

SOUTH AUSTRALIAN RAILWAY MODELLERS' ASSOCIATION INC.

PROMOTING THE HOBBY IN SOUTH AUSTRALIA  
SINCE 1957



*Port  
Wakefield  
Station*



*now  
&  
then*

Photo provided by the  
National Railway Museum

INSIDE

Port Wakefield Station

Tim's Post & Rail Fence

Building Accident Train Timber Wagon

Clubroom Layout Report

Noel's Pottering

Goings on at Taillem Bend

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## Diary

<b>Fri (set-up), Sat, Sun, Mon 8-11 June Greyhound Park</b>	
<b>Wed 13 June</b>	<b>General Meeting (Show &amp; Tell topic - station buildings)</b>
Wed 20 June	Work night
Wed 27 June	Work night
Wed 4 July	Work night
<b>7/8 July</b>	<b>Stawell Exhibition</b>
<b>Wed 11 July</b>	<b>General Meeting (Show &amp; Tell topic - passenger coaches)</b>
Wed 18 July	Work night
Wed 25 July	Work night
Wed 1 August	Work night
<b>Wed 8 August</b>	<b>General Meeting</b>
<b>Sat 1 Sep Modelling the Railways of SA Convention</b>	
<b>Wed 12 Sept</b>	<b>General Meeting</b>



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

**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)

Sept 16 Thornbury (Vic) Modellers Forum

Sept 29 - Oct 1 Liverpool (NSW) Sydney

October 20,21 Sunbury



**Next month's Show & Tell - Passenger Carriages - Don't forge to bring a couple**

**Front Cover: Hugh Williams**

**To complement this month's 'Show & Tell' segment featuring station buildings, Hugh has supplied plans (page 8/9) and a couple of photos of Port Wakefield station.**

**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](mailto:webmaster@sarma.asn.au)

**“Buffer Stop” Contributions**

**Email address: [bufferstop@sarma.asn.au](mailto: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 July issue is FRIDAY 22 JUNE**

**COMMITTEE MEMBERS FOR THE 2017 – 2018 YEAR**

<b>President:</b> Fred Leaper Phone: 8263 1107 email: fleaper01@gmail.com	<b>Layout Director:</b> Dean Schluter Phone: 8336 1802 email: dean.schluter@bigpond.com
<b>Vice President (Special Projects):</b> Richard Ash Phone: 0488 000 791 email: dickyboyz99@gmail.com	<b>Exhibition Layout Director:</b> Bob Houston Phone: 0428 816 812 email: bobhouston5@bigpond.com
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<b>Librarian:</b> Kelvin Brinkley Phone: 0408 854 020 email: kbb@picknowl.com.au	<b>Assistant Editor (non-committee):</b> 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

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

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

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

# Editorial & Miscellanea

## Welcome to the June Buffer Stop

This is one of those months when I was presented with so much material, I had to decide what to leave out. It will probably go all quiet next month.

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](mailto: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!



Last month's captions were: "Children! Get down from that silo, NOW!" from Graham Nixon, and anonymously, "When I said I wanted a portrait of the children, I was expecting it on a canvas that I could hang on the wall."

June 2018

Nixo also mentioned that, because he is working afternoon shifts at the RAH (you left the f out, Graham - a different meaning altogether) he is unable to come to club nights. He says he is missing us and hopes all is going well. He also sent this photo which he thought was funny - A train about to depart for the suburb called, "Not In Service" at 10-25pm. *They have to go sometime.*



I've noticed a lot of buses going there too.



Just to fill the page, here's an excellent example of weathering.

*PeterP*



The Buffer Stop

3

## SLIGHTLY EDITED MINUTES OF THE GENERAL MEETING HELD AT DERNANCOURT ON 9th MAY 2018

**Meeting opened** at 7:32pm.

Chairman: Roger Wheeler

Members present: 37

Apologies: 8

New Members: Wayne Burls, nominated by Terry Meads and seconded by John Hansford. Accepted

**Minutes** of previous meeting: Moved by David van der Linden and seconded by Trevor Carter; Carried.

Outstanding Actions and Business arising: Nil

**Correspondence in:**

Australian Railway History – May 2018

Model Railroader – June 2018

**Correspondence out:**

Nil

**Business from corres:** Nil

**Finance:** Financial statements presented – see attachments

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

**Reports: Exhibition Layout –**

Names for the door and help desk rosters were again called for. There will be some specific people on the door to aid in processing the new online tickets. The layout will not be able to be erected until around noon on the Friday. Bob also asked for those going to Stawell to meet at the break.

New layout modules are under construction.

**Club Layout –**

Dean suggested there be no fancy operating sessions until we're more familiar with the layout. He is also requesting the modern Australian group to change to a different evening to avoid clashing with AMRE meetings. Construction and scenery is progressing.

**Social –** Tonight is the last night to get your name on the birthday dinner list. Next Tailem Bend working bee is the 20<sup>th</sup> May.

**Buffer Stop –**

Peter asked for comments and questions and more articles, especially about modelling.

**Library –** Nil

**Maintenance –** Nil

**Bulk buys –** Special Lenz decoders from the UK are available but only one per member for \$35.00 each.

**AMRE –**

Members on rosters are to wear club shirts. David won't be there on the Friday.

