SOUTH AUSTRALIAN RAILWAY MODELLERS' ASSOCIATION INC.

PROMOTING THE HOBBY IN SOUTH AUSTRALIA
SINCE 1957

THE BUFFER STOP

JOURNAL OF SOUTH AUSTRALIAN RAILWAY MODELLER'S ASSOCIATION INC
SARMA
MARCH
2017

Terry Meads - Engine Driver!

INSIDE

Club Member Profile - Terry Meads
One Member's Introduction to DCC
Clubroom Layout Report
Noel's Pottering

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Diary

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 12 Apr	**General Meeting**
Fri 14 Apr	*Good Friday*
Mon 17 Apr	*Easter Monday*
Wed 19 Apr	Work night
Wed 26 Apr	Work night
Wed 3 May	Work night
Wed 10 May	**General Meeting (60th Birthday)**
Wed 17 May	Work night
Wed 24 May	Work night
Wed 3 May	Work night
Sat 27 May	**60th Birthday Dinner**

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

March 11-13
Kyneton (Vic) & Sandown (Vic)

March 19
SARMA swapmeet Windsor Gardens

March 25,26 Canberra, Kaleen (ACT)

April 15,16
Hobson Bay Exbn @ Bundoora (Vic)
& Hurstbridge (Vic)

May 6,7 Brisbane Exbn, Bowen Hills (Qld)

August 26,27 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

SWAPMEET
Sunday March 19
Windsor Gdns
High School Gym

JOHN'S HANDYMAN SERVICES

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

0428 294 859

ABN 89 954 074 379

Front Cover: Photo taken by Connie

Terry Meads, the subject of this month's member profile, enjoyed a Railway Experience Day at the Didcot Railway Centre

More photos and notes are on pages 12 & 13

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. Original articles in this publication may not be copied or reprinted without the permission of the publisher.

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

The deadline for the April issue is FRIDAY 23 MARCH

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: 8268 7813 email: bobhouston@adam.com.au
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
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Treasurer: Gordon Chaplin — Phone: 8261 9736 email: gordon.chaplin@bigpond.com	**Editors:** Peter Pickering — Phone: 8344 7625 email: peterp23@bigpond.com
Librarian & AMRE Representative: Allan Norris — Phone: 8346 1742 email: addnor@optusnet.com.au	Matt Lavista — Phone: 0429 070 084 email: lavip51@gmail.com

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 March Buffer Stop

If you started from the back of this magazine (some people do), you may have noticed that the back cover looks different. This doesn't apply to those who read the web copy, of course. We have had several of the posted copies sent straight to our PO box. We can only assume that the automatic readers have ignored the address label and read the return address. When I approached my local Post Office person for a solution, they suggested the revision to the layout that you see. I hope you're happy with it. Hopefully, this will stop the bouncing Buffer Stops.

One of the raffle prizes at the March GM is a card kit for the North Adelaide Railway Station shown below. These ACM kits do make up into good-looking models. They are not difficult to make but they need patience and care. Don't forget that you can have a chance of winning by entering the "Where is it" competition. I should point out, however, that I'm looking for a reasonably precise description of the place, as described by the photo caption in the Buffer Stop. The only way the nearest town or "South Australia" will be good enough, is if nobody else gets closer. All the information is in a Buffer Stop issued within the last couple of years or so.

There are many reasons for being a member of club, and there are a few reasons for not. The most significant is that it can, if you choose, take up large amounts of your valuable time. When you look around at the members of SARMA, you will discover many who have devoted hundreds, if not thousands of hours in the pursuit of the development of this club. This has been going on for sixty years, and hopefully, it will go on for many more.

In this day and age, more and more people will only work for their own benefit or that of their immediate family. However, you often come across or hear about utterly selfless people who devote much of their lives to the benefit of others, even to the extent of pulling up roots and living in challenging conditions overseas.

Within an organisation like SARMA, there will usually be between ten and twenty per cent of the membership who, at any given time, will put in the effort to progress that organisation for the benefit of all. They get some satisfaction from doing that or, presumably, they wouldn't do it. There is the truism that "the more you put in, the more you get out."

It is the intention of Matt and I to highlight the activities and backgrounds of some of our more active and long-standing members so that our readers can be aware of who these members are. Some don't wish to "expose" themselves, and that's fair enough, but we hope to provide the stories behind some of these important members from time to time.

PeterP

EDITED MINUTES OF THE GENERAL MEETING HELD AT DERNANCOURT ON 8th FEBRUARY 2017

Meeting opened at 7:35pm. Chairman: Fred Leaper
The chairman welcomed those members present and then asked that one-on-one conversations during the meeting be stopped as it distracts the other members.
Members in attendance: 38
Apologies: 3
Visitors: None

New Members:
Terry and Eve Marsh, nominated by Dean Schluter and seconded by Trevor Carter; Accepted.
Matthew Pink, nominated by Richard Ash and seconded by Peter Pickering; Accepted
Andrew Pink, nominated by Richard Ash and seconded by Peter Pickering; Accepted

Minutes of previous meeting: Moved by David van der Linden and seconded by Trevor Cater; Carried.
Outstanding Actions and Business arising: Nil

Correspondence in:
Second invitation to exhibit at Stawell in July.
Invitation from Elders to renew insurance.
AMRA Journal for Jan/Feb 2017

Correspondence out: Nil

Business from corres: Nil

Finance: Financial statements presented.
Accept financial reports: Moved by Gordon Chaplin and seconded by Tony Sitters; Carried

The open day broke even with $380.00 being taken from the BBQ and $68.50 from the dotation tin.

Reports:

Exhibition Layout – Some problems that were discovered on the open day have been fixed. Names were asked for to go to Stawell in July and Sydney in 2018. No estimates for costs for Sydney yet.

Bob thanked everyone who helped on the open day and in particular, Michael James, Jeremy Kemp and Eddie Vardon, for manning the N Scale and U-Drive all day.

Club Layout – Dean reported that things are still going well with progress coming along. He pointed out that the design allowed us to have the meeting in the same room.

Social – Matt has prepared the raffle to be drawn electronically this month. He also mentioned that there will be a couple of outside groups coming to visit the clubrooms.

He mentioned that the May general meeting will be big with a lot of good raffle prizes so members should bring their money and that the Birthday Dinner location has not been finalised.

There is an invitation to join in on a working bee at the Tailem Bend Roundhouse Depot. More details to follow.

BufferStop – Peter was glad that there is a modelling article this month.

The 'Where Is It' prize was won by John McCallum who correctly answered Tanunda Station. He won ten raffle tickets.

Library – Nil

Maintenance – Nil

Bulk buys – New club shirts. Quotes are being sought for new club shirts but the question of colour was asked. Should we go with a green shirt with yellow logo or stick with yellow shirts. It was agreed that, regardless of colour, the shade generally changed over time so it would be had to match. Also, should the 60th shirt be slightly different?

Special Events –
Swapmeet: Terry gave a brief report on the Swapmeet progress.
Open Day: Fred Leaper spoke about the open day and specially thanked Hugh Williams for taking on the bulk of the organising. Hugh was given a round of applause.

AMRE – Richard Ash mentioned the upcoming meeting.

General Business:

Allan Norris presented the quote he obtained for special decals commemorating the clubs 60th year. The cost will be $220.00 for 100 sets. After some discussion about multi-coloured decals versus single -colour a motion was put by Noel Potter that the decals be green on clear. Seconded by Dean Schluter and carried.

