

SOUTH AUSTRALIAN RAILWAY MODELLERS' ASSOCIATION INC.

PROMOTING THE HOBBY IN SOUTH AUSTRALIA
SINCE 1957



*Above: The Strathburn Crew at Stawell
Below: The Timber Mill at Fingal*



INSIDE

Vale: Paul Mackinnon

Replacing gears on Trainorama 930 etc

The Stawell Trip

Library Report & Noel's Pottering

Vale - Paul Mackinnon

Paul Mackinnon passed away suddenly at the age of 51. Although we are told that he died from a sudden heart attack, it appears that it was possibly caused by other medical factors including the fact that he was suffering from Cancer. Apparently Paul had only a few months to live and it was suggested that, at least, he was spared the months of pain and suffering that he was facing. Paul suffered in silence and it was a credit to him that only a few people in the club were aware of his condition.

Paul Mackinnon might best be remembered as a man who spoke his mind, however, often what he said reminded us that our Club must try to cater for everyone's needs; he voiced what some of our other members were thinking, but perhaps were not willing to say out loud. Over the years, Paul did a lot for the South Australian Railway Modellers Association, and on a sad occasion like this, it is timely that we record some of the things he has done. Our first record of Paul is in the Buffer Stop that recorded the Club trip to Whyalla in November 1974. Accompanied by his



father Barrie, Paul was only around 8 years old at the time. An interesting train made up of three Budd cars and three VD vans. (it was the previous year's trip to Whyalla where a ballast train got bogged and held us up for a considerable period.)

The Club's records indicate that Paul joined SARMA around 1982, but he must have been a member before this, because he became a joint editor of Buffer Stop in the 1981/82 year. After a year's break, Paul was back again as an editor for the 1983/84 year. In the 1984/85 year, Paul became Club Librarian. For several years, in the period 1993 to 97, Paul was the club Social Director and he took up the mantle again as Editor in the 1997/98 year. For the period 2000 to 2002, he was Social Director, (a position his

father later took up for many years). In 2002, he again took up the position of editor together with Harry Rush for a three year stint until 2005. There is a good deal of work putting the magazine together so over a twenty year period, Paul put in a considerable amount of work as a committee member.

Paul had a number of layouts in many scales and he specialised in looking after the younger model railway fans, both on his layouts running Thomas and friends, but also on the Club's self-drive layouts. Paul also exhibited his layout at the Adelaide Railway Station where a group of puppeteers from Tasmania ran a program for a week or so entertaining a large number of children from various schools who made special trips to the Railway Station to see the action on the layout.

Paul was always on the lookout for a bargain and he would often tell us where he had purchased his latest acquisition and proudly display it for all to see. Often the shops would run out of what he talked about, so clearly his show and tell talks

produced results.

As an N scale modeller, Paul helped to run the Club's various N scale layouts at some of the past exhibitions and he brought in a nice narrow gauge layout to the clubs "Open Day" which we held in the new club rooms in January 2017.

Paul is survived by two daughters, Caitlin and Alyssia, both of whom are well known as they have attended many club functions. His parents are still around, although Barrie is now confined to a wheel chair. Many of us were able to catch up with Barrie at the funeral.

Paul's contribution to the club was significant and he will be missed, especially by some of our younger members.

Hugh Williams

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Diary

Wed 8 August	General Meeting (Show & Tell topic - more passenger coaches)
Wed 15 August	Work night
Wed 22 August	Work night
Wed 29 August	Work night
Sat 1 Sept	Modelling the Railways of SA Convention
Wed 5 Sept	Work night
Wed 12 Sept	General Meeting
Sun 16 Sept	SARMA Swapmeet
Wed 19 Sept	Work night
Wed 26 Sept	Work night
Wed 3 Oct	Work night
Wed 10 Oct	General Meeting
Wed 14 Nov	General Meeting



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

August 11,12 Thornleigh (NSW)

August 25,26 Caulfield (Vic)

**Sep 1 Modelling the Railways of SA
Convention - See page 21**

Sept 15,16 Kyneton (Vic) ARMMEX
see below

Sept 16 Thornbury (Vic) Modellers Forum

Sept 29 - Oct 1 Liverpool (NSW) Sydney
The Noarlunga exhibition is also on this
weekend.

October 20,21 Sunbury (Vic)

ARMMEX 15/16 Sept 2018

AUSTRALIAN RAILWAY MODELLERS MANUFACTURING EXPOSITION

PRESENTED BY COTTAGE INDUSTRY CONSORTIUM & MACEDON RANGES MODEL RAILWAY CLUB

Held in Historic Kyneton (Vic), Masonic Hall, Yaldwyn St West

An exposition of local Australian manufacturers. Come and talk with the people who
manufacture the products. Manufactures will be releasing new items.

EXHIBITORS: BLUE & GOLD, BILLS BILLBOARDS, BROAD GAUGE MODELS, LYNDONS
TRAINS, OUTBACK MODELS, PHOENIX MODELS & HOBBIES, SAN MATEO, SCALE
WORKSHOP, SECTION 8, WEATHERING BY STEVE JB, MODEL BUILDERS AND MORE.

BUILDING DEMOS, SOLDERING TECHNIQUES, CASTING, WEATHERING, DECALING, BUILDING WITH CARD STOCK, etc.

\$5 FLAT RATE ENTRY FEE Enq: Brian 0427 047 411 b_chester@bigpond.com

Front Cover: Ed

The new travelling arrangement (12 bodies in 3 cars) worked well.

Here are the 12 bodies in typical pose at Stawell.

Simon Handby's timber mill on Fingal was well worth a close look.

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 2018 – 2019

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 September issue is FRIDAY 24 AUGUST

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
Librarian: Kelvin Brinkley Phone: 0408 854 020 email: kbb@picknowl.com.au	Assistant Editor (non-committee): Graham Phillips email as above

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 (pending)

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

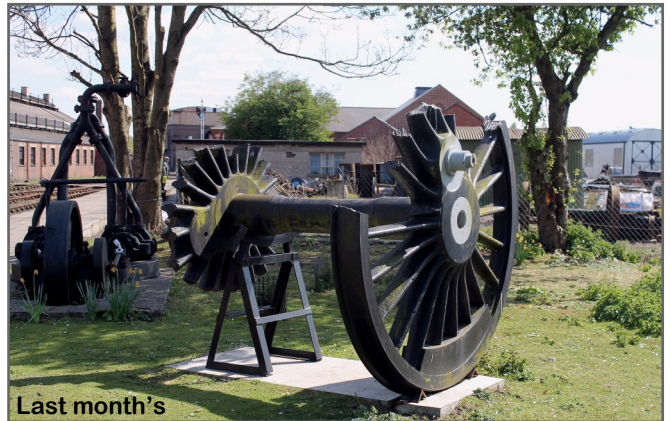
Welcome to the August Buffer Stop

As you will have seen from the inside front cover, last month saw the passing of Paul Mackinnon. In his less than 52 years, Paul achieved more than many who lasted much longer. I received copy from both Hugh Williams and Tony Sitters, although they overlap to a degree, I decided to print all their material rather than edit out the duplication.

I've also heard that Kath, wife of the late Bill Coles has passed away, aged 91.

Here's this month's 'write a caption' picture. 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. Get your thinking caps on! Do it now before you forget.



Last month's captions were:

Spoke out of turn and broke the silence!
He used to be so well spoken! Both anon
Is this what they call a bespoke wheelset?
PeterP



Who the devil gave Superman a job as a wheel tapper? Fred

It has been suggested and agreed at the July G.M. that we mention those members who are celebrating (or otherwise) their birthday in the current month. No exact dates will be mentioned and, if you particularly don't want your birthday mentioned, please tell the secretary.

This month's members are:

Robert Angus, Colin Barnes, David Boyce, Trevor Carter, Helen Houston, Royce Juttner, Terry Meads, Theresa Nixon, Dwayne Norris, Brian Woods

For all you people with clicking 930s Dean has come up with tools and an article to make gear replacement feasible. Peter Carter did an article a couple of years ago but it involved machining and didn't solve the problem of disassembling the bogie. This time we will have the benefit of Dean's tools.

PeterP

SLIGHTLY EDITED MINUTES OF THE GENERAL MEETING HELD AT DERNANCOURT ON 11th JULY 2018

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

Members present: 38

Apologies: 5

Visitors: Nil

Minutes of previous meeting: Moved by Trevor Carter and seconded by Colin Barnes; Carried.

