

SOUTH AUSTRALIAN RAILWAY MODELLERS' ASSOCIATION INC.

PROMOTING THE HOBBY IN SOUTH AUSTRALIA  
SINCE 1957



*The Clubrooms are Open!  
Mayor of Tea Tree Gully, Kevin Knight,  
performs the Opening Ceremony*

INSIDE

SARMA Open Day  
Replacing 930/44 Gears  
Clubroom Layout Report

Noel's Pottering

Dean Harvey

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### Diary

#### **Wed 8 Feb      General Meeting**

Wed 15 Feb      Work night

Wed 22 Feb      Work night

Wed 1 March      Work night

#### **Wed 8 Mar      General Meeting**

Wed 15 Mar      Work night

#### **Sun 19 Mar      SARMA Swapmeet**

Wed 22 Mar      Work night

Wed 29 Mar      Work night

Wed 5 Apr      Work night

#### **Wed 13 Apr      General Meeting**

Wed 20 Apr      Work night

Wed 27 Apr      Work night

Wed 3 May      Work night

#### **Wed 10 May      General Meeting (60th Birthday)**

#### **Sat 27 May      60th Birthday Dinner**



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

Mar 4/5  
NSRMA Exbn, Forestville NSW

Mar 5  
South'n Highlands Exbn, Thirlmere NSW

Mar 11-13  
Macedon Ranges Exbn, Kyneton Vic  
Sandown Vic Train & Hobby Show

**March 19 2017  
SARMA Swapmeet at  
Windsor Gardens**

Apr 15/16  
Hobson Bay Exbn, Bundoora Vic  
Hurstbridge Vic M.R.Show

May 6/7  
Brisbane Model Train Show, Bowen Hills  
Sep 2, Modelling the Rlways of SA Convn

**SWAPMEET**  
**Sunday March 19**  
**Windsor Gdns**  
**High School Gym**

### JOHN'S HANDYMAN SERVICES

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



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### Front Cover: PeterP

The Mayor of Tea Tree Gully, Kevin Knight, kindly performed  
 the opening ceremony at our Open Day on January 22nd.

A few more photos and notes are on pages 8 & 9.



**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. Work nights are held on other Wednesday nights in the shed adjacent to the log cabin. See the Diary on Page 1 for details.

**UBD Map 96 Ref D12 or Gregory’s 148 J12**

### **Membership rates 2016 – 2017**

Joining Fee:	\$10.00	Country (BufferStop posted):	\$50.00
Full (age ≥ 18):	\$60.00	Country (BufferStop via internet):	\$45.00
Family:	\$60.00	Student (full time; age ≥ 18):	\$45.00
Junior (age ≤ 17):	\$30.00	Corporate:	\$100.00

**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) and [lavip51@gmail.com](mailto:lavip51@gmail.com) (please send to both)**

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

**The deadline for the March issue is FRIDAY 17 FEBRUARY**

### **Committee Members 2016 – 2017**

<b>President:</b> Fred Leaper Phone: 8263 1107 email: <a href="mailto:fleaper01@gmail.com">fleaper01@gmail.com</a>	<b>Layout Director:</b> Dean Schluter Phone: 8336 1802 email: <a href="mailto:dean.schluter@bigpond.com">dean.schluter@bigpond.com</a>
<b>Vice President (Special Projects):</b> Hugh Williams Phone: 8271 5327 email: <a href="mailto:hswilliams32@gmail.com">hswilliams32@gmail.com</a>	<b>Exhibition Layout Director:</b> Bob Houston Phone: 8268 7813 email: <a href="mailto:bobhouston@adam.com.au">bobhouston@adam.com.au</a>
<b>Vice President (Administration):</b> Roger Wheeler Phone: 8356 9044 email: <a href="mailto:rawheeler.grange@hotmail.com">rawheeler.grange@hotmail.com</a>	<b>Maintenance Director:</b> Don Worby Phone: 0408 855 038 email: <a href="mailto:atmrg@live.com.au">atmrg@live.com.au</a>
<b>Secretary &amp; back-up AMRE Rep:</b> David Vander Linden Phone: 0419 847 619 email: <a href="mailto:david@vanderlinden.id.au">david@vanderlinden.id.au</a>	<b>Social Director:</b> Matt Lavista Phone: 0429 070 084 email: <a href="mailto:lavip51@gmail.com">lavip51@gmail.com</a>
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<b>Librarian &amp; AMRE Representative:</b> Allan Norris Phone: 8346 1742 email: <a href="mailto:addnor@optusnet.com.au">addnor@optusnet.com.au</a>	

### **Non-committee Positions:**

**AMRE Deputy Convenor: Richard Ash** Phone: 0488000791 email: [dickyboyz99@gmail.com](mailto:dickyboyz99@gmail.com)

**AMRE Secretary:** Chris Symons Phone: 0407 975 110 (after 2.30pm) email: [c-symons@hotmail.com](mailto:c-symons@hotmail.com)

**AMRE Treasurer:** Tim Leach Phone: 8289 5574 email: [tim.leach@qbe.com](mailto:tim.leach@qbe.com)

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

# Editorial & Miscellanea

## *Welcome to the February Buffer Stop*

The man who might well be referred to as the 'father' of the Rail Museum and SteamRanger, Dean Harvey, passed away on or around January 24th, only a couple of days before this Buffer Stop was finalized. He had had some medical issues, but his passing was fairly sudden. He will be missed by many members of the railway fraternity.