David Jameson asked if there was to be a follow up article about the open day in the local papers.

Tony Sitters spoke about Dean Harvey after seeing an article in the Buffer Stop. In particular he mentioned the work Mr. Harvey did to retain steam locomotives for historical preservation.

Fred mentioned that there was fruit from Terry Jomartz, Bags from Jeremy Kemp, vegetables from the community garden and an old Lima train set for sale.

Peter Pickering mentioned he will be away for a time so the magazine will be done by Matt. He asked that all contributors get their submissions in early.

Dean confirmed that he can get the next magazine printed before he goes on his next cruise.

Show & tell:

Richard Ash: A little blue caboose that started out as a Tyco caboose. It was modified with a new underframe, better bogies and Kadee couplers. He also removed the cupola from the roof, filled the hole with styrene, filled it with body putty and re-sprayed it in its current blue livery.

Matt La Vista: Showed the first 3D printed model of the Webb caboose. Just to ensure the design is right and the parts fit together. The actual master will be printed in resin which will be a lot better to cast from.

Trevor Carter: Scratchbuilt OAX made from wood shapes. It was done as a club project but as per usual, Trevor built them two at a time. He also showed some of the other SARMA decals as used over the last 60 years, applied to a number of wagons, one of which was on an SAR RX refrigerated car that was a timber kit from Bill Coles.

Raffle:

Orange, U48, David Boyce,
Voucher – Junction Models
Orange, U38, Hugh Williams, Mini files
Yellow, W19, David Jameson, Tool Set
Orange, U81, John Henderson, HO Silo kit
Yellow, W31, Dane Filander, OO scale car
Orange, U07, John McCallum,
Booklet on the Jumbo railcars
Yellow, W02, Karl Eichinger, Hobby knife
Yellow, W39, John Venning, US trains DVD
Orange, U66, Michael James, Super glue
Yellow, W44, Terry Meads, Historical book
Yellow, W37, John Venning, Bag of ballast
Yellow, W78, Fred Leaper, English station signs

After meeting activities:

Video – History of the London Underground

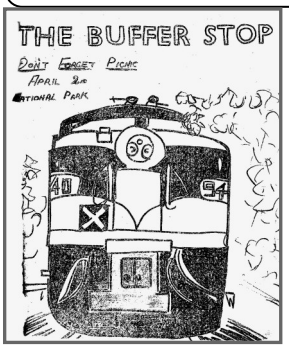
Meeting closed at 9:49pm ■

From the Buffer Stop Archives

50 Years Ago: March 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 diesel locomotive and also advertises the annual picnic on April 2nd.

Tenders Closed For Transcontinental Luxury Expresses: Tenders for the supply and delivery of stainless steel railway passenger rolling stock for the Sydney-Perth expresses closed this month. The 2450 mile journey between East and West will occupy about 60 hours, therefore a deal of attention has been given to every detail of the accommodation available during these hours. Travellers by rail have the advantage of amply space; space to move about at will, and space to provide all the amenities expected from an international hotel. To operate the twice-weekly schedule planned for both directions after the opening of Australia's main trunk line, 59 vehicles will be required. The rolling stock will include 12 second-class sleeping cars, 6 first-class roomette sleeping cars, 5 first-class twinetts sleeping cars, 4 first-class twinette sleeping cars with deluxe suites, 6 cafeteria –club cars, six dining cars, 4 first-class lounge cars, four power cars, 6 dormitory cars, 5 luggage-mail vans and 1 special service car. For such a long journey all passengers will be provided with a sleeping berth. There will be ample lounge, bar and dining accommodation available for 96 second-class and 52 first-class passengers. The opening schedule will require two trains, each of 12 cars, comprising 3 second-class sleeping cars, 1 first-class roomette car, 1 first-class twinette car, 1 first-class twinette with deluxe suites, 1 cafeteria club car, 1 dining car, 1 first-class lounge car, power van, dormitory car and 1 luggage-mail van. The remaining 35 cars will be required for the Trans-Australian services extended to and from Perth and to meet normal expansion of passenger services on the CR Trans-Australian Railway.

40 Years Ago: March 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, 9.3.1977 – General Meeting Night – Model Display – Special Purpose Cars. Committee nominations close with Peter Ziegler, Returning Officer. Friday, 11.3.1977)

Sunday, 13.3.1977) – Serviceton Tour. Fares – Adult $11.20, Children $6.40. Money to be paid and Risk Notes signed tonight.

Wednesday, 16.3.1977 – Layout Construction.

Friday, 18.3.1977 – Final Construction Night of S.E. Van.

Sunday, 3.4.1977 – Club Picnic Belair National Park – Free drinks and ice cream for the children – picnic will be in the form a of a B.B.Q.

Wednesday, 13.4.1977 – Annual General Meeting – Election of Committee for 1977/78. Master Modeller Award – Slides of Port Lincoln Area, Peter Ziegler.

Editorial: Rail Standardisation – comments by Elliott Johnstone.

Club News:

Construction Project – The next project will be the 'Island Platform Shelter' kit at a cost of $1.45 – place your order with Peter Ziegler.

Discount – Mike Bridgland wishes to advise Members that 5% discount will be allowed on all purchases $10.00 and over, except Laybys, books, photos, records and calendars.

Birthday Dinner – To be held at the Highbury Hotel, Saturday, 25 June, 1977.

Serviceton Tour – Forward Journey – Friday, 11.3.1977 Depart Mitcham 7.45pm (approx.);

Saturday, 12.3.1977 Depart Tailem Bend 5.00am: Return Journey - Saturday, 12.3.1977, Depart Serviceton 3.30pm;

Sunday, 13.3.1977, Depart Tailem Bend 3.00am, Arrive Mitcham 6.30am (approx.).

From the Buffer Stop Archives continued

30 Years Ago: March 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: A delightful pen drawing of the store shed at Hawker by A J Peake (see page 17)

Providing a curve between two straights by DJ.

Red River Pubs: Article and sketches by 'Doctor' Whibley.

Locomotive Efficiency Contest Results: Tables of performance for numerous locos.

Trestles: Article with many sketches and notes on trestle construction.

20 Years Ago: March 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: Kanchanaburi Station near the River Kwai in Thailand.
Layout Report: Strathowie yard is now completely marked out and mainline trackwork is now being laid for both broad and narrow gauge. The Port Beltana turntable conversion is going well, and pointwork is being installed in Burra yard.
Article: Improved Twin-Coil switch machine control – Part 3 (Continued from December and February) by Ainsley Brittain
Article: Build a AOX car body carrier by Paul Brooks
Article: British Railway Accidents – Midnight runaways adapted by Tony Swarbrick.

10 Years Ago: March 2007

DVL

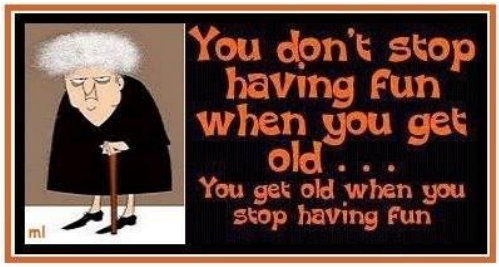
President: Hugh Williams; Vice Presidents: Roger Wheeler, Iain Kennedy; Secretary: Peter Pickering; Treasurer: Karl Eichinger; Layout Director: Dean Schluter; Exhibition Layout Director: Bob Houston; Social Director: Barrie Mackinnon; Maintenance Director: Dean Schluter; Librarian: Allan Norris; Editors: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

Cover: David Jameson's new Austrains CLPs take the last train through Florey Springs

Hugh Williams provided an extensive article on the P class 2-4-0 of the SAR, complete with drawings and numerous photos

Chris Marlow described how to produce transition curves.