Outstanding Actions and Business arising:

60th anniversary decals are printed and will be available to members at the next members meeting.

Correspondence in:

Model Railroader August 2018

Letter from AMRE regarding funds distribution

Correspondence out:

Nil

Business from corres: Nil

Finance: Financial statements presented – see attachments

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

Gordon informed us that the club is \$3640 in front from the sale of items from the deceased estate.

Reports:

Allyssa and Caitlin Mackinnon spoke to the members about the condition of Paul, their father.

Exhibition Layout –

Stawell exhibition went well with only minor problems. The trip over in cars was also a success. Bob told the meeting about the new club trailer which has been purchased. It was originally Okayed about two years ago. He also asked for hands for the Noarlunga and Whyalla exhibitions.

Club Layout –

Dean reported that the clubs Auscision 830 is in hand and the DCC Sound decoder has been installed.

Social –

Next working bee at Tailem Bend is on the 22nd July and the Modelling the Railways of South Australia convention will be on the 1st September.

Buffer Stop –

There was another error in the magazine. Peter also said there were a large number of pictures from the June display of railway station buildings. Peter asked if the members want to keep seeing the "caption

this" and "where is it?" items in the magazine. The feeling was yes.

Library –

Kelvin has collected the clubs new book, The Riesling Railway, and discovered it comes with a flash drive of images and other resources which have been copied to the club's laptop. He has also picked up two books called The Northfield Line and Cattle Vans, Canaries and Level Crossings for the library.

Maintenance –

Nil

Bulk buys –

Don reported that another batch of Lenz decoders were in.

Special Events –

Swapmeet:

It was decided to only provide one table for commission sales and the cut-off for items to go onto it will be the August meeting. Terry Meads has been in contact with the various advertising outlets and Peter Pickering reported that there are now an additional sixteen corflute signs that can be posted about the area. The shop flyers were distributed to members to get them to the hobby shops. Terry mentioned he will be taking a lot of bookings at the Norwood Swapmeet on the 12th August.

AMRE –

A motion to accept the proposal from AMRE to alter the amount of money donated to charity was moved by Peter Pickering and seconded by Terry Jomartz. The motion was carried.

General Business:

Bob Houston moved a motion to update the way we store emergency medical information about the members. Seconded by Karl Eichinger, the motion was discussed and then tabled for next month's meeting. Peter Pickering suggested emergency contact numbers on the back of membership badges.

Dean asked where Military Hobbies have moved to.

Dean also mentioned that Bill Dick has donated another signal, this time a three arm version, and wanted suggestions on what he could power it with.

Show & tell:

Trevor Carter – A selection of coaches including Lima Ghan coaches, custom painted, Fratesche painted silver for use as a sit up car on the IP. A Rivarossi car, a Walthers "Viewliner" painted in Amtrak livery, a Bachman full length dome in silver and a ConCor high level car.

Peter Carter – A Bluebird 100 class coach, a short Steel car, a standard Steel car, a timber-sided car and a Joint Stock sleeper all from BGB. There was also a Lima Overland car with BGB underfloor detail and a Centenary car **kit-bashed from a Roundhouse kit.**

Noel Potter – Homemade semaphore signals from castings, tubing, styrene and brass ladder. Not operational but do add to the railway scene on your layout (See page 18).

Tony Sitters – A BGB 500 class car and two BDB 600 class cars. He also had a Lima Overland sleeper car, first class sitting and a PCO power car all with additional details from BGB castings.

Tony also gave a short talk about the Adelaide Railway Station building history with photos and reports from the SAR Annual Report 1924 – 25.

Raffle:

- 52851, David Boyce, Voucher – Junction Models
- 52566, John McCallum, Model Railway magazine
- 52586, David Boyce, Pigs
- 52517, Trevor Marsh, Glue
- 52619, Brain Woods, Mystery Prize – Tank wagon
- 52476, David Jameson, Scenic material
- 52505, Terry Jomartz, Hobby knife
- 52447, John Venning, Tamiya putty
- 52499, Karl Eichinger, Stubby holder

Meeting closed at 9:14pm

After meeting activities: A chapter from Frank Dibnah's Railway Collection DVD



A

I expected this beautifully restored station to be overrun with rabbits, but no sign of them. They must live somewhere else.

The answer to last month's "Where is it" was MOONTA.

Issue 33 of the free eMag "N Scale Modeller" has just been released. You can peruse/download it (18 pages, PDF size 5.3Mb) at : www.nscale.org.au/nsm



60 Years Ago: August 1958

JM

President: A.M.Steer; Vice-Presidents: I.M.Edwards & C.Newson; Secretary: N.C.Scanlon;
Treasurer: J.Datson; Committee Members: Alan Aldous, R.J.Monck, G.May, D.C.Willshire.

Articles:

“Loco which ‘**Thinks**’ for itself”.

“The **Derwent Valley** Light Railway” (A narrow gauge line in Britain, not Tasmania)

Trevor Carter wrote about Railways in SA in 1858. There was a total of 32.5 miles.

50 Years Ago: August 1968

JM

President: Trevor Carter, Vice Presidents: Bob Irvine, Bill Coles, Secretary: John Gordon,
Librarian: Tony Sitters, Committee: Len Redway, Geoff Barnes, Karl Claremont,
Editors: Phil Curnow, Hugh Williams.

An article about **travel in USA**. Air, rail, bus, rent-a-car, taxi

Plan for a SAR class H Hopper Wagon.

An article “**Mount Newnan**”

40 Years Ago: August 1978

TS

President: Trevor Carter, Vice-Presidents: Tony Sitters, Victor Kolloosche, Secretary: Allan Kitto,
Treasurer: Don Snow, Librarian: Tony Sitters, Layout Director: David Jameson, Maintenance: Geoff Pearson,
Social Secretary: Noel Potter, Records: Peter Ziegler, Editors: Greg Robertson, John Looker.

Front Cover – Photo of Engine 701 at Mile End Loco courtesy of Noel Potter.

Layout Report – A comprehensive report by David Jameson.

10 Years Ago – Goodbye ‘Tin Hares’ – 11.00am, 27.8.1968, 55 Class Rail Cars Nos. 9 and 13 departed the Adelaide Rail Car

Depot on their last run to Islington Workshops for scrapping. Later that day Nos.8 and 10 traversed the same route.

No.8 is now in the A.R.H.S. Museum at Mile End.

Last of Webb’s Big Engines – Friday, 9.8.1968 an Alco Diesel was despatched to Mile End Loco to haul Engines 700 and 718

To Islington Workshops for scrapping – so ended another chapter in the books of the S.A.R.

830 Class Diesel Electric Loco’s – A list of and the location of the former S.A.R. 830 Class Diesel Electric Loco’s as supplied by

Noel Potter as at 1.7.1978. At this time, Nos. 830 and 845 were owned by the State Transport Authority.

An Industry for your Layout – by Bob Irvine.



30 Years Ago: August 1988

BH

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,

Front Cover Pictures covering early versions of the Poison Train.

Further info on the **Centenary Car** conversions.

Article by Whib on a work trip to Pichi Richi, along with a little poem by Whib.

In the **26 Year archives**, the club had been offered a 25' x 50' building at the rear of the Exhibition Grounds for a display at the **Royal Adelaide Exhibition**.

Drawing of an **LX Van**.

20 Years Ago: August 1998

PP

President: Peter Carter, Vice President (Administration): John Doherty, Vice President (Special Projects): Bill Lewis; Secretary: Peter Pickering; Treasurer: Don Snow; Layout Director: John Willmer; Modular Layout Director: Peter Saunders; Maintenance Director: David van der Linden; Social Director: Greg Donhardt; Librarian: Barrie Mackinnon; Editors: Bernard Martin and Justin Cheary

Front Cover: Old Adelaide signal box nestled under the Morphett St bridge.

Makeshift wheel lathe for modelling - compiled by Bernard Martin

Upper quadrant dwarf signals: Article with drawings & photos - originally by Bob Yule, updated by Bernard Martin

Pichi Richi 25th birthday run.

