to punch out lamp shades out of five thou brass sheet.

Raffle:

Orange D18, Darren Barnes, Junction Models voucher

Blue B35, John Henderson, Lineside kit

Blu, B30, Allan Norris, Pliers

Green A89, Tim Leach, Tweezers set

Orange D33, Bob Fleet, LED Kit

Blue B39, Dylan Ager, Bags of ballast material

Green A92, Thomas O'Donnell, Model car

Blue B02, Peter Carter, Medallion

Orange D25, David Vigouroux, Torch

Red B14, Trevor Carter, Hobby knife

Red B21, Gordon Chaplin, Pen torch/

screwdriver

Green A81, Matt La Vista, Stubby holder

After meeting activities: Bob Burton showed pictures and spoke about SAR coal stages of various types.

Meeting closed at 9:40pm

SARMA's Christmas Dinner

Saturday, 30th November 2013

Members and friends are invited to our annual **Christmas Dinner** to be held this year at the **Blue Gums Hotel**, 345 Hancock Road, Fairview Park.

The dinner has been booked for 6.30 pm and a deposit has been paid on your behalf.

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 23rd November 2013.

The a-la-carte menu is available for perusal at

http://www.bluegumshotel.com.au/site_files/344/2012%20MENU.pdf

If required, there is also accommodation available at

<http://www.bluegumshotel.com.au/accommodation>.

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.



50 YEAR ARCHIVE NOT RECEIVED

40 Years Ago: November 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.

Front cover drawing of 700 class loco.

Simon Thompson describes a trip to Melbourne on the Overland

A Williams writes on the origins of the Quorn railway station.

Bob Gallagher writes a story on the 1973 Sydney exhibition.

Barrie MacKinnon. - How to build a per-way shed.

30 Years Ago: October 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.

Cover: 716 passing Blackwood with a Tailem Bend Freight — J.G.Southwell

Picture Parade: Diesel 606 leaves Peterborough with empty pass - R.M.Carlisle. 520 raises steam at Peterborough amidst an impressive array of motive power - J.Dare.

Couplers for an 0-2-2-0 hayburner - Horse harness details described and drawn (comment that a KD mounted in the obvious location would be too high) - Geof P?

Red River Valley - the continuing saga - Whib.

John Looker - Shunting Aids, Modelling Touches and Milk Churn Pick-up short articles.

FAMILY MYSTERY BUS TRIP

Wednesday 11th December 2013

This year's trip will leave at 6.00pm, returning around 10.15pm.

As you will be travelling to the clubroom in peak hour traffic it is advisable to allow twice your normal evening travelling time on that night.

The cost of the trip will be: -If paid by 04.12.13: Adult (13+): \$30.00 Child (5 - 12): \$15.00
If paid on the night and space remains on bus: Adult (13+): \$33.00 Child (5-12): \$16.50

Included in the price is a sausage sizzle with salads, fruit salad and ice cream, tea/coffee and a can of soft drink. Other drinks (etc.) are available for purchase.

As is usual for these Mystery Trips, wear comfortable, enclosed footwear and
please bring along a prize for the 'SWINDLE'

For catering and bus numbers, please add your names to the list **tonight**, any Wednesday night (the list will be on the noticeboard in the shed) or leave a message on 8298 8571, or e-mail barrie@picknowl.com.au no later than December 4th.

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

Payment on other Wednesday nights can be made to **Gordon Chaplin** (by instalments, if needed)

Barrie Mackinnon, Social Director.



20 Years Ago: November 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: Electrical work continuing, with electrical connectors being installed in the heavy gauge wires and the cab feeds

Advertisement: Rebel Rail Tours tour to Western Victoria – travel by Overland from Adelaide to Aararat, then on a chartered SteamRail train to Heywood and Mount Gambier, before returning to Melbourne and then home to Adelaide via Overland again. 3 day tour, for around \$300 all inclusive – can't do that any-more (not to mention that section of railway has long been abandoned)!

Vale: Robert James Irvine – passed away at Flinders Medical Centre on 21/9/1993.

Vale: Valma Whittle (wife of John Whittle) – passed away in September 1993.

Article: Model Train Control by James Martin

Article: Shunting Without Rails by Peter Carter – Peter reports on AN's trial to "service industries without rails" – following a derailment at Port Flat

Club Project: Construction Program – AN Brakevan in styrene. Various drawings of SAR timber brakevans of both Broad Gauge and Narrow Gauge variety provided.

Article and drawing: SAR R class insulated van

Book Review: "The Beechy" – a review of the book 'The Beechy' by Norman Houghton.

10 Years Ago: November 2003

DVL

President: Peter Carter, Vice-Presidents: Trevor Carter, Bill Lewis, Secretary: Ron Solly, Treasurer: Don Snow, Layout Director: John Willmer, Exhibition Layout Director: Bob Houston, Social Director: Barrie Mackinnon, Maintenance Director: Richard Fisheris, Librarian: Allan Norris, Editors: Paul MacKinnon, Harry Rush.

Cover photo: "Juki" roomette sleeper from the Overland taken in July 1981

A handy tip from Keeping Track: Keep the aluminium edge from a used roll of foil or the like and use it to make saws for Styrofoam or Balsa.

A great reference photo on page 9 shows the underside detail of the platform canopy at Cootamundra for all the NSW modellers.