Peter Pickering showed how do "quick and dirty" metric conversions.



"Bob," says Charlie, "I'm thinking of buying a Labrador."
"Blow that" says Charlie "have you seen how many of their owners go blind?"

Statistically, 6 out of 7 dwarfs are not Happy.

What a first-time intro to DCC ops !!!!!

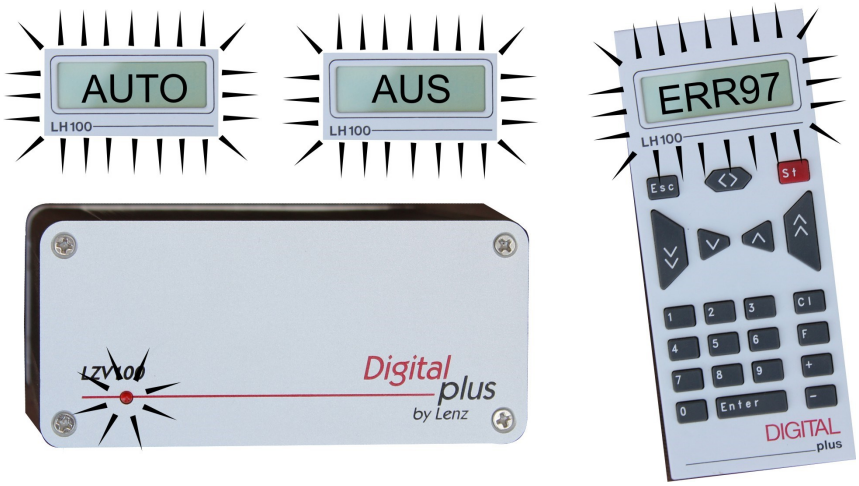
John Henderson

The collective wisdom was to purchase a system that your friends or club uses so that you could get advice when things go wrong. SARMA uses Lenz and Lenz apparently is the origin/benchmark of NMRA DCC standards – so why not Lenz?

With great anticipation I set up my Lenz SET100 DCC controller – brand new just out of the box.

But despite the claims in the Lenz ''First Steps'' booklet I was soon puzzled.

Instead of running my train, I was presented with flashing red LEDs and screen displays alternating between ''**AUTO**'' and ''**AUS**''.



I should state that I was a raw beginner in DCC and up to this time had never even put a loco address into DCC controller – but I could read.

Over the next couple of weeks after abandoning the Lenz First Steps SET100 book, I took to the internet forums and the heavily detailed Lenz system manuals.

The flashing red lights and screen displays probably meant that the factory testers had hit the Red ''**St**'' key (Emergency Stop) – I hit the key (once) to stop it.

I deduced that the unit was set for **German** and that ''**AUS**'' meant ''**OFF**''. So next was to the Hand Held Controller setup Menu to set for the **English** language and to set the ''**AUTO**'' mode to 'off''.

(AUTO mode remembers the current speed settings of all locos – so if there is a power break – all will resume their set speed when power is restored…….could have interesting results).

Then appeared the dreaded ''ERR97''. Nobody local could help me with this.

Fortunately a German (translated) internet site relayed some help they had got direct from Lenz, i.e. Reset to Factory Default.

*Reference: Google **''eichenstadt lenz error 97'' (Google translated)***

Action	Screen Display
Select Loco Address E0000	E0000
Press Key 4 - 20-25 times	E0000
Momentarily remove then restore the AC supply.	E0000

Now I could run my little Bachman Switcher - Easy eh?- all right when you know how.

Note: Apparently there are other possible faults which have the same ERR97 symptoms e.g. cable problems inside the handset, or the Command Station internal battery – but physically checking these would void the warranty .

With one exception, no one amongst the dozen or so DCC shop people I spoke to were familiar with Lenz. For a beginner I reckon the learning curve was a little too steep.

The ESU Loksound manual comments ''in effect'' that **the NMRA has simply 'forgotten" to define a mechanism for command station to interrogate the decoder regarding the supported CVs. Then the user would not have to deal with CVs, values and the binary system – rather just enter any values in an easy way on a graphic interface.**

More of my first-time intro to DCC ops !!!!! John Henderson

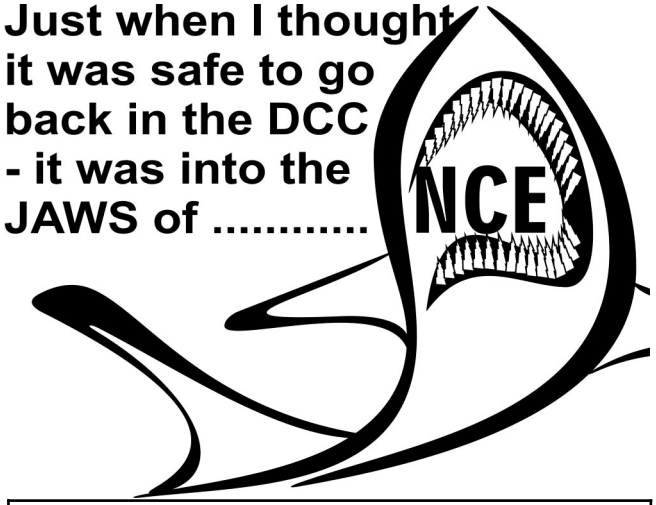
Still seeking out the easy road I bought a loco fitted with QSI Quantum Titan-ET Sound Decoders. Controlled by Lenz Function Keys I at last started to have fun – especially with Whistle, Steam Blower, Squealing Brakes, etc.

Then came the Powerline VR T-class Diesel plus after-market NCE Decoder. When I bought one of these second hand, all progress came to a screaming halt

Mostly it was ''**ERR02**'' which means ''…can't talk to the decoder….'', and it wouldn't run – except in a few moments of schizophrenia when it would take off (uncontrollably) around the track like a Bondi Tram.

Back to the shop and things worked properly with an NCE Controller – back home again on the program track, I could periodically sneak in and read **CV1** for the loco address or reset **CV30** for factory settings.

So much for the easy road – in barely 3 weeks I was forced into the guts of DCC decoder operations!!!!!!!!!!!!!!!!!!!!



The NCE packaging states**: "NCE - The Power of DCC – Discover the FUN"** Are we having fun yet?????

Again no one had heard of the problem, but this time an internet solution was quickly found. **The current Lenz Command Station software V3.6 has ''RailCom'' facility switched on as a default.**

Apparently some brands of decoders do not conform to the ''RailCom'' NMRA DCC Standard and can't talk to Lenz.

