

SOUTH AUSTRALIAN RAILWAY MODELLERS' ASSOCIATION INC.

PROMOTING THE HOBBY IN SOUTH AUSTRALIA
SINCE 1957



The Stockyards at Burford

INSIDE

Building Accident Train Timber Wagon

Stockyards at Burford

Clubroom Layout Report

Swapmeet Report

Contents

<p>3 Editorial & Miscellaneous</p> <p>4,5 General Meeting Minutes</p> <p>5 Where is it?</p> <p>6 Birthday Dinner Ad</p> <p>6,7 Buffer Stop Archives</p> <p>8-11 Building Accident Train Wagon</p> <p>12,13 Clubroom Layout Report</p> <p>14-16 Stockyards at Burford</p> <p>17 Swapmeet Report</p>	<p>18 Victorian Stations</p> <p>19 Somerset Models & Aussie Card Models Ads</p> <p>20 SARMA + Aztronics Ads + MRSA Convention</p> <p>21-24 Noel's Pottering</p> <p>25 Junction Models Ad</p> <p>26,27 Show & Tell</p> <p>27 San Mateo & John's Handyman Ads</p> <p>28 Ally Pally Exhibition Venue</p>
--	---

Diary

Wed 11 Apr	General Meeting & Dean's Royal Show presentation
Wed 18 Apr	Work night
Sun 22 Apr	Tailem bend working bee
Wed 25 Apr	Work night
Wed 2 May	Work night
Wed 9 May	General Meeting & Matt's 900 class loco presentation
Wed 16 May	Work night
Wed 23 May	Work night
Sat 26 May	Birthday Dinner, Avoca Hotel (page 8)
Wed 30 May	Work night
Wed 6 June	Work night
Fri (set-up), Sat, Sun, Mon 8-11 June	Greyhound Park
Wed 13 Jun	General Meeting
<i>Sat 1 Sep Modelling the Railways of SA Convention</i>	



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

May 5,6 Hornsby Heights (NSW)
May 12,13 Brisbane (Bowen Hills Qld)
May 19,20 Albury (NSW) &
Richmond Vale (NSW)
**June 9-11 Greyhound Park
& Ballarat (Vic), Glen Waverly (Vic)
& Rosehill (NSW)**
July 7,8 Stawell (Vic)
July 21,22 Castle Hill (NSW)
August 4,5 Canberra & Strathpine (Qld)
August 11,12 Thornleigh (NSW)
August 25,26 Caulfield (Vic)

***The June Long Weekend is only a
couple of months away. Please fill
in the attendance sheets before long.
If you have stuff to sell, get that sorted too.***

Front Cover: Graham Phillips

**Recently, Graham was asked to shoe-horn some
stockyards into a spot on the new clubroom layout.
Starting on page 14, he explains the design process
leading to the construction of this feature.**

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 clubrooms 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: Ben Adamson via webmaster@sarma.asn.au

“Buffer Stop” Contributions

Email address: bufferstop@sarma.asn.au (material will go to both Peter & Graham)

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 May issue is FRIDAY 20 APRIL
 COMMITTEE MEMBERS FOR THE 2017 – 2018 YEAR**

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): Richard Ash Phone: 0488 000 791 email: dickyboyz99@gmail.com	Exhibition Layout Director: Bob Houston Phone: 0428 816 812 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 van der Linden Phone: 0419 847 619 email: david@vanderlinden.id.au	Social Director: Matt Lavista Phone: 0429 070 084 email: lavip51@gmail.com
Treasurer: Gordon Chaplin Phone: 8261 9736 email: gordon.chaplin@bigpond.com	Editor: Peter Pickering Phone: 8344 7625 (answering machine) mob: 0429808576 email: bufferstop@sarma.asn.au Assistant Editor (non-committee): Graham Phillips email as above
Librarian: Kelvin Brinkley Phone: 0408 854 020 email: kbb@picknowl.com.au	

Other positions held by SARMA members:

AMRE - Club representative: Allan Norris Phone: 0401 239 942 email: addnor@optusnet.com.au
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 April Buffer Stop

I have some good news and some bad news. The bad news is **Subs are due**. The good news is **Subs are the same as last year**. Considering the fact that our finances have taken a fair hit in providing for our new and improved and extended clubroom, and a new HO layout, and a new N layout, and a new this and that and the other, this must be something approaching a miracle. No it's not! It's down to members of our club working hard to ensure that our events don't lose money.

We certainly have some talent within our membership as evidenced by numerous examples of fine modelling appearing on our clubroom layout. It is even more inspiring to have the design and thought processes put down on paper so that our whole membership can benefit. Graham Phillips has done just that and you will find his article starting on page 14.

Matthew Sanders' article has similarities in that he is providing extensive prototype and modelling information which helps to provide a thorough background needed to produce a unique South Australia model.

Early in March I joined more or less the same group as our last trip for a trip to Hamilton (Vic). This time the numbers were bolstered by about half a dozen cars and a caravan or two. I'm pretty sure I've never been to Hamilton before. We also had a quick look at the Grampians; I don't think I've been there either, only having seen them from the main road to Melbourne. On the way back from Hamilton we made a brief stop at Coleraine which has the twin attractions of a historic railway station (see page 18) and a chocolate shop and factory. We then passed through the historic town of Casterton before making for South

Australia and the Coonawarra wine region where we stopped a couple of times for the benefit of certain members of our party. I bought only two bottles, honest. We then headed for Keith and home.

We've had another successful swapmeet and this is due, to a large extent, to the enthusiasm of a good number of members. Terry Meads puts in a huge amount of time and effort for each one, but he is the first to admit that, without the support of club members, it would all come to nought.

