

SOUTH AUSTRALIAN RAILWAY MODELLERS' ASSOCIATION INC.

PROMOTING THE HOBBY IN SOUTH AUSTRALIA
SINCE 1957



*Delicious Vanilla-Chocolate-Vanilla cake
with a lovely message on it!*

INSIDE

Birthday Celebrations at the GM
Building your First Layout
Brisbane Model Railway Exhibition
Smithfield Munitions Railway
Review of AMRE Winners

VALE

Frederick John Hunt



Frederick (John) Hunt

Born Frederick called John by his father since birth. Only his Mum ever called the big fella Fred more than once. John lived in Monash all his life and at the age of 7 moved into his home with his parents when they established their fruit block. From the age of 7 it was pruning, watering, weeding, picking, drying and packing which was occasionally interrupted by school and church and not much sleep. The fruit block established a strong body, character and ethics for hard work.

A friend the other day said John didn't suffer fools. Nay; he rolled up his sleeves and joined in with the best of us fools. I recall my first meeting at AMRE in 2009 where in the aisles, bellies at 10 paces with my belly bouncing resoundingly off his. John had a knack of when situations were a bit serious he could bring us all back on track with his quick and sharp wit showing us the funny side of whatever we were doing. What John didn't suffer was duplicity; he did and said what he meant and expected the same courtesy in return. Our friendships were built on respect, trust and fun.

John's love of railway modelling brought him to us and SARMA. John's contribution in kind and spirit to SARMA is immense. His contributions (following a 3-hour drive) was to support our exhibitions wherever we took the layouts; Swap Meets; mystery trips; MRSAC; and would turn up to help whenever there was work to do. John's pride were his 700, 750 and 900 locos. I will never forget the hours he spent on his last visit; operating them on my layout with his boyish grin wider than his ears and eyes opening to the size of dinner plates when 900 accelerated to 120mph (scale) down the grade towards a dodgy double slip.

John's life was more than family, the Block (long subdivided from his main house), and SARMA. Some of his contributions include his Sunday school teacher duties (cross legged on the floor singing with kids); maintenance fitter; decades as a Director of the Berri District Hospital Auxiliary Committee; and Meals on Wheels volunteer for 15 years. A busy and very rich life.

A couple of years ago John was convinced to become a recipient of meals on wheels – for a week – they fed him bloody chicken and refused to change the menu. John had a lifelong dislike of chooks and a morbid fear of feathers for which our mirth was never well received. He loved all other animals. After a few short minutes, our puppy had trained John to throw a ball. Our Poodle is now terrified of feathers. John had a knack of his values rubbing off on us all.

John's greatest feat of modelling was when he was commissioned to build 12 inches to the foot 95ft aluminium double hulled luxury yacht. It took years to build. The first sea trial was sailing from Berri to Morgan. Thereafter due to the size of the draft, it was low loaded to Port Adelaide and still sails the Pacific islands today.

Another of John's many feats of engineering is a contraption of rescued hydraulic fittings and pipes covering a wall of his shed. Place your glass under the open cock, pull the hydraulic lever, watch the PSI rise, and eventually the pressure relief valve opens and if the PSI is correct a perfect 2 drams of port oozes from the open cock. A great accessory for those hours when he was building his layout in the shed.

John had many people he loved but none more than his wife Judy and his son Michael. Our heartfelt condolences are offered to Judy and Michael because we have seen through a small window the love he could give. Vale John Hunt.

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Diary

Wed 14 Jun General Meeting—Entertainment:
Slide show of SARMA at Exhibitions over the years (Bring for Show and Tell your models you run or have run on exhibition layouts)

Wed 21 Jun Work night
 Wed 28 Jun Work night
 Wed 5 Jul Work night
 Frid 7 Jul Stawell (depart)

Wed 12 Jul General Meeting

Wed 19 Jul Work night
 Wed 26 Jul Work night
 Wed 2 Aug Work night

Wed 9 Aug General Meeting

Wed 16 Aug Work night
 Wed 23 Aug Work night
 Wed 30 Aug Work night
 Wed 6 Sep Work night

Wed 13 Sep General Meeting



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

July 8,9 Stawell (Vic)

August 26,27 Caulfield (Vic) &
 Coffs Harbour Branchline Modellers Forum

September 2 Adelaide (Flinders)
Modelling the Railways of
South Australia Convention

September 7-10 Adelaide (Reynella)
National N scale Convention

September 9,10 Broadmeadow (NSW)

September 16-17 Adelaide(Hope Valley)
NMRA Convention

SEPTEMBER 17th- SARMA Swapmeet,
Windsor Gardens

October 1-2 Clare Hobbies Alive
Festival

**See page 16 for
 an exciting new
 SARMA Contest**

JOHN'S HANDYMAN SERVICES

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



0428 294 859

ABN 89 954 074 379

Front Cover: The delicious Birthday Cake provided to the lucky members who attended the May General Meeting. Happy Birthday SARMA and may we have 60 more!

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>

“Buffer Stop” Contributions

Email address: peterp23@bigpond.com and lavip51@gmail.com (please send to both)

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. Articles may not be copied or reprinted without the permission of the respective authors.

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

The deadline for the JULY issue is FRIDAY 23rd JUNE (Matt’s Birthday!)

Committee Members 2016 – 2017

President: Fred Leaper Phone: 8263 1107 email: fleaper01@gmail.com	Layout Director: Dean Schluter Phone: 8336 1802 email: dean.schluter@bigpond.com
Vice President (Special Projects): Hugh Williams Phone: 8271 5327 email: hswilliams32@gmail.com	Exhibition Layout Director: Bob Houston Phone: 0428816812 email: bobhouston5@bigpond.com
Vice President (Administration): Roger Wheeler Phone: 8356 9044 email: rawheeler.grange@hotmail.com	Maintenance Director: Don Worby Phone: 0408 855 038 email: atmrg@live.com.au
Secretary & back-up AMRE Rep: David Vander Linden Phone: 0419 847 619 email: david@vanderlinden.id.au	Social Director: Matt La Vista Phone: 0429 070 084 email: lavip51@gmail.com
Treasurer: Gordon Chaplin Phone: 8261 9736 email: gordon.chaplin@bigpond.com	Editors: Peter Pickering Phone: 8344 7625 email: peterp23@bigpond.com Matt La Vista Phone: 0429 070 084 email: lavip51@gmail.com
Librarian & AMRE Representative: Allan Norris Phone: 0401 293 942 email: addnor@optusnet.com.au	

Other positions held by SARMA members:

AMRE Deputy Convenor: Richard Ash Phone: 0488000791 email: dickyboyz99@gmail.com

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

AMRE Treasurer: Tim Leach Phone: 8289 5574 email: tim.leach@qbe.com

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

Editorial & Miscellanea

Welcome to the *JUNE* Buffer Stop

Dear Friends,

Once again I have the pleasure of manning the magazine this month in place of Peter P.