Layout operations will be SAR to transition of the Saturday, Modern Australian on Sunday morning and US in the afternoon and mixed whatever on Monday.

**General Business:**

John Gordon passed on thanks from Brian Chester and BGM for the use of the clubrooms to distribute the 500B kits to customers.

Peter Pickering asked about having some handy DCC controller instructions for use at the exhibition. Dean will print and laminate some.

Eddy Vardon is arranging maintenance session on the show layout on Saturdays. Anyone willing to come along should liaise with Eddy to get their name on a message list about what dates they will be. He will begin taking names for the roster in July.

**Show & tell:**

Andrew Timmins showed three Budd railcars for Commonwealth Railways, RDC 1, 2 and 3. They are all matched for speed and have sound that Andrew tweaked to remain at a more constant note like the prototype. He also displayed a number of Tichy tank wagons including custom decals.

Peter Pickering displayed a series of English locomotives that highlighted the various shades of green, and the occasional black, used by the Southern Railway. He also had a book that contains swatches of the green colours used. His last model was a London and South Western Railways Terrier 0-6-0 in yet another green.

John Gordon brought a partly built kit of the flich wagon from the SAR accident train that he found in the cupboard after he had already bought another and built it. He offered it for sale.

**Raffle:**

93823 Ben Adamson, SAR containers

93667 Chris Whibley, Junction Models voucher

93591 Peter Pickering, Model Magazine

93773 Richard Ash, Wooden Train puzzle

(mystery prize)

93644 Don Worby, Stihl stubby holder (mystery prize)

93791 Colin Barnes, Book - Rails around Yass

93657 Terry Meads, Model dust bins

93790 Colin Barnes, HO/OO mail bags

93826 Ben Adamson, Fibre optics pack

**Meeting closed** at 9:10 pm

**After meeting activities:** Matt La Vista presented a slide show of the SAR 900 class locomotives. ■

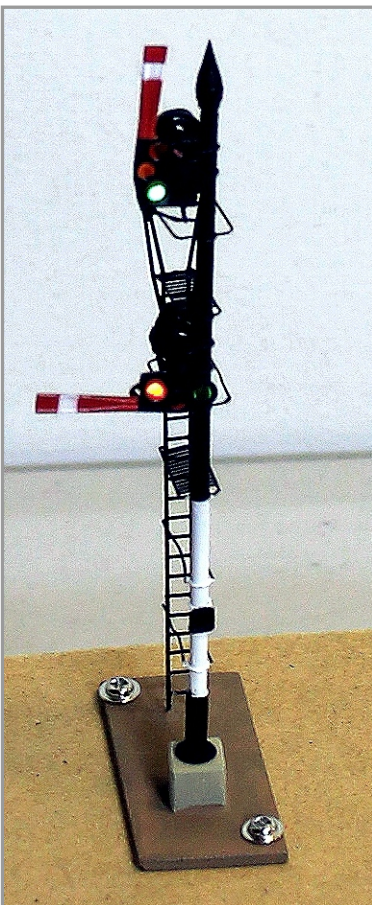


The answer to last month's "Where is it" was MARYBOROUGH. The picture was part of the very same one which appeared in the December Buffer Stop

**w**

**Unless your subs are paid, this is the last Buffer Stop you'll receive.**

About a year ago, this line received more than a passing mention in Buffer Stop. The rails could be relatively new - you're crossing the Pacific for this one. Ed



## SAN MATEO LINE

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**60 Years Ago: June 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.

Personality Parade: Geof May

The Race of Tom Thumb and a Horse in August 1830

Solving our International Problems (interpersonal issues)

Tips and Hints by Tiny Edwards

**50 Years Ago: June 1968**

JM

**President: Bob Irvine,** Vice-Presidents: *not listed*, Secretary: Trevor Carter,  
Treasurer: Stan Filsell, Librarian: *not listed*, Committee Members: Bill Coles, John Page, Tony Hill,  
Geoff Barnes, John Gordon, Eric Milne. Editor: Lawrie Edgar, Sub-Editor: Paul McDonald

An extensive report about the closure of many country Branch Lines

The Ode of Building a Kit, A poem

A report on the Standard Gauge Project SAR

A story about a cutting in the Avon Valley, W.A. as part of the East West Standard Gauge Project

*No mention was made as to who the committee were; the above are as listed previously. Ed.*

**40 Years Ago: June 1978**

TS

**President: Trevor Carter,** Vice-Presidents: Tony Sitters, Victor Kollosche, 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** – Drawing of S.A.R. 'Y' Class locomotive No. 77.