Following on from the re-vamping of the "Where is it" feature, I'm introducing another item of whimsy which will fill out a page like this one. It will be interesting to see whether it is popular, or if it sinks down to one or two members like the previous "Where is it" features did. To take part, all you have to do is make up a caption for the photo below and email it to the editor at bufferstop@sarma.asn.au. I'll list the responses in the following BufferStop. You can remain anonymous if you wish. Small prizes may be given. ■



EDITED MINUTES OF THE GENERAL MEETING HELD AT DERNANCOURT ON 14th MARCH 2018

Meeting opened at 7:34pm. Chairman: Fred Leaper

Members present: 45

Apologies: 4

Visitor: Wayne Etherton

Minutes of previous meeting: Moved by Trevor Carter and seconded by Terry Jomartz; Carried.

Outstanding Actions and Business arising: Nil

Correspondence in:

Australian Railway History – March 2018

AMRM – April 2018

Train Talk – February 2018

Email from TTG Council regarding next round of community grants.

Correspondence out:

Nil

Business from corres: Items offered for sale in February correspondence have been sold.

Finance: Financial statements presented.

Accept financial report: Moved by Gordon Chaplin and seconded by Peter Pickering; Carried

Reports:

Exhibition Layout –

Bob has purchased timber to begin building five new modules for the layout so we have a second version available to display.

He wants names for the door and help desk lists for AMRE as well as the operating roster.

He reported that we still don't know if we are going to Stawell.

Club Layout –

Dean has purchased two sets of hand held two way radios for use by the stationmasters at Redbanks and Southend. They can also be of use at AMRE and on trips away with the exhibition layout.

He asked that the various groups get together to work out which days they will all be meeting on.

Dean confirmed that the fourth Wednesday each month will be the open prototype operator's night with the other two evenings for layout construction and model construction.

Social – The birthday dinner has been booked for the Avoca Hotel for the 26th May at 6pm. Members attending would pay as they arrive.

BufferStop –

Peter mentioned the swap meet and also asked for comment on the new "Where is It" format.

Library –

Kelvin will display the latest magazines at the members meetings from now on and reported that he is about 80% through the indexing process.

Maintenance –

Nil

Bulk buys –

Nil

Special Events –

Swapmeet: Terry reported that we will have 68 tables at the moment and that he had to turn a couple of traders away for lack of room. Peter mentioned that the electoral group would be sending the club a donation to say thanks for the loan of some tables on the Saturday before. He also asked if members could help traders with items both in and out at the end.

AMRE –

Second hand table will proceed this year with volunteers from all the member clubs helping.

Allan reported that there will be 34 layouts this year with a total of 52 displays. It was noted that the exhibition was not in the AMRM exhibitions calendar and the question will be put to SANGS at the next AMRE meeting.

Peter Pickering asked about when items for the second hand table can be submitted and where to get forms from. The answer was straight away but before 30th April and the form is available from the AMRE website.

General Business:

Nil

Show & tell:

Matt La Vista had a small Thomas and Friends tank loco in HOe by Bachman that he will modify with a new smoke box in place of the face. He claims that the engineering is improving on these small scale models and they run very well and reliably now. There was also a special edition livery of the A4 class. There were two versions at the time to celebrate Sir Nigel Gresley's birthday.

His final item was an N scale SAR 800 class diesel from Robert Popovich. Designed to drop onto an existing chassis and comes with brass etched detail parts.

Paul Mackinnon presented **Trevor Carter** with a model of the SAR 520 class Thomas and Friends loco called Shane after 30 years of Trevor criticizing Paul's choice of prototype.

Raffle:

- 93515, Steve Curtis, Voucher – Junction Models
- 93547, Fred Leaper, Zap A Cap glue
- 93473, John McCallum, Telegraph Poles
- 93506, Tim Leach, Mystery Prize – Flexi Jug
- 93419, Karl Eichinger, Aussie Card kit
- 93549, Fred Leaper, Cows (donated to the club)
- 93512, Tim Leach, OO scale car
- 93335, John Venning, Pictures
- 93326, David Jameson, Micro Set decal fluid

Meeting closed at 8:32pm

After meeting activities: Peter Pickering presented a segment on making realistic gum trees using a Dan Pickard DVD.

The answer to last month's "Where is it" was MILANG.
The main clue was the 350 diesel in the background.





50 Years Ago: April 1968

NO ISSUE THIS MONTH

40 Years Ago: April 1978

PP

President: Trevor Carter, Vice-Presidents: Allan Kitto, Vic Kollosche, Secretary: Bob Irvine, Treasurer: Don Snow; Librarian: Tony Sitters, Layout Director: David Jameson, Maintenance: Alistair Whibley; Entertainment & Records: Len Redway; Editor: Geoff Pearson; Asst.Editor: Greg Robertson.

Cover: Drawing of Mt. Lyell Mining 0-4-2T (as shown).

Review: BJ Models 'OW' wooden open wagon - R.O.B.

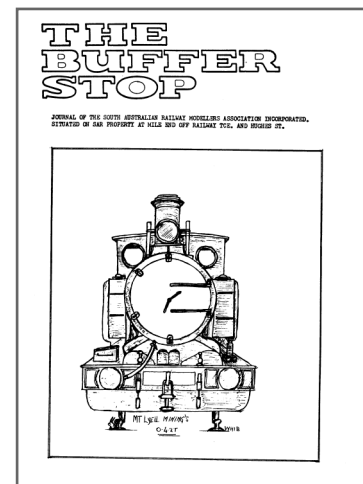
Rails to the North: Construction of 831km Tarcoola - Alice Springs railway.

SAR destination markers: Targets (day) & lights (night) sketches.

Britain: The continuing (from Sep/Oct 1975) saga of the Church family's trip to Britain & Europe - Michael Church.

Drawing: SAR brick signal cabin.

Note: Authors are listed when identified - frequently they aren't. Ed.



SARMA BIRTHDAY DINNER

Saturday **MAY 26th**
at the **AVOCA HOTEL**

893 South Rd, Clarence Gardens SA 5039

Starting at 6pm

Please contact Matt to have your names added to the list!



30 Years Ago: April 1988

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 Coordinator: Geoff Pearson,

Cover: A.N. wagons off the track at Long Gully - photo: Don Bishop

Bendigo Easter Fair: Layout trip - DJ. Another report, with pics, later in the mag, on the exhibition itself.