The May Celebration of SARMAs' 60th Anniversary at the General Meeting went off beautifully with everyone enjoying themselves. The lucky winner of the loco was Fiona Roney and Allan Norris (one of the front row who *never* wins anything) went home with the Kadee Wagon/Boxcar collection. Don't forget the \$5 and \$2 raffles will continue in addition to the regular raffle for at least another three General meetings so please don't forget to bring along some extra funds! Thankyou to everyone who came along and enjoyed the Birthday Celebrations of which there are some shots in this issue.

By the time you read this the Adelaide Model Railway Exhibition will have been and gone, sadly. Once again SARMA has put in two quality layouts, the N scale 'Rails to Morgan Wharf' and the HO 'Strathburn'. We hope that they did the club proud! See the July issue for a write up and photos.

The arrival of AMRE gives me a good excuse to fill up this issue with pictures of past exhibitions. Thanks go to Trevor Carter, John Looker and Chris Marlow for supplying me with some fantastic pictures that will give you a look at how the exhibiting scene has changed in

30 years. Chris (also known as our Queensland correspondent) has also sent down his report on the Brisbane show. If you were inspired to build your own layout at home after AMRE, the first part of an article by Dean Schluter this month will help you out.

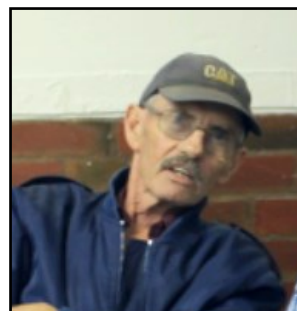
A big and bold announcement was made at the May GM by Thomas O'Donnell, Colin Barnes' grandson, who has come up with a splendid new modelling competition for SARMA members to partake in that we hope everyone will consider entering! See page 16 for the full juicy details.

SAR Modellers received a shock out of nowhere when Orient Express announced it was producing a Ready to Run F class tank engine. This will no doubt leave a lot of SARMA members scrambling to put some pennies away for next year's release date.

OBITURARY

We were saddened to learn of the passing of Victorian SARMA member Charlie Cord on the 24th of May. Charlie was an SAR modeller who despite being afflicted with terminal cancer was still modelling right up until shortly before his

death. Our thoughts and best wishes go to the Cord family.



Matt

EDITED MINUTES OF THE GENERAL MEETING HELD AT DERNANCOURT ON 10th MAY 2017

Meeting opened at 7:35pm. Chairman: Fred Leaper

The chairman welcomed everyone present.

Members present: 44

Apologies: 9

Visitors: Chris Mutton and Sheree Golowit

New Members: Chris Woodman. Nominated by David Baird and seconded by Trevor Carter;

Accepted

Minutes of previous meeting: Moved by David van der Linden and seconded by James Tate; Carried.

Outstanding Actions and Business arising: Nil

Correspondence in:

Train Talk from Toowoomba Model Railway Club – April 2017

Inspection report from TTG Council

Model Railroader for June 2017

Statement from TTG Council

Correspondence out: Nil

Business from corres: Nil

Finance: Financial statements presented – see attachments

Accept financial report: Moved by Gordon Chaplin and seconded by Bob Houston; Carried

Gordon also reported that the Swapmeet in March netted \$1276.00 which was down on the previous year.

Reports:

Exhibition Layout – Layout will be returned to the clubrooms next Tuesday. Rails to Morgan Wharf will be set up for testing. Bob asked for a few more names on the rosters.

Social – Matt reminded the members about the birthday dinner. He also mentioned the major raffles including next month's prizes. He would do a lot more talking throughout the rest of the meeting.

BufferStop – Next month will focus again on the 60th Anniversary and past events at the club.

AMRE – Richard Ash reminded all about the cut-off for the name badge list is the 11th May. If your name is not on the list you don't get a name badge for the show.

General Business:

Don Worby had new club shirts in stock for \$30.00 each.

Jeremy Kemp donated a custom made leadlight plaque to commemorate the club's 60th year. After presenting it to the president he was thanked with a round of applause.

Trevor Carter had another box or two of magazines from Des McAuliffe for members to help themselves to.

Fred Leaper thanked John Looker for the two fruit platters he provided for the open day for which he did not want to be reimbursed.

Thomas O'Donnell suggested a locomotive building competition where the loco is fictional or something that was designed but never built. More details will follow.

Hugh Williams pointed out that the lights in the Log Cabin do not have diffusers even though we have been asked to fit diffusers on the lights in the Clubrooms.

The chairman then called a break for ten minutes after which time Matt La Vista would take over the rest of the evening.

After the break Matt La Vista called for a toast to the club and presented a cake. Trevor Carter, one of the last of the inaugural members, spoke a few words and then cut the cake. Vanilla sponge with chocolate cream and vanilla icing.

The cake was enjoyed by the members while a slide show played showing images from early times to present.

Show and Tell –

A number of SAR 500 class steam locomotives from members Dean Schluter, Hugh Williams and John Gordon.

Trevor Carter had US hoppers that he had added coal loads to, made from the charcoal from catalytic converters. One had custom BNSF decals Trevor obtained from the US. There was also a B-Double American cattle rack which may one day become horse transporters for a new circus layout. Lastly he showed a model of the Edithburgh Hotel, from Aussie Card Models with some changes from the instructions.

John Looker had a photo album of historic images of the club rooms and club members and in particular the move out of Mile End.

Andrew Timmins showed a couple of his sound equipped locos. He said he has now got the LOK

programmer to enable modifying the sounds. Also on display was his recently re-motored Lima 44 class where the motors are replaced with DVD motors.

Bob Houston had some test shots of four wheel water tank wagons from End of the Line that he managed to get hold of.

Raffles –

Door Prize

Ticket No. 35, Andrew Timmins, Kadee 75th Anniversary Box Car

Normal Monthly Raffle:

Pink, 09, David van der Linden,
Junction Models voucher
Blue, 32, Paul Woolard, Aztronics voucher

Blue, 27, Fiona Roney, Aussie Card kit
Red, 16, Thomas O'Donnell,
Kadee couplers and scenic trees
Red, 18, Thomas O'Donnell, DVD
Red, 65, Graham Nixon, Ratio brakevan kit
Pink, 38, John Willmer, 4 Wheel wagon kit

\$2.00 Raffle

Ticket No 52012, Allan Norris, 4 x Kadee box cars

\$5.00 Raffle

Ticket No 52051, Fiona Roney, Haskell's WAGR Westrail L Class loco

Meeting closed at 9:23 pm



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- TRACKSIDE BUILDINGS

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Phone: 0431 373502 or Email: aussiecardmodels@gmail.com

SARMA Members can benefit from discounts by now buying direct from the makers of AUSSIE CARD MODELS– See the details above!



