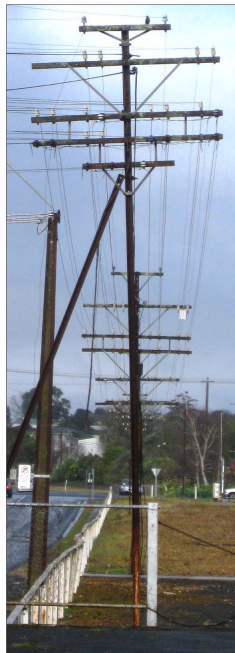


**SOUTH AUSTRALIAN RAILWAY MODELLERS' ASSOCIATION INC.**

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



## *Stone the Crows We've got Power Poles*

**INSIDE**

**Making Power Poles**

**Alan Thomas' Wedding**

**Rail Museum Model Rail Show**

**Penfield Gauge 1 Invitation**

## The Buffer Stop

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

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

### Membership rates 2013 – 2014

Joining Fee:	\$10.00	Country:	\$45.00
Full (age ≥ 18):	\$55.00	Student (full time; age ≥ 18):	\$45.00
Family:	\$55.00	Corporate:	\$90.00
Junior (age ≤ 17):	\$30.00		

The Membership Year runs from 1 April to 31 March.

Quarterly pro-rata rates apply to new members after 30 June each year.

**All correspondence and membership enquires** should be addressed to:  
The Honorary Secretary, SARMA Inc., P.O. Box 4, Prospect, S.A., 5082.  
SARMA Telephone InfoLine: (08) 8411 5500

Visit our web site at <<http://www.sarma.asn.au>> for more information and a membership form.

Webmaster: Peter Michalak <[petemichalak1987@gmail.com](mailto:petemichalak1987@gmail.com)>

### “Buffer Stop” Contributions

**Email address:** [peterp23@bigpond.com](mailto:peterp23@bigpond.com)

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

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

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

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

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

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## Diary

Wed 2 Oct	Off night (Log Cabin not available)
Wed 9 Oct	General Meeting plus ??
Wed 16 Oct	Modellers night
Sun 20 Oct	Trip to Moonta & Kadina (see p 21)
Wed 23 Oct	Modellers night
Wed 30 Oct	Modellers night
Wed 13 Nov	General Meeting plus AGM & Master Modellers
Wed 20 Nov	Modellers night
Wed 27 Nov	Modellers night
Sat 30 Nov	Christmas Dinner (see page 7)
Wed 4 Dec	Modellers night
Wed 11 Dec	Mystery Trip & Swindle (see p 21)



Down the Track  
& Over the Hills;  
Exhibitions, etc

October 19-20  
Bungendore (NSW)

November 3-4  
Wagga (NSW)

November 16-17  
Croydon (Vic)

January 4  
Victor Harbor  
Toy & Collectables Fair

March 8-10  
Kyneton (Vic)

March 29-30  
Kaleen (ACT)

## Cover Photos:

**Power poles come in many shapes and sizes. On the left we have a couple made by Dave Holmes for the new exhibition layout. The other two are Dave's shots from Mount Gambier.**

## JOHN'S HANDYMAN SERVICES

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



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ABN 89 954 074 379

## Mystery Trip & Swindle

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



Welcome to the October Buffer Stop. We seem to have been quite busy over the last month or two what with the Convention, the Royal Show and the model railway show at the National Rail Museum (Port Dock). We'll have a bit of a breather till we hit the Christmas period with the Christmas dinner and the Mystery Trip (which looks as though it will be in splendid comfort this year).

committee has no committee members; that is, no committee members without a portfolio. If you go on the committee, you will have one or more jobs to do; not like some club committees where several members turn up to committee meetings and do nothing else which just loads up and burns out those who put their hands up for tasks. Of course, there is plenty to do for anyone outside the committee to take on.

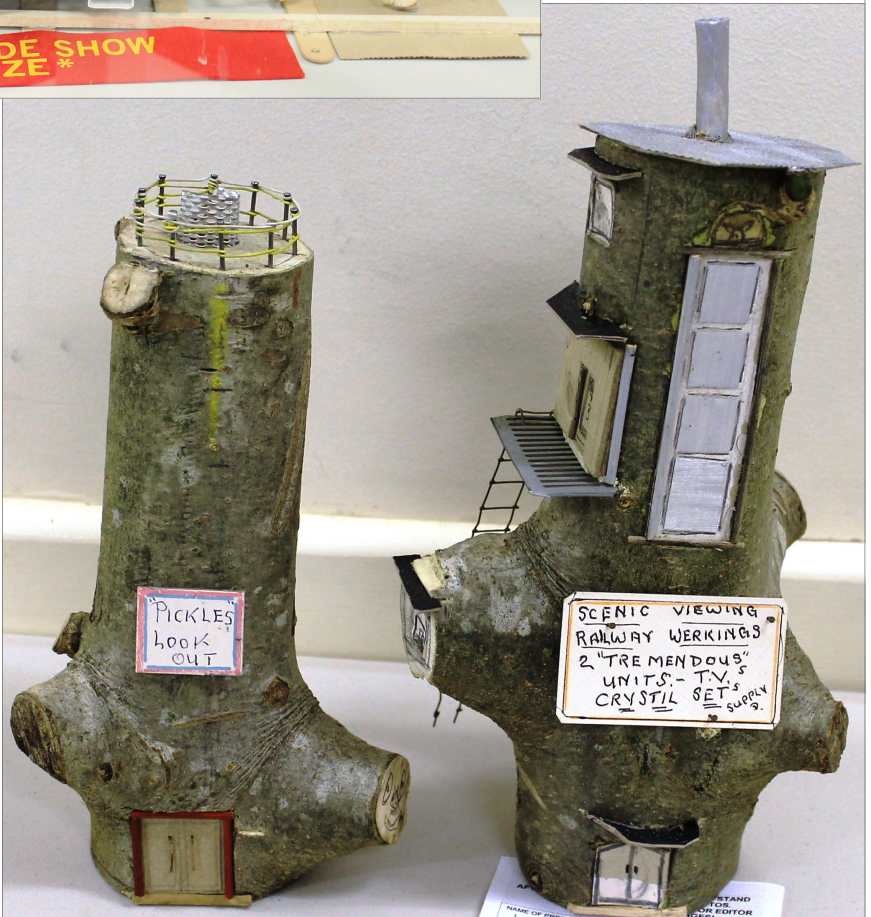
Peter P (Ed)



Dane did his usual at the Royal Show and managed a second prize - I put it down to the horse.