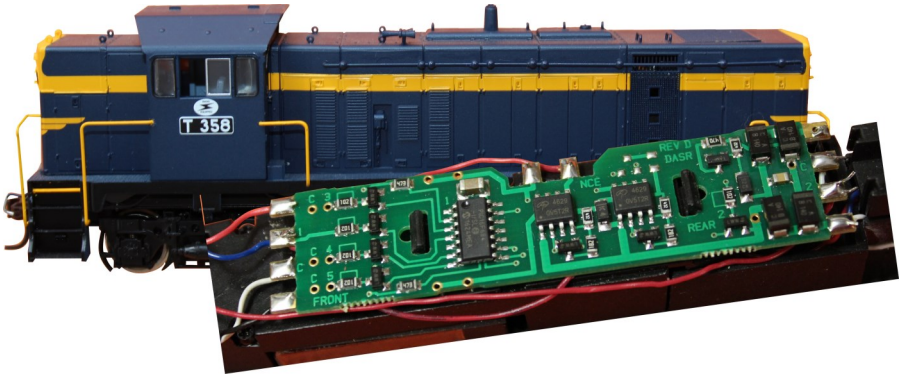
Switch **"RailCom"** off as below.

Reference: Google **''Kingston, Ontario, TLA Custom Models, Lenz Digital Plus, Trouble Shooting & Helps page''**

Action	Screen Display	Action	Screen Display
Select any address e.g. E0002	E0002	Command Unit LED double-flash (You have 15 secs to enter a new program value)	C7*50
Key F	POM	Key Esc	C7*___
Key 7	CV	Key 92 (92 Off – 93 On)	C7*92
Enter	C*	Enter	C7*92
Key 7	C7*	Command Unit LED steady	C7*92
Enter	C7*___	Key Esc-Esc-Esc	E0002
Key 50	C7*50	RailCom is now disabled	E0002
Enter	C7*50	NB: If the Command Station is ever factory reset, RailCom must be disabled again	

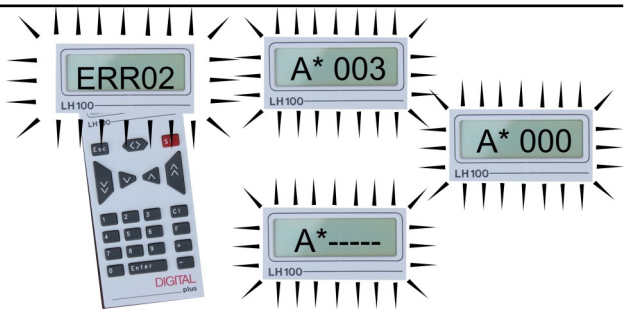
Still more of my intro to DCC ops !!!!!

John Henderson



I had a brand new Powerline T-Class diesel on hand so I continued experimentation. Against advice, I switched the OEM DCCD-2 decoder from DC to DCC and achieved instant barbecue (smelly too). By chance, Model Railways in Australia Issue 33 appeared and provided a guide to replacing the existing DCCD-2 decoder with a direct fit NCE DA-SR. The article detailed wiring differences and generally gave a confidence boost to a first timer.

Wouldn't you just know it, back on the Program Track it was ''**ERR02"** periodically from the NCE Decoder. Attempts to read the loco address using the Lenz ''Direct-Address'' menus resulted in ''**A*003** or **A*000**'' for short address or ''**A*----**'' for a long address – these were accompanied by a 150mm ''jump'' by the loco.

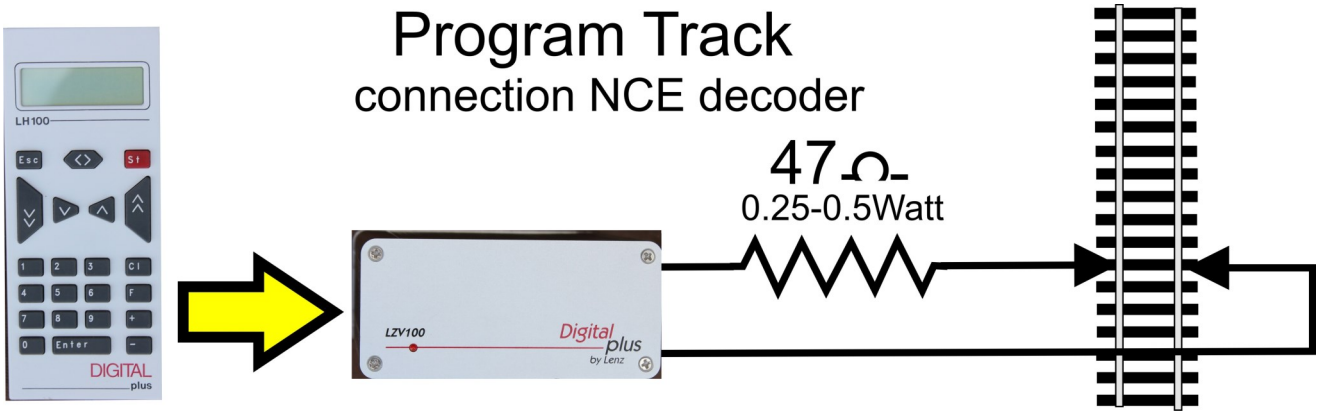


Direct reading and writing addresses on the ''CV'' menus was successful, i.e. **CV1** (plus **CV29** set for 6) for short addresses, **CV17,18** (plus **CV29** set for 38) for long addresses. A good on-line address CV calculator is **www.digitrax.com/support/cv/calculators/**

Resistive Connection: Connecting a series resistor between the Command Station and Programming Track enables correct operation of the Lenz ''Direct-Address'' menus for the NCE Decoder. Nominally a 47 Ohm 0.25Watt or 0.5Watt resistor will suffice, though up to 80 ohm has worked well.

Programming Track Booster: *Some older Command Station outputs need a Programming Track Booster to provide a Buffer/Conditioner/ Interface to newer type decoders. However it is claimed that Lenz LZV100 command station with* ***V3.6*** *software should NOT need one.*

References: Google **"eichenstadt lenz error 02'' (Google translated)**
also Google **"Programming Track Booster _ Mr. DCC's University"**



Decoder Tester – A Chance Comment !!!!!