Punches: How to make simple punches for modellers.

Special General Meeting called to increase the committee from 11 members to 12.

Member Survey: Numerous pages were devoted to the results of a survey asking questions about Formal meetings (2nd Wed); Other Wed's; Buffer Stop; Exhibition layout; Future directions.

20 Years Ago: April 1998

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: Peter Saunders & David van der Linden; Maintenance Director: Bernard Martin; Social Director: Tony Sitters; Librarian: Barrie Mackinnon; Editors: Paul Mackinnon and Bill Button;

Front Cover: Mikado 701 after coaling and watering at Mile End during the 1950s photo by Noel Potter.

Layout Report: The bridge on the Peelinna peninsular has been completed by Dave Zietz and looks really good in position. Transformer installation is almost complete with two being installed in the layout room.

Article: Railway Signals for the O-Bahn by D. Rayell

Article: The Kingston Flyer by Bill Coles

10 Years Ago: April 2008

DVL

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

Front cover photo of 38010101 in bullet silver

Ironically, the minutes record 45 members present and 4 apologies

The Barnes Boys ride the Ghan

Sandown report by Alan Thomas

A very busy work night at the club on page 19

o

Building Accident Train Timber Wagon FB8653 in HO scale

Part 3

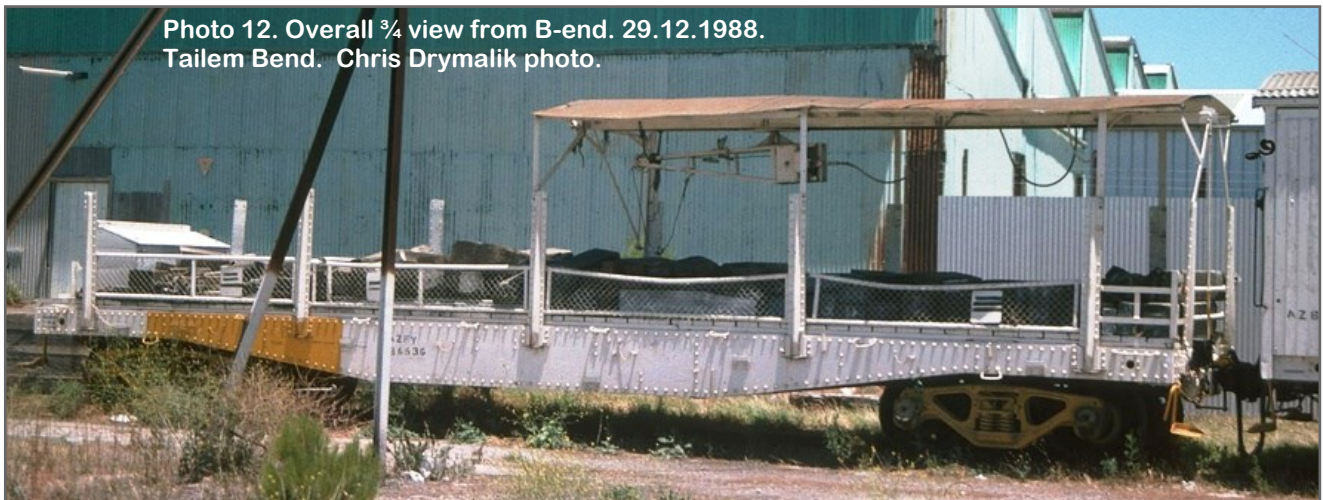
Matthew Sanders

9. Hardwood Timbers



End dimension (inches)	Length (feet /inches)	Approx. Quantity
12 x 12	4'6"	12
	3'6"	42
12 x 6	4'6"	6
	3'6"	12

On the prototype, these timbers were used to support the outriggers of the crane and re-railing or jacking equipment. Photos in “Accident Cranes of the SAR” suggest there were also two sets of end dimensions for packing timbers. With no tape measure to help me when I photographed FB8653, the lengths of the remaining packing pieces are 5 and 8 wagon deck board widths long. Finished slightly under-length in model form, they can be fitted in pairs across the wagon. In Photo 12, hardwood pieces form almost the entire load of the wagon, there being little discernible details of other large items.



The idea is to provide an assortment of timbers to provide support for a crane capable of lifting over 100 tons. Photos 2 and 12 suggest some longer timber were stacked across the wagon, a snug fit, but both images also show certain randomness in loading the timbers.

I built the load as individual pieces. Because of the way these small timber pieces stack on the model, carving a glued-up stack to take a metal strip used to weight the wagon for smooth running on track did not seem practical.

Painting of the timbers will be described under, “Painting”.

That leaves space for other equipment. In the video “Forgotten films...” there is a metal structure on the open deck area of the wagon. I have not been able to identify it. A sign, currently on the wagon reads, “Autos. W Irons”. Consultation with staff at Taillem Bend Rail Museum suggests W-Irons to

be 4-wheel or 6-wheel bogie frames. Two 4-wheel bogie frames can be fitted with space to spare. National Rail Museum staff suggest 'autos' can be understood to mean auto-couplers, carried as spares to replace those damaged in derailments.

The best images I could find for prototypical loading are Photos 2 & 12.

10. Roof and Sub-Frame

It is at this point that you may wish to decide which version of wagon body work you wish to construct. Photo 2 show full-length pipe and mesh sides with six similar stanchion extension assemblies supporting the roof. There is no evidence of modified stanchions or additional lifting equipment.

Photos taken in the AN era (e.g. 1988, 1998) show the mid-wagon stanchion assemblies on both sides modified to accept auxiliary lifting equipment and the roof frame strengthened mid-wagon.



Photo 13. An overall impression of construction and B-end detail. 23.02.2014. Tailem Bend. Mathew Hughes photo.

The scratch-building of the roof and supporting frame may now commence.