Page 12 contained Bill Lewis' report on the trip to Sunnybrae Farm which was on the shortlist as a potential new home for SARMA, right where the new connector road runs from Regency Rd to Grand Junction Rd.

An extensive article on the Overland refurbishment program and train services- 1995 to 2003 by Peter Michalak.

**Now is the time to start looking for something for the "Swindle".
Something that you will never use, perhaps,
but which someone else might appreciate.
NO JUNK PLEASE—be proud of what you donate.**

End Of The Line Hobbies

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10:00am to 4:30pm

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Model Trains, Track & Accessories

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Books, Magazines and DVDs

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Scratch building materials, balsa

Modelling equipment, tools and glues.

For all ages beginner to expert

Come in and have a look around; chat to Paul and Rodney about your modelling needs.

Email: shop@endofthelinehobbies.com.au

Web: www.endofthelinehobbies.com.au

When making a purchase, identify yourself as a member of SARMA,
and receive a 5% discount.

In addition, SARMA will receive a voucher to the same value.

Visit <www.sarma.asn.au>

Send photos to Peter Michalak.

LIBRARY REPORT - *Recent Additions to the Library*

Australian Railway History	Nov 2013
Model Railroader	Nov 2013
A M R A Journal	Nov 2013
Dispatcher (SANGS)	Oct 2013
Motive Power	Nov 2013

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

Allan Norris, Librarian

SARMA Visit to the Copper Coast

Matt Lavista

After the success we had in April 2012 with the bus trip to Clare Valley Lakeside Railway, I have kept my ears and eyes open for other places for a possible club visit. During a second trip to Clare late last year I spoke to the secretary of the Copper Coast Miniature Railway concerning a visit to his facility, and learnt of the nearby attractions - notably a 2ft railway going through the former Moonta Mines. Seeing there was some rumour that it would cease running, I decided the Copper Coast would be an excellent location for a future bus trip.

On Sunday the 20th of October, 17 members of all ages assembled at SARMA HQ for a 7:45 departure, battling away flies and hoping the air conditioning would be working. The temperature throughout the day was about 30C with a mass of flies seemingly everywhere, meaning that everyone was constantly employing a wind-screen wiper style arm to shoo them away.

We took a traditional 'fuel' stop at Port Wakefield's Kipling Bakery, during which Bob Houston gave us a history tour of the former railyards and buildings and we scared the local copper out of the only public outhouse. Sadly for Whib, he couldn't take home any of the wood in the large mini skip next door. *(Port Wakefield has many interesting wall paintings—you'll find photos of them elsewhere. Ed.)*

Arrival at Kadina was ahead of schedule, so we took a detour to view the Rx sitting in the park. For some reason the loco was painted green and had a fence erected around it so we couldn't get close. Although we didn't stop at Kadina station, we could see it in the main street; both it and the former

Yorke Peninsula Railway track are still in existence, for how long in the latter's case is anyone's guess.

Arrival at the Copper Coast Miniature Railway was bang on opening time at 10am. The drivers seemed somewhat popeyed to see a busload of people turn up so early. The Railway is 7 ¼ inch gauge consisting of one station with three tracks joining onto a large loop which goes through the car park and through the middle of the Farm Museum with a



journey taking about five minutes. The club has been on site for about four years and has done a considerable amount of work though they lack an onsite loco shed which is in future plans. After everyone had their first ride on the train we headed over to the Farm Shed Museum on the same grounds.

The name may not sound promising but the museum is exceptionally interesting and entertaining with some magnificent



exhibits - a fully furnished 1863 house (Matta House), an original 1957 schoolhouse and a mountain of well kept tractors, utes, stump jump ploughs and harvesters, not to mention the antique items, the Rushton

SARMA Visit to the Copper Coast continued

(Photos by PeterP UOS)



1911 NAGENT-HOBSON

Restored by R.S. (Stan) Norris. Presented to the museum by his sons, Bob, John and Bruce.

Produced by Nagent Motor Co., Leige, Belgium, & Hobson Body Builders, London.

This car is the only known Nagent Hobson to be restored in Australia, and the original fan belt and exhaust pipe and muffler are still in use.

It was purchased by Ross D Norris of Paskeville on 15th Feb, 1912 for £600. The name plate indicates that Kitto & Howard (Kadina) were the sole selling agents for South Australia.

Diaries indicate this car travelled nearly 7,000 miles in its first 2 years. Petrol consumption for those miles averaged 18 miles per gallon.

During the Depression, the car was converted to a buckboard to help with farm work. In the late 1950s, Stan searched the farm rubbish tip, eventually finding the discarded parts, and began the restoration.

Hornsby generator, telephone exchange among other things. In an exhibit concerning mining there was a two storey section showing the hand-pushed mine cart railway with real water at the bottom (as Dylan discovered after accidentally dropping an orange in); in another were two non-working layouts showing the mine as a whole as well as many scratch built buildings.

The older members of the group reminisced about familiar long gone/obsolete items, and described them to the younger members, Colin Barnes showcasing how the magnificent old gallon Shell pumped operated. Having a proper look around the many buildings takes well over an hour and I cannot recommend it highly enough to anyone interested in rural history.

Once most of our group had their look around and were awaiting the arrival of the others in the reception building, we were treated to the impromptu holding of the Kadina Racing Championship, with racers Pickering Pete and Barbecue Barnes the contestants. What actually occurred was that while these two were walking quite normally back to the building, Paul Mac started a racing commentary that brought everyone in the room to hysterics *"aaaand its Peter Pickering by a nose but Colin is moving up the outside"* and so on. One wonders if he's missed his true calling.