*PeterP*

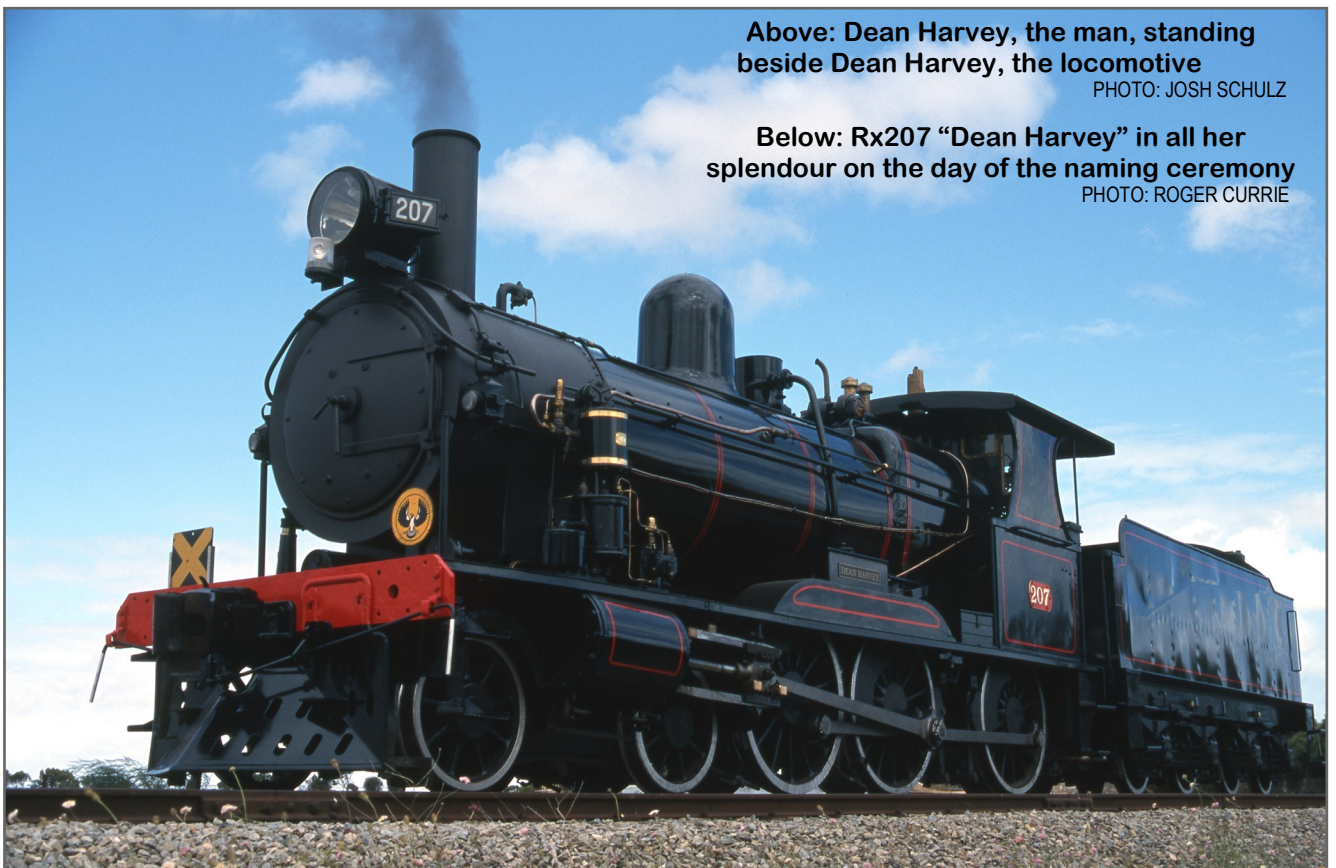


**Above: Dean Harvey, the man, standing beside Dean Harvey, the locomotive**

PHOTO: JOSH SCHULZ

**Below: Rx207 "Dean Harvey" in all her splendour on the day of the naming ceremony**

PHOTO: ROGER CURRIE





## EDITED MINUTES OF THE GENERAL MEETING HELD AT DERNANCOURT ON 11th JANUARY 2017

**Meeting opened** at 7:34pm.

Chairman: Fred Leaper

Members in attendance: 36

Apologies: 4

Visitors: Sherree Golowit

**Minutes** of previous meeting: Moved by Bob Houston and seconded by Dean Schluter; Carried.

Outstanding Actions and Business arising: Nil

### **Correspondence in:**

End of the Line Hobbies – Gift Voucher

AMRA Journal – Nov/Dec 2016

Train Talk for Nov and Dec 2016 from Toowoomba

Model Railway Club

Model Railroader Jan 2017

### **Correspondence out:**

Various invitations to attend our open day.

**Business from corres:** Nil

**Finance:** Financial statements presented

Accept financial report: Moved by Gordon Chaplin and seconded by Tony Sitters; Carried

The chairman noted that **John Looker** has donated a number of DVDs for members. Any donations for them should go to the club.

**Kelvin Brinkley** has donated a laptop for the library.

Both members were thanked with applause.

### **Reports:**

**Exhibition Layout** – The layout will be returned to the clubrooms and then set up on the 21<sup>st</sup> for the Open Day.

**Club Layout** – Track has been laid and powered to allow a continuous circuit on the Open Day. **Dean Schluter** announced the official station names.

**David Jameson** spoke favourably about the way the Tuesday work team rallied after lunch to get the track work completed. He also praised the amount of work Dean has done and continues to do. A round of applause demonstrated the membership's appreciation.

**Social – Matt La Vista** told the meeting that there will be a number of social events this year to commemorate the club's 60<sup>th</sup> year.

**BufferStop – Peter Pickering** apologized that the electronic version was not ready for download by the usual time.

**Dean Schluter** reported that he'd had some trouble with the main printer not communicating

with his computer and so had to print on the smaller printer which led to a poorer quality print job.

Peter has made some changes to the "Where Is It" competition. He also asked for more article submissions.

**Library** – Allan Norris thanked Kelvin Brinkley and Roger Wheeler for their work in the library.

**Maintenance** – Nil

**Bulk buys** – Nil

### **Special Events –**

**Swapmeet: Terry Mead** talked about the March 19 Swapmeet. He asked if there will be anything on the club's website. **Matt La Vista** assured him it would be. The shop flyers are now yellow, to make them stand out more, and are being delivered to the shops by a volunteer.

Terry will present advertising options to the committee at a later time.

**Open Day: Hugh Williams** spoke about the planning and logistics. He referred members to the details in the Buffer Stop and asked members to indicate if they were going to be able to help on the day. A majority of the members present raised their hands.

**AMRE** – The first meeting of the year was scheduled for the following week.

### **General Business:**

**Richard Ash** mentioned that John Hunt was not doing very well and it is possible that he'd had a fall. He asked that members keep him in his prayers.

**John Looker** had a number of items on his list like if there was going to be a raffle on the open day, for which he would donate a picture of a goo loco, if any one wanted a couple of old exhaust fans, if any one knew if you can get large Pacific National decals for your models, the books and DVDs he donated, that he would offer to make a fruit platter for the open day and some information about the bogies on the SDS Rail Tank cars.

**Andrew Timmins** reported that Alistair Whibley is not too well either and has surrendered his driver's licence and sold his car so won't be attending the club and may not renew his membership. His wife Rena is also doing it tough with health problems.

### **Show & tell:**

**Trevor Carter:** A number of US tanker cars, particularly some gaily liveried ones from Walthers.

The other two are from Athearn. He commented that if you cut them in half you'd get a whole lot of four wheelers. He also mentioned that he may soon have some space to get a layout underway again.

**Fred Leaper:** A Robinson O4 from 1911. This type of loco was the first he'd worked on as an apprentice in the UK. He told a story about his earliest encounter with the District Superintendent, and falling down between the boiler and the footplate.