At the September GM, Whib also did his usual, presenting structures fashioned from branch off-cuts he found lying around. Hugh was so impressed that he included one of them in a display cabinet at the National Rail Museum train show.

On the night that most members receive the printed copy of next month's Buffer Stop, we have the AGM. I believe that we will have a few changes to the committee. As most members know, t h e S A R M A





EDITED MINUTES OF THE GENERAL MEETING HELD AT DERNANCOURT ON 11th SEPTEMBER 2013

**Meeting opened** at 7:40pm. Chairman - Hugh Williams

Members in attendance: 41

Apologies: 9

Visitors: Phillip Keenihan and Bob Silcock

New members: nil

**Minutes** of previous meeting: Moved D. van der Linden. Seconded Bob Houston, Carried  
Outstanding Actions and Business arising: Terry pointed out that the swap meet advertising starts in October, not September as minutes.

**Correspondence in:**

Email from Callington Agricultural & Horticultural Society about showing a train layout.  
Train Talk for July and August (Darling Downs Model Railway Club)

Gift voucher from End Of The Line Hobbies  
Newsletter of the Southern Cross Model Railway Association

Model Railroader – October 2013

A misplaced nomination from was found and sent in by a member of the public.

**Correspondence out:**

TTG Council building hire documents for 2013/2014 Summer Season

**Business from corres:** nil

**Finance:** Financial statements presented and budget presented

Accept financial report: Moved G. Chaplin.

Seconded Peter Pickering, Carried

**Reports:**

**Premises** – Nothing new to report

**Exhibition Layouts–**

**HO:** Both long side of the layout are up and have been tested. Bob thanked all those helping with the layout.

**N:** nil

**Club Layout** – nil

**Social** – Barrie referred everyone to the notice in the Buffer Stop. Barrie also asked for feedback about using a coach for the mystery trip. The majority of those present indicated that a coach was preferred. Suggestion came from the floor that the cost be \$30.00 per person.

**BufferStop** – The colour copy was passed around to view. Hugh talked up the articles and encouraged more members to submit something.

**Library** – See page 8

**Maintenance** – nil

**Bulk buys** – Don displayed a few of the items available from the SARMA shop.

**Special Projects:** Terry reported on the progress of the upcoming swap meet. He reported that there will be an article in the “Weekender” magazine. He also handed out the flyers for members to distribute to the various shops that support us.

**AMRE** – nil

**General Business:**

Peter Michalak, as returning officer, reminded the members to get their committee nomination forms in by the October meeting.

David Jameson spoke again about the Royal Show layout.

Hugh Williams reminded the members about the National Rail Museum’s birthday weekend.

Dane Filander won second prize at the Royal Show for a scratchbuilt model.

Allan Norris informed the members about the SANGS train show at Port Broughton on the 4<sup>th</sup> to 6<sup>th</sup> October.

Terry Jomartz reported that Rodney Barrington was asked to see if some volunteers would help with a train layout at Resthaven. The layout needs work to get it going. Bob Houston offered his services.

Peter Pickering asked if someone was collecting the large cornflake boxes. Hugh Williams is collecting them to make magazine holders for the club library.

**Show & tell:**

Bob Houston displayed two SAR station buildings that were built for him by Rob Robertson.

Peter Pickering also displayed a couple of station buildings, one in the Moonta style and the other similar to Saddleworth.

David Boyce had his Strath Hobbies brass kit Long Tom, still requiring a coat of paint but looking particularly good in brass.

Dane Filander showed us his scratchbuilt SAR 700 diesel based on a Lima chassis.

Alistair Whibley presented a Tree Trunk dwelling that featured a lookout, ladders, swing, etc.

## The Buffer Stop

### September Minutes continued

#### Raffle:

Red F6, John Henderson, Dremel Table  
Green A25, Wayne Spencer, ?  
Black A86, Richard Ash, SARMA stubby holder  
Green A29, Dane Filander, Junction Models gift voucher  
Blue D99, Bob Silcock, Hobby knife  
Green A23, Gordon Chaplin, Aztronics gift voucher  
Black A95, Peter Carter, LED kit

Black A81, Peter Pickering, British railway DVD

Black A72, David van der Linden, Pen torch

Red F44, Tim Leach, Model car

Red F60, Allan Norris, Hobby knife

Blue D76, Treven Barnes, Flashlight

**After meeting activities:** Phillip Keenihan demonstrated the versatility of the Dremel tool. He also donated the Dremel Table for the raffle.

**Meeting closed** at 10:05pm (ish)

## A small correction

*Dean Schluter*

Looking at the upper diagram (refer September Buffer Stop page 11), where Tim has drawn the power supply, he has reversed the polarity of the output, so the (+) and the (-) should be **swapped**, and if you have the colour download version the **red connection** to the resistors should be **black** and the connection to the switch common terminal should be **red**.