After everyone had arrived, we sallied back next door for another train ride. As Sherree, Dane and I were on our trip behind a steam-outline lawnmower engine loco, it abruptly began to cough, ground to a halt and finally died. After an attempt to 'Fred Flinstone' push the train along we finally gave up and were forced to do the 'walk of shame' across the front lawn to



SARMA Visit to the Copper Coast continued



Wallaroo Mines Primary School



Diamond T



High level model

have a go on another loco. Fortunately we didn't manage to kill this one. Once everyone was ready, we bade goodbye and thanks to the Miniature Railway's members for hosting us, and piled back into the bus (and air-conditioning).

The trip to Moonta was uneventful, Bob continuing to point out relics and former track bed along the way as well as a brief stopover at the former Crossroads station, which now consists of track and a sign board. This Broad Gauge track travels all the way to Moonta Station and was briefly used by a local group to run motorised open passenger carriages along the 'Moonta Tramway' however insurance and legal issues have stopped them, though there is a possibility of a future return.

Our next stop was Moonta station itself, still in lovely condition and used as the Moonta Tourist office. The 2 ft Mines train loops around for its return journey here, with its track being laid on top of the still extant broad gauge track! Also in evidence is a crane and the Goods Shed which is locked to the public. Fortunately Paul Mackinnon knew someone who met us there - Ian Bousfield whom people will remember as a regular AMRE exhibitor with layouts such as 'Yinowie Bore' and this year the TT scale 'Ideal'. He is involved with the local groups and was able to

SARMA Visit to the Copper Coast continued



Moonta crane & shed



obtain the keys and permission to take us into the Goods Shed - a SARMA exclusive! Aside from the mountain of seemingly random junk, a Cornish Lunch Van and the most Pigeon droppings I'd ever seen, it contained two of the former Moonta Tramway open carriages, one of which was motorised using a Falcon engine. Ian took us through the workings and build of the vehicles which would make a great little HO project using a small SPUD or such! We very much hope to one day have a ride along

the track in the carriages in the future.

From the station we made a lunch stop in Moonta. After discovering the Bakery was pretty lacking in baked goods we tried the Fish and Chip shop next door and nearly gave the woman running the place by herself a heart attack after we all walked into the place at once. Unsurprisingly this meant we waited some time to get our lunch, although we did amuse ourselves watching Bob H acting as a convincing 'bouncer' standing outside the Sweet shop and Peter P seemingly dancing the 'Hokey Pokey' (Paul Mac was in fine comedic form all day). Unfortunately the lengthy delay at the Chip shop meant that we missed our two pm booking on the train at Moonta Mines. Fortunately, we were *just* squeezed onto the last train at 3pm, although before that we took a look around the sweet shop (so small you could barely get in the door) and the Mines Museum, a magnificent former schoolhouse.

Ian met us at the museum again, having ensured that an operating HO layout-donated to the museum by the Reverend Vern Cracknell (next page)- was in working order. It was a good representation of the former railway workings along the mines and the passenger trains, operated by a push button system in a glass



case. Apart from the layout there was also a magnificent large scale model of an ore loader which was nearly 6 foot high.

Railway items aside, the Mu-

SARMA Visit to the Copper Coast continued



Model Rly (MATT)

seum has a large collection of relics pertaining to life on the Copper Coast and the mine in general - minerals, clothing, war memorabilia, school items (including Headmaster's cane) and, most unusually, an exhibit dedicated to the 'Cornish Way of Death' - the conducting of funerals, headstones and so forth, all set to Gregorian chants making it somewhat unsettling! If you plan to visit the Mine Railway then I highly recommend you visit the Museum as it is of a high standard.

From there we squeezed onto our train ride - a surprisingly lengthy train hauled by a 'steam' outline train which was apparently one of those used by the former Adelaide Zoo railway. Our driver, Barry, was an entertaining (and *loud*) guide who kept our interest and pointed out interesting features as the train slowly bumped and lurched along. The line is about two kilometres and the journey took around an hour with two stops as Barry explained the workings of the local mines. Among the interesting features were the short broad gauge bridge which went over our track, the tunnel going through a waste copper heap and the many former railway tippers and hoppers along the way. Again the flies and heat spoiled what was a pleasant trip, the curse of making a visit at this time of the year!

Once our ride was over we piled quickly onto our minibus and drove to the nearest Foodland for cold drinks before setting back for our two hour journey home (there was some suggestion of finding a Macdonalds for 17 soft serve icecreams). Happily the bus was much cooler as the outside temperature dropped and we



Poppet tower with Cornish flag

had an easy ride home, Bob getting us to the club bang on 6:30pm. Everyone had (hopefully) enjoyed their day out and had a good laugh into the bargain.