50 Years Ago: June 1967

DAS

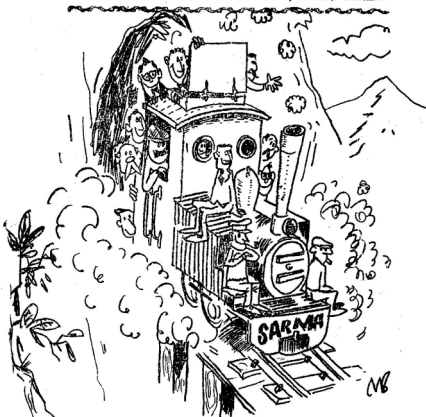
President: Bob Irvine, Secretary: Trevor Carter, Treasurer: Stan Filsell
Librarian: Alan Aldous Committee Members: Bill Coles, John Page, Geoff Barnes,
John Gordon, Eric Milne, Tony Hill, Editor: Lawrie Edgar, Sub-Editor: Paul McDonald

THE BUFFER STOP

Meeting held on the SECOND WEDNESDAY of each month.



The Official Organ of the South Australian Railway Modellers' Association



The Front Cover The on-going line drawing series shows a steam locomotive (typical of the Alastair Whibley design) steaming across the page.

Next Month's Meeting: We will be holding a 'Dutch Auction'. This is a great chance for you to quit any unwanted model railway items you may have and maybe pick up a bargain in return.

The last try we had to run a similar auction fizzled out because only 2 or 3 members brought anything along to auction. So help make it a success next month and look out your excess or spare items -- anything from rail spikes to a complete layout. Bring it along.

Miscellaneous: (this is real history . . (Who can remember these Companies?).

Nuts, bolts, washers, wire, solder insulating sleeving etc. These parts can be obtained from Gerard and Goodman, Healings Ltd., or Newton McLaren's Radio Department. The C 106 YI Thyristor should be available at Gerard and Goodman, but failing this, write to Watkins Wynns Pty. Ltd., 32 Falcon Street, Crows Nest, NSW -- **enclosing a postal note for \$1.60.**

40 Years Ago: June 1977

TS

President: Trevor Carter, Vice Presidents: Vic Kollosche, Allan Kitto, Secretary: Bob Irvine, Treasurer: Don Snow, Librarian: Tony Sitters, Layout: David Jameson, Maintenance: Alistair Whibley, Entertainment & Records: Len Redway, Editors: Rob Burford, Geoff Pearson.

Programme:

Wednesday, 8.6.1977 – Gen Meeting Night – Films inc “Freedom Train USA” and “Peterborough Centenary”.

Wednesday, 15.6.1977 – Layout Construction.

Sunday, 19.6.1977 – Working Bee.

Wednesday, 22.6.1977 – Layout Construction.

Saturday, 25.6.1977 – Birthday Dinner – Highbury Hotel 7.00pm.

Sunday, 3.7.1977 – Working Bee.

Wednesday, 13.7.1977 – Gen Meeting Night – Lecture and Slides “Rollingstock of the SAR”, Phil Curnow.

Committee Meeting Notes:

Membership – ARE YOU FINANCIAL – the subscription deadline was 31st May. At this point in time, there is some \$450.00 outstanding in subs and levies – in other words, about half our Members are not Members!

Construction Nights - future projects:- “SARMA Anniversary” Refrigerator Car, ANR “LEX” 75' Box-car.

Loco Competition – Another to be run from July to December – \$1 per ticket – the ideal Christmas present.

Layout Report: as supplied by David Jameson.

A.R.H.S. Tours: Tours programme for 1977.



30 Years Ago: June 1987

PP

President: Rob Burford, Vice-Presidents: Austin Balnaves, Steven Masters, Secretary: Tony Sitters, Treasurer: Don Snow, Layout Dir: David Jameson, Maintenance: Brian Woods, Social: John Willmer, Librarian: Dean Jackson, Editors: Don Bishop, Terry Jomartz, Special Projects: Geoff Pearson

Cover: Rx160, resplendent in a fresh coat of paint, negotiates Railway Terrace, Mile End, on a shunting turn, 4th August 1965. Towering overhead is one of two water towers used to supply the roundhouse and straight shed.

Topical Taps: On Good Friday, some members witnessed a 900 diesel hauling The Duke of Edinburgh tender first past the doorstep. The Duke had failed due to a break in a steam line.

Cap'n 'Ancock's Pig: Illustrated article about a 2'9" gauge 0-4-0 (or was it called Billy Wearne's Lokey?)

20 Years Ago: June 1997

PM

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

Front Cover: Four previous front covers of BufferStop from June 1957, May 1967, May 1977 and May 1987

Layout Report: Electrical work progressing at a good pace – with Grosvenor, Burra and Peelinna currently receiving attention. All mainlines have had drop wires installed.

Advertisement for SA Hobby Centre: Bachmann HO scale 4-8-4 NYC Niagara only \$135!

Exhibition Report: Port Pirie 8/9 March 1997 by Whib.

1997 Master Modellers Results by Peter Carter

Article: First five pages of the June 1957 BufferStop

Article: Green and Red colour light signals by Stan Wilton

10 Years Ago: June 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.

50th Anniversary Special Edition

President's message

SARMA badges and Membership Badges through the years

Fun facts about the year 1957

SARMA – The first 50 years

SARMA Events and Activities, 1957 – 2007

On Distant Rails

Loads for freight wagons

The 40th Brisbane Model Train Show was held in The Marquee, Brisbane Showgrounds, on the weekend of 6th – 7th June. I don't think that the organisers have quite caught up with the government's changes of public holidays, as the Labor Day long weekend was on the previous weekend.

In the entrance was a mock-up of the front of a diesel loco. You filed past, and paid your money through the side window. You were given a wrist band to put on, colour coded so that you could see who paid the adult price or the concession price. Accompanied children under 16 were free. These wrist bands were used as the pass-out tickets to go to the food stalls or ride-on train outside. Provided they are put on tightly, the only way to get them off is to cut them off, as I found when I got home.