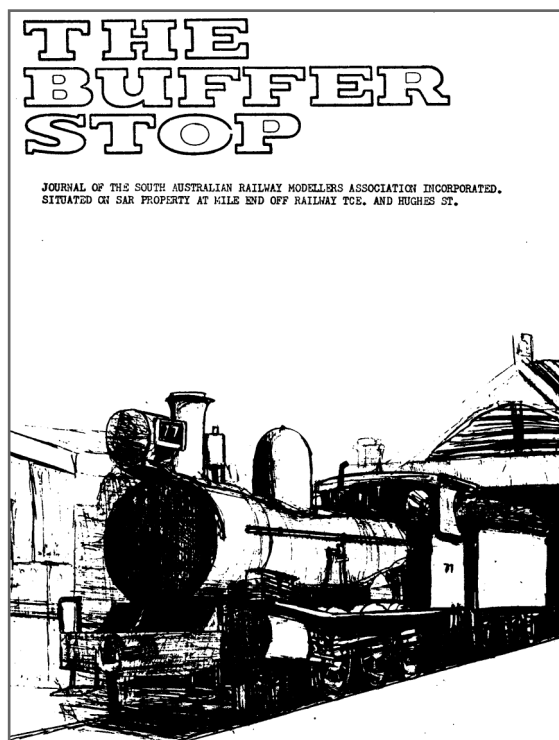
**Menu** – 21<sup>st</sup> Birthday Trip, Adelaide to Nairne – Saturday, 24.6.1978.

**Article** – Modelling the P.T.C. N. S. W. BDX's – variations on the BDX – David Griffiths.

**Special General Meeting** – To ratify the Committee's draft to (et alia) change the Constitution to provide for one or two editor nominations to be elected unopposed.

**Plans** – N. S. W. BDX as drawn by David Griffiths.  
S. A. R. Whistle Boards.

**Financial** – Balance Sheet for the 12 months ending 31.3.1978.





### 30 Years Ago: June 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** showed PRR W94 near Woolshed Flat.

**Rescindment** of the Bylaw that required every member to submit at least one article to the Buffer Stop.

**Venue** for the Birthday Dinner was the Barossa Junction.

3 course meal \$11.90 per head.

Accommodation \$45.00 per double room.

*How times have changed!*

**Interesting photo** of a SAR 600 Diesel with Ballast Hoppers pacing a Brill 75 with two Brake vans.

Would have to be new standard gauge alongside the narrow gauge.

**Interesting article** on the history, manufacture and how to model them by Don Bishop.

**Extensive article** on soldering by Ric Bowen

### 20 Years Ago: June 1998

PM

**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:** DA7 freshly painted in ASR livery at Port Flat by Peter Baer

**Layout Report:** Work is slowly progressing on Peelina and Burra yards, with point solenoid motors being checked for correct operation. The mine areas are both progressing well. The raised floor is also being constructed.

**Article:** SARMA Exhibition Report – Windsor Gardens 18-19<sup>th</sup> April 1998.

**Article:** Rollingstock contracts and deliveries newsletter – compiled by John Beckhaus

**Bulk Buys:** BGB Bluebirds – 280 class \$140 until September, then \$160 ea. 100 class \$100. If only kits were that cheap now!