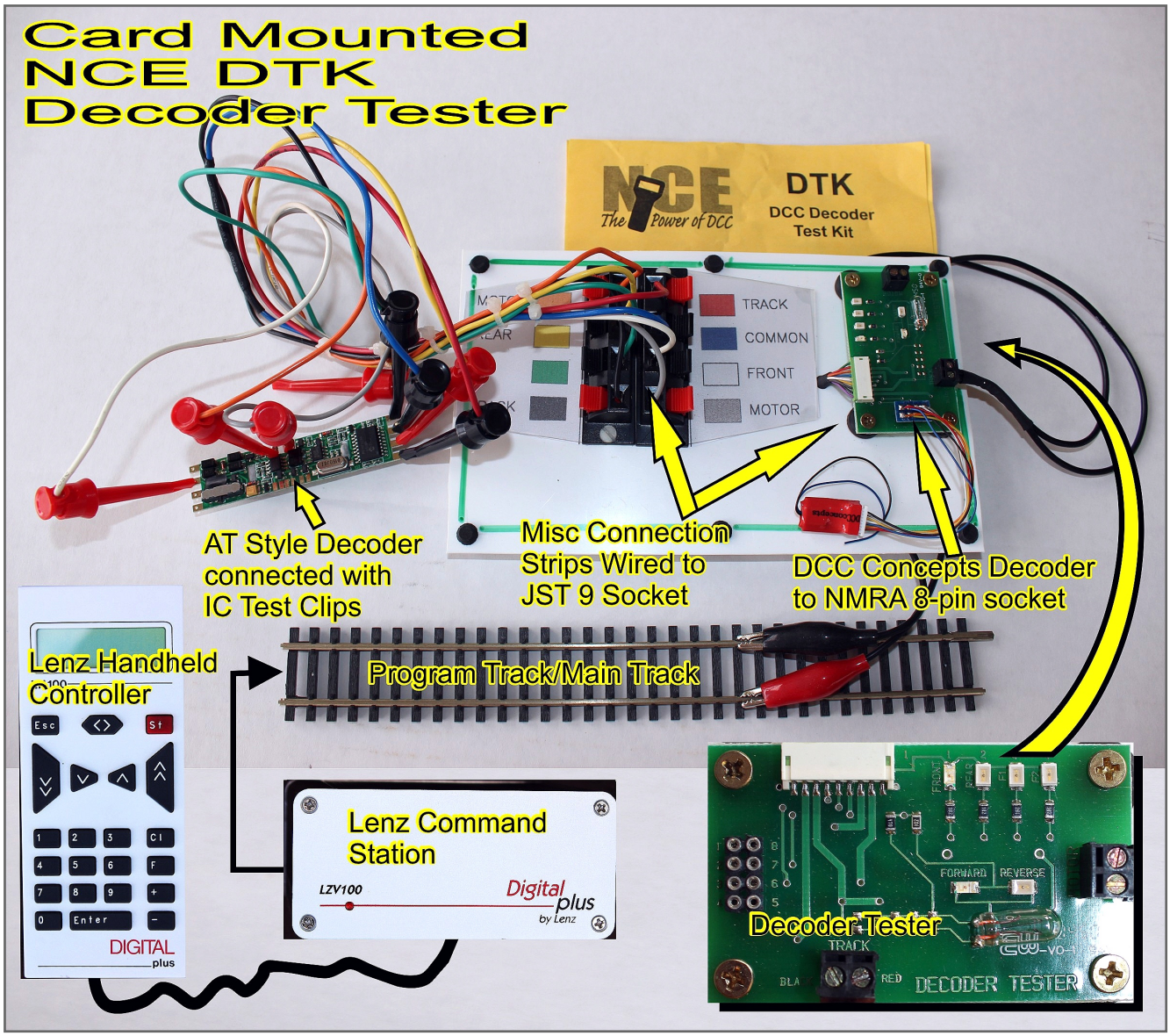
John Henderson

Often you only find out key information by a chance statement. You have to be in the right place at the right time, meet up with the right person or ask the right questions to get (if you are lucky) the right answers.

A chance comment pointed me toward the Decoder Tester. Not only did I hear about the Decoder Tester in a conversation with another customer at Junction Models, but Brian actually had a very nicely set up second hand NCE version (with instructions) for sale – I didn't hesitate. It has been invaluable to check that a decoder actually works before installation – or after a hiccup which casts doubt on the integrity of a decoder – a confidence checker.

The tester PCB has LEDs to indicate direction, and others simulate headlights. While you can hook up a tester DC motor there is a lamp which provides a motor load to indicate the throttle. You can test most brands of decoder and it has the relevant plugs for decoder connection.

You hook it up to the Program Track or the Main Track depending on what you are testing or setting up. Really it is simple but very effective – and about the price of an NCE decoder.



Member Profile - Terry Meads

There are many members of SARMA who go about their tasks without fuss and have done so for many years. Terry Meads is one of them, and this is his story.

Terry with the pannier tank he drove

Terry was born in a country mansion, Shardeloes House, Amersham, Buckinghamshire, on 14th of August, 1942. It was not unusual for stately homes to be turned into temporary hospitals during the war years. However, Terry was not one of the upper crust; he was soon returned to Croydon (South of London) where he grew up.

At age 15, Terry was apprenticed to an engineering company, and later became a leading hand in a capstan lathe section, in charge of five juniors.

Terry had thoughts of migrating to New Zealand, but his fiancé disliked the idea; so ended the engagement. But in 1970, he migrated to Australia with his sister's family, closely followed by his parents.

After a few short term jobs, Terry joined "Precision Engineers" to form an automatic lathe section. He became a foreman and, on two occasions, became an acting manager.

In December 1973, Terry married Val, a widow with three sons, Dean, John and Alan. This marriage lasted until September 2005, when Val succumbed to cancer. It was through a Bereavement Support Group that Terry met Connie (also widowed) in 2010. You will see Connie at most events that Terry attends. They decided to become engaged in February, 2015.

Terry has been a member of the Great Western Society since 1974 and, going back to the UK for the second time in two years in 2013, he, with Connie, booked a Railway Experience Day at the Didcot Railway Centre in Oxfordshire.

Terry explains, "Although it was fairly expensive, I decided that it was well worth the money; you rarely get to drive and fire a steam loco. Along with other contenders I drove a GW pannier tank with auto coach attached, up and down the main running line, stopping, reversing and starting a dozen times. After my driving I swapped over with another contender and did the firing until the water was getting low. It

Tail end of train on next page

was during this firing stint that I experienced the dramatic effects of wheel slip; it felt as though the loco was going to shake itself apart. Driving and firing a steam loco is an experience that not everyone has the opportunity to do (especially in Australia) and one you'd never forget. This was the third off my "bucket list", the first being a helicopter ride and the second being a flight in a tiger moth; the next will be 'flying' a jet plane simulator."

Terry & Connie

Terry also joined SARMA in 1974, modelling the Great Western Railway. This stemmed from his affection for the Marlow (Buckinghamshire) branch. His friend, Tony Swarbrick, joined up at the same time. Terry and Tony were regular attendees at swapmeets and in 1994, Peter Carter, the President at the time, knowing they were buying and selling at such events, asked them to put on a swapmeet for SARMA. These were put on late in the year with the thought that many people received their funds from Christmas clubs. These have since waned in popularity and our swapmeets have moved forward away from the busy months of October, November and December. Terry and Tony had organized only two swapmeets when, sadly, Tony passed away, leaving Terry to go on alone.

One of the most popular swapmeets in the nineties and noughties was held at Strathmont each March and August, and, when they ceased in 2010 due to the venue being demolished, SARMA decided to run a March swapmeet in addition to the later one. He enlisted the help of Peter Pickering to assist with a few of the activities involved, but to this day, Terry does most of the organization as he has contact with most of the 'traders'. However, he never fails to recognize the support and assistance that he receives from many SARMA members. It's worth mentioning that about one third of the funds for the new clubrooms has come from swapmeets.

Terry also has an interest in cars, being a member of the Gawler Veteran, Vintage and Classic Vehicle Club. He is also interested in genealogy and is an active member of the Bereavement Support Group mentioned above.

Terry has been a SARMA member for 43 years, and the March swapmeet is the 29th that he has organized. ■

GWR Double-header

MASTER MODELLER AWARDS

Dean Schluter

SARMA's Master Modellers awards have been in the recent history of the club misinterpreted by some members as a competition, the awards were originally designed as a recognition of a Modellers skills in creating a scale model of an original subject, it was meant to show the modeller his skill level, therefore not a competition. The models were and still are judged by recognised club members that have shown their skills in modelling by having received the awards in the past.