You also received a "show bag," a good quality shopping bag with "WUISKE MODELS" on the outside, and inside were the guide to the show, flyers from various clubs and organisations, and the latest issue of the "Model Railways of Australia" magazine.

The train show had 65 model layouts and other displays, 2 heritage displays and 30 traders stands, including Orient Express from Adelaide and the Queensland Police Rail Squad.

The layouts depicted railways in Queensland, NSW, USA, UK and Japan. This time I didn't see any SAR items at all. One layout had Thomas waiting at a station while a VR train went through.

There were many layouts on display from previous shows, most well worth seeing again, and some interesting new ones.

Some of the displays had model-makers at work, showing how it's done.

One layout had a TV monitor with a label "Find the camera".

By watching trains as they appeared on the screen, I worked out that the camera was at the far end of the layout, but I couldn't find it. Hidden in a cottage, I think.

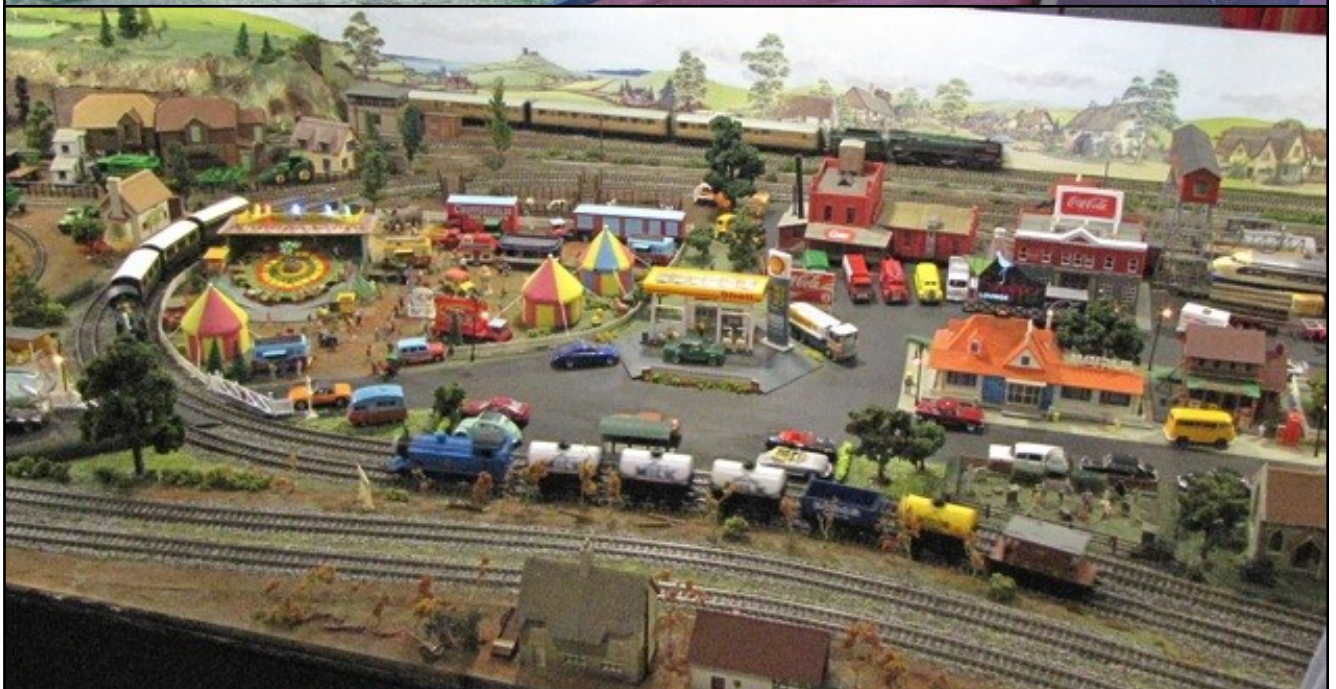
Continuing a theme begun last year, there were two layouts depicting WW1 scenes. One of these was a static diorama, "Beersheba" by the Brisbane Toy Soldier Collectors. The other, showing light rail at work near the front, had real smoke coming from a shell crater.

Part of one layout had a scene from "War of the Worlds" with two Martians, with tanks approaching them, and behind the tanks there was a hospital train standing by.

I saw one layout with a train going at an unrealistic speed, but this turned out to be a "Drive It Yourself" layout with a small child at the controller. Generally I thought that the standard of this show was up on previous years.



(left) WW1 Light Railway scene by AMRA. Real smoke from the shell hole. (Ed- reminds me of the 'Barrie Valley Railway' 'Flaming Engine Shed') (middle) 'Barinia', Redlands Model Railway Group (bottom) 'Lindale.' I couldn't find the camera that was on the layout. I think it is in the light coloured thatched cottage in front of the signal box at the tunnel entrance at top, near left.



I am Going To Build My Own Layout What do I need to know? Part 1

Dean Schluter

Assuming you have built all the benchwork and laid the track what next?

Wiring

This will possibly be the hardest thing for you if you know little about the subject, just remember that electricity requires two wires to do its work and joining the two wires together accidentally, will cause smoke to issue forth and cause damage to the supply namely your controller and transformer (this is called “letting the smoke out” by a popular past member).

Now is a good time to decide if your method of control will be DC (short for dinosaur control) **(* Just joking really means Direct Current)** or DCC (Digital Command Control), as you will save yourself a lot of material, isolation switches, wiring and time, if you decide to go DCC straight off.

It will depend on the size of your layout and how many operators you will have what type of control you will need. If it's only you, it may pay to stick to DC control however if you want all the bells and whistles, it may be better to go with a small DCC system like Lenz 101, Roco starter or NCE starter. The bigger the layout the bigger the system will be needed.

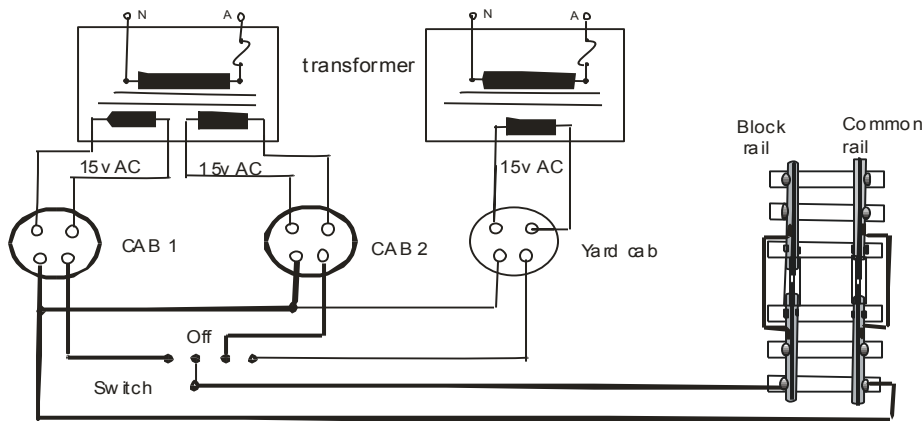
The first step applies to both DC and DCC, is to nominate one rail of your track that will be called the COMMON rail it doesn't matter really what rail it is. No matter where that rail is on the layout it will be connected directly to a green wire (or a black wire) that you will run around under the layout and this should be of fairly heavy gauge. This is called common return wiring, I would recommend buying the single green multi strand earth wire used in house wiring for this purpose. The other rail will be broken up by block switches for DC or for DCC, as isolator electronic isolators (more info on this later).