**Article:** C: Class of '77 by John Doherty

**Drawing:** VR/V/Line C class diesel

### 10 Years Ago: June 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.

**The Great Debate:** "That N is better than HO" summary with pictures.

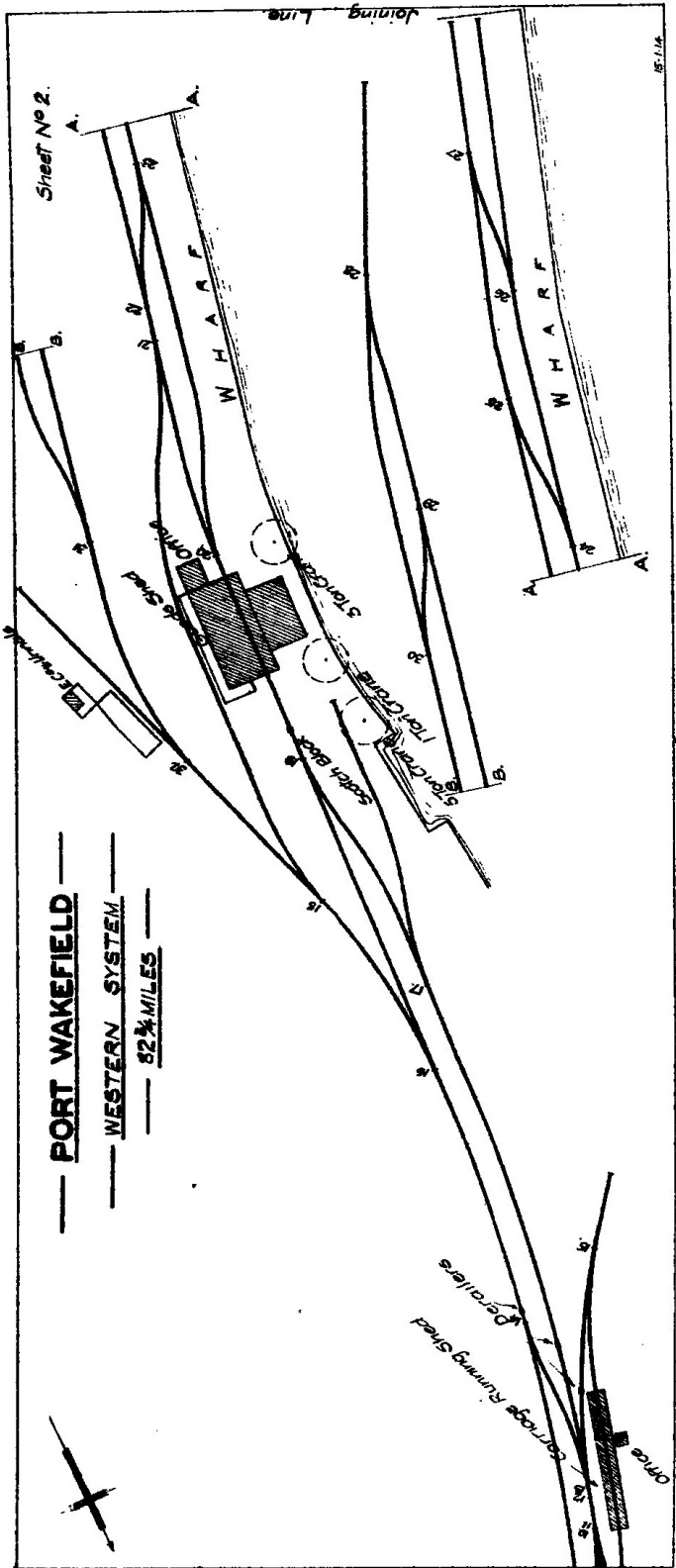
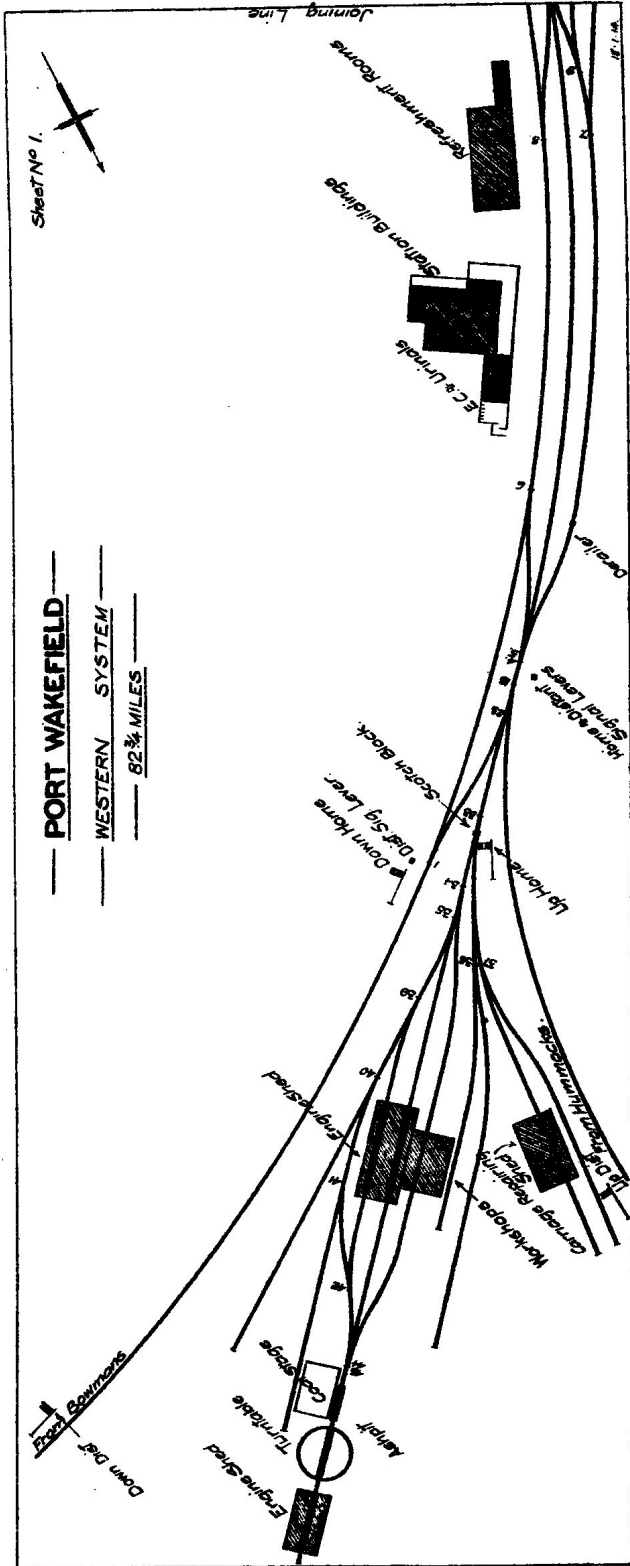
**Richard Ash** broke his tap and learned a valuable tip

**Encouragement** for the Buffer Stop from a Train Club Widow

**Hugh Williams'** Small Factory Plan originally drawn by Tiny Edwards in 1960



# Port Wakefield Narrow Gauge



The lines emanating from Port Wakefield were believed to be the first to be built to 3ft 6in (1067mm) gauge in South Australia.

# Port Wakefield Broad Gauge

Plans of the Port Wakefield station track. On page 8, the narrow gauge set up which used to be quite extensive as it was really the terminus/starting point of the line for many years when it headed inland to Bowmans, then across to Balaklava. At Balaklava, one track went South East to Hamley Bridge which was a break of gauge station, since the broad gauge from Adelaide via Hamley Bridge continued North to Terowie. A second narrow gauge track headed North from Balaklava and went through Brinkworth and onto Gladstone. All of the lines from Moonta to Port Wakefield to Gladstone and Hamley Bridge were converted to broad gauge around 1927.