In the script under **LED Assembly**

**8. Change to (“place the -ve wire in the centre terminal on the block and the +ve wire on one of the outsideposts”).**

**9. Change to (“ move the +ve to the”)**

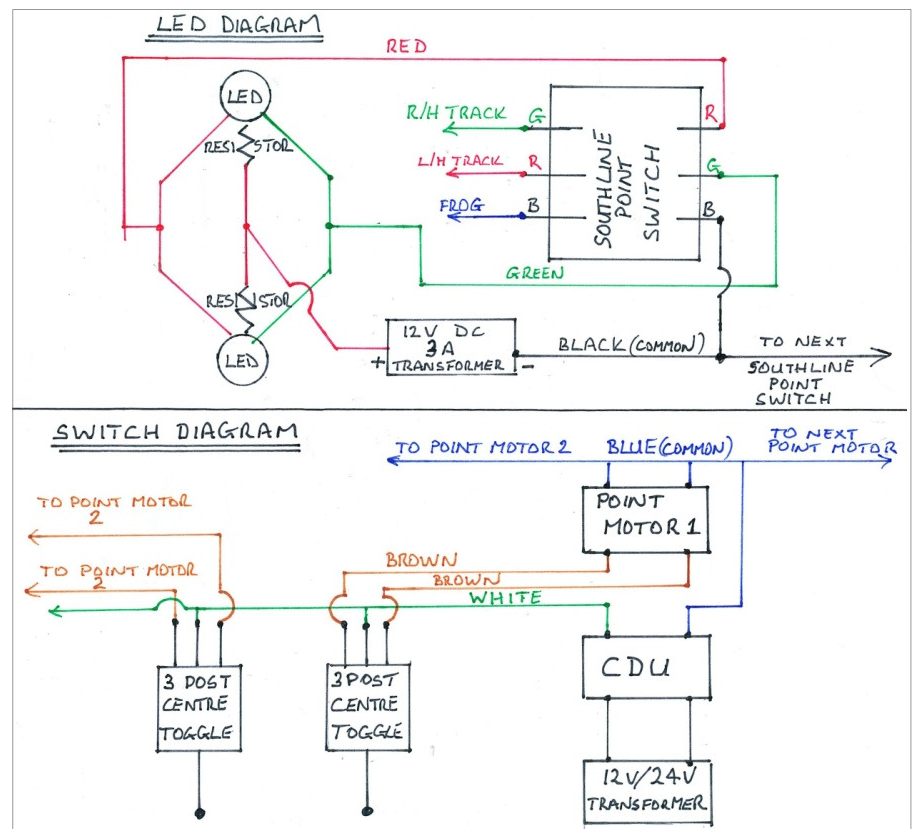
**14. Change** the script notation ( black +ve to -ve) and (-ve to +ve).

**And under Connect to the Southline Point Switch first paragraph**

**Change the wire colour to red and the -ve's to +ve**

In the LED diagram Tim's suggestion of marking the RED lead of the LED with red Texta up near the body of the LED and the green with green is a good one especially seeing the leads will possibly be cut shorter. If the size of the LED is 5mm or 3mm the lead arrangement is the same.

I admire what Tim is doing and achieving with the construction of his layout, considering it's **not** his day job. But his circuit diagram and script has errors that may confuse the non-wary and as well I hope that I can simplify the identification of bi-colour LEDs, although Tim's method is not wrong. ■





## The Buffer Stop

### From the Buffer Stop Archives



### 50 Years Ago: October 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:** OLD TIME-EQUIPMENT -- Ever since Mantua brought out its “Belle of the Eighties” and the open platform cars, there has been a growing boom in old-time railroad equipment. The old-time cars with their woodwork, transom windows, complicated roofs and odd curlicues present a real challenge to the model-maker. The old-time locomotives offer great opportunity for detailed model work and colourful effects at the same time. Plenty of polished brass, bright red driving wheels, Russian iron boiler jackets, all to the effectiveness of old-time engines.

Old-time equipment is so varied in prototype that you can pick almost anything you want or make something up to suit. From the operating standpoint there is the advantage that old-time trains are shorter, take sharper curves. We suggest that if you have trouble finding enough right-of-way for your railroad, you consider one of the three ‘new frontiers’ of model railroading, old-time, narrow gauge, or trolleys.

#### Dates To Remember:

The annual club dinner will be held at the Strathmore Hotel on North Terrace, Adelaide, on November 30th.

The annual children’s party will be held at the SAR Institute on Saturday December 14th at 8:00 pm. More information will be available at the general meeting in November.

### 40 Years Ago: October 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 S.A.R. No 1 crane lifting a tender off a Bayer Garrett.

**Two reports** on new club layout ( 1973) one from president T. C. , one from editor Elliot Johnstone.

**Eric Milne** writes a three page story on the beginnings of the Pichi Richi Railway Preservation Society.

**A ride** on the Japanese bullet train by Frank West.

### 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:** Early Melbourne Express near Sleeps Hill tunnel

**Picture Parade:** Motor vehicles converted to rail use; Officer’s inspection car and mail/newspaper car.

**SAR S class loco** - Drawings and photos.

**Mt Pleasant** railway station office drawing.

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.

From the  
Buffer Stop Archives  
continued



### 20 Years Ago: October 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.

**Article:** Bending styrene and metal

**Article:** Construction of the "Port" grain silo by M. Partington

**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: October 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:** NM34 standing ready to depart Hawker, 1964

The month on the cover was also incorrectly labelled "September" 2003

**Editorial** states that all pictures in this mag are from digital cameras and printed on photo paper.

**Write ups** about the trip to Mildura by Bill Lewis and Paul Mackinnon over seven pages.

**Shoot up** by SARMA members at Reynella Air Rifle Club

**Page 20** has a poem about the committee meetings that will shed light on what goes on

**Dean Schluter** contemplating head on crashes after he temporarily converted the exhibition layout to DCC.

## 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](mailto:barrie@picknowl.com.au) no later than Saturday 23<sup>rd</sup> November 2013.

The a-la-carte menu is available for perusal at [http://www.bluegumshotel.com.au/site\\_files/344/2012%20MENU.pdf](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.*



## End Of The Line Hobbies

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**Wednesday thru to Sunday**

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

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For all ages beginner to expert

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

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

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

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

Visit <[www.sarma.asn.au](http://www.sarma.asn.au)>

Send photos to Peter Michalak.