I will concentrate first on a DC wired layout. For a multi operator layout, the layout has to be broken up into sections.

- (1) Each section will be selectable by a switch; the number of switch positions will equal the number of operators you want to have on the main line plus an off position. This means if you have a reasonable size layout with one main line you will probably have two main line operators and each section of main track will have a three-position switch.
- (2) Of course, there will be stations and yards where shunting is possible, and the yard itself can be controlled separately via a local control, each track in the yard must be isolated and controlled by a four-position switch. From now on I will call a controller a “cab” to ease confusion which will distinguish between a little box with a knob, and a man. (I am not writing what I am thinking.)
- (3) Each cab has one of its output wires, via a plug, to its position on every block switch mounted on all panels on the layout. So now you must realize that for every cab you have on the main i.e. 1, 2, 3 etc. that will be the number of wires needed to go around the layout, make each one a different colour and must be reasonably heavy if the layout is large. The other output wire from each cab is taken and joined to the common return wire. A good example of this is the clubs Florey Springs Exhibition layout that had its four cabs, five position cab switches, four different colour wires, two common return wires, plus two block wires one for each main. It adds up doesn't it!
- (4) The other thing that is required is a separate 15volt AC supply for the input of each cab, this requires transformers with two separated AC secondary windings one for each cab they must **not be**

joined electrically. So, **two** cabs = one transformer with **two** windings, four cabs = two transformers. If you have walk around cabs you must supply that socket with a 15 volt AC supply from either more transformers or by two wires from the other transformer, but for goodness sake don't mix these up, cab one's AC must go to cab one sockets and so on, see block diagram.

Block diagram of a typical DC controlled layout for just 2 cabs and showing one part of the layout.



This is what would be involved if we were had a station yard area which is big enough to have its own cab. This is to select the whole yard with either cab 1 cab 2 or the yard cab, if there were several different areas in the yard that you would want to operate with any of the different cabs then you would need a separate switch for that section. In the yard area, certain sections of track would need to be isolated for the storage of locos this is achieved by isolating the section with an on off switch for a loop or using the point's frog to isolate a stub track. On the main line blocks out of the station area of course we would have only a three-position switch and a socket less.

Cab Controllers

In the early days (before the 1950's) of this great hobby, rectifiers the bit that turns AC in to DC were huge compared to what they are today so early cab controllers where large and fixed or DC was supplied around the layout to primitive walk around controllers, a different DC source was required for each controller. Today with modern miniature components we can create a very sophisticated walk around controller with overload protection. Our friendly model railway shops can supply these pre-made. You will need a robust four pin plug to supply the AC to the controller and the DC to the track. On the old exhibition layout, we use a screw capture microphone plug and socket which proved to be reliable especially with people tripping over the cord.

Transformers

You will require a transformer that will supply two separate 15Volt windings for two cabs or 15Volt winding for a single cab at min 2amps per winding. AZ electronics Adelaide and Enfield or JayCar Adelaide and Gepps Cross have a good range.

AZ have a Multi tapped 2 winding catalogue num. M 2170L or single M 2156GL.

Be sure to add a fuse to the AC side as recommended.

Part 2 next month gets rid of some of this expense and time in items (1) (2) (3) and (4) and go DCC.

Scenes from the SARMA 60th Birthday Anniversary



(left) Jeremy Kemp very kindly donated this expensive leadlight panel as part of his contribution to the festivities. Here he presents it to SARMA President Fred Leaper (who I am assured is smiling)
(below) As the last inaugural member of the club it was fitting that Trevor Carter should be the one to cut the birthday cake. After a short and well received speech the deed was done and candles blown out.





(above) SARMA members watch in rapture as TC delivers his speech before descending on the cake while a slideshow plays on the projector.

(below) Lucky winner of the Haskells L class diesel, generously donated by Haskells Models is Fiona Roney, seen here shaking hands with a grinning lunatic who by now has lost his voice.



Whilst looking on a Rail page forum I came across a thread about abandoned industrial sidings and branch lines in the Adelaide area. The articles mainly talked about the Finsbury line, Hendon and GMH. The Smithfield munitions line is sparse in the way of information but I have comprised most

of the information I could find into this article.



The munitions depot was built during World War Two. The location was chosen because at the time the area was more or less in the middle of nowhere. The line went from the 2nd stabling road in the Smithfield yard to where the northern expressway is now. The line also ran parallel to Daveron road.

There were 3 level crossings on the line: Coventry road, Peachy road and Andrews road.

The line was used for transporting ammunition to and from Penfield and Smithfield. There was also a huge network of 18 inch gauge tramways around the depot that weaved in between magazines. Four small battery powered locomotives and about 40 to 50 4-wheel wagons were used for the 18 inch system. The locos were built by CR and the wagons were built at Islington.

The main branch line was at first horse drawn but later was used by SAR engines such as the 800 and the 350. The line ceased operations after the war. The line was ripped up in segments, the first being in c.1966 from Andrews road to Coventry road with the turnoff from the Smithfield yard and the actual track into the depot remaining.

When the Smithfield yard and station buildings were ripped up the turnoff was ripped up and no trace of the line was left other than the track into the depot. In c.2000 the last remaining track was ripped up and most of the tram system was dismantled. As of today the line is completely gone with only a 2 meter segment of track left next to Andrews road but this was more than likely stolen for scrap metal.