The prototype frame is a lightweight, rather spindly structure, meaning that any

opportunities to strengthen parts and reinforce joints will add to the durability of the model.



Photo 14. Under-roof detail. 01.01.2017. Tailem Bend. Author photo.

Photos suggest the roof is made up of a number of separate panels, using a similar method to other SAR vans. I formed the roof using dimensions from the roof profile of an adjoining M-van. The original roof material is fairly thick metal sheet, being part of a load-bearing structure for the overhead crane track. The shape of the roof appears to have been deformed over its life in the Accident Train.

Original efforts using a single piece of 0.010" styrene gave

a basic shape, but one that was easily deformed. I next cut 2 pieces 0.010" styrene 90mm x 39mm. These were curved by wrapping them around 20mm plastic conduit, fastening with rubber bands and placing in hot water, removing when cool. By gluing the pieces one on top of the other and returning them to the conduit while the glue dried a more rigid shape was formed. I wrapped tissue paper over the conduit to prevent glue bonding the roof shape to the conduit. Finally, I returned the roof to hot water and weighted it to get the final curve. *I would suggest making at least 5 -6 wrappings of tissue as this gives the roof a flatter shape, much closer to the prototype.*

Lines can be scribed into the material to represent the joins in the sheets, offsetting the lines on top and bottom surfaces to represent the joins in the sheets.

Construction from the B-end to the mid-roof stanchions is as follows:

The roof supporting structure is a collection of materials. Photo 14 shows there is no supporting rib at the very end of the B-end of the roof.

Stanchion extensions, formed from curved flat strip, join stanchions near the B-end. The strips commence at the forward edge of each of the four stanchions and rise vertically to the roof where they curve to follow the shape of the roof. At this point they are joined to the roof members.

In addition, there are two equally-spaced flat support strips crossing the roof between first and second stanchions.

- *In constructing the model, my experience would suggest that the stanchion extensions and curved strips that support the roof be cut from one piece of brass strip to give a stronger shape. Small pieces of stanchion extension curved to meet the roof, as per the prototype, did not have enough surface area for a strong joint, and were frequently damaged during construction. Adding the pipe pieces does reinforce the joints.*
- *Cut all stanchion extensions over-length; they can be trimmed to length on final assembly.*

All of the above-described roof support members end short of the edge of the roof and flush with the inner edge of the stanchion extensions, meaning the roof is wider than the deck of the wagon.

From mid-roof stanchion to end of roof at midway along wagon:

- *This stage is only required if building the wagon in a post-1972 condition. If building an earlier version the stanchions at the mid-wagon end of the roof can be formed using the same method as the B-end and mid-roof stanchions.*



Photo 15. RH stanchion construction.
Note also small diagonal piece on LH stanchion opposite. 01.01.2017.

- *Although there is evidence of a number of different materials used to modify this structure, for the sake of strength and simplicity I chose to use angle, removing material where necessary to give the appearance of flat material.*

The third set of stanchion extensions are formed largely of angle iron. The metal extending from the third stanchion on the right-hand side, at the mid-wagon end of the roof is angle iron. It is bolted to the stanchion and appears to be welded to the angle iron supporting the curve of the roof. Another piece of angle runs between this stanchion and the second stanchion.



Photo 16. LH stanchion construction. 01.01.2017. Taillem Bend. Author photo.

On the left side of the wagon, this stanchion extension is reinforced with extra material to take an additional piece of lifting equipment which appears to pivot on this stanchion.

I used 0.060" Evergreen styrene angle for the angle iron, warming it before shaping it into a curve to match the roof. *I notched the material to try to reproduce the angle iron stanchion extension and roof support as a stronger one-piece assembly, but the fold was too sharp; I was forced to use a glue and butt joint construction.*

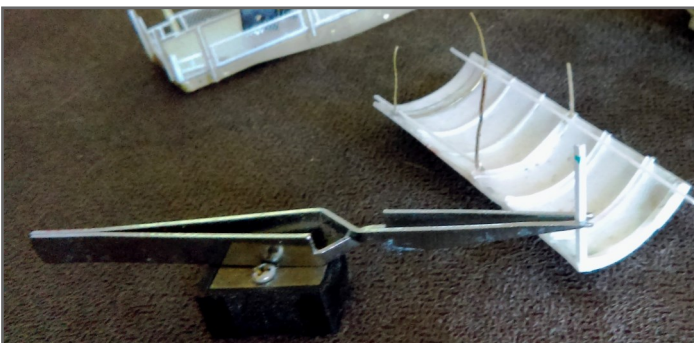


Photo 17. Squeeze-to-Release tweezers essential for improvised supports. 20.04.2017. Author photo.

Similarly to the other intermediate roof supporting strips, 0.030" strip can be used to represent the flat rib material between second and third stanchions.

The construction of the frame at the end of the roof mid-way along the wagon suggests a variety of materials over a number of modifications. Photo 16 shows an initial construction similar to other stanchion extensions, to which flat bar has been welded

to produce an angle section. I chose to build using angle, removing material where necessary. Later, the auxiliary boom was built in place on the stanchion.



Photo 18. Under-roof detail. 28.01.2015. Taillem Bend. Matt LaVista photo.

The final components on the roof frame on the prototype are three pieces of round tube, each terminating in a different position. One piece runs the length of the roof on the left-hand side: a second down the centreline of the roof sheet, terminating at the third last rib from the mid-wagon end of the roof and the third tube terminates at the second stanchion to be replaced with angle iron on the right-hand side. The outer two of these tubes fit into the curve formed by the material from the stanchion extensions where it joins the shape of the roof. The round tube is bolted to the stanchion extensions below the angle iron. ■

After numerous rewrites the two-part tutorial notes have been written and printed. I must thank my three reviewers for their suggestions in making the notes clearer to readers not familiar with the layout. At the March general meeting I issued the lists of the four prototype groups to all members, asking them to get together in the break to settle on a night for me to present the tutorial. It was decided that the second Tuesday in April would be suitable for the MODERN AUSTRALIAN, AMERICAN, ENGLISH & OTHERS tutorial.