10 Years Ago: August 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.

SAR Model Co. **F Class** kit on the cover

Only five raffle prizes in the minutes

Keeping **Kadee** knuckle springs in place with glue – Richard Ash

The new On30 **Coffee Pot** by Ixion Model Railways

Laying out **smooth curves** Part 1 – Peter Pickering

Fred Leaper and the clockwork locomotive

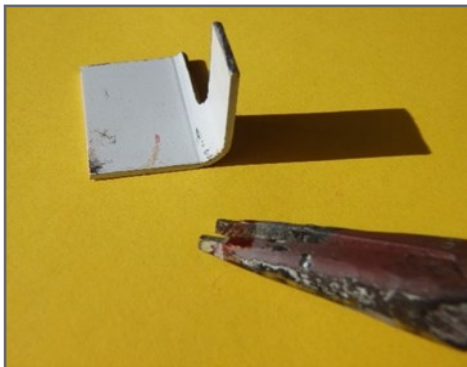
How to replace the gears of the Trainorama 930, 44 and S class

Dean Schluter

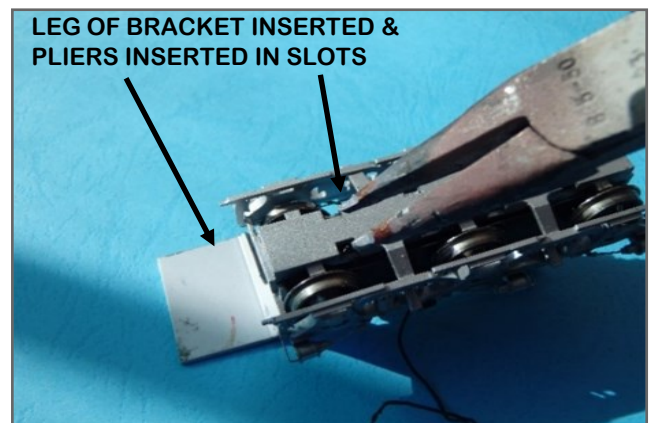
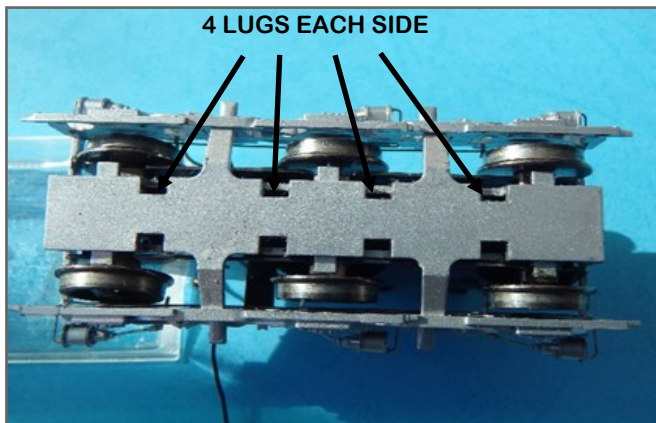
This article describes the fitting of replacement gears from: clickgothegears@gmail.com .
To remove the bogie frames from their gearboxes you will need the tools listed below:

Small Philips head screwdriver, small flat blade screw driver, special shape long nose pliers, vernier or digital callipers, homemade bracket, two old Vegemite jars (one with kero, the other with metho), small brush and rag, Hob-E- Lube™ Moly model gear grease or a similar brand plastic compatible lubricant for the gearboxes.

Remove the body of the loco and disconnect the bogie pickup leads from the mother board. With a small screwdriver unclip the worm gear top housing of both bogies and they will drop out of the chassis. To assist in the above remove the crew assembly and speakers if any.



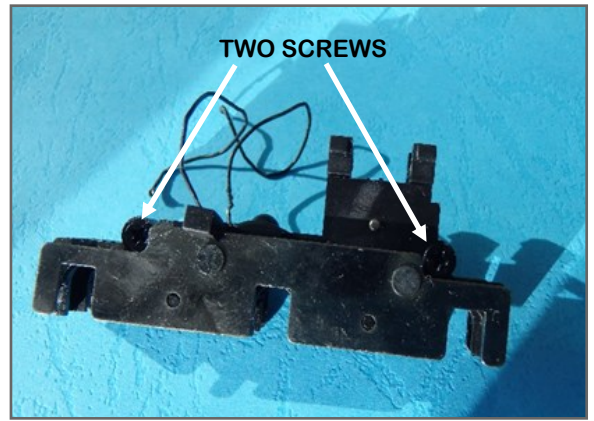
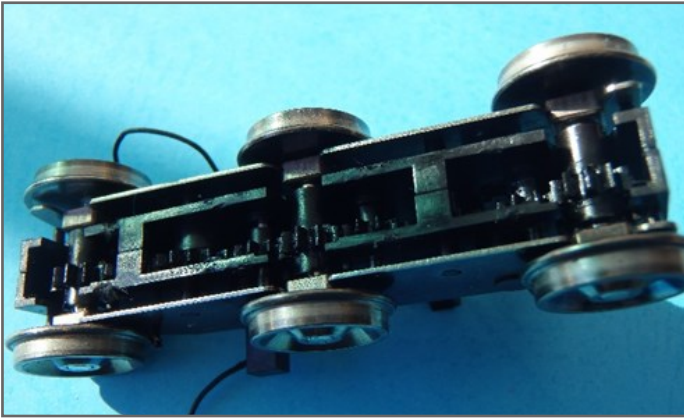
The hardest thing now is to remove the side-frame assembly, from the gearbox. After many tries at making a tool to assist in doing this, I have come up with the tools pictured left. The bracket was made from 1.3mm sheet steel, the base is 25mm x 20mm, the vertical leg is 10mm wide x 15mm long. The long nose pliers were reshaped to be 2mm wide and parallel for a minimum of 4mm long. To remove the side frame, you will see 8 slots in the side frame base; push the leg of the bracket into the gap at the top of the side frame between the side-frame end and the gearbox end with the base of the bracket facing away from the bogie.



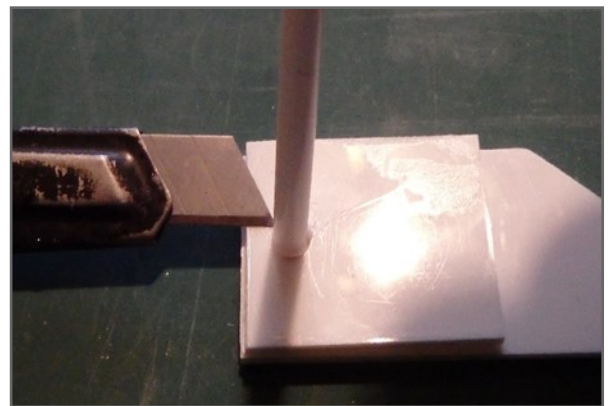
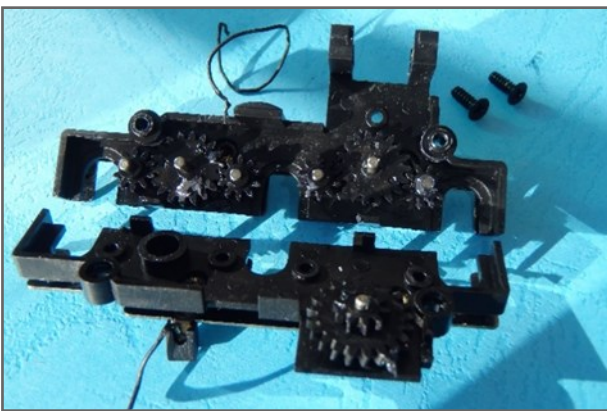
Turn the bogie upside down, hold the gear tower in your off hand, rest the bracket on the edge of the table or bench, apply downwards pressure and with your modified pliers in your preferred hand squeeze the two black lugs and push down with the pliers. Keep repeating this by alternating between the first and second set of lugs until the frame is released, then switch the pliers to the third set of lugs till they let go. Remove the bracket and replace it in the tower end and squeeze the last set of lugs and the frame will then separate exposing the wheel sets. **IMPORTANT! MARK THE SIDE FRAME INSIDE WITH A "T" FOR TOWER** to ensure that you put it back the same way. The tower refers to the housing for the worm gear follower gear.

Because of their age it will be a good thing to clean out the gearboxes of the original grease which is heavy and resembles automotive axle grease. Therefore, I recommend that you regrease sparingly with Moly model gear grease or similar; there is less drag and the bogies run smoother.

Remove the wheelsets and unscrew the two screws holding the gearbox together; remember the gear arrangement. Do only one gearbox at a time in case you forget the arrangement.