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

Australian Railway History	Oct 2013
Model Railroader	Oct 2013
A M R M	Sep 2013
Dispatcher (SANGS)	Aug/Sep 13
N Scale Modellers Aust Bulletin No.14	Oct 2013
Southern Cross Newsletter	Sep 2013
Train Talk ( Darling Downs Model Railway Club)	July Aug Sep 1

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

***Allan Norris, Librarian***

## Making Power Poles

Dave Holmes

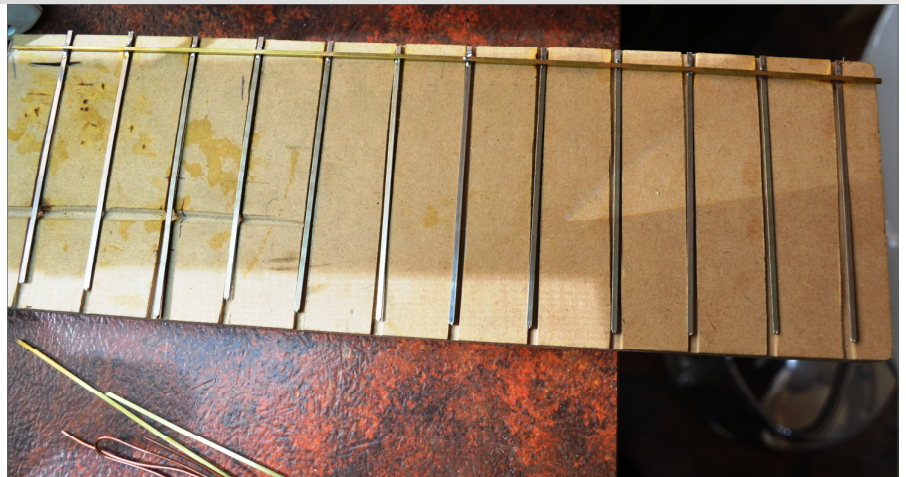
What do you do when you are working away from home for a couple of weeks? Well, at the July GM I volunteered to build some power poles; not the stobie variety but the railway version. I didn't have any plan for these, only the sample from Florey Springs

Firstly I made up a rough jig to hold the rail so the cross arm can be attached (right). The cross arms are 7' long and 4" square and the poles are around 20' long as per the sample. The rails sit in the grooves with the brass cross arm soldered in place. Then the soldered parts are turned over, the bracing bent and attached to the cross arms.

Turn the whole thing over again and solder the bracing to the pole (right); attach the "insulators" at the same time.

Cut off the individual poles and trim the insulators to length. Finally, give the whole thing a good scrub in metho to remove any flux and paint.

A variety of poles (below); the one on the right is from Florey Springs (see, also, front cover)



Material:

Code 83 rail for the pole;

K&S brass 1/16" x .014" for cross arm  
(this is oversize but looks ok):

1mm copper wire for insulators;

0.6mm copper wire for bracing.■

*What we need now are some of our feathered friends to perch on the wires or the top of the poles. Ed.*



## Wedding of Alan and Stephanie Thomas

It was a couple of years ago when I gave an update in the Buffer Stop after leaving Adelaide for Darwin. I'm still enjoying the humidity and not been eaten by a crocodile, but one big thing has happened since.

March the 23<sup>rd</sup> 2013, Stephanie and I were married in front of family and friends in Victoria just out of Geelong where Steph grew up. The ceremony and reception were held at Clyde Park Winery, and if you're in the area pop in for lunch and wine tastings, we both highly recommend it. Unfortunately there's no line to Clyde Park to arrive by train, but I did sneak in a rather large train cake topper.



flight down south for the wedding I discovered the original pilot caught up in the original packing. Oh well mine looks much better.



The cake topper was a G gauge Hartland Locomotive Works 'Woody' with a few wedding additions I knocked up including trailing cans, just married sign and a white ribbon. The pilot was missing when it arrived from the shop to Darwin, but I wasn't too phased because I really didn't like the look of the stock pilot. I had enough time before the wedding to solder one up from brass stock. The funny part of the story was when I was packing it up for the

A couple of days after the wedding Steph and I headed to Tasmania for our road trip honeymoon starting in Launceston to head down the west coast and finish up in Hobart. The train highlight of the honeymoon was our trip on the West Coast Wilderness Railway where we glammed it up in the premium coach. The West Coast Wilderness Railway line

runs through the temperate rainforest between Strahan and Queenstown, crossing many bridges and up a steep section which uses the ABT rack system. At our first stop on the journey I was greeted by a name that will ring a bell with us guys who have been around for a while, Teepookana. Teepookana was a great G gauge exhibition layout by Alistair 'Whib' Whibley, Des McAuliffe and Steve Cranwell which captured the west coast of Tasmania.

**Wedding of Alan and Stephanie Thomas continued**



Tasmania was a wonderful place for our honeymoon and I fell completely in love with the temperate rainforests and Cradle Mountain. I purchased a few pieces of Huon pine to remind me of the majestic trees and dense forest floors. While looking at railway relics I could only imagine how difficult it would have been to build a railway through such terrain while surviving the cold. The only place wasted on my lack of culture was the Museum of Old and New Art (MONA) in Hobart. Once returning to Geelong I mentioned to the new mother in law that I couldn't quite appreciate MONA, she just explained "one day you will mature and so will your tastes." All I had in my mind was when she said that was welcome to married life and trying to live up to the mother in law's expectations :-)

Happy Modelling

Alan Thomas ■



From left: Les Fordham, David Thomas, Alan Thomas, Terry Jomartz and Nigel Gardner

**COMING SOON—NOVEMBER 3rd**  
**SWAPMEET**



## 1st Miniatures and Models Show, National Railway Museum Matt

Due to the NRM having its 50<sup>th</sup> Anniversary year, it was decided an event bringing the various modelling and miniature railway clubs to the museum would be a suitable part of the celebrations. This led to 20+ clubs from Adelaide Garden Railway Group to SARMA exhibiting at the NRM over the weekend of the 14<sup>th</sup>/15<sup>th</sup> of September.

How does the venue itself measure up against the conventional exhibitions and their facilities? The answer is considerably differently and in many ways superior. Firstly the atmosphere was better than any other exhibition I have attended. There is something utterly 'right' about having your layout setup right next to a full size T Class while hearing Red Hens rev up and Peronne whistling away. One certain operator of 'Bridgewater' mentioned that it was convenient having the Overland Sleeper 'Allambi' right behind them so they could crash out in it.