There are several categories these being:

Master Modeller. Rolling Stock	Awarded for scratch or kit bashed rolling stock.
Master Modeller Tiny Edwards Award	Awarded for Buildings and structures.
Master Modeller Bob Irvine	Awarded for a Proprietary model construction.
Master Modeller Vic Kollosche Award	Awarded for a Guards Van or Caboose
Master Modeller Des McAuliffe Award	Awarded for a scale Railway Diorama

To achieve the above certificates, a total of 85 points or more to be the average awarded by two or three Judges.

Highly Commendable Certificate is achieved If the modeller receives points of between 70 and 84.

Certificate Of Participation is given if the modeller receives below 70 points

Novice Certificate. if the model is submitted by a Junior or first time modeller.

How the judging is managed is: A sheet is filled out by the modeller without their name (impartiality).

There are four sections:

First: a description of the model and materials used. (up to 40 points)

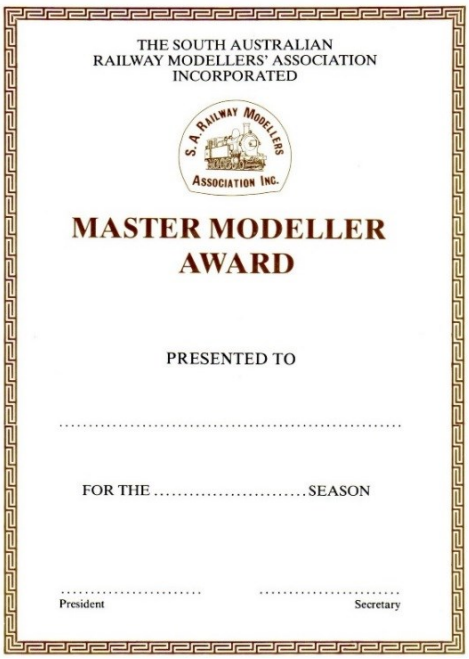
Second: Details of complexity and parts used. (up to 25 points)

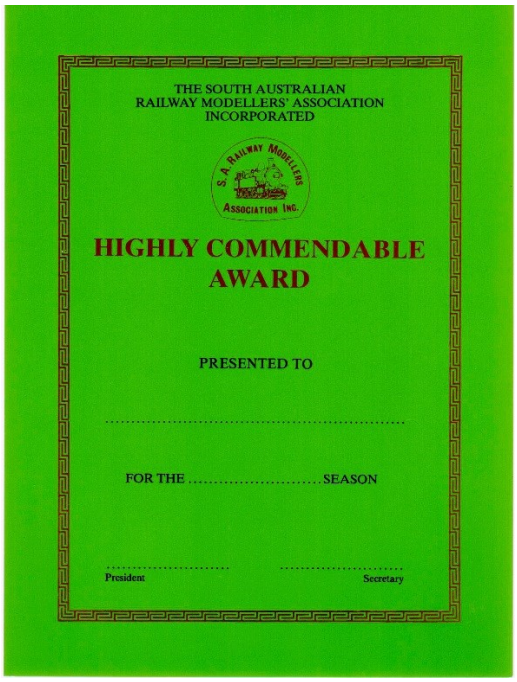
Third: Conformity to the prototype use photos and include weathering for more points. (up to 15 points)

Fourth: Finish and lettering. (up to 20 points).

I hope members treat these awards as an indication of their modelling skills as judged by experienced modellers and not a competition, so please, if you make a model, decorate a model, or create a diorama, enter it in the next review at the Clubs Annual General meeting.

Model description forms will be available the month before the AGM. Example next page.





South Australian Railway Modellers Association Inc — Master Modellers Score Sheet

Model Description: _____ Entry No: _____

Describe your model in detail. Tick all appropriate items that apply. Add any other relevant information applicable to your model.

Section:

☐ Locomotive ☐ Rolling stock ☐ Structure ☐Diorama

Construction: (40 Points) Score

☐ Scratch Built ☐ Kit Built ☐ Kit Bashed
☐ Drew own Plans ☐ Cut and fit Metal
☐ Used Kit Plans ☐ Cut and fit Plastic
☐ Used Prototype Plans ☐ Cut and fit Wood
☐ Used Commercial Plans ☐ Cut and fit Cardstock
☐ Followed a Construction Article ☐ Made Patterns/ Moulds

☐ Soldered

Detailed description of construction:

Details: (25 Points) Score

Describe complexity, difficulty, refinement, amount of sub-ordinate parts, etc.

List commercial parts used:

Conformity: (15 Points) Score

Information from prototype modelled (Supply photographs where possible), include weathering (for Maximum points), and/ or model design etc.

Finish and Lettering: (20 Points) Score

☐ Weathered ☐ Not Weathered ☐ Brushed ☐ Sprayed ☐ Masked and Sprayed
☐ Used Decal Lettering ☐ Used Decal Striping ☐ Hand Lettered ☐ Hand Striped ☐ Other: Explain

Judges Comments:

Master Modeller Certificate 85 Points or more
Tiny Edwards award (structures) "
Bob Irvine (commercial kit Rolling stock) "
Highly Commendable Certificate: between 70 and 84 points Final Score

March 2017 Clubroom Layout Report

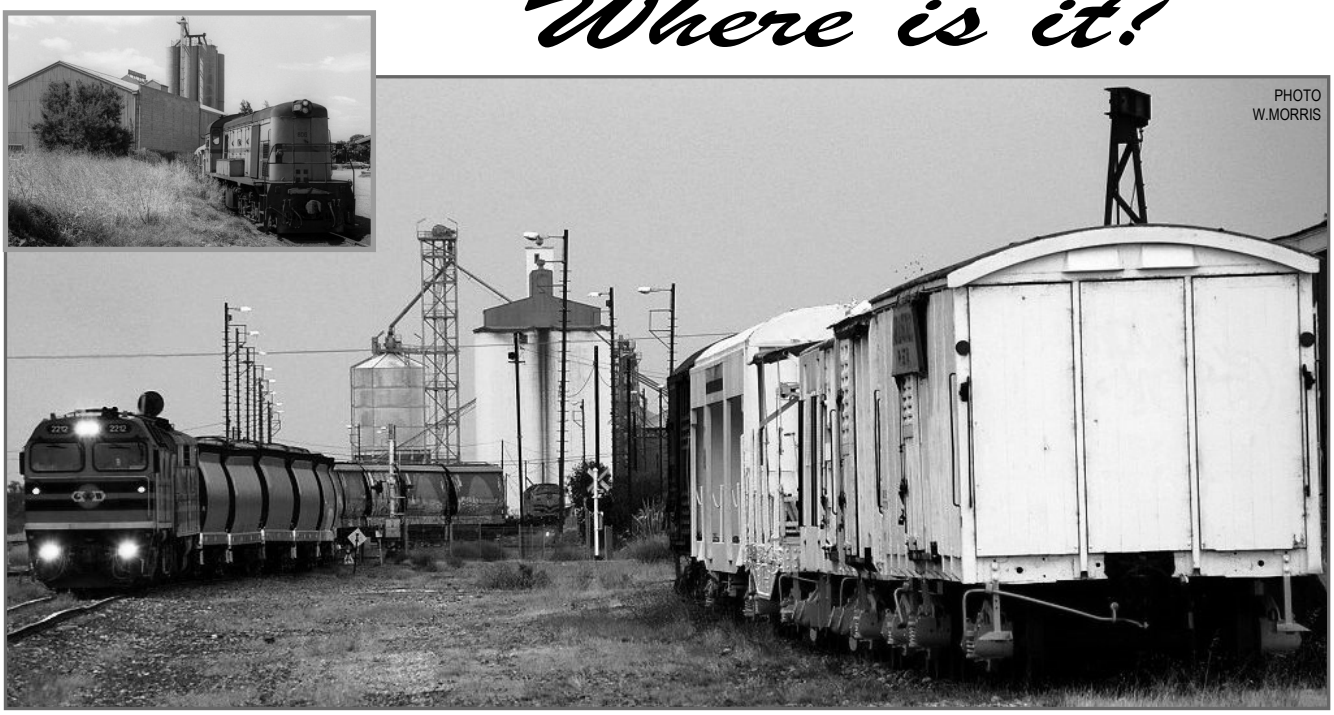
Dean Schluter

For the members who could not attend the open day, the clubroom layout was used as one of six operating layouts on display and performed well with its makeshift connections. Since then we have continued with wiring station yards, namely the Northern peninsula REDBANKS, BURFORD and KOORINGA. Once the Northern peninsular is complete we can start on the Southern peninsula upper level.