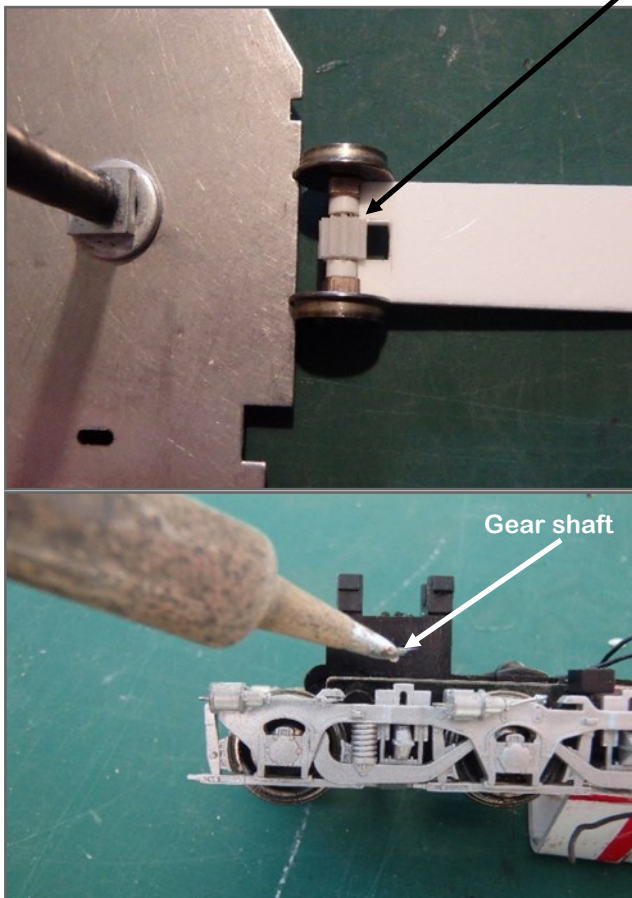
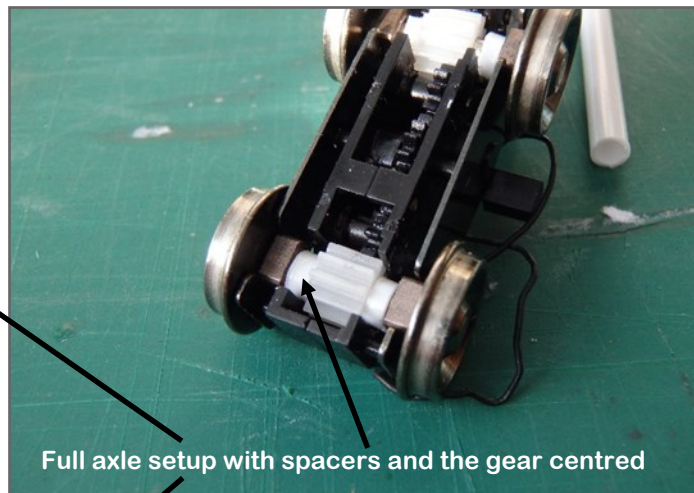
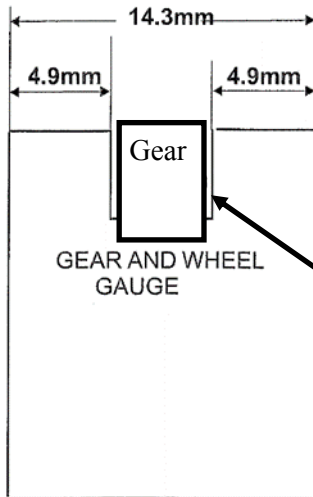
Place the gearbox frames in the kero and, using the brush, remove all the grease. Then wash in metho to remove the kero and dry with the rag. Repeat with the gears and do the same to the worm gear and housing. Reassemble the gears placing a small amount of grease on each gear, and screw the gearbox together.



The new replacement gear is nearly the full width of the space between the plastic gear box frames, but it is quite possible that the two wheel bearings could drift out of the two metal bearing frames, therefore it is necessary to fit two tubular spacers between the bearing and the new gear.

The spacers, two per axle, can be made from brass or plastic tube 3.2mm (1/8) OD, with 2.4mm (3/32) bore x 2mm long. These spacers must be accurate in length to allow free movement of the bearing against the wheels. I made a simple jig (see above) to achieve the 2mm length by using 2mm thick styrene sheet. Drill a 3.2mm hole in one piece; glue this to another piece. When set, place the tube in the blind hole, hold a modelling knife against the tube and rotate the tube. This will cut the tube enough for you to take it out and finish the cut. Practice makes perfect. Spacers must be no greater than 2mm. Pull the wheel sets apart and clean any lubricant from the axles and bearings, replace the bearing followed by the spacer, next press the new gear on to the axle, repeat with the other wheel. Now comes the important part; the gear must be precisely in the centre of the back to back of the wheels and the wheels must be exactly the correct distance apart to be in gauge. If you only have one or two locos to do you can achieve this using vernier callipers and, if you have one, the NMRA standards gauge. Because I have four 930's and will probably run a session at the club to help other members, I have made some gauges to assist made from 2mm thick styrene.

The next pictures and diagram will give you a guide to the measurements and gauge. As you can see, it is essential to have the gears dead centre otherwise your wheels would be out of alignment with each other causing uneven side float. Side float is necessary for curved track sections. The spacers keep the bearings in the metal frame of the bogie. To use the gauge, the gear is positioned in the slot and the wheels are brought into the sides of the gauge. To adjust, hold the gear and twist the wheel. Use the measurements shown if using callipers.



Once you have placed all three axles in the bogie, flip it over without losing the wheels and run the bogie back and forth to help spread the lubricant and check for roughness and end play. The next step is to refit the side frame taking note of which way round it was that you marked the tower end with a "T". This is nearly as tricky as getting it off. You must get the frame square to the gearbox and precisely over the clips that you fought with to get it off. If all is ok, it will snap into place. Check out the picture if you have forgotten which way the side frame was in relation to the tower; note that the two brake cylinders are facing the same way at the tower end; this is the correct way. There have been cases where the worm gear follower's shaft has drifted out skewing the gear and jamming. To ensure that it won't happen, I just touch the plastic around the shaft on both sides with a hot soldering iron, trapping it in. Also check the gap between the metal part of the bogie and the plastic gearbox side frame to check that all the other shafts in the gear train are not visible. If they are, just push them back with a small screw driver. Next, although phosphor bronze is supposed to be self-lubricating, a small amount of model oil on each bearing won't hurt.

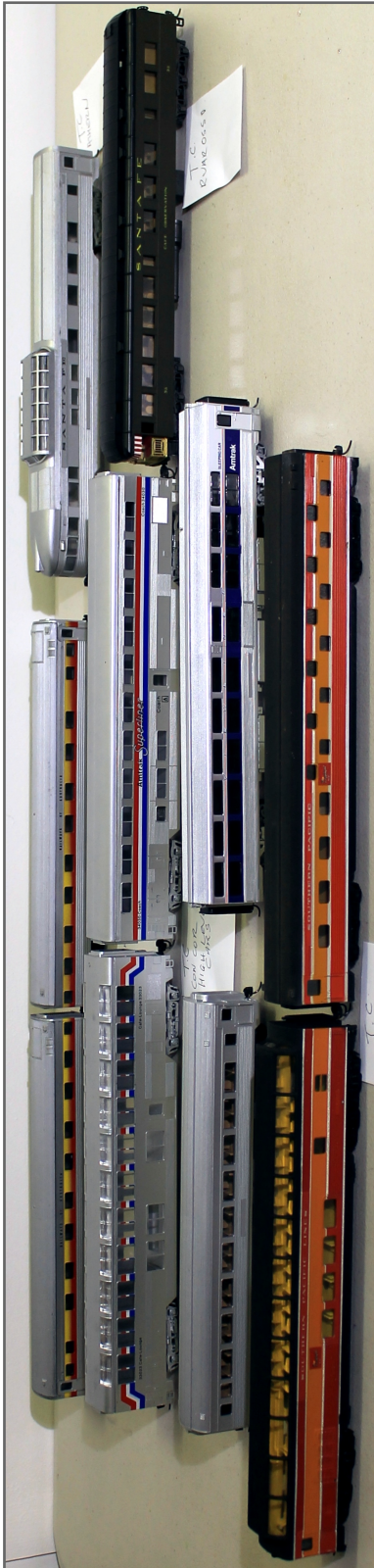
Seeing that the power pickup leads are visible, take the plastic caps off and see if the leads have been soldered; if not file the lug. You will find that the lug is brass and solderable. Solder the leads back on; the plastic caps can be discarded. Run the bogies back and forth to check smooth running with the side frames on. If not, maybe you have put them on wrong way around. When refitting the bogies remember the bogie with the ladder is at the nose end. There is a bit of a juggle to get the bogies back. First thread the two pickup leads up in the space closest to the motor, next place the worm gear bearing in the rear holder of the gear tower, check that the drive shaft is in the motor fly-wheel assembly, bring the bogie in to engage the driveshaft, clip the front worm bearing in its holder, juggle its housing and clip into place. If the power leads were not soldered to the mother board do so now. I am sure you will be happy with the new running qualities of your loco. ■

Show 'n' Tell (A little more on page 18)

Trevor Carter's selection of coaches including Lima Ghan coaches, custom painted, Fratesche painted silver for use as a sit up car on the IP. A Rivarossi car, a Walthers "Viewliner" painted in Amtrak livery, a Bachman full length dome in silver and a ConCor high level car.