**Matt La Vista:** A small diesel shunter from Hornby. They run very well and you can shunt quite well with them. Hornby developed a small 4 pin decoder to fit into it. He also talked about a new kit being developed by Brian Woods. A Webb era brake van. It will be polyester castings from a 3D printed master unless the 3D printing is cost effective then it may come as a 3D printed kit. The model is based on the three window version.

**John Looker** had one of his many (50) photo albums chock full of black and white photos from around the Adelaide rail network.

**Raffle:**

Yellow C60, John McCallum,  
Station Building card kit  
Orange K33, Roger Wheeler,  
Voucher – Junction Models  
Pink A51, David Baird, Modellers starter kit  
Orange K20, David Jameson,  
Bulk Carrier kit (Mystery Prize)  
Pink A81, Hugh Williams, Track rubber  
Yellow Co8, Paul Mackinnon, OO scale car  
Orange K31, Ian McGregor, Ballast  
Yellow C88, Tim Leach,  
Booklet about the 3000 railcars  
Pink A35, Edward Vardon, Tram booklet  
Yellow C50, Fred Leaper, Super torch  
Pink A100, Karl Eichinger, Culvert kit

**After meeting activities:**

**Hugh Williams** showed a video, demonstrating timetable railway operations with cards as used by the ABLO group.

**Meeting closed at 9:50pm**



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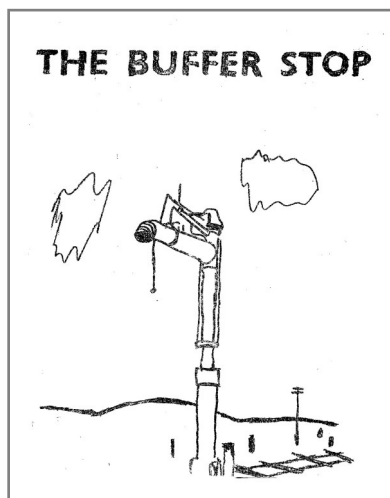
**50 Years Ago: February 1967**

DAS

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

**The front cover** is a line-drawing by a member (unknown) of a very common method of delivering water to steam locos in their time of superior use.

**Coming (social) events for Club members:** February 15th: Visit to Adelaide Cement. - Meet out the front at 7:30 pm. March 1st: Visit to Woodroffe factory. Meet out the front at 7:30 pm. April 2nd: Annual Picnic at the Tea Tree Oval, National Park (admission: 50c per family; 20c per person; 40c per couple). April Meeting: General Elections. April 21st: Visit to General Motors. Meet at Main Gate at 6:45 pm - (no cameras). May 19th: Visit to ETSA at Osborne.



**Mobile Sorting Platforms:** At Darling Harbour Goods Yard the NSWGR are using mobile aluminium sorting platforms to speed up the delivery of fruit and vegetables consigned to the Sydney markets. In practice, loading direct from the rail wagons into waiting lorries was slowed down by the sorting required to determine the agents for the individual consignments. The whole process has now been speeded up by first sorting onto the mobile platforms, a system which makes it possible to load the lorry without interruption. With faster unloading of the rail wagons, a quicker turnaround of rolling stock has been achieved and the more methodical sorting has eliminated the risk of damage to fruit and vegetables.

**40 Years Ago: February 1977**

TS

**President:** Trevor Carter, Vice-Presidents: Allan Kitto, Vic Kollosche, Secretary: Bob Irvine, Treasurer: Barrie Mackinnon, Social Organiser: Don Snow, Librarian: Tony Sitters, Layout Engineer: Keith Norgrove, Record Keeper: Rob Burford, Editors: Elliott Johnstone, Peter Ziegler

**Programme:**

Wednesday, 9.2.1977 – General Meeting Night – Auction Night. Model Display – Gondolas, Hoppers and Sheep Vans. Committee nominations open.

Sunday, 13.2.1977 – Building Working Bee.

Wednesday, 16.2.1977 – Layout Construction.

Friday, 18.2.1977 – Construction Night – S.E. Van.

Wednesday, 2.3.1977 – Layout Construction.

Wednesday, 9.3.1977 – General Meeting Night – Model Display – Special Purpose Cars. Committee nominations close.

**Plan** – Angaston Yard.

**Club Notes:** Binding – Members are reminded that the closing date for the next book binding will be March, 1977 – cost \$4.50 per volume.

**Election** – The election of the Committee will take place at the April, 1977 meeting.

Returning Officer – is required to conduct the election of the Committee at the A.G.M.

**Serviceton Tour** – Friday 11 to Sunday, 13.3.1977. Fares – Adult \$11.20, Children \$6.40. Names of those intending to participate in this tour to nominate tonight (9.2.1977). Money to be paid and Risk Notes signed at the March meeting.

**Weighting Wagons** – information on the correct weighting of wagons by Peter Ziegler and Phil Curnow.



### **30 Years Ago: February 1987**

PP

**President: Rob Burford**, Vice-Presidents: Austin Balnaves, Bill Lewis, Secretary: Tony Sitters, Treasurer: Don Snow, Layout Dir: David Jameson, Layout Liaison: Geoff Pearson, Maintenance: Brian Woods, Social: John Willmer, Librarian: Dean Jackson, Editors: Michael Partington, Alistair Whibley

**Cover:** English Electric 900 class rides the turntable at Peterborough, Easter 1973. Dean Jackson photo.

**Scaling Down Time & Building a Simple, Economical Fast Clock:** A novel approach by using a modified clock face by Michael Partington.

**Minutes 4 Committea Meating of Friday the Umpteenth of Joolie:** by Alistair U No Hoo.

### **20 Years Ago: February 1997**

PM

**President: Trevor Carter**, Vice President (Administration): Peter Carter; Vice President (Special Projects): Tony Sitters; Secretary: Brian Leaney; Treasurer: Don Snow; Layout Director: John Willmer; Modular Layout Director: Phil Hart; Maintenance Director: John Doherty; Social Director: Paul Mackinnon; Librarian: Barrie Mackinnon; Editors: Bernard Martin & Edward Jackson

**Front Cover:** Remaining station buildings in Terowie

**Layout Report:** John Willmer reported that track and cork laying was progressing well, however there were delays to the delivery of points until June, as the manufacturer was committed to a stall at AMRE.

**Article:** Improved Twin-Coil switch machine control – Part 2 (Cont'd from December) by Ainsley Brittain

**Article:** Penrice by Dean Jackson.

Lots and lots of adverts for SA Hobby Centre, Junction Models, Steam and Whistle (Mt Pleasant)

### **10 Years Ago: February 2007**

DVL

President: Hugh Williams; Vice Presidents: Roger Wheeler, Iain Kennedy; Secretary: Peter Pickering; Treasurer: Karl Eichinger; Layout Director: Dean Schluter; Exhibition Layout Director: Bob Houston; Social Director: Barrie Mackinnon; Maintenance Director: Dean Schluter; Librarian: Allan Norris; Editors: Chris Marlow, Harry Rush.