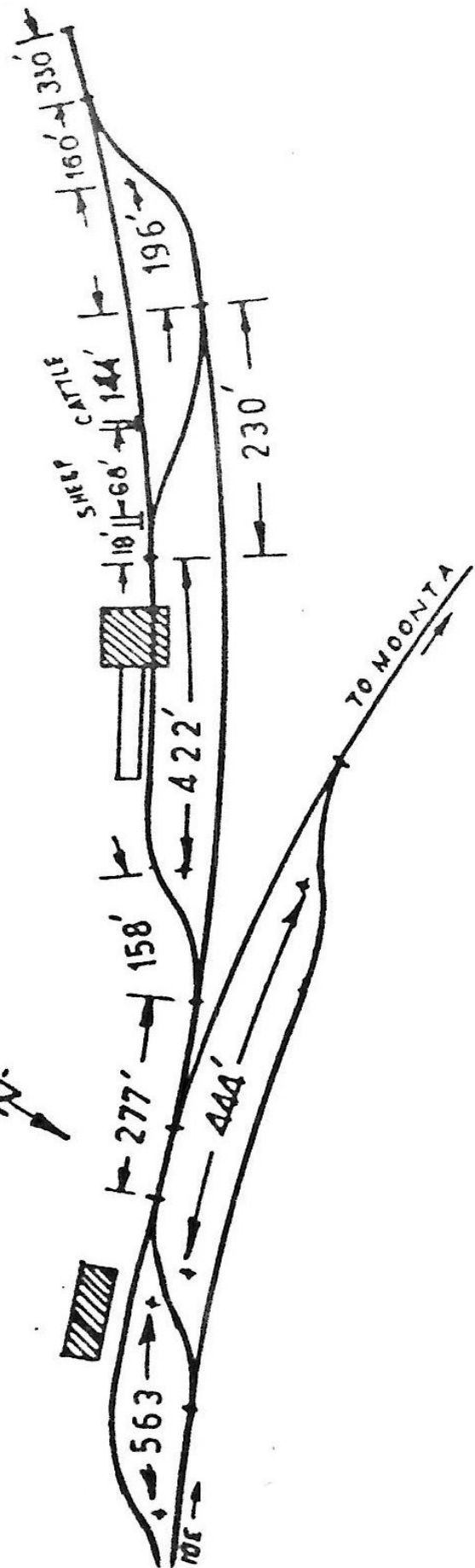
The broad gauge set up at Port Wakefield (this page) was much more modest, but shows the sidings at Port Wakefield curving around towards the old wharf for a total distance of something like 1700 feet, so it was a fairly large siding to shunt. In HO model terms, this siding would be nearly twenty feet long.

## A bit of History

The town was originally named *Port Henry* by William Hill. The name of the town was changed to Port Wakefield around 1849.

In 1848, the [Patent Copper Company](#) agreed to build and operate a smelter at [Burra](#) and a track was surveyed to its port established at the mouth of the [River Wakefield](#). However, in 1857, the Adelaide to Gawler line opened and the Port Wakefield copper traffic abruptly stopped. Pastoral produce traffic continued and the narrow gauge routes expanded to Hoyleton and then Blyth and Kadina. By this time (1876), the lines were worked by steam power and in 1927, were converted to broad gauge. ■

PT WAKEFIELD



One of the most common features on a layout is a farm fence. I have not yet found the construction process written in any publications. This led me to inspect completed works to decide what I could find as the best construction method for my Big Hill Branch line to Port Prawler.

My first inspection, some years ago, was accidental at AMRE. I observed a gentleman, rather more obese than I, following a wonderful display of fast moving trains on Noarlunga's Exhibition Layout. He was so fascinated, as he blobbed sideways following the train, that he neglected to notice that his tummy was resting atop the edge of the layout. As he traversed to the left about 200 scale metres of fencing and power poles were bulldozed. I did tap the guy on the shoulder and pointed to the damage. He did not care. The first rule I wanted to set in my farm fence construction manual, was the fence should be secure enough to pierce the shirts and skin of any leaning tower of person (apologies to Pisa) before the wires and posts are completely lost.

The next decision was stranded fence or square mesh with one barbed. I abandoned the idea of square mesh and challenge another member with more knowledge than I, to share how to model square mesh fencing in our Buffer Stop.

The next decision was post only or 1 post then 2 or 3 star droppers between them with strainer posts at the ends. My fence is old; timber posts were growing in the paddock and cheap, but steel was expensive so I went for all timber posts. The same method I have described applies if droppers are to be used. I would use at least 1 x 0.5mm brass (also drilled through with at least 15mm of the dropper tightly implanted into the baseboard) painted black or the darkest brown you can find. It is a bit over scale but required to



achieve defence of the fence. Then secure it in the same method described below, so that it pops those bellies and nicks those palms of wayward observers, operators and our helpers.

Where to find the fence posts? Dead shrubs are best but not too dead that they split when drilled. I rescued a few branches of a doubtful over-pruned European species of shrub Kathy was sending to the green waste bin. Yes, I confess; Kathy does the gardening while I engineer, and project manage our beloved SAR Big Hill P/L's Branch line (BHP). All railway male modellers, have the most patient, hardworking and caring wives or mums. It is what keeps our railway empires going.