Peter Carter's Bluebird 100 class coach, a short Steel car, a standard Steel car, a timber-sided car and a Joint Stock sleeper all from BGB. Also a Lima Overland car with BGB underfloor detail and a Centenary car kit-bashed from a Roundhouse kit.

Tony Sitters' BGB 500 class car and two BDB 600 class cars. He also had a Lima Overland sleeper car, first class sitting and a PCO power car all with additional details from BGB castings.



August 2018



The Buffer Stop



11

Grampians Model Railroaders Club 20th Anniversary Exhibition at Stawell 7/8 July 2018 Trevor Marsh

Friday 6th July 2018 saw twelve SARMA Club members departing the clubrooms at 5.56am in a convoy of three cars, Momma Bear towing “Strathburn” in its trailer, Papa Bear towing the new trailer carrying luggage and other equipment and Baby Bear carrying precious cargo of Club President and Club Secretary. We were trialling the club portable radios for communications between vehicles hence the “3 bears”. The radios worked well if the vehicles were within a three kilometre range.



After a clear run out of Adelaide, it was decided we should forewarn our Tailem Bend destination of the arrival of twelve hungry travelers for breakfast. Previous experience showed that this would save time as their hotplates would still be cold at 7am. So Baby Bear was sent ahead with a pre-order for several egg and bacon sandwiches. This proved a success as our order slipped in before several other customers arrived, our main group coming into the roadhouse minutes later.



Onto a morning tea break at Bordertown Bakery and then over the border to a cold Horsham for a lunch break at Macca's. They were doing a roaring trade due to their school holidays as well as cold weather.



Arriving at Stawell, we checked in at the Grampians Gate Caravan Park, collected keys for our four cabins and moved onto the SES Shed to set up. We had the usual banter and frustrations getting the trailer in to unload but then swiftly had the layout unpacked and set up. A quick check of the operations and by 5.30pm we headed off to the supermarket to purchase breakfast supplies and then go for tea.



Decision was made to go Chinese and we discovered Friday night was a smorgasbord, all you can eat for \$20.00. 12 hungry men were well catered for especially when it was revealed to us that ice cream dessert was included. The “Blue Lagoon” was sampled and approved of by some (all on a sugar high the next day). At dinner, it was revealed to us that we had a recently “ordained”

person in our midst who was available for “counseling” should anyone have the need. “Reverend John” was put to good use upholding our activities (or should that be holding up?). 8.00pm and it was back to the cabins to get unpacked and organized for sleep. 10.30pm lights out (at least in one cabin).

Saturday; alarms at 6.30am for breakfast and then off to the venue at 7.45 to turn Strathburn on and check operations. Couple of small faults were quickly corrected and the trains were soon running.

A good crowd was in attendance, looking at the layouts and merchandise stalls. Orient Express made an ‘F’ class” locomotive available to run on Strathburn as had occurred at AMRE. They also had the new release of 830 locos available and reported good sales over the weekend. (some of our members had pre-ordered this loco). Lunch for exhibitors was a choice of home made soup with bread roll or pie or pasty. Tea/coffee/biscuits were available all day.

The exhibit by Micro Madness feature a 1/1000th scale display which utilized a magnetic drive to move the loco with two carriages around the oval layout. Almost needed a magnifying glass to fully appreciate this display.

Saturday night saw the Presentation Dinner at the Stawell Bowling Club rooms. An excellent meal with roast pork, lamb, beef and veg followed by a selection of slices, cheesecakes, cakes and fruit salad for dessert. There was plenty for all .

The awards by the judges were announced;

“Fingal” – Best Exhibitor vote

“Fingal” – Best Club vote

The Timber Mill on Fingal was also awarded Best Structure.

“Mill Scene” Best Diorama

“Micro Madness” – Encouragement Award

Colin Konig, the Stawell Club Exhibition Director, was awarded a Life Membership of the club. He was also thanked for his 20 years as Exhibition Director and he was now stepping down from that role. A great effort by Colin over those twenty years.

The “swindle” was held with a variety of prizes. SARMA had mixed results; a train jigsaw puzzle, men’s deodorant/shampoo



Rumpley



Above & below: Port Franklin



Drivrott Creek trestle

pack, set of model cars and “Trevor the Tram” story book (for 3-5 yr olds) plus a bath bomb. Our President became very upset when his story book went temporarily missing (due to his oversight of where he had left it). However, the soothing bath bomb and some calming words from the Rev. soon restored our happy group. A good time was had by all.

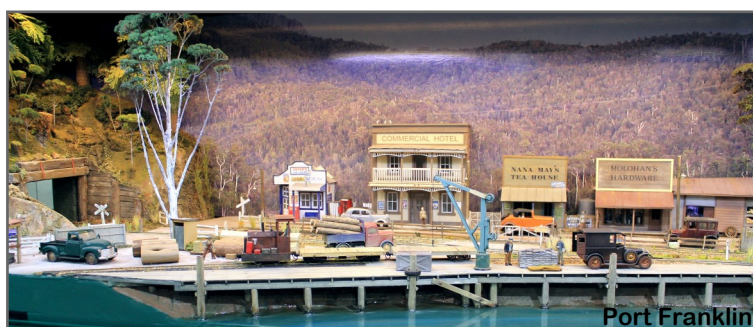
Sunday: Up early and back on deck in the hall, putting on a good show for the public, keeping as many trains as possible running all day. Numbers were not as high as the previous day. Observations of other layouts were made in regard to our next exhibition layout and these ideas will be considered by the committee as they plan for the future.

The Best Layout by public vote was announced late in the afternoon and was awarded to “Colinsville Riverland Railway Co.”

4.30pm arrived and it was time to pack up. The rolling stock was promptly packed away and the layout switched off and dismantled swiftly and safely. Assisting other stall holders to pack their stock and equipment into their trailers cleared the entrance to allow Bob to bring our trailer in. Packing the trailer then took a very short time and we were soon clear of the hall. A great team effort!!!

Goodbyes were said to friends and others and we headed off to the local hotel for dinner. Our evening meal at the hotel proved an entertaining time, the stories, discussions and laughter around the tables had other customers wondering what we were on! Simon Handby (owner/builder of the successful Fingal layout) from Launceston Tasmania, had joined us and his wit and stories from over there provided laughter and information. However, he was having difficulty understanding Dean and Peter P’s explanation of a “Triangle” up near Crystal Brook (just north of Gawler). “Reverend John” offered his counseling services but could not save the Tasmanian Tiger from his dilemma.

Monday, 7.00am departure came and went as we packed up to head home. Approaching 7.30am the last team member was located having breakfast,



Above & below: Colinsville



One of Vern’s delightful scenes

still in his vivid blue PJ'S.

Finally on the road good time was made to Nhill for our first refreshment break at 8.40. The shops were only just open in time as twelve drinks and buns were ordered and devoured. One driver was seen to go back for seconds, apparently the "matchsticks" had shrunk in size. Papa Bear was seen making an unscheduled stop at Tintinara so Mama Bear and Baby Bear dutifully followed to discover that one of our train spotters had checked his electronic media regarding the Overland to Melbourne and this train was to arrive at Tintinara in about 10 minutes, to be followed by a freight train in another 15 minutes. NR10 hauling The Overland flashed by at its normal speed (100kph) followed by LDP001 with its consist 13 minutes later. I learnt not to blink when standing on the platform or else you would miss the action.

Onto Taillem Bend for lunch at the bakery opposite the railway station. Time out was taken for a look inside the station museum where old switch levers and associated equipment offer an insight into the history of railways in South Australia.

Back into cars for the last leg home, arriving at the clubrooms at 2.28pm. All vehicles and passengers arrived safely, thanks to the three drivers. A big thank you to them for the use of their cars and their willingness to drive.