It became obvious after a couple of Tuesday trial sessions that it will be necessary for both North and South end stations to have Stationmasters to control train movement to and from them. It was also made clear that verbal communication would be necessary between those stations and the approach station of each. I informed the members at the General Meeting that the committee had approved the purchase of four Uniden radios for this requirement; this has been done. These radios will also be used for traffic control at Greyhound Park. In the meantime, the dedicated Tuesday group is continuing to scenic the layout, build station buildings and houses, etc. However we will commence running sessions as soon as possible after the tutorial.

After many months John Henderson has finished the scenic area he was assigned (below); it looks good, modelled on the area between the Mount Lofty ranges and Murray Bridge.



Graham Philips has created an excellent stock pen for the Burford Station (see cover and article, pages 14 - 16) as well as the industrial area at Kooronga station (below).



Chris Mutton is well into creating the cement works in the middle of the layout (below). ■

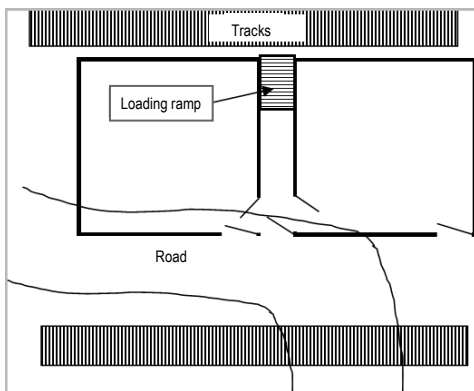
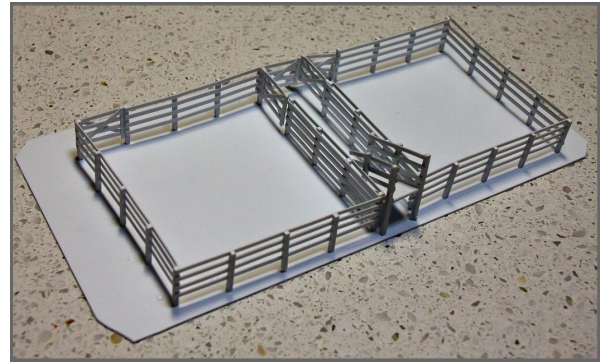


Evolution of an Idea

I was recently asked to “work some magic; you know... water & feed troughs, some bushes, that sort of stuff” on this stockyard with the idea to locate it at Burford on the club layout.

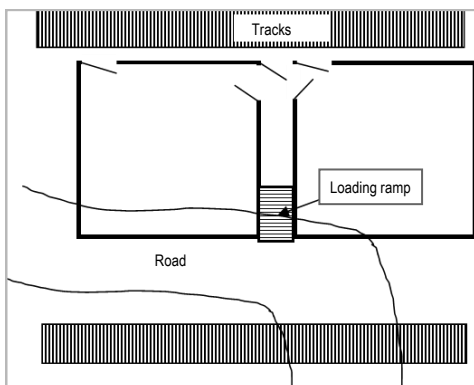
Ok I thought, I can do that but I had no idea what colour earth was required, if it was to be cattle, sheep or both and did it fit the available space allocated. So a close look at the designated location and discussion with interested people (Len, Dean & John) resulted in the following:-

1. The yard extends over a step in the baseboard.
2. The yard was too deep as it impinged on the proposed road.
3. Both cattle & sheep to be catered for.
4. The design makes it difficult for cattle (who can't turn sharply) to go from the yard into the race.
5. Provision for truck loading.
6. Provision for animals which had been driven overland.



There were two possible orientations for the model. The first one (left) allowed for:-

1. Loading a wagon but because of the step in the baseboard the ramp was too high.
2. Possible overland droving
3. Truck loading only if the truck had a ramp but it could be complicated by the adjacent gate and the truck would block the road.



The second one allowed for:-

1. Loading a wagon at correct height (because of the baseboard step).
2. Truck loading via ramp but again the road would be blocked.

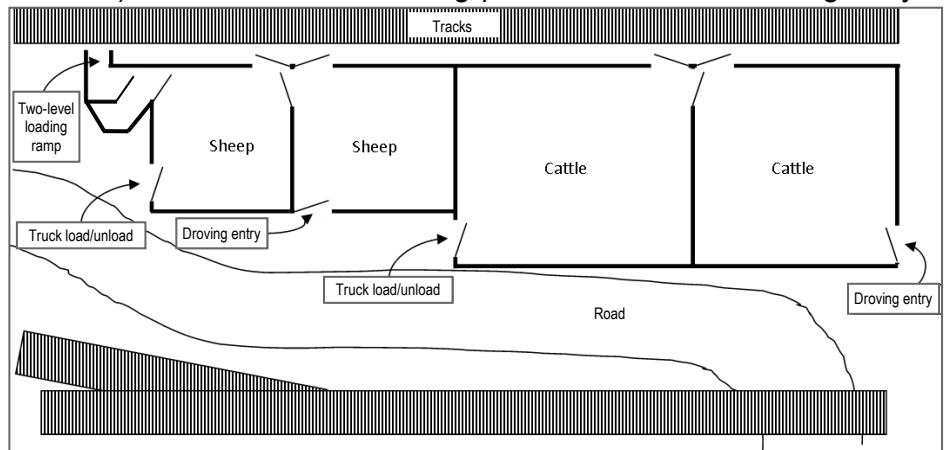
It was becoming obvious that the model, as supplied, was going to need modification; at the very least, made narrower and sheep yards added.

A trip into the library found the very useful 2001 Modelling the Railways of South Australia Convention article on stockyards. This added a further complication as the race width on the model was too wide and the gates were wrong (timber instead of metal and loading gates too wide).