Photo 2 below shows my fence posts. Most





Cut the posts to 35mm long. Discard bent ones because Native Pines are straight. Using a pin vice and small drill (photo left), drill three holes 5mm, 10mm and 15mm from the top of the post. The top of the post is the thinnest diameter. The holes are to thread the wires through. This means you have to set the posts on the drilling mat so they don't wobble. The holes must go in the same angle into the posts. This takes some practise. You need to drill all three holes from the same side. You will learn when you stuff up. I did. If you throw out half the posts, you have achieved better than I did.

SA fence posts in the first 100 years of colonisation were made from native Pine. These sturdy trees (also difficult to model but no matter, all had been cut down by the time of the Big Hill Branch Line for fence posts, so, I don't have to model the trees) had thin trunks as straight as, well; "posts". These pines were a rich source of turpentine when chipped and mulched and harvested for paints and lacquers. Termites (the blighters have been in my house twice – another story) don't like turpentine, it is poisonous. So, our early settlers learnt early that fence posts made of native pine would last 100 years.

So what diameter? They were never less than 10 inches from the top of the tree and at the base of an old tree, the tree posts were 2 feet wide but not every tree was old. The average width was about 15 inches. The wide ones made excellent strainer posts and the wide ones not used for strainers, were also evenly distributed with thin ones. Therefore, the answer is any diameter that falls off the secateurs between 3mm and 7mm. With most just short of 4mm will do, but don't be too fussy. Don't worry about buds and side twigs, Native Pines were very branchy just trim them off without digging into the natural bark.

Most stranded fences had 4 wires. I decided on three because it was easier; they do get tangled when constructing the model. I feel that three strands give the appearance required. Also 5mm down from the top is a bit low, but any higher and the model posts split.

Carefully thread 3kg grey fishing wire (photo 4, below) through all the posts



(make sure you thread more posts than you need because you will be short two). I leave a metre of "wire" more at the end than is required, and I have always required half of it. On the first post, after the wire is threaded in the hole, place a drop of super glue on each "wire" as it exits the post and cut off the excess. This becomes the strainer post.



My electric drill is the perfect post hole digger. Work out how many holes for an even spacing from start to finish. Rule of thumb for spacing is there is no rule. But make sure the posts and droppers are not less than 30mm nor more than 40mm apart which provides a good range to ensure they are evenly spaced. Uneven spacing did not happen on our prototypes unless our farmer was on the bottle. It is important for the posts to be even.

Use a steel rule to make sure the post holes are straight and to enable measurement at the centre of the holes. Crooked fence lines did not occur. See photo 5, above.

This is the belly piercing bit. The posts are different sizes, so use different sized drills to make sure they are tighter than a ducks quack. I insert the first strainer post first and measure the required diameter of the drill with callipers as I go down the fence line. A drop of white glue on the bottom of the post and secure them forcibly and tightly to the base board. Make sure you don't twist the wires. Don't worry about the sagging wire, that will be fixed later if you haven't twisted it.

When you reach the end of the fence line, pull each wire as tight as you can. Which is

another reason to have the posts and droppers tight in their holes. I use pliers after allowing a couple of hours for the glue to set on the posts. Then, while holding tight onto the wires, a drop of super glue in each hole of the last post until dry or a squirt of CN setting spray. Guys, the setting spray is worth ten times it cost. Chris Fretwell put me onto it and has it in stock

Occasionally the end post hole digger can not squeeze up against a structure. If this a problem, then cut 15mm off the problem post (see photo 4, previous page) measure the distance to the next post hole which becomes the new strainer post and super-glue the new strainer post wires (as above, make sure it is firmly stuck before commencing with the post hole digging in the remainder of posts).

The final step is to make up a mixture of dark brown and black paint as a not very weak wash (thin with water or thinners depending on the type of paint) and dab it on top of the fresh secateurs cuts or tinsnips cuts on the top of the posts and droppers.

I am very pleased with the outcome (Photo1). Still to come are some Mallee trees, foxes and roos, but the fence is looking good. ■

# LAYOUT REPORT JUNE 2018

Dean Schluter

So far there have been four layout running sessions, SAR, Modern Australian, American and English/Others. Not all sessions were controlled but were used to get to know the layout. So far no one has put their hand up to be an individual group leader. Luckily there is at least one Committee member in each group to open the clubroom.

Southend Station



Operating nights have been shuffled so that they don't fall on a night following a layout work day, so that wet scenery will not be disturbed that night. The workers running day is the second Tuesday of the month followed by the American group that night followed by the Wednesday General meeting and the Modern Australian group is now the second Thursday of the month. The English/Others remain on the fourth Wednesday night. I will make a list of operating dates for each person in all groups and hand them out. These times will remain until all the ground cover has been completed in the yards, etc. Progress has been made in the BURFORD yard so that I will soon be able to install the station building that I made years ago for my own layout. My layout has been abandoned since my pre-occupation with the club layout. I asked Hugh Williams if he would finish off a station building for Southend that was partially constructed and donated to the club. He has done a wonderful job completing the building and platform; many thanks to him. This means that when David van der Linden finishes KOORINGA station (Tim Leach has already finished BALMORAL), there are only the two platforms for REDBANKS to do. Thankfully Hugh has again volunteered to do this. The building for REDBANKS was a donation by Paul Collins of End Of Line Hobbies. ■