People I spoke to at Stawell expressed their appreciation for the effort our club had made in travelling to Stawell for the Exhibition. They enjoyed our display with all the aspects of railway modelling presented.

Thank you to all members who gave their time and talents to make this trip an enjoyable one for all.

Trevor Marsh

On behalf of the team.



Driwrott Creek



Colinsville

Photos:
PeterP

Trains at Tintinara
Top: Overland at speed
Below: Freight - just as quick



Eulogy for Paul Mackinnon

5th November 1966 - 13th July 2018

As presented by Tony Sitters at the Heysen Chapel Centennial Park on Friday 20th July.

On behalf of Joan and Trevor Carter and my wife Marie I would like to take this opportunity to say a few words about Paul.

I do not intend to talk about Paul's family life, I will leave that up to his two daughters, Caitlin and Alyssa; my focus will be on Paul's involvement with SARMA.

We have known Paul virtually all of his life. We first came into contact with Paul when he lived at No. 58 Peachy Road, Elizabeth West, his father, Barrie being a member of SARMA. Over the years we watched Paul grow into his adolescent years then into a fine young man. Paul eventually became a Member of the South Australian Railway Modellers Association.

I have perused the archival records of our Association which has revealed the following :-

Paul was elected onto the SARMA Committee at the Association's Annual General Meeting in April, 1981 to one of the Editor's positions of the Association's monthly publication, 'The Buffer Stop', the other Editor at that time being Trevor Carter. Paul relinquished the Editorship position at the April, 1982 A.G.M.

He came back onto the Committee at the 1983 A.G.M. once again as Editor, the other Editor being Rob Burford.

At the 1984 A.G.M. Paul took on the roll of Librarian for the next twelve months. He then had a break from Committee duties until 1993.

At the Association's A.G.M. held in April, 1993 Paul was elected to the Committee taking on the roll of Social Director a position he held for four years. Paul's responsibility in this position was to organize the two main functions of the year viz. The Association's Birthday Dinner which used to be held in June (now held in May, the month that the Association was formed) and our Christmas Dinner.

At the Association's A.G.M. in April, 1997, Paul once again took on the roll of one of the Editor positions of 'The Buffer Stop', the other Editor being Bill Button. Paul held this position until the A.G.M. in April, 1998.

In March, 2000, Paul came back onto the Committee as Social Director when that position was relinquished by member Bernard Martin due to Bernard's transfer to Canberra.

By 2001, the Association's A.G.M's. were held in November and Paul returned to the roll of one of the Editors of 'The Buffer Stop' - a position he held until July, 2005 when he relinquished the position due to family commitments; by this time Paul had a young family. He assisted in the production of 'The Buffer Stop' until the November, 2006 A.G.M.

During his time with SARMA, Paul contributed greatly to the various train shows/exhibitions etc. that the Association participated in by displaying the various layouts that he constructed in the early years with his father, Barrie and later on his own. He made himself available to assist in the distribution of the pamphlets for the Association's twice yearly swapmeets.

Paul, on behalf of everyone here today, we thank you for your commitment to the South Australian Railway Modellers Association over the years and may you **Rest in Peace**.

Though I didn't know Paul as long as many of the other members, I thought it prudent to share some of my memories of him seeing as he was one of 'my' group of regular SARMA members (The Usual Suspects- or the 'A'-Team?). You could probably fill up a whole Buffer Stop with such reminiscences and not come close to scratching the surface.

The first conversation I ever had with him was after I had my first article published in the Buffer Stop regarding buying kit built locos off EBay (at the time there were distinctly more bargains available). He came up to me at the break of the GM and told me he was most interested in what I had written as he himself has acquired many bargains of that sort from the same source.

The next time I spoke to him was at the Noarlunga 2010 train show, when he had sidled up to me while I had been admiring a layout set in the world of Thomas the Tank Engine in G scale. I was very complementary as to the skill involved with the modelling, only to be informed by a chuffed Paul that this was *his* layout and he was glad to hear it! After he had learnt of my own as Hugh Williams would coin it, *Catholic* tastes in railways and interests in more than the usual scales, I think that was when we became friends.

I was privileged to be a regular visitor to his shed, the Aladdin's' Cave of Wonders. There I learnt how surplus bus tickets could be used to produce exceptionally realistic roof tiles, how a cheap Big W Christmas trainset could be transformed into a much improved working layout, how to use all manner of materials, not to mention gasbagging in comfortable chairs on any subject from the happenings at the last GM to layout building ideas. Paul regarded my many lofty thoughts with amusement and talks were always helped along by the sweets I would bring along.

Paul was very supportive of my various endeavours around SARMA. When Barrie decided he would not continue as Social Director he encouraged me to fill the gap, was always a staunch supporter of the events I have held and always the first to congratulate me on the success of the Mystery Trip. I remain grateful for his support, probably the best example being his backing to make sure I finished the 900 Class book, and he bought the first copy available. That goes without mentioning his contributions to the N Scale Division, the Tailem Bend bees until on reflection what must have been his illness worsening stopped him attending, and ensuring I wasn't alone on quiet Thursdays at Junction Models after I started working for Brian.

His modelling remains an inspiration. When he was determined to make something he could produce some amazing output. Though he was mostly a whimsical modeller producing things like the tramcar from the film 'Malcolm', his hugely impressive scratch built On30 Puffing Billy stock spoke of someone who could hold his own with any prototype modeller. Paul's brutal honesty rubbed up a lot of people the wrong way but whenever it was directed at me it was always meant as a 'grounder'- get your head out of the clouds!

Unfortunately, I was too young to have been in the club in the heyday of Pauls' many exhibition layouts, but many people would remember 'Mac Fun Park' at least, with trains including a monorail whizzing in all directions (Trevor Carter remembers well being sick of the 'Thomas' music playing from the video player at one show). His renovation of the club's Fete layout gave it a new lease of life twice not only as a 'Thomas' layout (Mac and Friends) but also a completely different Metcalfe kit covered prototypical layout.

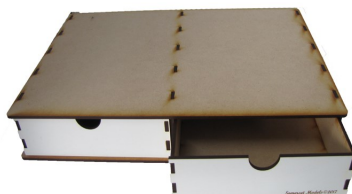
It will be difficult to explain to future SARMA members the contribution Paul has made for the club and the hobby in general. Though it is tragic that his life was cut short so young, it was a life that was never boring and will leave a mark on all those who knew him well. I hope that those who knew him will share a few of their favourite stories of him and just maybe consider a little whimsy and 'outside the box' in your own modelling in his memory. ■



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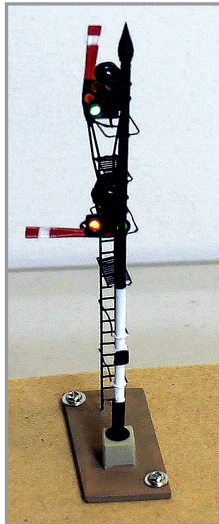


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U

The following references were omitted from the Matt Sanders article on building the accident train timber wagon

<p>"Chris's Commonwealth Railways Pages."</p>	<p>Vehicle: http://www.comrails.com/tims/rs_wazf.html#AZFF008653</p> <p>Home Page: http://www.comrails.com/index.html</p>
<p>Burford, Rob. "Accident Trains of the SAR". Published in the "Modelling the Railways of South Australia Convention Notes, 2004." Pp 1-437 - 1-454</p>	

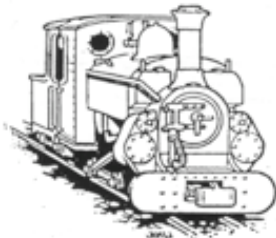
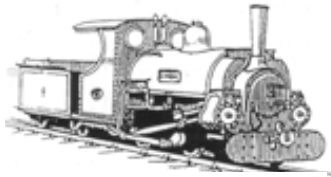
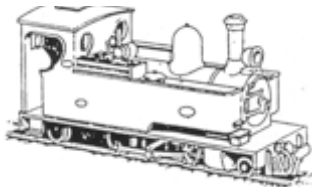
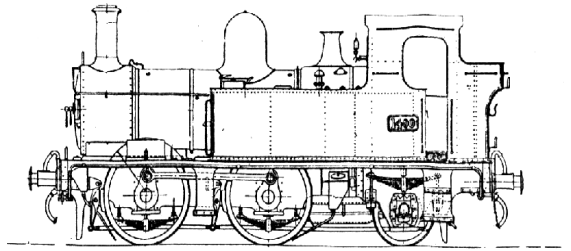
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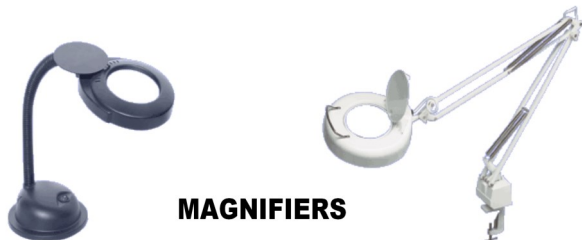
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- BGM T Class Loco
- Victorian Passenger Cars in SA
- with additional articles in the notes on locos, wagons and more...