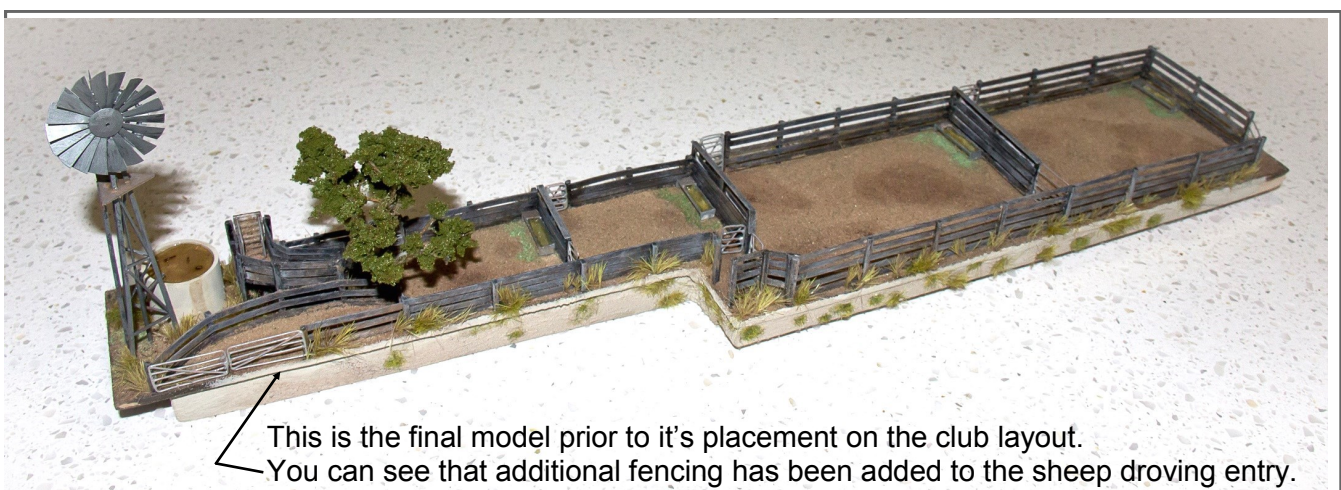
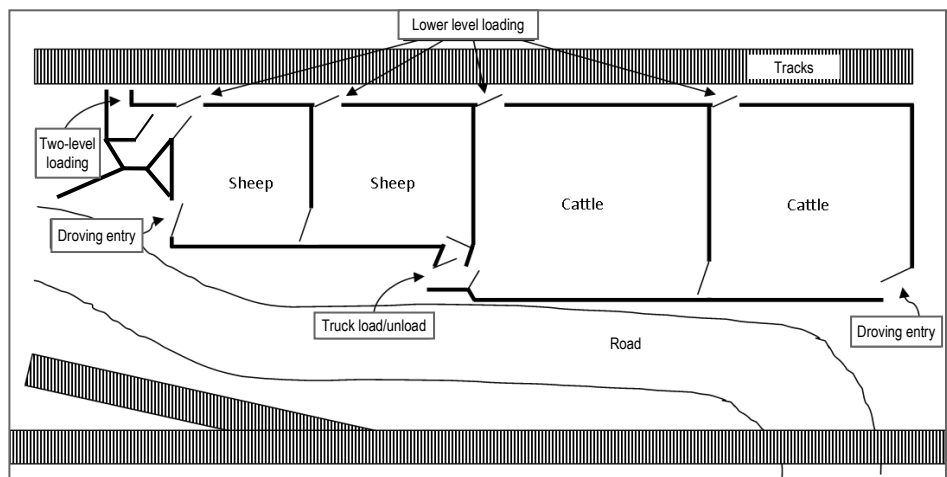
Armed with all this information I initially looked at the model and started disassembling it (apologies if you were the original maker). After basically destroying it I decided it would be much easier to start from scratch but I guess I have gained some fencing for my layout when it gets to that stage.

So here is my initial design. It is raised at the track side to allow direct loading into wagons (thus eliminating the step in the baseboard), has flatbed truck loading platforms, overland droving entry and gates based on the original model design.

This design also had problems. The cattle droving entry was difficult to get to due to scenery, the sheep droving entry interfered with the cattle truck loading platform, using the sheep truck loading platform would block the road and the wagon loading gates did not suit the 18' or 36' sheep wagons or the 36' cattle wagon.



Here is the final design. The truck loading platform has become dual purpose allowing either sheep or cattle. The wagon loading gates have been resized and spaced to match wagon lengths. The gate linking the yards has been moved. The planned sheep truck loading platform is now a droving entry and the cattle droving entry has been angled.



Construction

The base is 3mm craftwood raised to platform height with balsa which was shaped to match the step and slope in the baseboard. The board was given a coat of stain varnish to waterproof it and the balsa was coated with cornice adhesive to give a rough concrete look, then painted with a grey paint and given a brown India ink wash. The base was coated with a glue/water mix (brushed on) and sand was sieved over it until it was all covered.

A brown India ink wash was added in various places to create a variation in colour.

Matchsticks were used as posts while the rails were styrene strips fixed with superglue, they were given a rough finish with a micro saw blade to simulate grain then a black India ink wash followed by a brown and light grey wash.

The gates are strands of electrical cable bent to size and soldered and painted a dull grey; dry brushed rust was added.

The water troughs were a piece of styrene pipe cut in half with thin card glued to the ends and a piece added to the top to hide the refill float. They were sprayed silver and then a green wash was added to the inside. The water tank is 25mm plastic water pipe painted concrete grey with a piece of foam place inside and a thin card



painted with a green and brown wash placed on top. Woodland Scenic Realistic Water was used in the water troughs and tank.

The tree was made in the traditional way using multi-strand electrical cable twisted and shaped then coated with cornice adhesive before being painted brown and then grey-white. To add the foliage, I sprayed the tips of the limbs with adhesive and plunged them into a container of ground foam then sprinkled with green coloured saw dust and sieved tea leaves.