Dean Schluter's bridge module from a different angle

Toy Trunk Railway cartoon

A Country Station by Bill Lewis

Building a new layout by Peter Michalak

Meet Karl Eichinger on page 20

The South Australian Railways 900 Class Passenger Cars by Hugh Williams

**SPECIAL THINGS ARE HAPPENING  
THIS YEAR - IT'S THE 60TH YEAR  
OF SARMA'S EXISTENCE**



## The SARMA Open Day (Jan 22nd)

**Peter Pickering**

After a short but intense lead-up, on the day prior to Open Day, it was suddenly upon us. Publicity had been arranged, dignitaries invited, the Log Cabin booked, layouts and demos arranged, some last minute track work laid on the new club layout, the Clubrooms had been cleaned and tidied, signs prepared and layouts were being set up. All that was left on the Sunday morning was the erection of signs and the final set-up. Now, would the people come? Yes, they did! Families, enthusiasts, members from other clubs and friends.

Before the designated time of 1pm, Mayor Kevin Knight, Mrs Knight, Councillors Robin Coleman and Peter Field of the Tea Tree Gully Council arrived for the official opening of the clubrooms by the Mayor who praised the clubs work in building our magnificent club rooms. They remained with us for some time afterwards to see what we had on display.



**Mayor Kevin Knight does the honours**

The atmosphere throughout was very friendly. The members (and others) who were giving demos, operating or just hanging around were subject to an almost constant stream of questions of interest. While there were not long queues, the barbecue seemed to be kept quite busy. As with most events, many club members and others put in a very good effort. While being reluctant to name names, I wish to commend our Vice President (Special Projects) for his effort in the overall organisation of the event, our President for his eloquence during the opening, the people providing demonstrations, those who kept the trains moving on the numerous layouts, and the catering crew.

I think we can all be proud of ourselves for elevating the status of SARMA within the local and broader community.



**The overflow car park was well used throughout the day**





## Open Day Pics



Top: Display and demo tables in clubroom; Tim, Hugh & Roger keep the masses enthralled.

Above: A Victorian R on Strathburn.

Left & below: TC's and John Looker's displays.





While I was away supporting the American cruising industry, the working group made good progress on the layout to the point that it was going to be possible to have trains running from the northern upper level down the length to the southern peninsula's hidden sidings, as yet not covered by its upper level, so that we could have something running by the Clubroom's open day on January the 22<sup>nd</sup>. We had managed to install the power supplies and the DCC command unit, hand piece sockets, DCC booster amplifier to cover the length of the layout and all rail connections to the supply wires to power up the tracks necessary to complete the run. By making a passing loop operational on the Northern end upper level and with the already completed Southern end hidden sidings, we had trains running end to end by the morning of Tuesday the 10<sup>th</sup> of January. That morning we had the usual five people working on the layout, then we all went to our usual eating hole "Prices". During our lunch break two enterprising 'gentlemen' (I won't mention Fleety and Gordon's names) suggested that we could temporarily lay the front track so as to join up a complete run around end to end for the open day. I said no there was too much involved and we would not have enough time. Towards the end of lunch there was ten people saying "Let's do it" so I said "ok, if no points were laid and it's not permanent so that the road beds can be removed again after the show so we can work on the centre tracks". After we returned to the clubrooms, well! you should have seen the inspired action. Our numbers had swollen to eight; there were people putting glue on the cork, others laying the cork, track being cut and laid, droppers soldered to the track for power. Within 2 hours

things were done. I am convinced they were out to prove doubting Thomas wrong. So I had to do my bit to make sure all the electrical stuff was done to make it work. By the following night at the February General Meeting we were able to give the Members a demo of the layout running trains in both directions at once.

It was a fantastic effort; thanks guys.

The people responding to the station naming invitation were Trevor Carter [suggested deceased members], David van der Linden [Indigenous and other names], Roger Wheeler (names that their first letter spelt SARMA and I liked a couple of local names). Of these I picked out a selection from each and ran them past the Tuesday people who work on the layout and who, deservedly, made the final choice.

The result is:

First station. Northern terminus (front door) **REDBANKS** (Northern SA town - Roger).

Second station from there (higher level Eastern) **BALMORAL** (Balmoral Rd. in the East - me).

Third station (the central station) **BURFORD** (Robert Burford Dec. Trevor).

Fourth station (This has a mine) **KOORINGA** (original name for BURRA - David).

Fifth station (Southern terminal) **SOUTHEND** (logical name - Roger). ■





First train to go the whole way

PHOTO: JAMMO



Above: Some of the crew who made it happen

Below: The end result



PHOTO: SLOOTS



# FITTING AFTER-MARKET GEARS TO TRAINORAMA 930/44 CLASS BOGIES

**Peter Carter**

Tools required:

2 small flat blade screw drivers

1 Phillips head screw driver

Scalpel with a new blade preferably #6

After market gears

NMRA gauge

Small pliers and tweezers

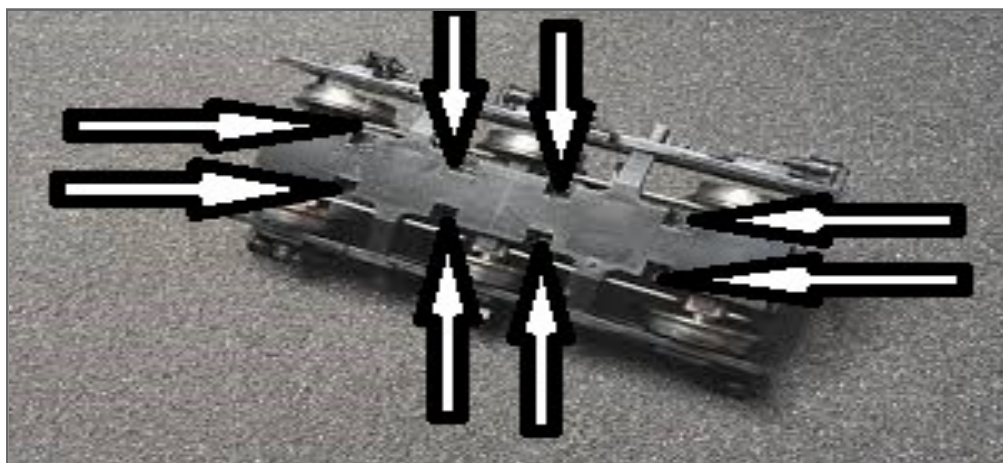
Like everybody else, I bought Trainorama locos only to find out a material fault was causing the gear and axle muffs to split, causing the wheels to go out of gauge, plus a distinct clicking as the split gear came around each revolution. Unfortunately the manufacturer was pretty quick to take our money but was less than enthusiastic when it came to admitting it was a material design problem and even less enthusiastic in helping to remedy what is clearly a manufacturing fault.