I would like to first thank Bob Houston for driving us as without him there would be no trip! Also thanks to the good folk of the Copper Coast Miniature Railway and Farm Shed Museum, the Moonta Mines trust and Ian Bousfield for enhancing our visit. Now begins the time to look for another destination, hopefully with a quicker fish and chip shop this time. ■



Miscellaneous rolling stock



SARMA SALES



See Don Worby

SARMA Pin Badges	\$7.00
"Rails and the River" Medallion	\$15.00
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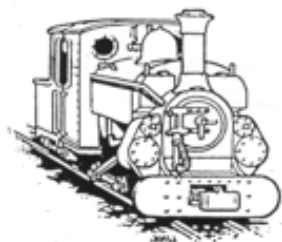
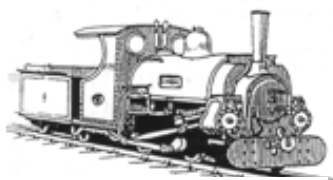
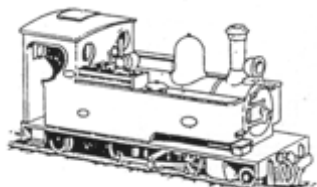
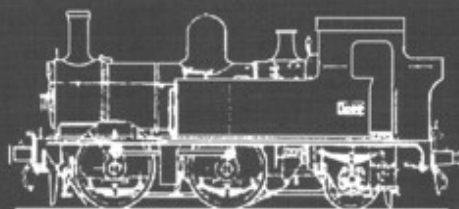
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Specials for November 2013

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	\$25 \$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

San Mateo Line signals kits and ready-to-place

Agents for "MyLocoSound" units for DC \$69.00

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Railscenes Australian Diesel Loco Mugs \$12.00

Cararama OO cars from \$3.00

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

Frateschi Coaches, Wagons & Building kits

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Stocks of Badger paint increasing

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except on books, DVDs & DCC items*

Brian, John & Vic

A Bit of SAR in Qld – Part 2 of an Occasional Series

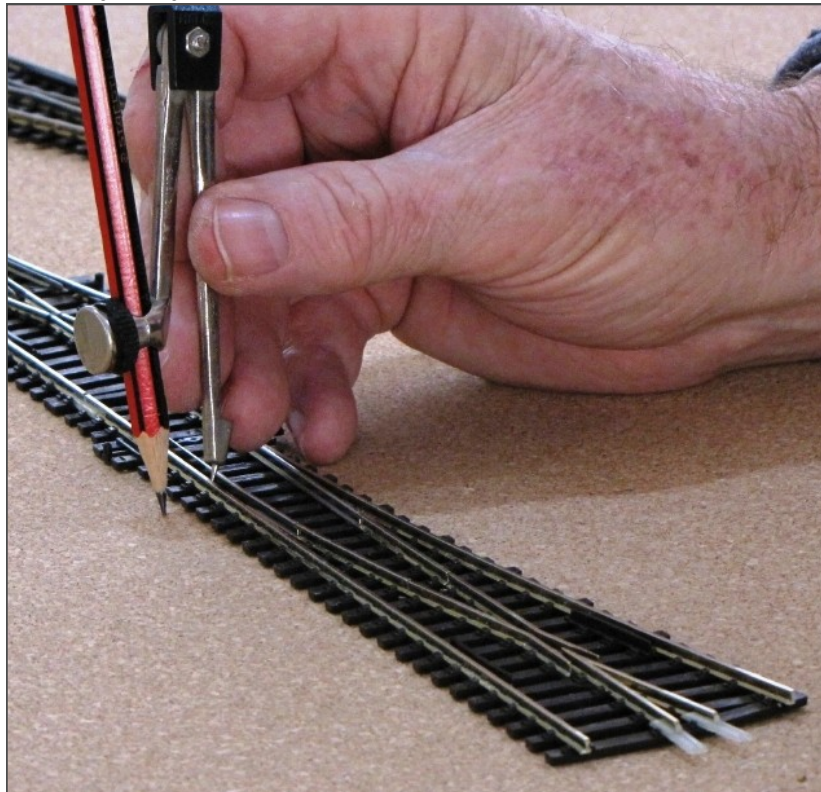
Chris Marlow

It's been quite a while since my first report on my new layout (The Buffer Stop, December 2012), but at last the modules have been joined together. The main delay has been the wiring of the multi-pin plugs and sockets at the joins. My attempt at doing this was quite unsuccessful. I really missed the advice and help – and the enthusiasm – available at Dernancourt. Fortunately, my son-in-law runs an engineering consultancy, and their IT man did them for me. They cost me a couple of gold-class movie passes. Well worth it.

The power supplies have been installed on a shelf below one of the modules. My Lenz DCC Power Controller is connected to a transformer unit that I made with Dean's help after he wrote an article about it in the March 2010 issue of The Buffer Stop. An old H & M Clipper controller is back in service. Its 17V AC sockets will power the capacitor discharge unit for the points, its 12V DC sockets will power the 12V regulated supply for signal operation and train detection, and its 12V DC variable output will be used for lights and other items. The 17V AC supply will also power two DC hand-held controllers which were made in a SARMA project at Islington, led by Peter Carter. These will get a new life, operating the turntables.

Part of the track plan has been pencilled on the baseboards, and I've even laid some cork trackbed. None of the model shops here seems to have large cork sheets, so I stocked up when I was in Adelaide earlier this year. (Thanks, Brian.) The sheets are cut into strips 18 mm wide, and then I lay two strips side

by side to make the trackbed. The narrow strips are easier to bend to the curves, and they preserve the centre line for track laying. From the cork sheets I also cut out trackbed to go under the points. I found that a compass set at 10 mm, with the compass point running inside the rail, gave the right size to cut out.