There had been several exhibits shunted out of the museum so as to give more space, however a number of stands were placed in existing empty spots spread all over the main hall. Originally the N gauge layout was to have been displayed in the 'theatrette' however a move happily saw us in the main section of the hall. The usual trio of model shops- Junction Models, Orient Express and End of the Line were present, all in a row along the back wall. Hugh Williams was tucked away in between rows of prototypes with a magnificent collection of SAR rolling stock that filled up several glass cabinets.

The miniature railway clubs represented were SASMEE (Millswood), Morphett Vale, Penfield and Regency Park with static displays of locomotives in all sizes. A brand new 7¼ inch gauge 350 class shunter was a major eye catcher, and surely SAR enthusiasts did not miss the magnificent 5" gauge

model of 521 at the Regency display. An amusing contrast was made by Wayne Bradford's model of Pozieres, which is the sister engine to the NRM's Peronne- an opportunity was made to have the model side by side with the real thing. It was a nice change to see the work done by the larger scale modellers which tends not to be seen at exhibitions, particularly 'under construction' models or those which are normally not seen at public open days.

In terms of operating layouts there were two brand new ones. Graham Cocks' layout in progress of Strathalbyn in N scale broke cover for the first time. Although scenery is not yet completed, there was considerable interest from onlookers and modellers alike in how the layout has come together. 'Strathalbyn' is being constructed to the new 'Aus-moN' module standard which clearly has considerable operational potential compared to other existing standards such as T-Trak.



## 1st Miniatures and Models Show, National Railway Museum continued

Currently the mill/silos and bridges modules are under construction. We hope to see an expanded Strathalbyn at the next AMRE show.



The second was a Great Western Railway themed layout in OO scale owned by Jim Bee and built in '10 hectic months' - Lower Downe. Set in the fictitious Downe Valley, the layout was a short fiddle yard to station and back setup showcasing typical GWR steam era consists. The scenery was nicely done and indeed the layout would not have looked out of the place in Model Rail magazine. Of particular interest was the fiddle yard traverser, a definite space and wiring saver that is a sensible addition to end to end layouts. Rounding out the other layout displays were Hump Shunt, Stewarts, Bridgewater, SCT Terminal, Portland, CTC and Hornby Dublo, Garden Railway and Barrie Valley Railway. Bridgewater had some interesting guest stock courtesy of two full sets of Trainbuilder Overland carriages, 18 in total. These were so heavy there was nothing that would haul them!



The catering for the exhibitors was in a different form from usual. The local Rotary club helmed the BBQ and we were given a voucher equal to \$6 worth of

food or drinks or whatever from their stand. This seemed to work quite well although the volunteers understandably had trouble keeping up with the number of eggs for the amount of burgers ordered! During Sunday's lunch rush the exasperated man at the counter, after hearing one person and the next order 'Hamburger with the lot' shouted out if there was anyone in the line who didn't want egg in their burger (one voice shouted back 'yes!'). It has been suggested this voucher system may be implemented at next years or a future AMRE; after trying it here I would be in favour. Aside from the BBQ there was a royal show style food truck next to the stop for Peronne selling Dagwood Dogs, Chiko Rolls and the like as well as Hot Donuts. The mix of the donut smell and that of the hot coal from the steam locos was a curiously delicious smelling one.

Aside from the train show it was also 'Drive the Red Hens and Peronne' weekend, and several SARMA members took their turn on both, among them Jeremy and Dane. One wonders how Bob Sampson is so calm keeping an eye on people who have never driven any sort of railcar before and it must be worse for the steam loco crew! The experience of driving full size Railcars and steam locomotives is an unforgettable one and I encourage anyone who hasn't tried it to give it a go next time you can. The 18inch steam loco 'Bill' was also present.

As previously mentioned the atmosphere was excellent, there was little in the way of pressure and considerable comradely good fellowship among the exhibitors. There is a definite difference between setup/packdown at the NRM versus the same at AMRE or Railshow. For starters, there was no absolute 'must-be-out-of-here-by' time as the Museum is not going to be running Greyhounds at 6pm or reopening as a school the next day. The NRM's volunteers were very easy-going



## **1st Miniatures and Models Show, National Railway Museum continued**

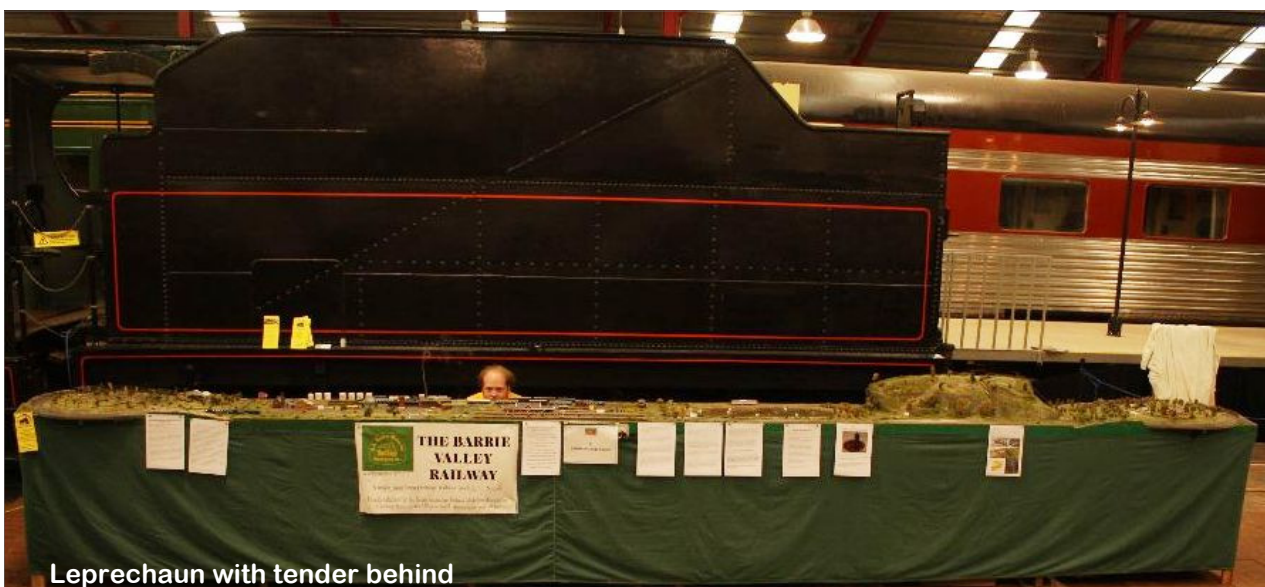
and suggested as long as we were done by about 8pm no problem. As a result, at show's end there was no madhouse rushing around. There are now discussions taking place regarding the possibility of moving AMRE to the museum for a 2015 or 2016 show! This would be an interesting development, though one wonders if they could move enough exhibits out of the main halls to provide the space for the number of layouts/stands usually present and such concerns as the location of the dinner and enough parking for the punters.