Recently some aftermarket gears have become available as replacements for the original part. One person supplying after market gears is able to be contacted at [clickgothegears@gmail.com](mailto:clickgothegears@gmail.com) The gear appears to be nylon or similar but, unlike the Trainorama part which has a gear that is only 2mm wide, the replacement part has a gear that is 5mm wide. The advantage of the new part is there is no likelihood of the gears becoming unmeshed, but unfortunately, this then raises a problem when the loco tries to go around anything but huge curves. The original part allowed a certain amount of sideways float on all the axles where the new part holds all the wheels far more rigid not allowing the bogies to negotiate curves or even turnouts.

The answer is to do one of two things. The first is to machine off the flange of the centre wheel set. Not my preferred option but not un-railway like; the centre wheels of some prototype steam locos had wheels without flanges such as the Rx. The other, and my preferred method is building in some sideways float on the centre axle to allow the bogie to negotiate curves while retaining the wheel flange.

First task is to remove the bogies from the loco, then carefully remove all the air brake cylinders and piping detail from the side frames. If you don't, no matter how careful you are, they will get broken.

To disassemble the bogies, you will need 2 small flat blade screw drivers and a small Phillips head screw driver. I have found the best way for me is to have the bogie on its back in the palm of your hand with the wheels facing you. With your forefinger and thumb applying pressure to the side frame and not the bogie main body, using the small flat blade screw driver disengage the eight tabs at the bottom of the bogie where the main body part is attached to the side frames.



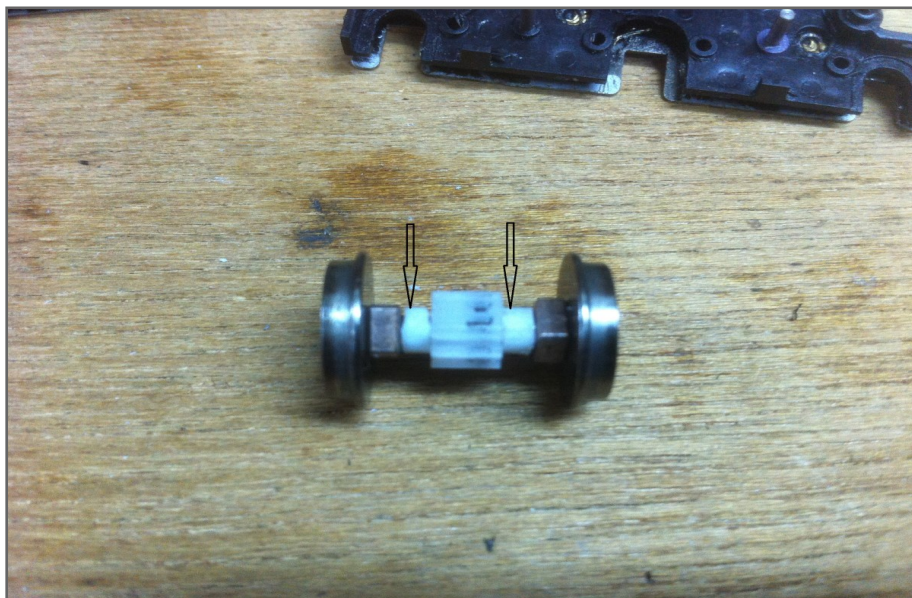


This will take some effort and be careful not to drive the blade of the screw driver into your palm. YES IT DOES HURT! When you get the assembly apart you should have access to the wheels and have three wheel sets side frame assembly and main bogie body containing the gearing.

Set the side frame assembly aside; the parts we will be using for now are the wheel sets and the main bogie body. Gently twist the wheels and remove them from the original gearing; do yourself a favour and do the whole lot at once to save yourself grief doing it all again later. When re-assembling the wheels to the new gears ensure the small square bearing is in place.



On the wheel set that is going to be used in the centre position make 2 small spacers 2 mm long and place them between the bearing and the new gear. I used a piece of plastic rod but you could just as easily use the end pieces of the gears you are removing, even if they are split, they only act as spacers to hold the bearings in place. It is very important to make sure the spacer does not jam the bearing against the back of the wheel and stop it turning freely. This would also be a good time to add a little lubrication to the bearing.

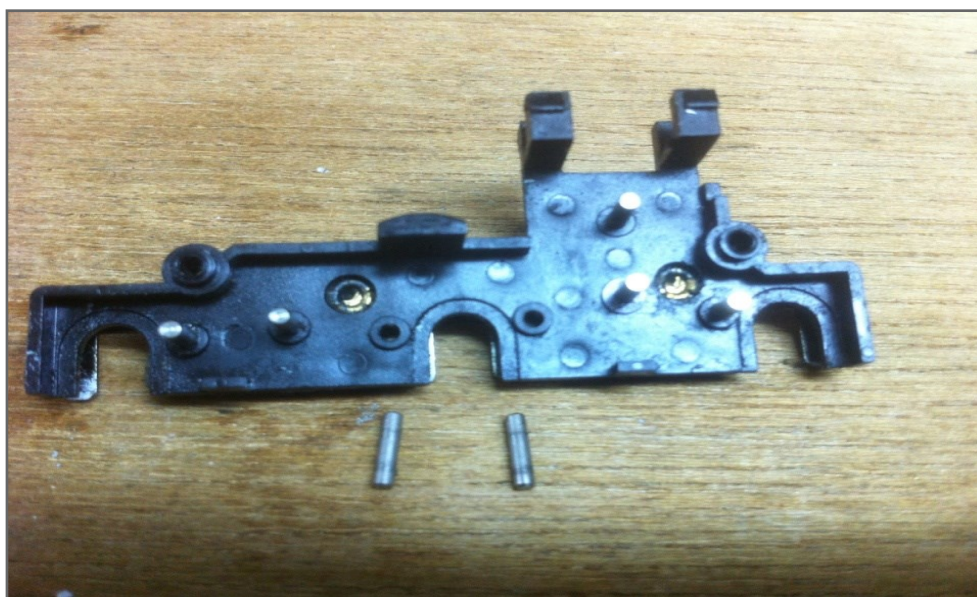


When the wheel sets are finished, set them aside and, using the Phillips Head screwdriver, remove the 2 screws and place them somewhere safe. Gently open the bogie main body and, being careful that no gears drop out, you should see something like the picture at the top of the next page.:



Carefully remove the gears and put them aside, and try to clean as much grease as possible off the body using clean rags or tissues. I do not know how this type of plastic reacts to solvents so I would not use solvents to clean the grease off.