Balmoral Station



# Building Accident Train Timber Wagon FB8653 in HO scale

## Part 5

Matthew Sanders

### 14. Assembling the Roof Assembly to the Wagon

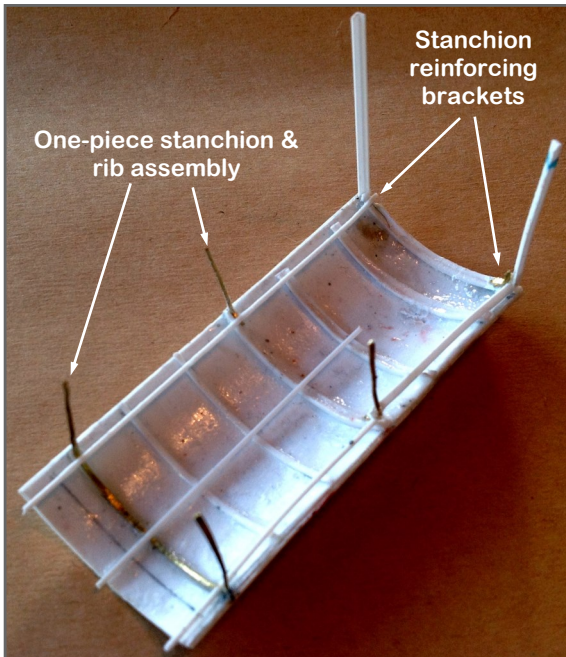


Photo 28. Stanchion joint reinforcement. Author photo.

This is an exacting process.

*Using pieces of wire to brace the rather weak butt joints that join the styrene angle pieces at the mid wagon end of the roof was met with mixed success. The joints were not much stronger and the wire lay along material intended for removal.*

I aligned the roof with its final position over the wagon (Refer Photo 3). The stanchions were adjusted to vertical alignment. The brass stanchion extensions were straightened and adjusted so that the springiness of the metal caused them to bear against the internal surfaces of the stanchion and aligned with the edge of the stanchion closest to the B-end. With the roof height set a fraction below that of the adjoining M-Van, the stanchion extensions were trimmed so that they rested on the upper horizontal pipe of the side barrier. This gave a larger glue surface than by copying the

prototype, resulting in a stronger joint that was easier to assemble. I found gluing the stanchions in pairs, starting at the B-end to be effective, being easier to ensure two glued joints remained correctly lined up. The angle pieces at the mid-wagon end of the roof were the last pair to be cut and glued into place. (Refer Photos 15 & 16.)

The diagonal bracing at the mid wagon end of the roof was fitted one piece at a time. I found it difficult to model the variety of flat and bar material used to modify this stanchion and simply used a piece of angle. Note there is a small flat bar diagonal brace on the left side stanchion running from a roof frame member to the main stanchion- rail diagonal brace.

The bracing at the B-end is flat bar, represented by 0.020" x 0.030" styrene strip, glued into place



Photo 29. Auxiliary boom construction. Author photo.

one piece at a time, using various improvised supports while the glue sets. Again start with the stanchion-to-rail braces and follow with the supplementary braces. (Refer Photos 13, 18 & 20.)

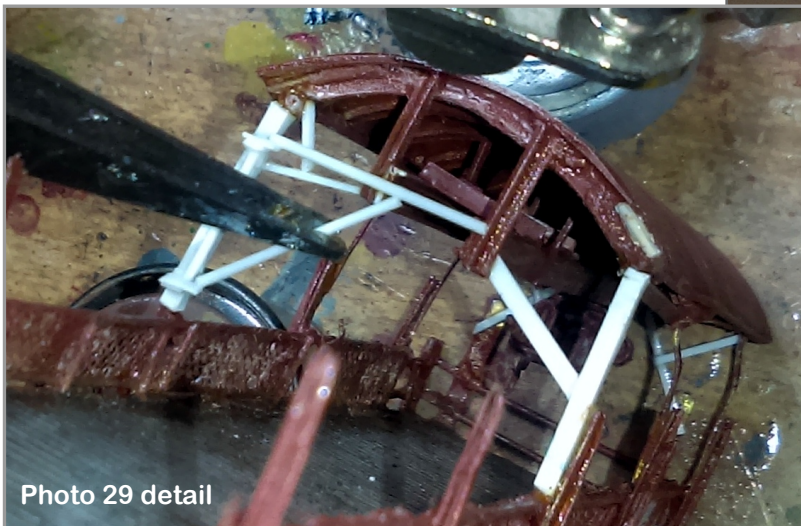
*Photo 29: Improve - sometimes it is easier to position the work-piece and move the wagon, supporting it with paint tins.*

## 15. Forming the Auxiliary Lifting Boom.

Note: If building a pre-1972 version, this feature can be omitted.

Refer to Photos 30, 31 and details from 4, 16, 29.

On the prototype, this boom is supported and pivots on two lugs welded to brackets on the middle stanchion. The bottom lug is 3 rivets up from the horizontal bar on the side barrier. This bracket sub-assembly can be seen in Photo 30. (renamed as Photo 32) The boom is essentially, two triangles fabricated from circular, tubular steel, with flat bar used to form the lower side of the small bracing triangle. The upper horizontal member of this auxiliary boom terminates at the far rail of the overhead runway, its lower surface flush with the lower surface of the rail.