* 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.

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Library Report

Kelvin Brinkley

New Magazines which have arrived in the last month:

Australian Railway History – July 2018

Model Railroader – July 2018, August 2018

Light Railways – June 2018 Track Signal - February / April 2018

Australian Model Railway Magazine – June 2018

New Books which has arrived in the last month:

Train Hobby Publications – Locomotive Profile – NSW 36 class Steam

Train Hobby Publications – Locomotive Profile – NSW 38 class Steam

Train Hobby Publications – Locomotive Profile – NSW 50 class Steam

Train Hobby Publications – Locomotive Profile – NSW 40 class Diesel Electric

Train Hobby Publications – Railmotor Profile – NSW Railmotors

Train Hobby Publications – Power under the Stars

Train Hobby Publications – Locomotive Profile – VR Narrow Gauge Na class Steam

Train Hobby Publications – Locomotive Profile – VR Narrow Gauge G class Steam

Train Hobby Publications – Locomotive Profile – VR C class Steam

Train Hobby Publications – Locomotive Profile – VR R class Steam

Train Hobby Publications – Locomotive Profile – VR B class Diesel Electric

Train Hobby Publications – Locomotive Profile – VR C class Diesel Electric

Train Hobby Publications – Locomotive Profile – VR S class Diesel Electric

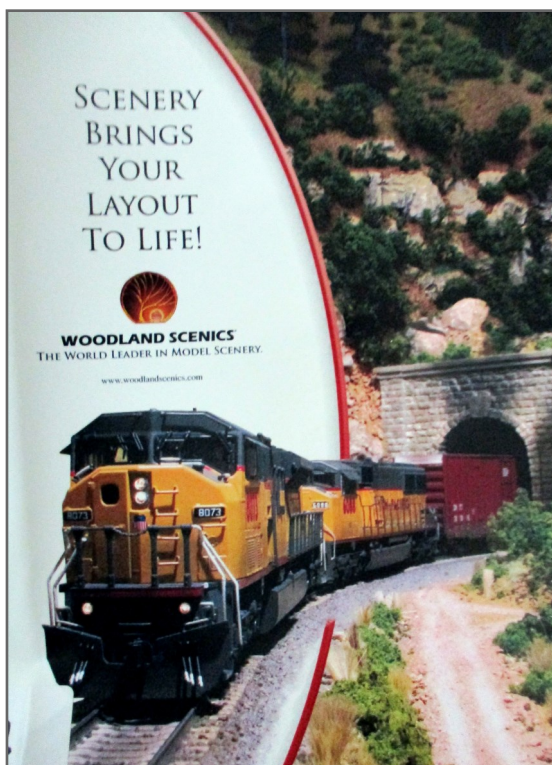
Train Hobby Publications – Locomotive Profile – VR E and L class Electric

Train Hobby Publications – Railmotor Profile – VR Railmotors

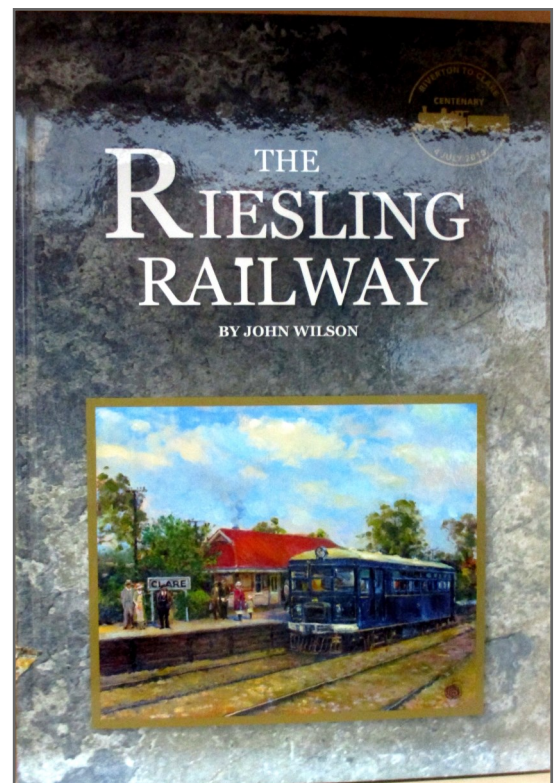
The Riesling Railway by John Wilson. The story of the branch line from Riverton to Clare. Very informative book on the history of the line with numerous historical photographs and maps throughout. Well worth a read.

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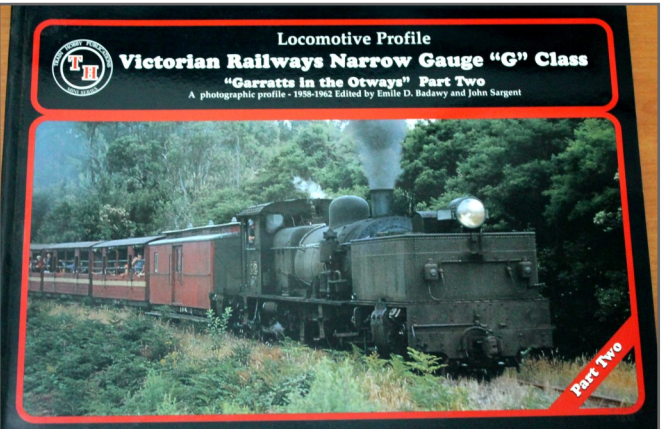
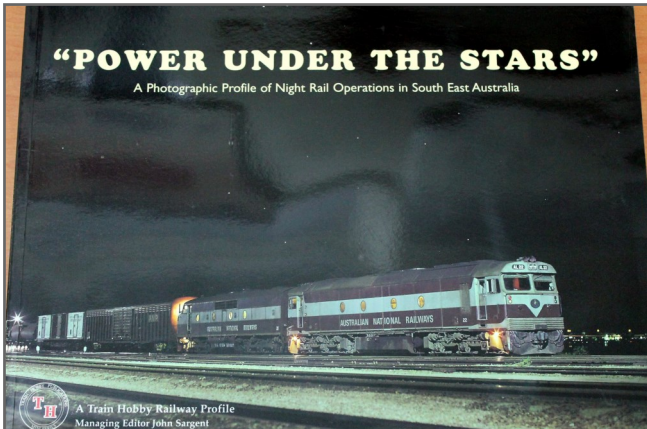
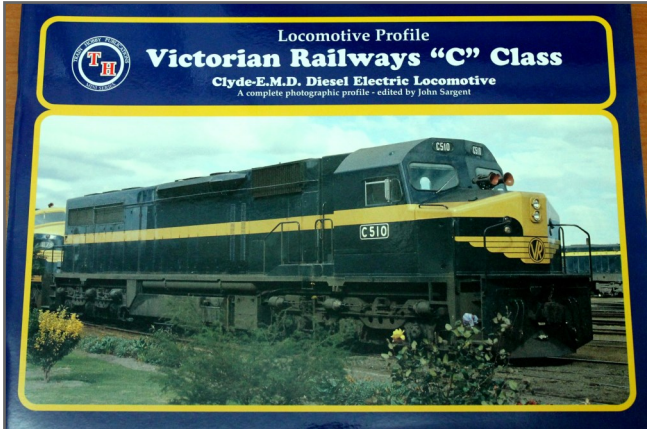
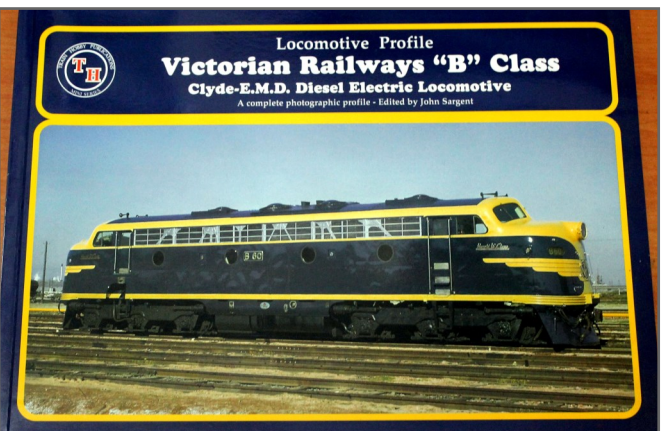
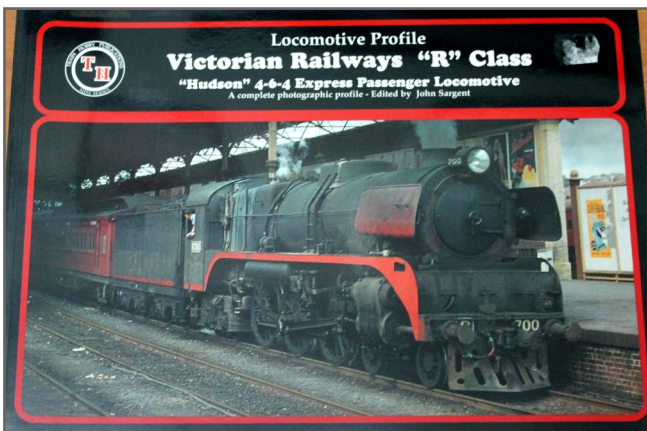
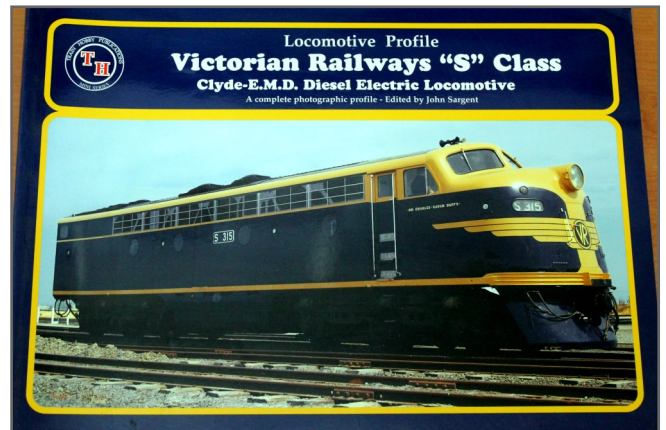
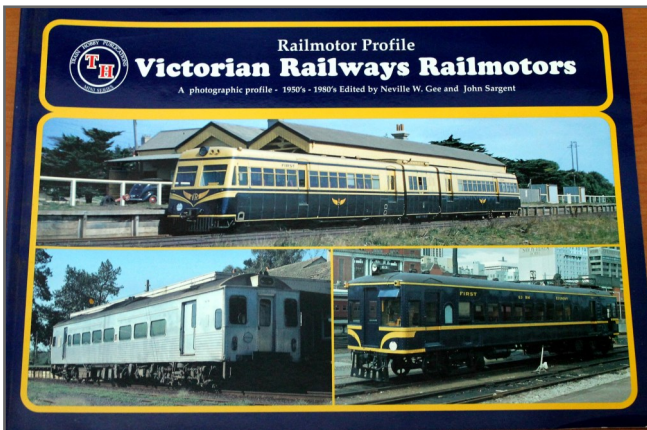