Given the SARMA HO layout will be ready in a few months, and the general blasé attitude by the N gauge group towards our layout after the less than enjoyable showings at AMRE and Railshow, it was decided the Barrie Valley would not be shown at exhibitions for the foreseeable future of 2014 at least, making the NRM its fifth and final showing in its present form. There was a lack of work done on the layout beforehand given nobody wanted to touch it, except for about two weeks before the show when a wiring inspection and a realignment of some joins was carried out. Furthermore the setup of the layout at the show wasn't done till 9a.m. on the Saturday! (owing to difficulty in getting it down there, *not* laziness).

Despite our late setup, the layout went together in, amazingly, less than an hour

without issue. The next surprise when no electrical dead spots were found. Then the trains weren't derailing on the joins. It worked! For the whole weekend our crew were able to *finally* enjoy an operating, fully working layout without dashing underneath with a soldering iron or constantly re-railing rolling stock. Either, all the offerings, prayers and sacrifices to the Gods of Railway modelling paid off, we actually fixed the AMRE problems or else the layout simply decided to go easy on us. You'd never seen a more relaxed and smiling SARMA N gauge group at a train show. Furthermore we had more compliments than ever; the crowner for me was one gent who said 'I've seen this layout four or five times but it keeps getting bigger and better.' Packup was also easy, made even quicker by the employment of the platform trolley to roll the whole layout out to the carpark at once...

What were the crowds like? I'd describe them as being more to the level of Railshow than AMRE. To my and others' mind the show was pretty ill timed being right on the end of the Royal Show on Saturday and the City-bay fun run on the Sunday- an October school holiday show with more advertising would probably have brought in more people, but those that did enjoyed themselves and it's safe to say that the experiment was a success.



Leprechaun with tender behind



## 1st Miniatures and Models Show, National Railway Museum continued

According to the exhibition guide, it is possible that a similar or larger event may become a regular event every couple of years- another biennial show to 'shake things up' on the exhibition circuit. I'm sure most of those who attended will agree with me in that it was definitely worthy of being repeated; for an initial show it was well done, and public and exhibitors alike enjoyed themselves thoroughly.

Now that the BVR is off the exhibiting circuit, I would like to thank all those who made its appearances representing SARMA possible, which would be a long list. As regarding this last show, Jeremy, Chris and Dennis, Dylan, Dane, Paul and Alyssa Mackinnon all did a bang up job



keeping an eye on things and entertaining the public, and Hugh Williams who was SARMA's liaison for the event. It is fortunate that we were able to end our run on a high note, and not turning the layout to firewood or, as Chris Symons suggested, making a trip to Semaphore to throw it off the end of the jetty. ■

## And the winner is . . .

**Chris Symons was the lucky recipient of the 500 diesel shunter kindly donated by Chris Fretwell of Ozrail Model Trains**





## SARMA SALES



See Don Worby

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

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



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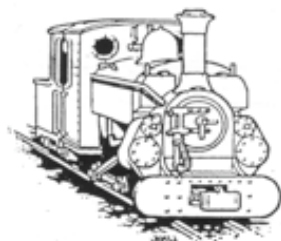
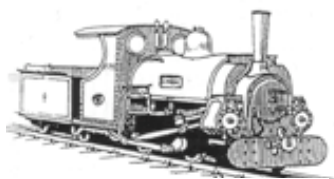
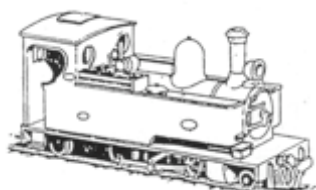
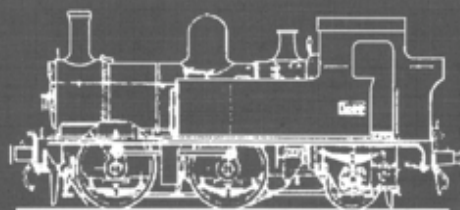
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## *Specials for October 2013*

Bachmann Digital Starter Set	\$350.00
Magnifier, Large illuminated, multi-position LED	\$89.00
„ Junior „ multi-position LED	\$47.95
Pace controllers-Powered single	\$114, or dual \$179.00
„ „ - Single Hand held	\$48.50
Bachmann Class 411 EMU	4 car set \$199.00
Hornby NSE Class 423 EMU	4 car set \$250.00
Good Selection of TCS Decoders from \$31 to \$50	
also some NCE and Lenz	
Trackrite Foam underlay in HO, N and metre gauges.	
AMRM CDs Vol.4 to 12	<del>\$25</del> \$22

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

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

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

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

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

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

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

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

San Mateo Line signals kits and ready-to-place

Agents for "MyLocoSound" units for DC \$69.00

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

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

Floquil and Polly paint in stock -

Stocks of Badger paint increasing

*Brian, John & Vic*



## Penfield 3rd Annual Gauge 1 Invitation Run Matt Lavista

***An Rx Class kit is set to be released in Gauge 1 (1/32) scale.***

Now that I have your attention, I apologise for stretching the truth somewhat; there is unsurprisingly not a kit set to be released for the Rx, but there is indeed a scratch built model in this scale underway. This comes from the hands of Geoff Ward, the man behind the scratch built 5-car 'Bluebird' railcar set also in Gauge 1, the frames for the Rx being glimpsed at the recent Gauge 1 Invitation Run Open Day held by Penfield Model Engineer's Garden Railway Group.