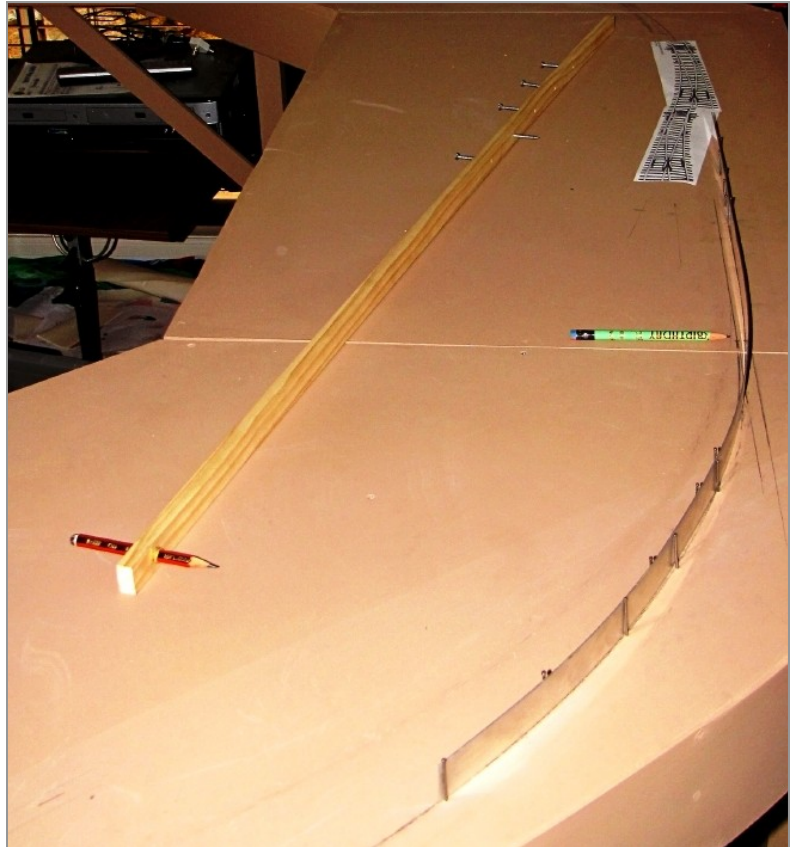
Previously when marking out a layout, my "compass" for circular arcs had a nail at one end, and holes at different distances for the pencil. Inevitably, the overhang at the end would hit something whenever I wasn't using the largest radius. To avoid that problem this time, my new "compass" has a hole at one end for the pencil, and at the other end there are screws at different distances for the centre point. Using a cordless screwdriver to drive the screws in or out is quicker and easier than relocating the pencil, too.

One of the things that distinguishes a real railway from a train set is the way

A Bit of SAR in Qld continued

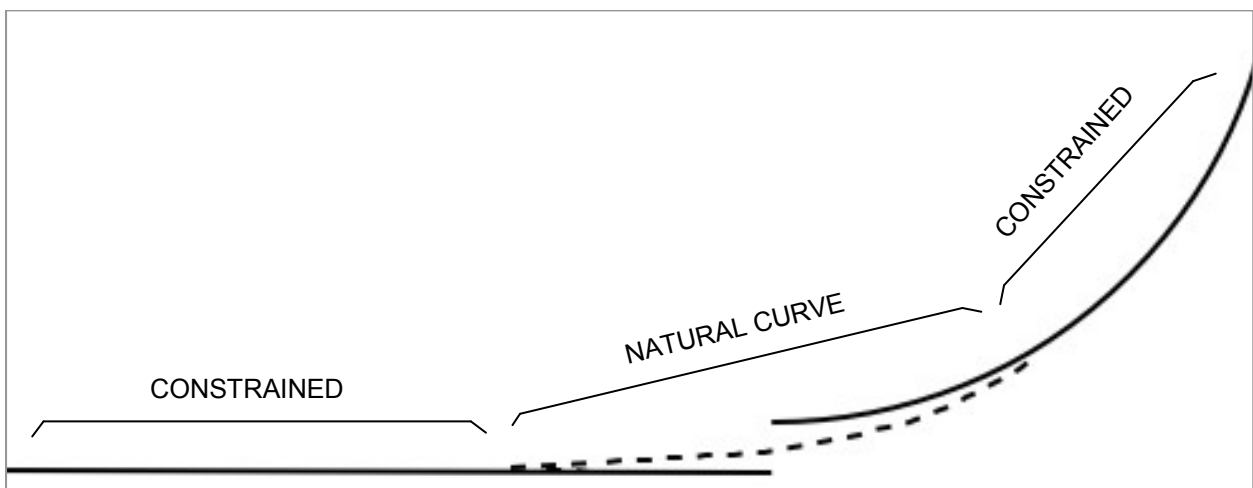
that it eases gently into a curve. A train set jolts from the straight immediately into the curve. I looked up some articles on "easements" in past issues of the Model Railroader. One recommended graphing the formula $y = ax^2$ to produce a parabola, while another used a cubic, $y = ax^3$. These days, producing and printing out the graph to make a template would be fairly easy, but scaling it to the right size probably wouldn't, so I settled for the method that I have used previously.

At a local hardware store, I bought a thin, flexible metal strip, 1 m x 25 mm. On the layout I drew the straight line. At its end I drew the arc of the circle, but instead of having it make contact with the straight, I offset it inwards by about 10 mm. I left a gap of 22 cm in each direction along the track. After this gap, I then drove in small nails each side of the pencil line, along the straight and around the curve. These constrained the flexible metal strip to fit the straight and the curve; in the gap between, it took up the shape of the easement. At its midpoint it should be halfway between the straight and the circle. The photo shows the metal strip marking out



an easement, and my "compass;" and also paper templates for the points, downloaded from the Peco website. Very useful.