You should now have something that looks like this - I have removed 2 of the pins.

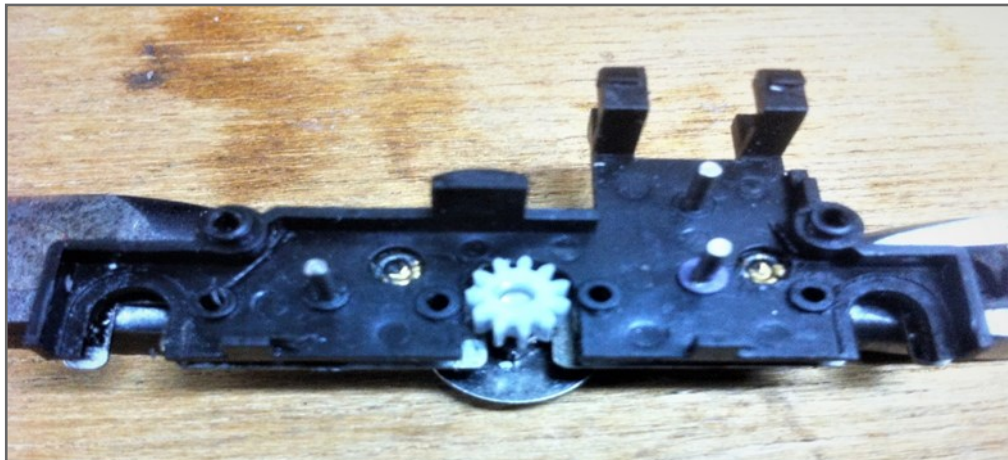


The pins are easily removed with a pair of small pliers; put them aside somewhere safe. At this point, I removed pins at each end because I used a milling machine to remove the material but, as most people reading this article will not have access to a mill, I will describe what needs to be done using the scalpel with a new blade. You will notice that, moulded into the plastic each side of the slot that takes the axle, is a nice inverted U shape that is just the exact width of the material that needs to be removed; very considerate of the manufacture that, but I expect most unintentional. Using the scalpel, gently par the plastic away till you have removed material right out to the edge of the inverted U. Do not try to do it all in one cut because one slip will destroy the bogie body or cause your hospital cover to go into overload. Many would not agree but, in this instance, less is better; you cannot glue material back in. You will need to take some material away at the top of the U as well as the sides so the gear clears there as well.



While you have your scalpel in your hand (not literally), if you look at the bogie body between the keep plate and the bottom edge you will notice the 8 tabs (4 on each half) that you had to push on to release the side frame. Do yourself a favour and very carefully slice the innermost 4 off. Do this just in case you need to take the bogies apart again.

You should eventually have something that looks like this.



Ensure that, when the bearing is seated in the metal keep plate, the gear does not touch any of the plastic body, either on the top or the sides, preferably with a mm or so clear all round. You will of course have to do both of the bogie main body sides. I know, obvious, but hey!

Now reinsert the 2 pins and continue to reassemble and lubricate as you go. Be careful to make sure the bearings locate properly in the keep plate, as the 2 at either end will want to slide towards the centre and become jammed between the keep plate and the side frame centre part; this will jam up the wheels also. When you are gently easing the side frame back in place, if it seems to be not clipping together at the end ensure the bottom and end edges of the bogie body are going down into the recess in the side frame centre piece. Initially it took me some time to work out why they were not clipping down. If it is hanging up while you are providing firm but not excessive force (a vice or hammer is excessive by the way), you can gently push the bottom edge of the bogie main body so that it aligns with the slot in the middle piece of the side frame, all the time checking that the bearings are in the keep plate and not jammed.



Test the bogie on a piece of curved track and through your tightest turnout by hand before reinstallation in the loco. If there is any binding recheck that there is end float in the centre axle in both left and right sides and that the gear is not being fouled in the area where the material was removed.

Now you can see why I mentioned cutting the centre 4 tabs off. ■



# *Where is it?*



**The main picture is the February pic.  
The inset is January's pic, which will be drawn at  
the February GM (That's tonight if you've just  
picked up your Buffer Stop from the clubroom).  
Mark your form with the appropriate month.**

---

## **Letter to the Editors**

Hi Peter and Matt,

A friend of mine here, Alan Jones, is interested in trains - full size and models.

He's made a lot of movies, of regular QR trains both suburban and country, steam specials, and of the local model railway shows.

At Wacol, near here, I've noticed quite a few apparently disused siding tracks in the grass. I've never seen anything on them at all, but he has a 27 minute video of a spoil train shunting there! There's a video of a lighthouse on his layout. The light beam goes wrong, and then you see the lights go on up the tower, then the beam is fixed, then the lights go off down the tower.

If you try a search for "Alan Jones" you are likely to find a lot relating to the Sydney broadcaster.

Here's a link to his YouTube page. Maybe you can put it in The Buffer Stop.

<https://www.youtube.com/user/alantrains/videos>

Cheers,

Chris.

TC's US tank cars



Matt's Hornby Diesel Shunter



# Show 'n' Tell

More details in minutes, page 4/5

Fred's 1911 Robinson O4



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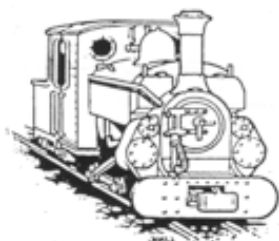
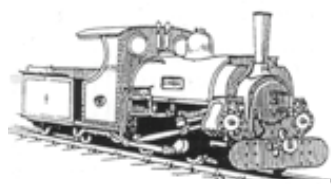
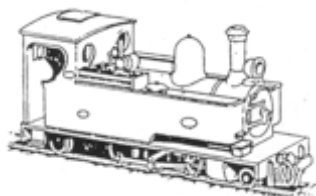
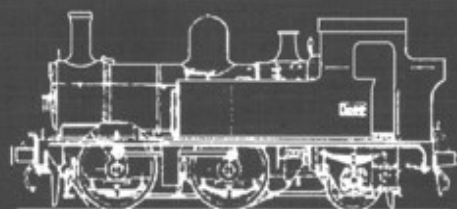
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Phone 08 8349 7464 Fax 8349 7463