The windmill tower was made using styrene angle, square and sheet. The fan blades were fashioned from an old overhead projection sheet. I printed a circle on the sheet, segmented into 18 pieces and then cut almost to the centre of the circle. A button with a spoke

pattern was glued to the fan but only on one edge of the cut, a piece of styrene was glued behind the blade to force a twist. To hide the centre and provide a mounting point a sequin was glued to front and back. Everything was given a coat of grey paint followed by a dry brushing of rust.

I used 10, 6 and 2.5mm static grass in small clumps and combination of clumps. They were hand applied by dipping the end into glue before positioning on the base; once in place, I lightly tapped the top to splay the clump. ■



31st Swap Meet Report for March 2018 Terry Meads

Amazingly, this event exceeded all expectations, being booked out 5 weeks before! This time 35 (28 last time) 'traders' booked 68 tables, the maximum for the hall. 5 previous 'traders' had to be disappointed, along with 2 newcomers, who were all informed they would be contacted if there was a cancellation.

The club had 3 commission sales tables, but disappointingly, 1 was not used. It was suggested that we only have 2 next time unless advance positive indications are made by members wanting to place items on these tables.

At least 3 previous 'traders', not having enough items for their own tables, joined others.

It seems there were not enough other attractions to draw people away this time. Our 2 previous events drew no more than 50 tables.

Attendance by the public amounted to just over 200.

The set-up was the usual 28 tables around the edge of the hall where most 'traders' required power, but now with 4 rectangles each with 10 tables in the centre of the hall.

We had the usual flyers in at least 18 hobby/toy shops and two websites. Tony Sitters kindly arranged for the event to be mentioned on the local radio station. Our thanks go to him once again.

I would like to thank Peter P for his help with preparations and in arranging the date with the school and placing confluence signs in the local area. Gordon for acquiring the keys and unlocking the premises.

Also, using our revised distribution of name tags, thanks go to Dean for the time consuming checking in of every 'trader' . And thanks to Matt for doing the survey and other members managing the commission tables, also the Barnes team out the front for providing their ever popular sausage sizzle. Not forgetting members selling tickets. Thanks also to members for their assistance with flyer delivery, table set-up/clearing up, parking/unloading and help on the "commission sales" tables.

Our next swapmeet is looking to fill the hall again to capacity, with some late booking 'traders' turned away this time and with 3 buyers and assistants requesting their own trading tables for our next event!

We had an excellent turn-up at 7am for the more complicated set-up of tables.

Again, my thanks to all members involved, which helps to make our event one of, if not, the best. ■



A

Victorian Stations - Hamilton & Coleraine (front & rear)

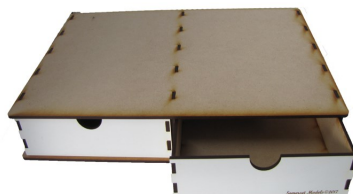




Paint Stands

- Tamiya - Model Master
- Vallejo - Tamiya Enamel
- Humbrol - \$24.94 each
- Can be Custom Made by Request

Proudly Presenting The Paint Rack Collection Draw Units



- Single and Double Draws
- \$24.95 each



Corner Units

- Tamiya Acrylic
- Vallejo
- Humbrol
- \$19.95 each

Available in Store or Mail Order
Combined Postage to help you save!

Also Stocking...



Ph: 08 85232913 Shop 1/7 Walker Place Gawler SA 5118



AUSSIE CARD MODELS

Architecturally Designed Buildings for Aussie Railway Modelers

A huge range of classic Australian buildings to suit all layouts

- DWELLINGS
- GOODS SHEDS
- INDUSTRIAL STRUCTURES
- RAILWAY STATIONS
- RETAIL SHOPS
- LARGE RANGE OF AUSSIE WALL & ROOF TEXTURES
- FARM BUILDINGS
- CHURCHES & CHAPELS
- SCHOOL HOUSES
- FENCES, SHELTERS
- TRACKSIDE BUILDINGS



SARMA Members can now BUY DIRECT FROM US and SAVE \$\$\$\$

Our new full colour catalogue is now available - Just send us an email to receive your copy

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



SARMA SALES



See Don Worby

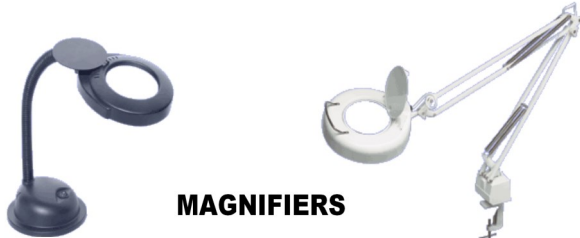
SARMA Pin Badges	\$7.00
"Rails and the River" Medallion	\$10.00
Bogies: 40 ton Round Lid, Solid Wheels	\$13.00
Bogies: ANR XC	\$13.00
W Car Bogies	\$11.80
SEM Axles 10.5 x 25 mm	\$2.30
SEM Axles 10.5 x 26 mm	\$2.30
SAR M Van (BGB) Kit Includes Bogies & Couplers	\$35.00
SAR M Van (BGB) 5 Wagon Bulk Kit (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

AZTRONICS

Your Local Electronics Stockist

MODEL RAILWAY ELECTRONICS SUPPLIER



MAGNIFIERS



TOOLS



**LEDS
LED STRIP**



AZTRONICS PTY LTD

170 Sturt Street, Adelaide, SA 5000
 ph) 08 8212 6212 Fax) 08 8212 4212
 www.AZTRONICS.com.au

Modelling the Railways of South Australia Convention

Saturday, 1 September 2018

Lecture Theatre, Flinders Medical Centre,
Bedford Park

The following talks are planned:*

- The 930 Class Loco
- SAR in O Scale
- Strathalbyn and Sandergrove in N Scale
- Islington TNT and Container Traffic
- BGM T Class Loco
- Victorian Passenger Cars in SA
- with additional articles in the notes on locos, wagons and more...

* Last minute changes may be necessary.

Displays of these and other topics will also be on hand, lunch and comprehensive notes on all presentations will be provided as usual.