The other day we had a visitor who happens to be another model railroader. He told me that he expects to see trains running around the next time he's here. I just won't invite him back for a while.■



Research Links into Non-Revenue Trains and Vehicles on Karoonda lines in the Murraylands of the South Australian Railways

Matthew Sanders

Introduction

My interest in railways branching out of Karoonda into the Murraylands was sparked by my involvement in the Loxton Historical Village from 1987 to 1991. During that time I was involved in working on Rx55 which is on display at Loxton, bringing an S-Car back into running condition and retrieving rail from telephone poles along the then soon-to-be dismantled Waikerie line to be used as track to run S-car & M-car at the Village.

Having decided what to model, the era, built a very basic HO layout, begun to collect models and, with Loxton

Station (Loxton Freight Centre after 1983) literally on the other side of the fence from where I worked, I accepted a job in Toowoomba, Queensland...

Why Per Way and Breakdown Trains?

The Murraylands lines are sparsely trafficked lines. As I began planning a model railway, I turned to Karoonda for a source of traffic. Taillem Bend was too big for a single garage space, time and finances. I was fortunate enough to receive help in researching the Murraylands lines from Des Egan and Ray Bolt. They provided me with timetables, wagon loading data and a host of other documents to research. I still refer to them 20 years later.

Because towns like Loxton, Waikerie and Peebinga saw only 2-3 train per week, I began to search around for other interesting vehicles.

All lines need maintenance, and the lightly-laid Murraylands lines, I figured, must have also had their share of derailments, although I suspect, few requiring the use of a 107-ton crane. Time for some modeller's license...

Getting Started...

Although I had a reasonable number of text-based resources, I needed photos.

Orient Express Model Railway Shop provided me with two great books of photos of South Australian country lines and stations, along with a knowledge source on SAR track construction.

Trawling through Google brought up John Masson's [Johnny's Pages - Old S.A.R. Shunter](http://www.johnnypages.com/)

In order to establish layout details and prepare to apply "modeller's compression", I was able to get a 1945 copy of a drawing of Karoonda yard from <http://www.inprotrans.com/>

A Google search brought up Peter Knife's Minnipa layout (<http://www.minnipasiding.com.au/>). End of the Line Hobbies, who have a model of Accident Van No 2, combined with Orient Express to supply the 107 ton crane as a Tichy crane kit and Model Etch boom.

"Modelling the Railways of South Australia" as a search brought up images of built up models of the (Mile End?) Accident Train and other non-revenue

vehicles.

I soon found Chris Drymaliks' <http://www.comrails.com/common/index2.html> page and then there was [www.flickr.com](http://www.flickr.com/photos/malleeroute/sets/). "Malleeroute" <http://www.flickr.com/photos/malleeroute/sets/> followed, and there were others....

AMRM still had a copy of Jan Feb 1977 with an article on ABLO's timetabling...

The pieces were coming together...

During another search I found the SARMA website. I joined, and Hugh Williams was kind enough to post me a copy of Rob Burford's "Accident Trains of the SAR". (Modelling the Railways of South Australia – 2004).

This article gave me vehicle details required to search specifically for resources on the Taillem Bend Accident Train. It seems much of this train has survived, along with some people who had helped me with research in the early 1990's.

A huge amount of modelling time has been swallowed up in the addictive process of research. The old HO track built in Loxton days remains the sole track. The rolling stock roster is 75% complete; the accident train has its guard's van, FB wagon, crane and a "make-do" M van. The locos have been purchased, even an Rx and 55class railcar are about to be assembled.

The search is now on for details to prepare my own Taillem Bend Accident Train decals... so far, all I have is a reference to some (Mile End?) decals made in 2004.

Most recently I purchased the Modelling the Railways of South Australia Convention Notes (MtRoSAC) Notes 1996-2005. History, operation, model-building, tracklaying... it's all there, waiting to be explored.

Returning a Favour...

Thanks to the internet and some resourceful people, I have been able to reach back over 35 years from a distance of 2000km to a railway system that survives in memories, models, museums and into 2013.

For anybody else out there chasing Murraylands material, or looking for some links to get a search going on SAR vehicles found in the world of the scratch-builder and kit-basher, I have prepared a table summarising the Taillem Bend Accident Train and non-revenue rolling stock. I have also prepared a list of other Karoonda-based Murraylands and related photos and links as research help. They accompany this article.

I would welcome additions and corrections to these documents. Every time I think I am getting a handle on this subject, another level of information shows itself.

Matthew is a recent member from Hodgson Vale, Queensland. Refer to my Editorial notes regarding his links. Ed.

The Soddit Children

Tim Leach

Once upon a time the Mayor of the Shire of Warkbift, using bricks for strength, had the local council workers dig two depressions in the local cobble stones to enable his carriage to follow from the tavern to his home, because his donkey could not or did not wish to remember the way home. The Mayor certainly couldn't. Thus the first railroad was born in the Middle Empire in the poorest (and most inefficiently managed) Shire of the Empire.

The big-footed little local children, fascinated, tried to build little model replicas but struggled to meet the standards and, even worse, the toy wooden horses had to be pushed which was difficult and, after a cry of "Soddit," they would go home. The grown-ups started to call the young modellers the "Soddits" of the Shire.