August 2018



The Buffer Stop

A selection from the list on the previous page.



Creek bed treatment at Stawell:
Top: Strathburn; Centre: Fingal; Bottom: Driwrott Creek



Noel's Pottering

A Symphony in C

On the morning of June 19th a quintet of ex Victorian C class brought a train of 100 hoppers into Crystal Brook. 5502s approaching Crystal Brook



Grain Loop Crystal Brook



Under the grain loader





View from Grain Loader



1AD8 Mallala Sunday



1PM5 Snowtown



3AS8 Top of Crystal Brook triangle



4M41s Rail train just north Two Wells



7MP5 Mallala Sunday

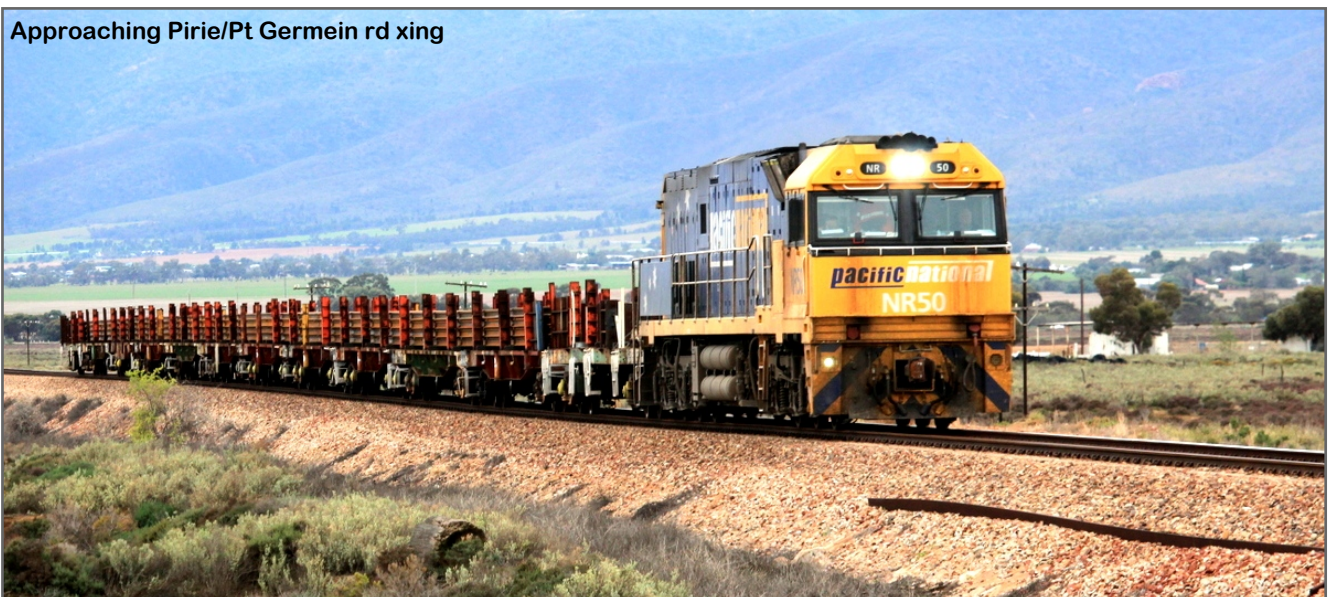
4104s Rocky River



4412s Avon



Approaching Pirie/Pt Germein rd xing



Balco arr Snowtown



Crystal Brook



Snowtown grain at Kallora



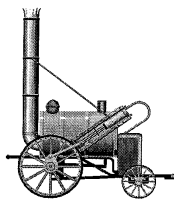
We have 16 new corflute Swapmeet signs. These have been purchased in an attempt to lift patron numbers and increase our stallholders' turnover.

At the August General Meeting on the 8th and during the ensuing month, members are asked to pick them up and erect them in appropriate places, either where signs have already been erected or at other visible spots with the owner's permission. This isn't as daunting as it seems - you either receive permission or you don't. They also need to be removed immediately after the swapmeet.

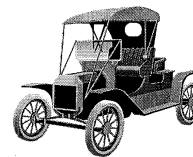
Signs can be picked up from the clubrooms during Tuesday daytimes or Wednesday evenings or from me at Prospect by arrangement.

Peter Pickering

SOUTH AUSTRALIAN RAILWAY MODELLERS ASSOCIATION INC



32nd
TOY AND MODEL
SWAPMEET



**MODEL TRAINS, CARS, TRUCKS, BUSES,
PLASTIC KITS, SCIENCE FICTION ETC.**

SUNDAY 16th September 2018
OPEN FROM 10.00AM UNTIL 1.00PM

WINDSOR GARDENS
THE AVENUES COLLEGE GYM

Corner of Danby & McKay Avenues,

SAUSAGE SIZZLE COLD DRINKS

ADMISSION: ADULTS \$4.00(Inc GST)

CHILDREN UNDER 12 (AND SUPERVISED) FREE

ENQUIRIES & BOOKINGS: EMAIL: swapmeets@sarma.asn.au
TERRY MEADS 8254 6207 (M)0411 587176 or
PETER PICKERING 8344 7625 (M)0429 808576

The End