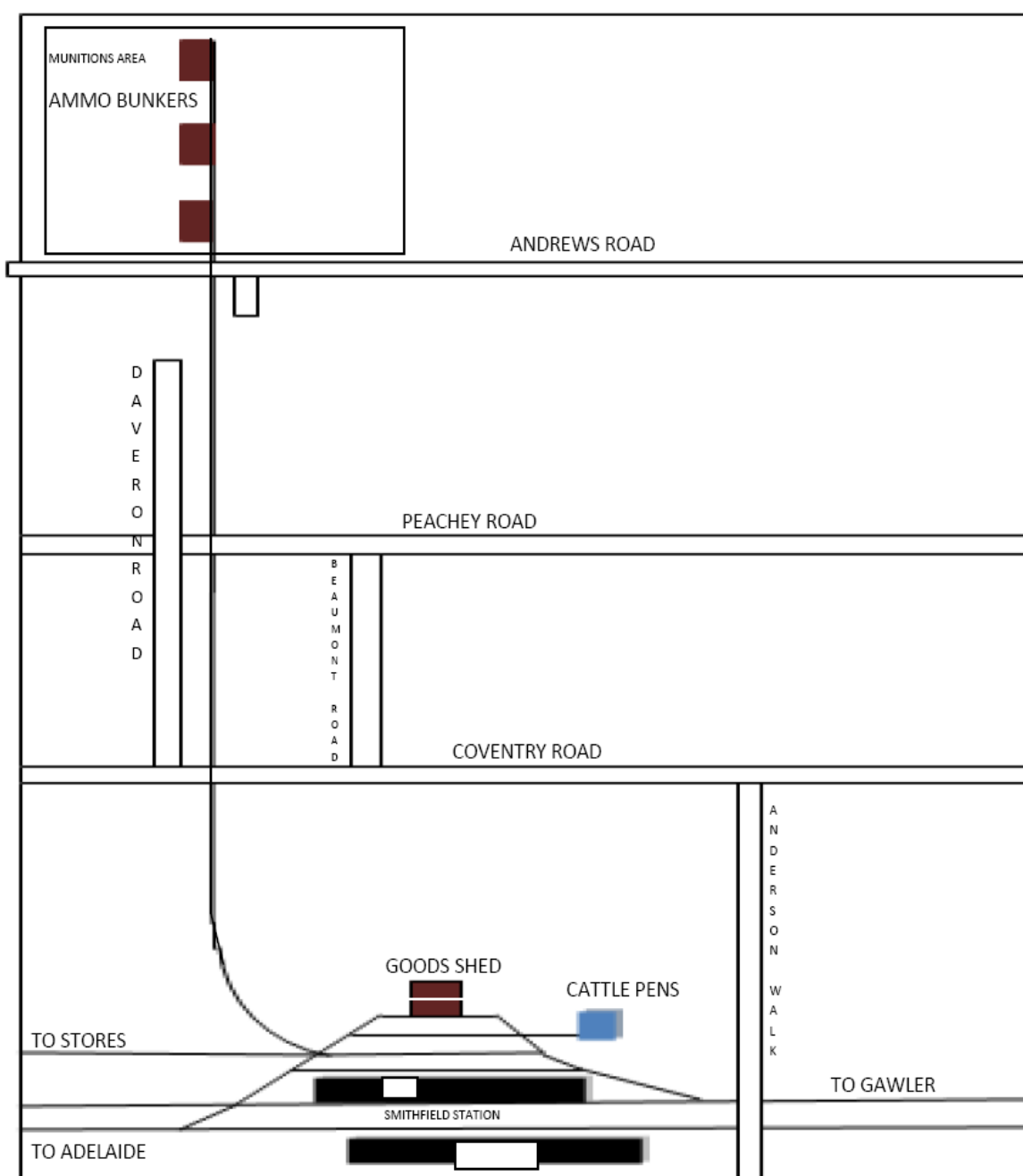
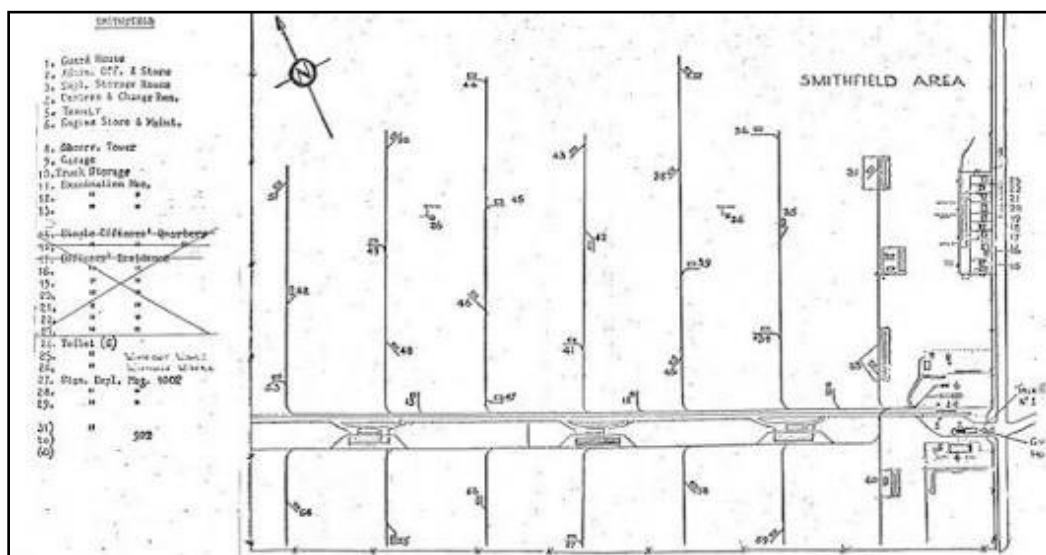
The siding could also have potentially been used for passenger services similarly to the Penfield line, with a station next to the John Mcviety centre and another at the Stebonheath wetlands. This would be highly controversial now as the area is 100% residential and half hourly services until 9:00 PM probably wouldn't fair well with residents of Smithfield plains.

If you have anymore information on the line it would be greatly appreciated.

(Ed note: Happily one of the battery locos and several wagons have survived at the Milang Railway Museum. The engine is fully operational and track is laid to allow a 'shunting puzzle' type of working with further extensions to come. The museum is open Saturdays and Sundays).

(right) Track plan of the tram network at the depot.

(below) Thomas has created this track plan of the munitions siding as it connected to the Smithfield yard. Your editor believes State Records has plans of this works in its archives during research for the 900 book.



ANNOUNCING A BRAND NEW SARMA MODELLING COMPETITION! THE O'DONNELL CUP

Hello fellow SARMA members!

The Committee and I have organised a competition.

The point of this competition is to create your own locomotive (one that never existed in real life). You can Scratch Build it or modify an existing loco. For example you could get a GM class and cut off the bull nose then replace it with a DL's nose and re-number it as a GML class. You could even do a simple repaint to make a livery that the loco never wore (eg. Paint a 900 class in AN Green/Gold or the Flying Scotsman in SAR Livery!) **This competition will be judged at the November General Meeting.**

Regards, Thomas O'Donnell.