This being its third outing, the Gauge 1 meet has settled in as a kind of closed exhibition slash running day for larger scale modellers and those interested. It also handily fills a gap between AMRE in June and events occurring later in the year. By now those who attend it have a fair idea of what to expect and no doubt the organisers have also. The 11<sup>th</sup> of August saw no less than 33 people attend Penfield Park, which is a much larger number than the last two outings; one can assume that word of mouth is having an impact. The weather was just right being neither too hot nor cold and enough cloud cover to make photography easier (Garden Rail group head Wayne Hosking mentioned in his opening address he'd been going to Church for a week praying to get the weather right. Luckily we didn't get a lightning storm when he stopped going on the Monday). We were also informed that unfortunately, the representatives from Argyle Loco Works would not be able to display their Gauge 1 NA class live steam models as planned, as they had to fix issues with the pre-production models before a large show in Victoria.

Penfield has seen a dramatic change since the last visit which was not obvious to me until it was pointed out (too busy nattering away). The lake sitting in front of the clubrooms is now barely a

The Lake



third of its original size, with the rest filled in- so well in fact the casual visitor to Penfield might never have known it was bigger than the current truncated size. The main reason for this is simply the cost of running the lake; last annum it cost well over \$7000 in water costs and general maintenance, a figure unsustainable considering there are only two or three 'boaties' using the lake, so sensibly the committee decided on the fill-in. The cost of the dirt was zero thanks to trucks being invited to use it as a free dumping ground!

Part of the new space will be used for the brand new Gauge 1 layout which will be constructed next to the pond. In its current position, the railway suffers from being adjacent to the quarter scale motor racing track- this being a problem on public open days when there is a constant, droning high pitched whine deafening everyone trying to run trains. Also the lack of nearby trees to shed leaves and debris on the line as happens will be another benefit. A model has been constructed of a proposed new layout, around 25mx 7m with multiple fiddle yards and passing loops. Two distinctive new features are a curved viaduct and a footbridge to allow people to cross over the tracks! We all look forward to seeing this development occur over the next couple of years.

From SARMA we had five members present-, Jeremy, Dane, Chris, me and new member Dylan on his first SARMA group outing. Given that our Gauge 1 scale gear has been converted to Gn15 scale

## Penfield 3rd Annual Gauge 1 Invitation Run continued



Loading ore

by Paul Mac and having had no time to build replacements, we spent the day as spectators and occasional guest drivers. It's probably a good thing, as every fiddle yard track was almost completely full with multiple trains, live steam and battery powered waiting for their turn.

In order to provide some balance to the occasion a roster had been worked out with live steam and battery powered trains alternating every half hour. Live steam is by far the trickier of the two to operate properly, many live steamers do not have R/C control and like the real thing require considerable preparation and experience to get them running right.

There were some marvellous models on display and operating, from all scales and prototypes. Among the new locomo-

tives was a massive AT&SF 2-8-8-2 which was so big the owner had to carry the tender and loco separate in custom made carry bags. Even larger however was a display model of the biggest steam locomotive ever built- the Erie 2-8-8-8-2 triplex. If you thought your HO models had trouble with 10 inch radius, pity those who'd use this monster as it requires a 10 foot absolute minimum radius. As it was a track powered model it was not running, but listed as having both sound and smoke on board, no doubt would have made a highly impressive sight in operation. The chassis of the aforementioned Rx class, in brass, as

well as part of the boiler and footplate was on display just above the behemoth making an interesting comparison. An interesting new development is that a number of attendees mentioned using a 3D printer to make components or indeed are soon to purchase one, which compared to how many people used the new process last year has seen a dramatic increase.

Among the live steam stock the 'Britannia' and 'Taliesin' from previous years returned although both had brief sojourns, and the beautiful 'Castle' class owned by Peter Lucas did some running in on a rolling road but owing to problems did not appear on the layout. Some lovely freelance steamers made their first appearance including an interesting outside framed Fowler engine used on



Triplex



## Penfield 3rd Annual Gauge 1 Invitation Run continued



the fiddleyard which has a special drop chute to a waiting bucket down below. It all makes for an amusingly hands-on operating session.

The day began winding down at about half past three and just before 4 the final packing

Queensland sugar cane trains.

Lunch time came exceptionally quick and everyone sat down to a sausage sizzle and salads meal, the clubroom dining area full to capacity. After wards as a few people left early (clearing some layout space) our lads were given the opportunity to run a proper ore train- Wayne's work-in-progress SAR X class 2-6-0 (a LGB steamer with radio and sound on board) hauling a rake of hoppers and a 4 wheeled brake van. Starting on the lower branch loops the train was backed (with some dodgy driving) under a loading hopper whereupon a cupful of ore would be poured down the tube (hopefully) into the hopper below. It took a couple of goes to get the hang of it with a bit of spillage (the gangway doors weren't quite done up), and a bit too much ore in the hoppers. As the X class attempted to climb the incline directly out of a tunnel to access the loop to get to the mainline, it began slipping like crazy even on full power- an exasperated cry of 'ONE cup of ore in each hopper!' rang out from the sidelines, although our boys managed to get the train there in the end. The ore is then unloaded in a siding in

up had been almost completed. The Gauge 1 group also operates on regular Penfield open days so there is always ample opportunity to see what has been happening or what new locos there have been running. Also we have been informed of a smaller Gauge 1 layout that is appearing at Millswood SASMEE (which will have to be the subject of a future group visit). It remains to be seen whether the Invitation Run will repeat next year owing to the possibility of a new layout being under construction using much of the old one, however we will have to wait and see. If it does again happen, then I repeat my previous urgings for those who haven't been to come along- apart from being a relaxing day it is also a chance to see the side of modelling you don't usually see at exhibitions and just enjoy running trains - and, perhaps see the completed Rx in action! ■



Y68



## EXHIBITION LAYOUT UPDATE

**Bob the Builder**

**I**t has been a while since the last update, but if you have ventured into the shed, you will have noticed the yard, station and one group of end modules all set up to enable continuing work and testing to continue.