The Festival of Fire Cracking was due and, as usual, the Great Wizard Schlootengarf was to deliver the fireworks. Schlootengarf became irritated because, during his grandiose pyrotechnical pontifications, after each bang the little big-foots were shouting "SODDIT" as their models travelled the rails.

To shut the Soddits up, Schlootengarf the Great replaced their wooden static horses with little electric engines and told them to go play so he could continue

banging his crackers. As the Soddits' little locomotives travelled along they had to be turned around to return, but positive not being negative in the opposite direction the little locomotives went in reverse and still wouldn't return to the start and, thus, Soddit's law was born.

The positive was swapped for the negative and the negative was swapped for the positive, and then swapped again. The consists most times went in the wrong direction but just swapping positive and negative fixed it, without even requiring wizardric knowledge.

Each time the consist went in the wrong direction the Soddits would shout "SWAP IT". And the first Swap Meet was held. Schlootengarf, still wanting to silence the Soddits, sat and explained the direction of electrons, switches and even diodes blocking a single direction, but the Soddits did not understand.

The moral of the story is the Wizard gave the Soddits the magic, but the Soddits could not and did not need to understand anything other than Soddit's law. If it doesn't work swap the wires over and it will work and the Soddits had as much fun as the Wizards but they did keep Aztronics happy by forever buying replacement diodes.

And Wizard Schlootengarf sighed again.■



Flinders' Memorial



Hoppers at Moonta Mines

Noel's Pottering

Something a little different this month. Couple of shots of progress on the electrification (and one of a ballast train). The underpass pedestrian walkway at Anzac Hwy / Keswick has been closed and pedestrian walkway/ lights installed in lieu. Victoria Street level crossing should now be open.