Junction Models will donate a prize to the judged winner!



Here are two examples to get the creative juices flowing!
Above is a wonderful model of the proposed LNER Gresley 4-8-2 locomotive.
At left is a Budd car painted in Adelaide Metro livery.

HAVE A GO!!



*Where
is it?*



The main picture is the June pic. You'll need to look very carefully to determine where this is! The inset is May's pic, which will be drawn at the June GM (That's tonight if you've just picked up your Buffer Stop from the clubroom). Mark your form with the appropriate month. Last month's picture was Gladstone



SARMA SALES



See Don Worby

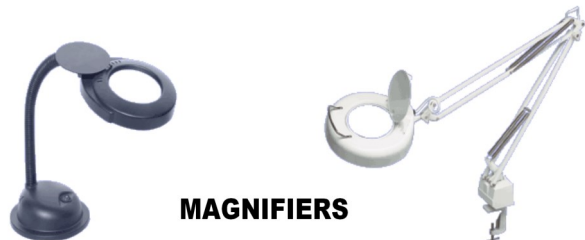
SARMA Pin Badges	\$7.00
"Rails and the River" Medallion	\$10.00
Bogies: 40 ton Round Lid, Solid Wheels	\$13.00
Bogies: ANR XC	\$13.00
W Car Bogies	\$11.80
SEM Axles 10.5 x 25 mm	\$2.30
SEM Axles 10.5 x 26 mm	\$2.30
SAR M Van (BGB) Kit Includes	
Bogies & Couplers	\$35.00
SAR M Van (BGB) 5 Wagon Bulk Kit	
(No Bogies and no couplers)	\$85.00
SAR D van kit	\$19.00
DCC Decoders	\$25.00 each

Kadee #148 Whisker Couplers	\$6.00
Kadee #158 Whisker Couplers	\$5.00
Delrin Bearings	\$5.30
11'6" Underframe Kits	\$6.30
PVA Glue, 1 litre	\$10.00
No. 2 self tapping screws, packs of 50:	
4.5 mm	\$3.50
6.0 mm	\$4.00
9.5 mm	\$5.00
2-56 UNC 3/8" pan head screws (pack 20)	\$4.00
2-56 UNC nuts (pack 20)	\$5.00
SARMA Shirts (do you have one?)	\$30.00
Club Stubby Holders	\$5.00

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LIBRARY REPORT

Recent Additions to the Library

Australian Railway History June 17

A M R M June July 17

Model Railroader June 17

Train Talk April 17

Two D V D,s National Railway Museum Film
Collection Vol 3 (Kim Bird's Railway Films
1960s to 1970s)

Photographic History of the National Railway
Museum 1963-- -- 2013

CHARGES

Magazines: 50c; Books: \$1-2; DVDs: \$1
per month; then 50c per item until returned

Allan Norris, Librarian

The Special Raffles continue! The June GM Prizes are: \$5 ticket– Southern Rail 'L' class, \$2 Ticket– Rocky River Models H class SAR Hoppers

The **JULY MEETING PRIZES** are as follows:

\$5 PRIZE- BACHMANN TRAIN SET
generously donated by OZRAIL
MODELS

\$2 PRIZE– Orient Express
Reproductions OB wagon set
generously donated by ORIENT
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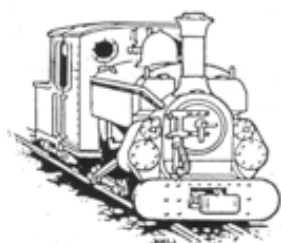
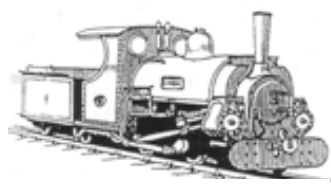
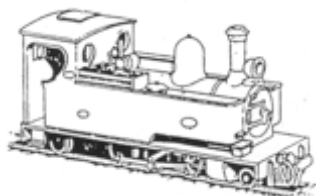
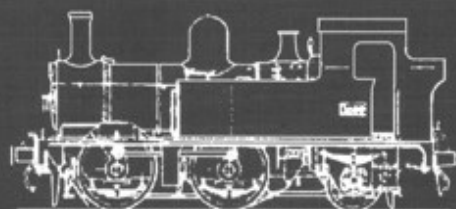
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Phone 08 8349 7464 Fax 8349 7463