The updated and extra yard modules have been tested and are complete apart from some minor scenery touch ups.

We have test run trains through the whole yard, end to end and side to side successfully.

The end modules are complete and one end has been erected to join both sides to continue the testing procedures.

The station modules are being worked on at the moment, with track work completed and tested, signals being installed,

platforms being installed, with station and goods sheds building already built awaiting installation. We are also modifying the light poles and installing new LED floodlights.

I would like to thank those people who have built or are building rolling stock and structures for the Layout: Hugh Williams, Noel Potter, Len Redway, Paul Collins, Dwayne Norris, Andrew Timmins, Graham Nixon, David Jameson, David VanderLinden, Max Lane for his many donations, and the rest of the build crew, Dean Schluter, Don Worby, Bob Fleet, Gordon Chaplin, Andrew Timmins, Len Redway, Fred Leaper and Karl Eichinger, and anyone else whom I've forgotten in my senior's moment. ■

## TRIP TO MOONTA & KADINA

Sunday October 20th starting at 8am from the clubrooms.

Taking in the Moonta Mine Museum and Railway,  
Kadina Miniature Railway and Farm Museum

Expected return time is approx 6-7pm.

Casual dress with ENCLOSED footwear for riding on trains.

Cost is \$30pp, inc. of all entrance fees. (You'll need funds for lunch, drinks etc).

Just five seats remain on the 21 seater bus (as at Oct 1) so get in quick!

Please see Matt if you have any questions.

## **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 on the night Adult (13+): \$33.00 Child (5-12): \$15.00

If paid by 04.12.13:-Adult (13+): \$30.00 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 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](mailto:barrie@picknowl.com.au) no later than December 4<sup>th</sup>.

Payment *tonight* (or at the November General Meeting), *to me* 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.

## Noel's Pottering

### The Buffer Stop

Balco Mallala



MP1 Mile End loop

MP7 Nantawarra



MP5 Bowmans

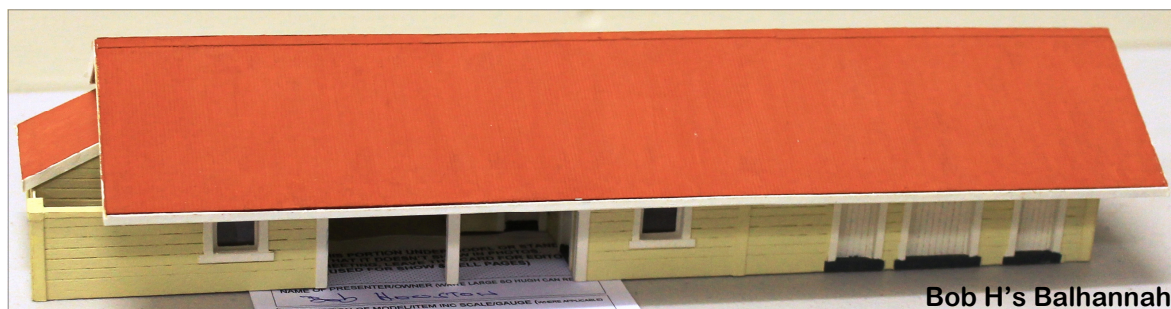
Washing cars Keswick







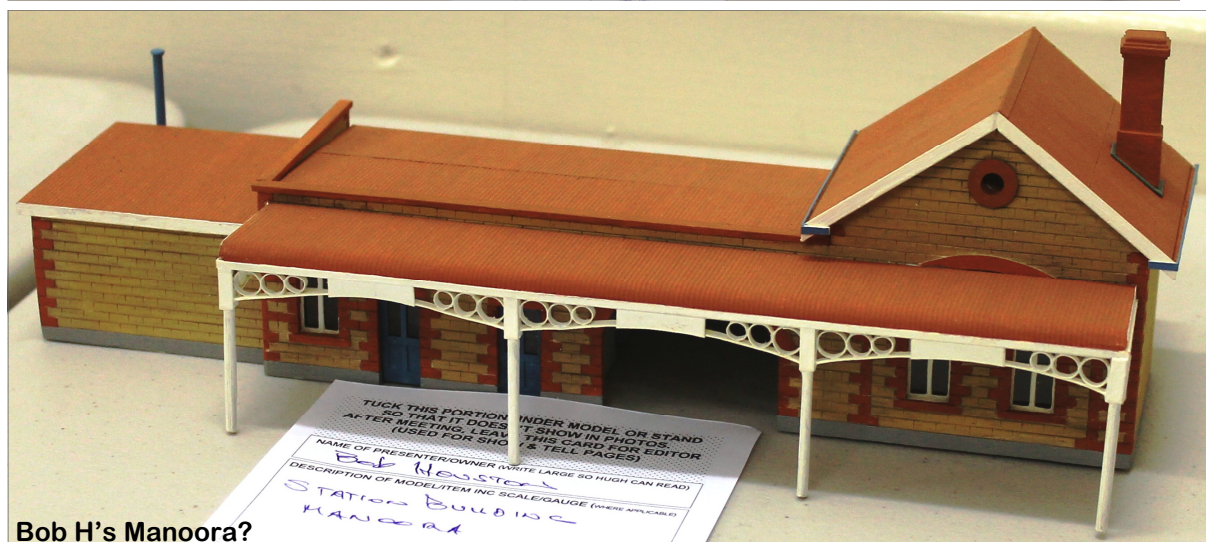
**Dave Boyce's Long Tom**



**Bob H's Balhannah**



**PeterP's station buildings**



**Bob H's Manoora?**



**Dane's 700**



## BUFFERSTOP SUPPLEMENT - AT THE N.R.M. RAIL SHOW

Stewarts



Will I ever get the hang of this?



Hump Shunt

Wellingford



Strathalbyn  
in N scale