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

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



## Specials for February 2017

Graham Farish N scale Dept Master Train Set	\$199.00
Bachmann Emily Set	\$255.00
Bachmann Ringling Bros/Barnum & Bailey HO set	\$220.00
Bachmann Durango HO Train set	\$295.00
AMRM CDs Vol. 12, 13,14,15,16, 17	\$22.00
New Junction Models Controller (DC 2A)	\$80.00
New Walthers stock cars, hoppers, tank cars & reefers	
Now carrying Haskells HO & On30 Australian models	
Hornby Flying Scotsman Set	\$310.00
Several New Hornby Locos & Wagons in stock	
Now Scenery Products	

Walthers EMD SW1 HO switching locos various	\$140.00
Powerline Vline H and T class .....	\$265.00
Powerline 48 class	\$280.00
Hornby Master of the Glen set	\$322.00
Lenz DCC SET010	\$430.00
Lenz DCC SET100	\$599.00
HO Brill horsebox trailer kit	\$140.00
San Mateo Line signals kits and ready-to-place	
SAR Model Co 800, 850 & 860 car kits back in stock.	
SAR Model Co Redhens – more coming	
More Atco huts coming	
Frateschi Coaches, Wagons & Building kits	
KD clear decal paper .....	\$21.95
GSI aqueous paints, 96 standard colours (\$3.95) plus 4 fluoros and 8 metallics	
Woodland Scenics stand with new items	

*Cheers from Brian, Vic & Matt*

*SARMA members receive 10% discount except on books, DVDs & DCC items*



# End Of The Line Hobbies

## AN/ANR Wagon Kits

AQEQ Twin Flat Wagon Kit (SAR39)	\$49.95
AQKY Twin Flat Wagon Kit (SAR40)	\$49.95
AHDL ex VC Grain Wagon Kit (CR4C)	\$49.95
AHDL ex VD Grain Wagon Kit (CR4D)	\$49.95
AMBP Car Carrier Wagon [brass kit] (SAR24)	\$109.95

## Commonwealth Railways Kits

BB/AHUF Ballast Hopper Kit (CR5)	\$42.00
GH/GHA/AOKF Coal Hopper Kit (CR10)	\$42.00
GP/GPA/AOKF Coal Hopper Kit (CR11)	\$42.00
GB/GBX Open Wagon Kit (CR3)	\$46.00
VC Van Kit (CR6)	\$42.00
VD Van Kit (CR7)	\$42.00
GN/GNX Car Carrier [brass kit] (CR9)	\$109.95

## Locomotive and Rail Car Kits

SAR Dodge Panel Van MIC (L6)	\$159.00
SAR 500 class diesel locomotive [brass kit] (L4)	\$445.00
SAR Brill 75 class Railcar [Max Cap.](L8)	\$224.95
SAR Brill 75 class Railcar [Milk Bar](L10)	\$225.95
SAR Brill 75 class Trailer [Max Cap](L12)	\$99.00
SAR Brill 75 class NG Railcar [Max Cap.] (L11)	\$249.95
SAR Brill 75 class NG Railcar #100 (L13)	\$249.95
STA Jumbo 2100 class Trailer [powered](L7P)	\$224.95
STA Jumbo 2100 class Trailer [Unpowered](L7)	\$164.95
ANR DA class diesel locomotive kit (L15)	\$375.00
SAR 350 class diesel locomotive kit (L9)	\$224.95

## SAR Coach Kits

Long Tom Coach kit [ex NG] (PC8)	\$49.95
900 Class coach kit (PC10)	\$54.95
Pullman Dining Car Adelaide kit (PC7)	\$99.95
Pullman Sleeper [Mt Loft/Macedon] Kit (PC9)	\$99.95

## SAR Brake Van Kits

Passenger Brake Van Kit (BV1)	\$49.00
Goods Brake Van Kit (BV2)	\$49.00
Combo Brake Van Kit (BV3)	\$49.00
Long Tom Brake Van [brass kit] (BV4)	\$149.00
4400 class Brake Van Kit (BV5)	\$49.95

## SAR Wagon Kits

ALX Skeletal Car Carrier [brass kit] (SAR23)	\$109.95
BH Clerestory Horse Box Kit (SAR37C)	\$49.95
BH Elliptical Horse Box Kit (SAR37)	\$54.95
DA 4 wheeled Louvered Van Kit (SAR16)	\$28.00
DW Bogie Louvered Van Kit (SAR35)	\$33.00
DWF 4 wheeled Louvered Van Kit (SAR13)	\$28.00
EE Explosives 4 wheeled Van Kit (SAR15)	\$28.00
ELX Bogie Open Wagon Kit (SAR3)	\$39.95
F/FR 4 wheeled Flat Wagon Kit (SAR32)	\$26.95
FB Bogie Flat wagon Kit (SAR29)	\$45.00
FBX/FPX Bogie Flat Wagon with Bulkheads Kit (SAR30)	\$43.00
FC/FCS/FSC Bogie Flat Wagon Kit (SAR33)	\$29.95
HC/AHCL Bogie Hopper Kit (SAR21)	\$44.00
HCA Two Dome Pneumatic Cement Hopper kit (SAR14)	\$55.95
SHCX Three Dome Pneumatic Hopper kit (SAR18)	\$55.95
HS Bogie Stone Hopper Kit (SAR9)	\$42.00
GN/GC/SGC NG Open Wagon Kit (SAR17) *	\$28.00
MCn NG Van kit (SAR36) *	\$35.00
OA/OAS/OAX Car Body Transport Kit (SAR6) *	\$28.00
OC Pyrites Wagon Kit (SAR20)	\$40.00
R 4 wheeled Insulated Van Kit (SAR7)	\$28.00
RB Single Door Insulated Van Kit (SAR19)	\$42.00
TW Travelling Water Tanks (1300, 2000, 2200, 3000)	\$29.95

RB Two Door Insulated Van Kit (SAR19-2)	\$42.00
SGX Bogie Open Wagon Kit (SAR2)	\$39.95
SAR Single Dome 6' dia Tanker Kit (SAR28)	\$49.95
SAR Triple Dome 8' dia Tanker Kit (SAR27)	\$49.95
VW/SLC NG Louvered Van Kit (SAR11) *	\$28.00
W/WW Bogie Open Wagon Kit (SAR38)	\$42.00
Y 4 wheeled Open Wagon Kit (SAR12)	\$28.00
Z 4 wheeled Hopper Wagon Kit (SAR1)	\$28.00

## Joint Stock Kits (V&SAR)

D1/D2 Original Bulk Mail Van Kit (VR11)	\$49.95
1D Elliptical Roofed Steel Bulk Mail Van Kit (SAR34)	\$54.95