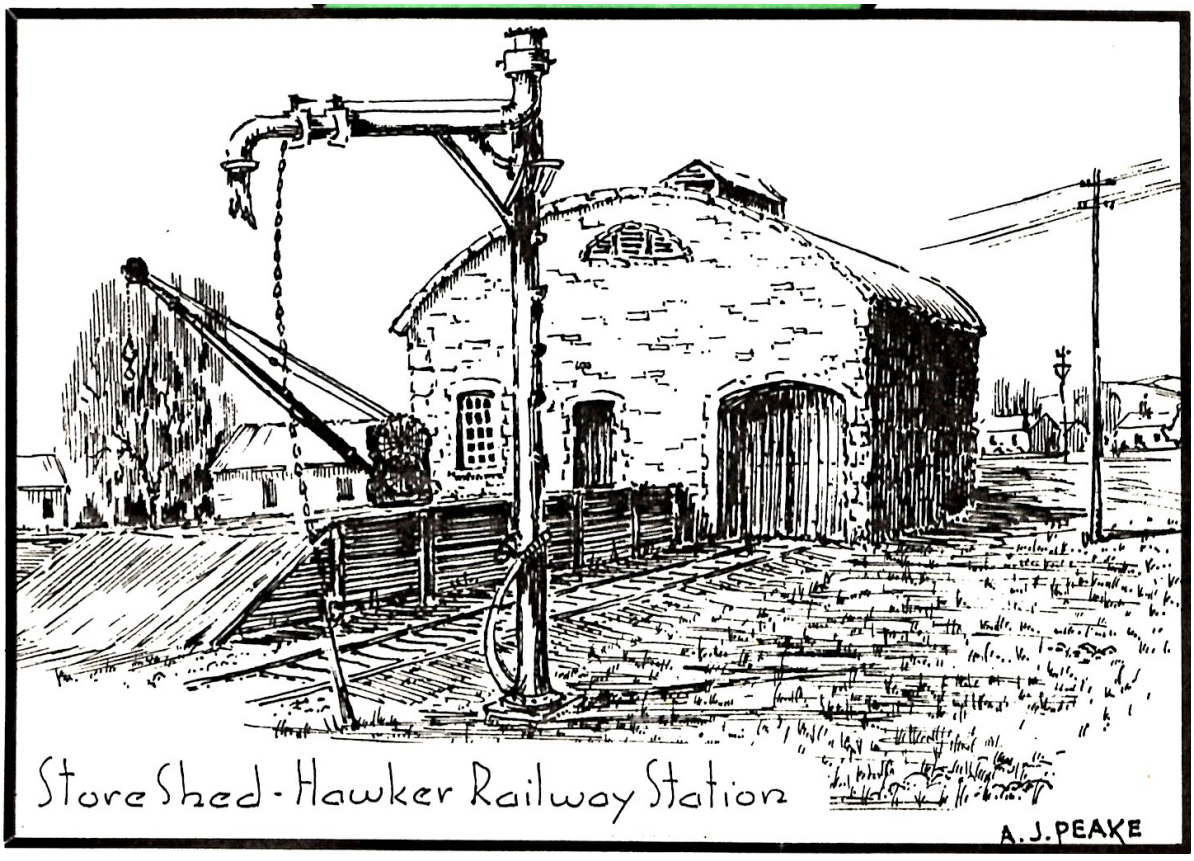
Because there are two sections of the layout where we have single line running, namely REDBANKS to BALMORAL as well as SOUTH END to KOORINGA, I have included a button at each of these stations to turn the destination station's signals RED. When the departing train passes the home signal that is at GREEN it will also turn RED, these will automatically turn GREEN when the last car of the train arrives at its destination station. The electronic circuits used for all signals on the layout were something I came up with years ago which have been operating for years on several layouts, the description of which has been published in past AMRM and Buffer Stop. The picture below shows the dedicated workers busy on the underside of the Northern peninsula (they work without pay). ■

The President ensures that the workers don't dehydrate (Ed)

Where is it?



The main picture is the March pic.
The inset is February's pic, which will be drawn at the March 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 Tanunda Station.



Cover picture from March 1987

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, 2 litres	$20.00
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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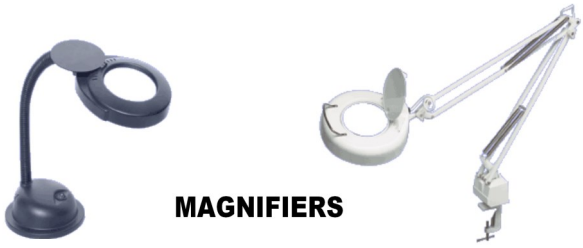

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LIBRARY REPORT

Recent Additions to the Library

Australian Railway History - Mar 17

A M R A Journal - Jan/Feb 17

Model Railroader - Mar 17

SANGS Dispatcher - Jan/Feb 16

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

Allan Norris, Librarian

Show 'n' Tell

More details in minutes, page 5

Top two: TC's wagons, top three decalled; next two OAX scratch-built from wood shapes.

Lwr left: Richard Ash's little blue caboose.

Lwr right: Matt showed a 3D printed model of a Webb brake van.

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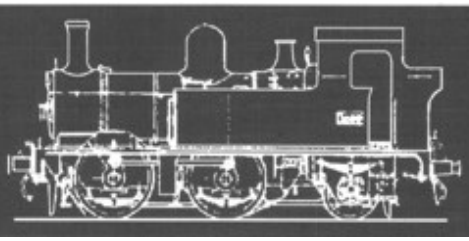
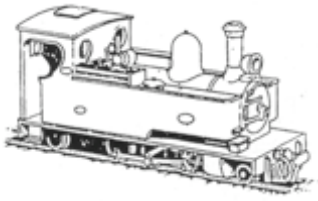
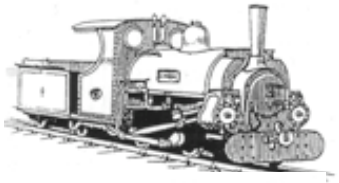
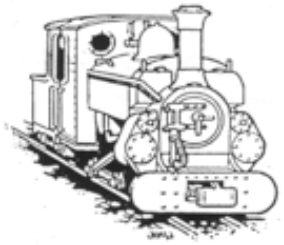