The Buffer Stop



The Remains of the Keswick foot walk

Empty ballast @ Ovingham



Leader St looking towards Wayville



Noel's Pottering

The Buffer Stop

Wayville



Wayville

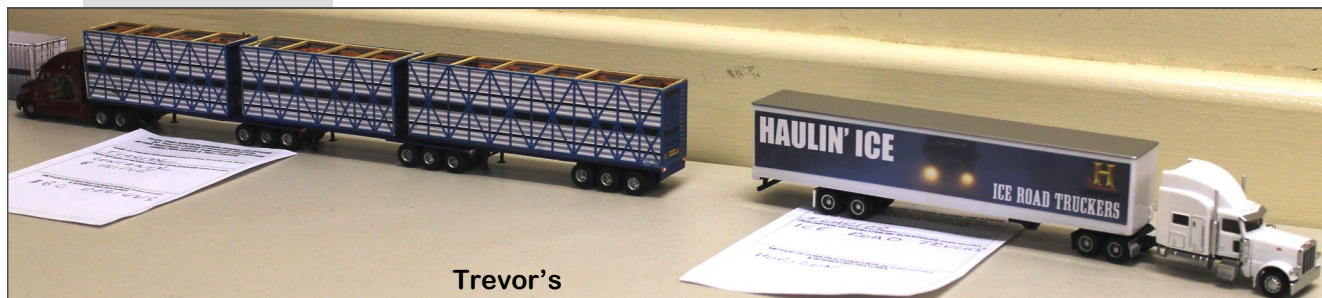


Victoria St crossing



November 2013

21



Trevor's

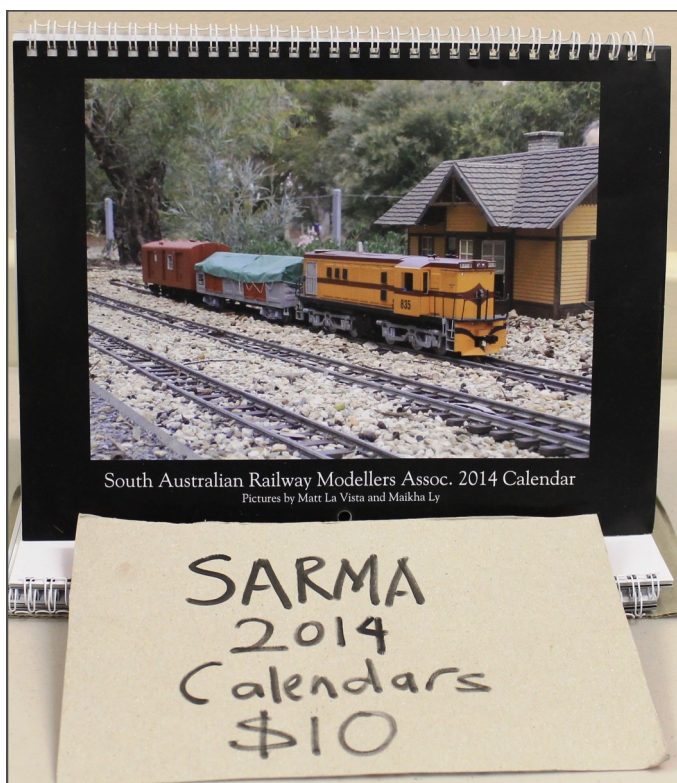
trucks



Jeremy's RedHens &
train driving certificates

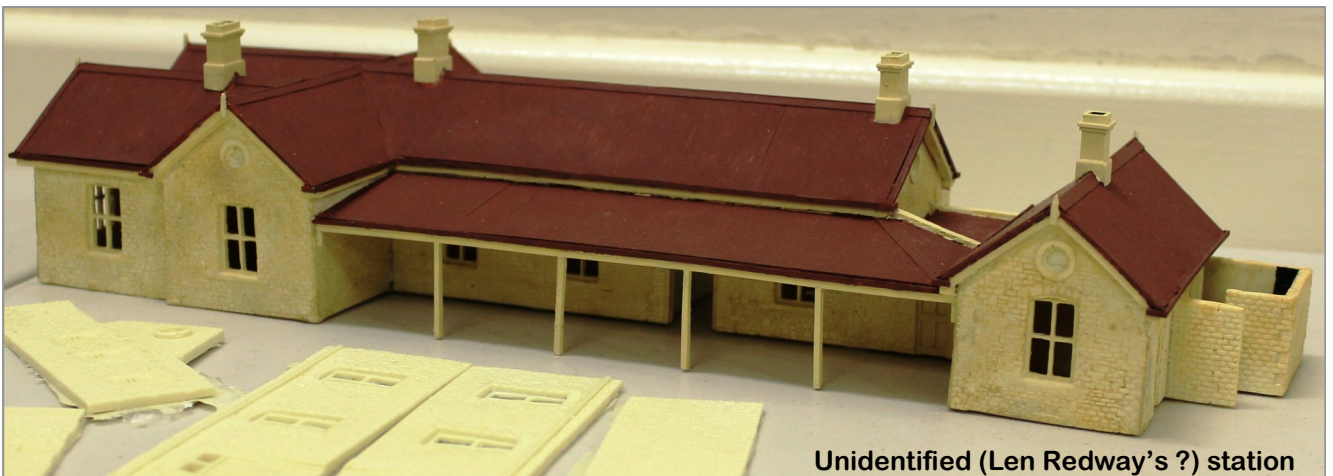


Bob Burton's
coal stages

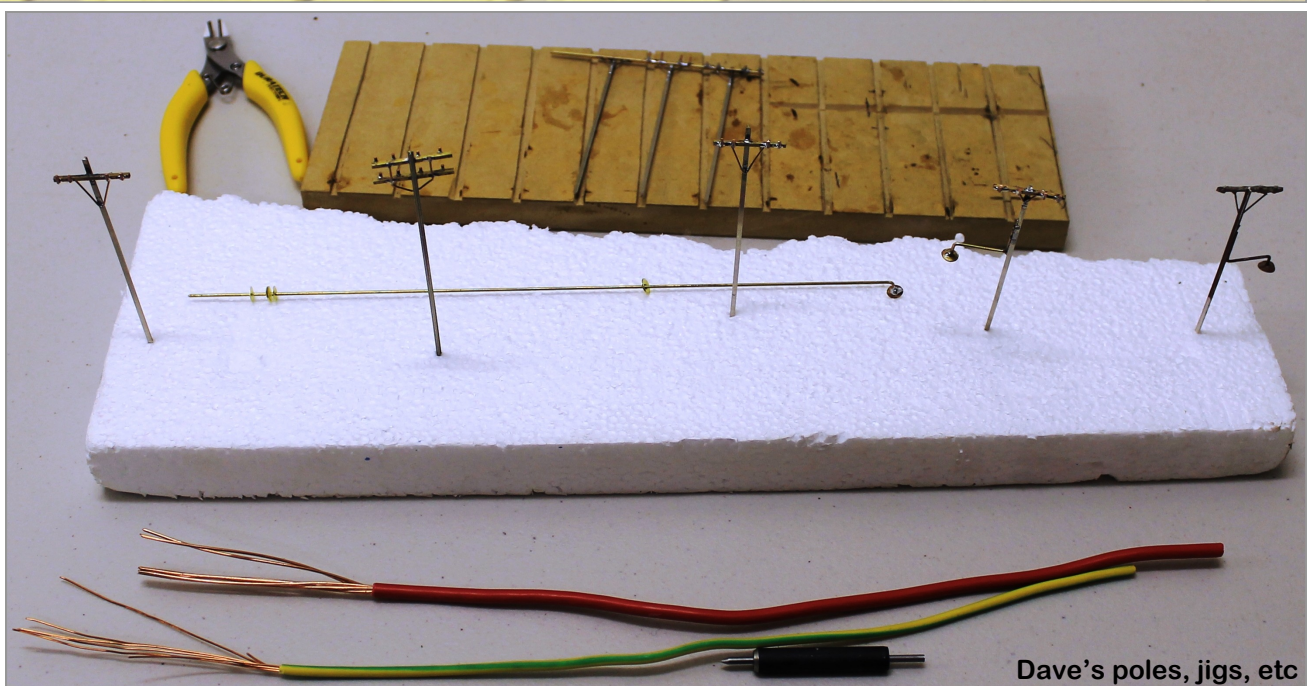




Unidentified (Len Redway's ?) goods shed



Unidentified (Len Redway's ?) station



Dave's poles, jigs, etc

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REDEX CAR TRIALS

IN PORT WAKEFIELD POS KIPLING OPENED
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- THIS MOTEL
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- WRECKING YARD
- FOOTBALL CLUB
- CRICKET CLUB
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A.L. "POSSUM" KIPLING
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1956 TWICE
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BUFFERSTOP SUPPLEMENT - PORT WAKEFIELD WALLS