## Victorian Railways Kits

VHX/VLDX Louvered Van Kit (VR1)	\$45.95
MM Bogie Cattle Wagon Kit (VR4)	\$42.00
MLX Car Body Transport Wagon [brass kit] (VR5)	\$95.00
ALX (ex MLX) Car Transport Wagon [brass kit] (VR7)	\$109.95
ALX Skeletal Car Transport Wagon [brass kit] (VR8)	\$109.95
VMBX Overland Car Transport Wagon [brass kit] (VR9)	\$109.95
VR 7' dia Tanker Wagon Kit (VR10)	\$49.95

## Lineside and Buildings Kits

Stone Goods Shed Kit (B1)	\$49.95
Stone Water Tower Kit (B4)	\$33.95
Concrete Water Tower Kit 15000 Gal (B16-15)	\$42.00
Concrete Water Tower Kit 25000 Gal (B16-25)	\$46.00
Concrete Water Tower Kit 50000 Gal (B16-50)	\$49.95
Mile End Concrete Water Tower Kit	\$79.95
Gangers Sheds Kit (B14)	\$18.00
Galvanised Take-Out Shed Kit (B3)	\$15.00
Upper Quadrant Signal Kit (B10)	\$26.95
Upper Quadrant Double Absolute Signal Kit (B11)	\$29.95
Upper Quadrant Double Permissive Signal Kit (B12)	\$29.95
Disc Signal Kit (Pack of 2) (B15)	\$25.00
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Platform Edging – Wood/Rail	\$4.95
Platform Edging – Stone	\$4.95
Platform Edging – Concrete	\$4.95

## And for the Narrow Gauge Sn3.5 Modeller on HO track:

SAR 830 Diesel Locomotive Kit	\$399.95
CR NSU Diesel Locomotive Kit (with sound)	\$499.00
CR NB Diesel Locomotive Kit	TBA
SAR Brill 75 class Max Capacity Rail Car Kit	\$274.95
SAR Brill 75 Class Rail car #100 Kit	\$274.95
SAR VCW Louvered Van Kit	\$65.00
SAR MCn Van Kit	\$65.00
SAR HB Horse Box/Break Down Train Van Kit	\$55.00
SAR 6 Ton Brake Van (several versions)	\$60.00
SAR SFcn Flat Wagon Kit	\$55.00
SAR Cn Cattle Wagon Kit	\$65.00

\* denotes bogies not included in kit, prices correct at 1/8/15.

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## SARMA SALES



See Don Worby

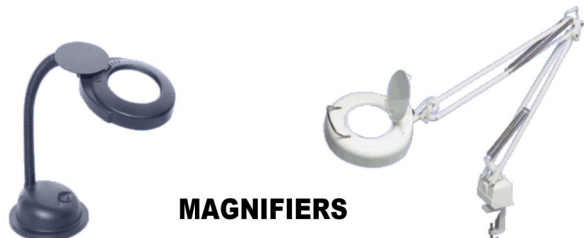
SARMA Pin Badges	\$7.00
"Rails and the River" Medallion	\$10.00
Bogies: 40 ton Round Lid, Solid Wheels	\$13.00
Bogies: ANR XC	\$13.00
W Car Bogies	\$11.80
SEM Axles 10.5 x 25 mm	\$2.30
SEM Axles 10.5 x 26 mm	\$2.30
SAR M Van (BGB) Kit Includes Bogies & Couplers	\$35.00
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PVA Glue, 1 litre	\$10.00
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9.5 mm	\$5.00
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A M R M - Feb/Mar 17

Model Railroader - Feb 17

Train Talk - Nov/Dec 16

SANGS Dispatcher - Nov/Dec 16

DVD - Trains Round Adelaide Nth & Sth 10 Vol 40  
John Venning

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*Allan Norris, Librarian*



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*Pottering*



2KA2 Serviceton

2182 Grain ex Tailem Bend  
at Mile End Pass.2.1.17



2182 Yantarringa





2KA2 Keith



Belair 3.1.17



DA2 crossing MP5 Rocky River





Murray Bridge



MA 8 Murray Bridge  
3.1.17



5455 ore just west Caltowie

February 2017

The Buffer Stop

23



5455 ore near Gladstone



Bowmans grain  
Bishops loop 26.1.17



Coil steel locos  
Bishops Loop



February 2017

The Buffer Stop



#2182 grain from Taillem Bend on Callington curve



Loading on DA 2  
26.1.17



MA8 Callington  
3.1.17



February 2017

The Buffer Stop



# Kemp's Kontribution



Jeremy' lives fairly close to Mount Lofty (FQ 04-FQ 03-FQ 02-FQ 01-4 2182 2-1-17 (above)  
and very close to Balhannah (NR 92 7MA8 14-1-17 (below)



## **A quick word from Roland Pinto** <[rolandpinto@y7mail.com](mailto:rolandpinto@y7mail.com)>

Date: Wed, 18 Jan 2017 02:38:58 +0000 (UTC)

China has closed down for the Chinese New Year (or Spring Festival) next week. Nothing is working now, except the masses preparing to go home to their countryside. Estimated every year to be around 200,000,000 people. We will be away as well. Extra high speed trains are rescheduled, about 100 more each day. Every year, because of the massive traffic jams on the highway we always bring our Aussie BBQ, park in the emergency lane, and have lunch. Everybody does this. Please give regards to the "boys". Roland



In last month's Buffer Stop, you may have noticed a photo of the mean looking beastie pictured below. I didn't know what it was so I asked Tim via email, expecting a one-line reply. For those members who were also curious, I include Tim's reply below. *Ed.*

**T**he vehicle is a Saracen Armoured Personnel Carrier.

The chassis can be used for either a Saladin Fire support Vehicle or Saracen. Many people confuse the two because they look similar.

My Regiment (3/9 Light Horse) had 20 of each delivered in 1958 and up until 1965 were the majority of armoured vehicles of the Australian Army - thousands of them - We had a regiment of Centurion tanks - only about 150 for them for heavy work

My Regiment converted to M113 family of armoured vehicles from 1969 to 1973.

We kept one of each as museum pieces - along with a couple of ferret armoured cars. The other 38 - I helped blow up in the mid 70's - we used them as target practice for our new equipment. Ironically we kept the turrets from

the Saladin's and used these turrets on our new M113 vehicles to blow up the chassis.

The specifications for the Saracen is a crew of two, with a Browning .30 inch Machine gun in a 360 degree turret with a range of 1.6Km. It was designed to carry 9 additional infantry, but very squeezey. The armour was steel but not very thick but could withstand rifle bullets.

The Saladin had a 76mm Gun with a range up to 2Km in direct fire.

Some Saracens were converted into Command vehicles with a crew of 2 plus 3 radio operators; another version was converted to an ambulance.

Maximum speed about 45mph. Reverse was via a transfer case so they could go the same speed in reverse. Six Wheel drive

It could fight effectively with 4 tyres shot out.■