Specials for March 2017

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

End Of The Line Hobbies

AN/ANR Wagon Kits

AQEY 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
Belair Signal Box Kit (B7)	$30.00
Goodwood Signal Box Kit (B5)	$30.00
Balhannah Station Building Kit (B13)	$35.00
Two Cell Concrete Silo Kit (B18)	$89.95
Plus Two Cells Concrete Silo Kit (B18+2)	$59.95
Concrete Silos variation Pack (B18V)	$49.95
Yard Crane (Jib) [brass kit] (B8)	$49.95
Rotating Jib Crane Kit (B6)	$19.95
Concrete Bridge Kit (B19)	$59.95
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 SFnc Flat Wagon Kit	$55.00
SAR Cn Cattle Wagon Kit	$65.00

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

Contact us at: 78 Ocean Street, Victor Harbor, S.A. 5211 on 08 85527900
or at: www.endofthelinehobbies.com.au
e-mail: shop@endofthelinehobbies.com.au

Noel's Pottering

5455 Broken Hill ore Crystal Brook

PM9 Glenalta

Balco Redhill

G&W ore at Mallala
30.1.17

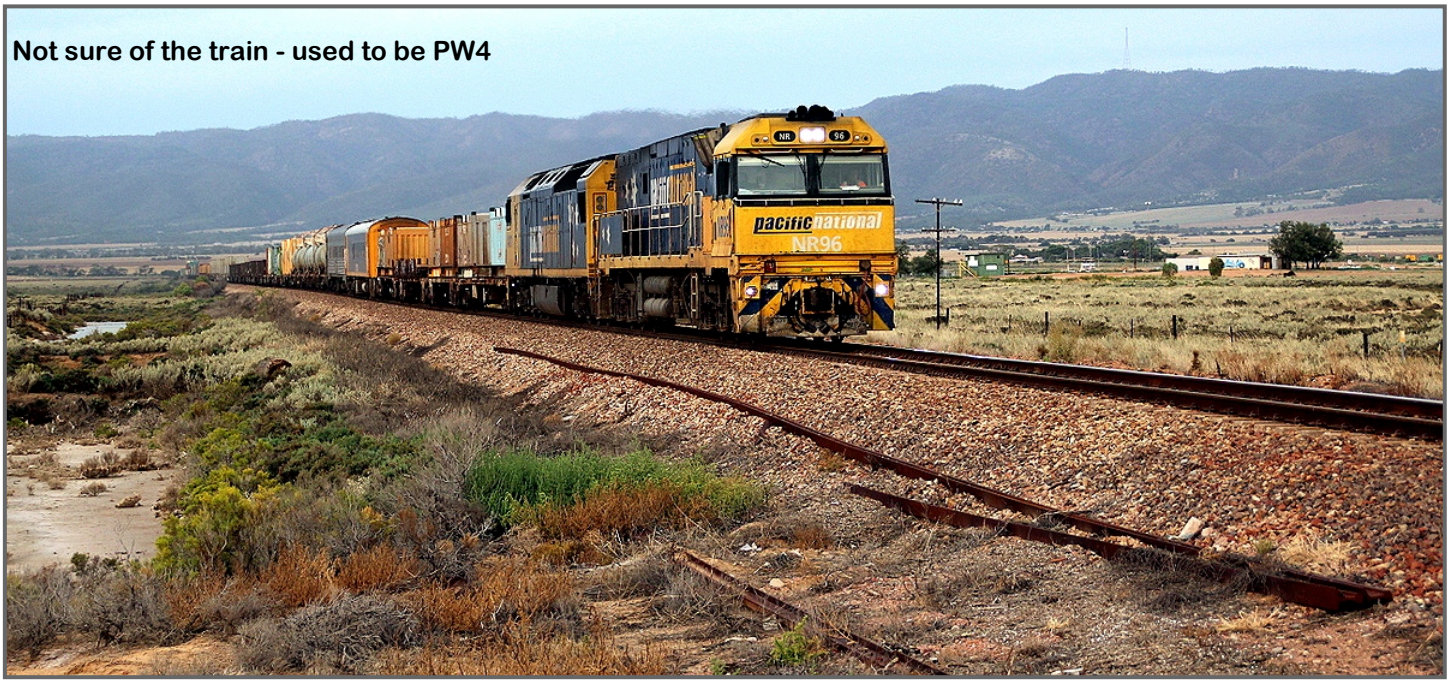
Dept Eden Hills

2182 Tailem Bend grain
Mitcham 30.1.17

DA 2 approaching Rocky River - Note 2214 in tow

Snowtown grain about to start loading

Not sure of the train - used to be PW4



SA8 approaching Red Hill

MP1 Crystal Brook

Eden Hills

O Gauge Models at Paradise - 1963

Photos by Ron Hahn - supplied by Des Egan

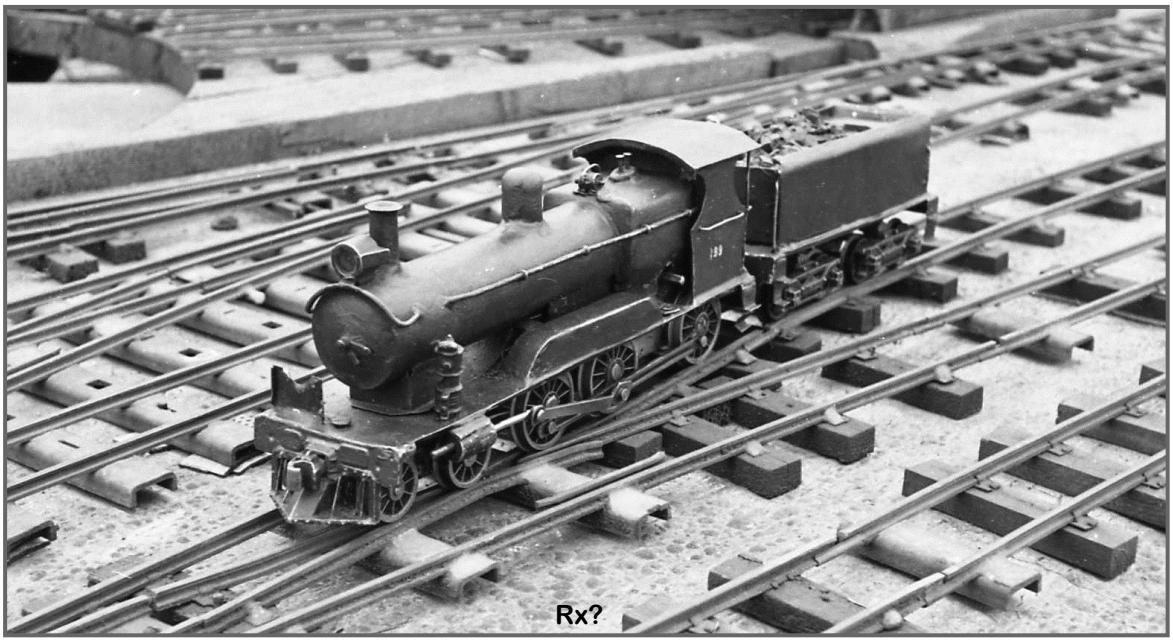
Top: SAR 605 - looks like c/work tender drive

Centre: Rx plus centenary and baggage

Bottom: Looks like c/work Vic 'S' class numbered 520

505

Great Western
4-4-0 County
of Bedford


Rx?

300 class
Redhen

250 class Bluebird

A trio of 75 class 'milk bar' railcars

The End