Email: brian@junctionmodels.com.au

Web site: junctionmodels.com.au



Specials for JUNE 2017

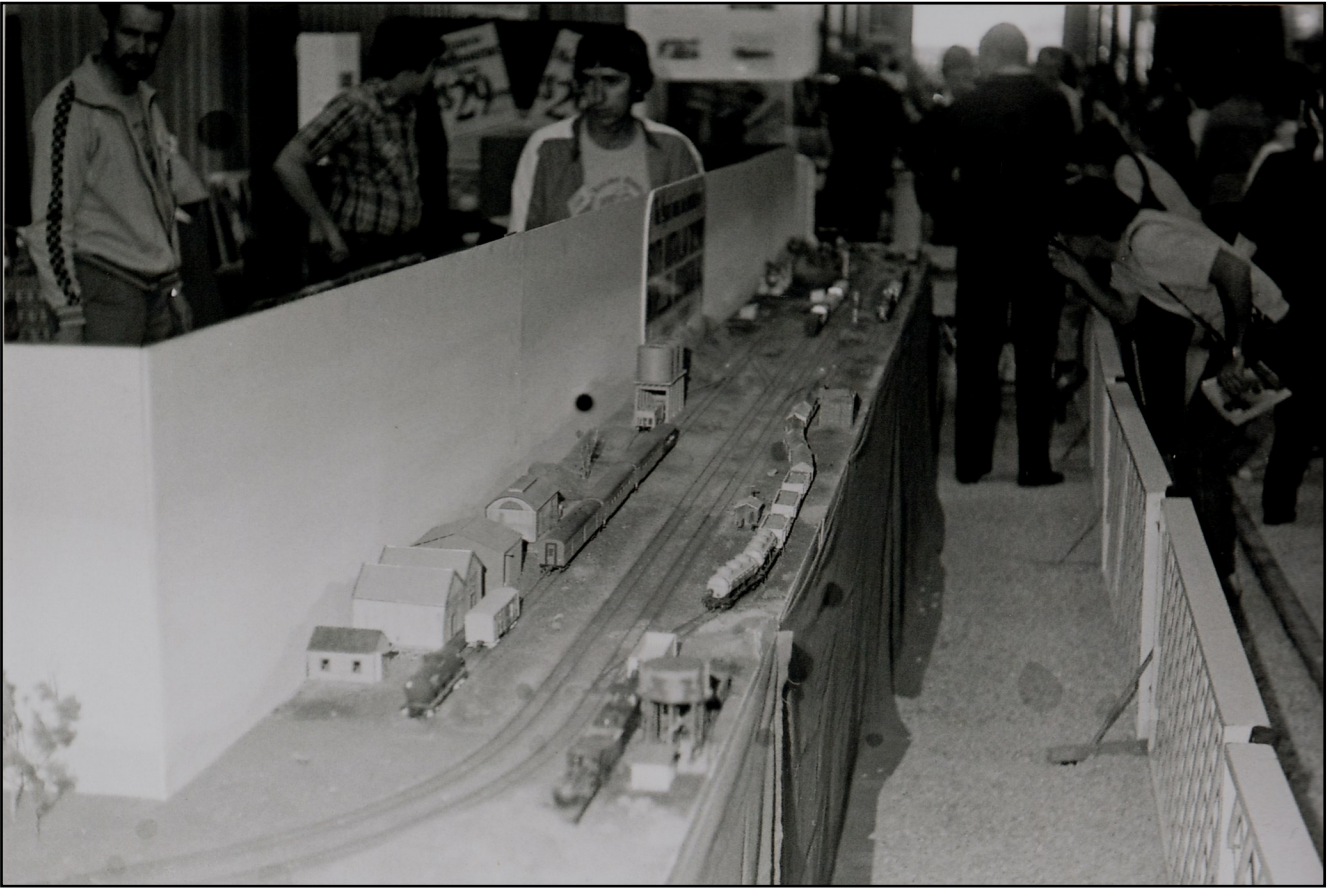
Graham Farish N scale Dept Master Train Set	\$199.00
Bachmann Emily Set	\$255.00
Bachmann Ringling Bros/Barnum & Bailey HO set	\$220.00
Bachmann Durango HO Train set	\$295.00
AMRM CDs Vol. 12, 13,14,15,16, 17	\$22.00
New Junction Models Controller (DC 2A)	\$80.00
New Walthers stock cars, hoppers, tank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

Walthers EMD SW1 HO switching locos various	\$140.00
Powerline Vline H 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
HO SAR 500/600/700 coach kits	\$170.00
San Mateo Line signals kits and ready-to-place	
SAR Model Co 800, 850 & 860 car kits back in stock.	
SAR Model Co Redhens – in stock	
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

SARMA AT EXHIBITIONS– A SHORTLOOK BACK



Two views of SARMA's then exhibition layout taken at a Steam Ranger Dry Creek Open Day by John Looker. The date is Sunday, April 8th 1984. Above we can see the familiar face of Bill Lewis and Graham Nixon as interested onlookers lean over the barriers (still sitting in the shed at Tilley!) for a closer look. Below is a close up of the station yard. How far our modelling has come since those days! The S class was built by John Looker and is still extant today.





SARMA Railshow, June 22-23 1996, Windsor Gardens Secondary School. Trevor Carter was there and wrote an article for the July 96 Bufferstop and has supplied photos to me. Above shows the full extent of the SARMA Exhibition layout at this stage with only a couple of years life left. The layout was never named, only referred to as the 'SARMA Modular Exhibition Layout'. To the right is the Junction Models stand.

Below is a close up of one of the stations on the layout, named 'SARMATOWN'. The track plan for this layout was somewhat similar to 'Strathburn' - two lower main lines and a high level branch. Note the ubiquitous KFC building (the kit is still readily available!), the unusual dual level footbridge and the CR Coach.





Our Queensland Correspondent, Chris Marlow, has supplied a brace of shots of the Modular Layout at various shows, most notably past Adelaide Model Railway Exhibitions.

On the left we see Bernard Martin in charge of a Maroon/Silver SAR 600 class diesel with a reasonable length load behind. The date is 1991 and the model is at its' third AMRE. It was first introduced in 1987 replacing the previous layout which needed 'an army of lads to move about' as the write up in the mag put it.

Below is the same layout at the 1997 AMRE, the last to be held at Hamilton Hall at the Wayville Showgrounds. John Willmer, long-time former layout director, can be glimpsed sporting a very snazzy pair of aviators to the left.

In between these two shows plenty of changes to the scenery were made including adding a roundhouse (TC's work).

This layout was quietly retired by May 1998.





Two final showings of SARMA layouts. Above at the 2011 AMRE is a busy roster of members manning *Florey Springs* making its' final appearance at an exhibition. Below is *The Barrie Valley Railway* at the National Railway Museum during the Models and Miniatures event, September 2013. Happily this layout is still in existence in private ownership.





Show 'n' Tell

More details in
minutes, page 5





Above: The creators of Florey Springs at the last Public Show in 2011

Below: The bridges of Florey Springs - fortunately most modules still exist in Victoria



British layouts take out top places at the Adelaide Model Railway Show

The AMRE judges found Gordon Brown's expansive Welsh layout "Eyarth" to be best in show followed by Gavin Thrum's diminutive "Lampwick Lane" in a Lancashire and Yorkshire setting. Third was Shane McCormack's "Kapunda".

In the "People's Choice" category, "Southern Bricks" by the Lego Users Group took top Honours, followed by "Kapunda" and SARMA's "Strathburn".

"Eyarth" (below) runs to a simple formula – exquisitely detailed scenery, including operating signals and a very convincing backscene, traversed by a sequence of a dozen nicely weathered blue era diesels with a variety of passenger and goods trains. The historic details presented at the front of the layout were well received by many. Also, the interaction with the members of the public, including children under five, made Eyarth a 'please come again' layout.



"Lampwick Lane" is a small shunting layout with a tiny station and yard with, again, beautifully detailed scenery. The recently acquired traction engine on the elevated back road gave that added point of interest.





“Kapunda” is what might be called a traditional layout with appropriately understated scenery and structures. Use of DCC kept the rail operation interest alive to the satisfaction of the judges and public alike.

“



Southern Bricks” was actually a group of four layouts, well presented with continuous, if repetitious, action. Lego has come a long way in recent years; the representation of some South Australia Railway diesel loco types may well have contributed to the layout’s popularity. Regardless, the Lego struck a chord with many members of the public, particularly the younger ones.



The public also liked the action and scenery on “Strathburn”, the ‘visible’ tunnels still proving to be a hit with the kids.

PeterP