Registration forms are available from:

- www.mrsac.com
 - Hobby shops
 - SAR Convention, PO Box 356, Parkholme SA 5043
- or email at convention@mrsac.com

Forms will be posted to previous attendees in May.

Sponsored by the Australian Model Railway Magazine

Noel's Pottering

4416 Balco at Adelaide end
Crystal Brook Triangle



Gladstone grain being
passed by SP6



5AG1 Olary





City of Broken Hill



Broken Hill Yard



Bowmans Rail 5100 being loaded at Broken hill



8M44N Rail train
Mannahill



3MA8 Ararat



3MA9 dept Ararat

Snowtown



Lillimur



Keith
Sunday 4.3.18



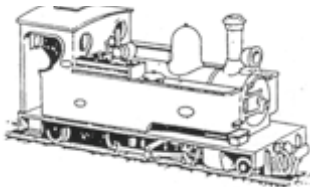
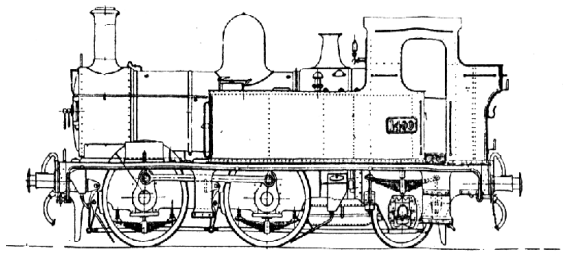
Junction Models

Shop 4, 449 Main North Road, Enfield Plaza, Enfield 5085

Phone 08 8349 7464 Fax 8349 7463

Email: brian@junctionmodels.com.au

Website: junctionmodels.com.au



Specials for April 2018

We are now stocking SDS & Southern Rail products:

Southern Rail South Maitland Rly Class 10 loco (dc) \$625.00

Southern Rail South Maitland Rly " " (dcc/sound) \$745.00

SDS NR locos \$275.00

40ft TNT containers, and others.

Bachmann Thomas Set \$225.00

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

More New Hornby Locomotives & Wagons & sound decoder in stock

Loksound decoders

Golden Valley Hobbies Barclay Industrial 0-6-0T \$125.00

DJ Models J94 Tank Loco – LNER or BR livery \$135.00

Oxford Rail Janus diesel loco \$170.00

Walthers Trainline HO scale locos, some DC some DCC from \$99.50

Powerline Vline H class \$265.00

Powerline 48 class \$280.00

Gloucester City Pullman set \$330.00

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 and Redhens – in stock

Frateschi Coaches, Wagons & Building kits

GSI aqueous paints, 96 standard colours (\$3.95) plus 4 fluoros and 8 metallic

Cheers from Brian & Vic

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

April 2018

The Buffer Stop

25

Show 'n' Tell (More info page 4/5)



Matt's A4 (above) and 'Thomas' tank (below)
Paul's 'Thomas' SAR 520 class (bottom)



Mechanism Modification

Remove brake shoes
either end of the
bodies see bottom
photo.

Remove handrails
with cutters.

Jigs cut
and file

Jig position

Drill holes
inside step

Drill holes
inside step

Drill holes
inside step

SAR 800 class

This kit requires an Atlas MP-15 mechanism
You will also need micro trains 1015 couplers/ you can also use the MP-15
couplers.

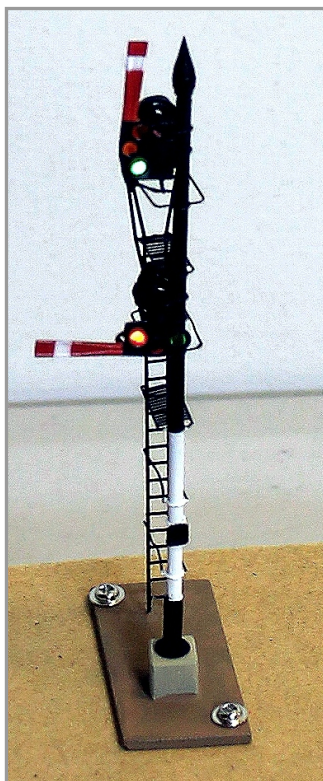
In this kit there is :

1 800 class body casting
1 Set of handrail etches
SAR Decals
Pair of lost wax brass horns

1. You will need to carefully remove the flashing from the body , Take Care when cleaning
the flashing around the windows, recommend you use a sharp scalpel and files.
2. File out the coupler recesses either end of the pilots and test fit the micro trains couplers
(or you can use the couplers that are fitted on the Atlas MP-15 further filing may be
required.)
3. With the brass horns refer to actual 800 class photos on their location as they
might differ from one to another but I found from the photos that I have seen they
are located on the roof one facing the front cab the other facing the rear.
4. Fitting and drilling the handrails. On the etch there are 3 drilling jig aids to help you
drill the locate the holes needed for the handrails, you will need to file a little on
the side of the jigs to fit it to the body(see attached photo)
PS at this stage drill all your holes for the handrails, test fit them but don't glue
them in ,this makes it easier for you to mask the model for painting ie the SAR/AN
colour scheme.
5. Time to paint, wash the model in warm soapy water to remove any grime,
Get some good photos of the loco you want model paint, decal
and then clear coat.

Any question contact
Rob on 0433 78 000
Email: r13@op n 2 u

Matt's SAR 800 class diesel kit



N

SAN MATEO LINE

- Searchlight signals for VR and SAR in HO and N
- Colour Light signals for QR and NSW in HO
- Upper Quadrants for VR and SAR in HO
- VR somersault lattice mast semaphores - HO kit only
- Etched brass kits with LEDs or fully assembled and painted models made to order

Available from hobby shops or

San Mateo Line, PO Box 2205, Mildura 3502

Ph: 0428 236 055

www.sanmateoline.com.au

sales@sanmateoline.com.au

JOHN'S HANDYMAN SERVICES

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



0428 294 859

ABN 89 954 074 379

How's this for a model railway show venue -
Alexandra Palace, near London



The End