I chose to build the auxiliary boom and additional roof structure bracing using styrene. I also chose to model the boom positioned on its mounting lugs, swung across the wagon in the travelling position as shown in Photo 4 & 29 details.

Begin by constructing the lugs on the stanchion (Photo 16 detail right) on which the auxiliary boom swivels, before adding the vertical and horizontal pieces of the boom itself. The long and the short diagonal bracing pieces follow, and assembly is concluded with the detail at the end of the horizontal arm.







Photo 30. Auxiliary boom; hook end.  
01.01.2017. Taillem Bend. Author photo.



Upper  
attach't  
point

Lower  
attach't  
point

Photo 31. Auxiliary boom; pivot points end.  
13.03.2015. Taillem Bend. Norm Bray photo.

Photo 30 shows the tip of the boom, from where the wire rope drops to the load.

Photo 31 shows both the upper and lower attachment/pivot points on the (inverted) boom assembly.



### 16. Modelling the compressed air pipe and hose to crane.

On the prototype the crane is compressed air powered, being supplied with air from the train brake system. The crane pipe itself is connected to a tee-piece on the wagon brake pipe. When the crane is not in use the supply of air from the train brake system is shut off with an isolator.

The pipe starts with an isolator at the brake pipe, rises to the top surface of the runway rail, and joins with an elbow to a shorter length of pipe before terminating near the first rib, at the roof end of a rail supporting dropper. (Refer Photo 24.) The hose starts at the top end of this pipe and connects to the pneumatic motor.

Photo 33 plus detail on next page. Compressed air pipe to crane connection at brake pipe.  
01.01.2017 Taillem Bend. Author photo.



Photo 24 (cropped repeat) Crane motor detail. 01.01.2017.  
Taillem Bend. Author photo.



Detail of Photo 33

*(I found brake rodding, or grab handle wire can be easily formed to take the shape of the pipe and the flexible hose. I ran the wire through my fingers a number of times to make it easier to form the curves of the hose.)*

Excess length of hose can be coiled on the hardwood lengths, just like the prototype. The hose is not glued to the load, but later it can be held in place by the clear, matt finish coat.

A stub of 0.030" round styrene was glued into a hole near the coupling to represent the brake pipe to which the crane air supply pipe is fitted. Allowing space for the Kadee coupler box, stanchion and handbrake means space on the buffer beam does become crowded by this stage.

### 17. Additional weight.

This can be added to the underside of the wagon. I cut pieces of metal to fit in the space between the wagon spine and the side members, bringing the wagon mass to 80grams, being the mass of some recent SAR rtr M-vans. ■

## Notes from the Library

New Magazines which have arrived in the last month:

Australian Railway History – May 2018 – Including 4 steam photos at Taillem Bend

Model Railroader – May 2018

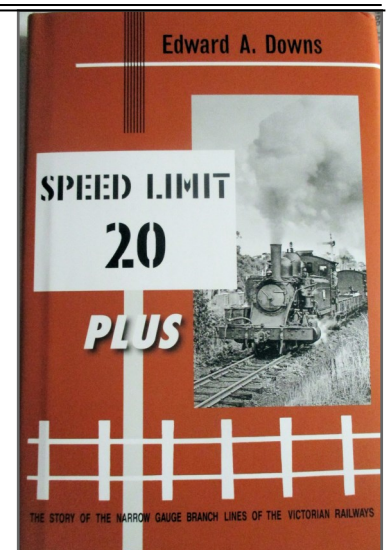
Australian Model Railway Association Journal – March / April 2018

Track Signal - February / April 2018

Toowoomba Model Railway Club – March 2018

*New Book which has arrived in the last month*

Speed Limit 20 Plus by Edward A. Downs. Reprint of the 1963 edition with updates through to 2017. The book outlines the history of the 121 miles of the 2 ft 6 inch Narrow Gauge Branch Lines of the Victorian Railways, numerous black and white photos including numerous shots of wagons, passenger coaches and steam locomotives.

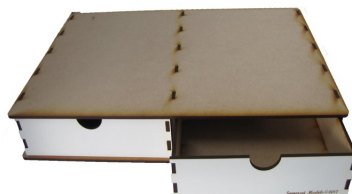




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See Don Worby

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SEM Axles 10.5 x 25 mm	\$2.30
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## 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

# Brisbane Model Train Show 2018

Chris Marlow

The Brisbane Model Train Show was held on the weekend 12 - 13 May, again one week after the Labor Day long weekend.

As in the last few years, it was held in the Marquee at the Brisbane Showgrounds. On entry, you received a Wiuske Models shopping bag, with a guide to the show, brochures from model shops and heritage railways, and two issues of *Model Railways in Australia*. The shopping bag will come in useful: in June, plastic bags will be banned from supermarket checkouts. Only nine years after SA, but never mind. They are still looking into a deposit on drink containers here, 40 years behind SA.

The traders, constructors and rail heritage organisations were mostly around the walls of the marquee, with refreshments available in one corner. Queensland Rail and the Transit Police were in the centre of the marquee. One stall had a display of San Mateo Lines signals for Queensland.

This year there were many more new layouts on display. The ranged from the minimal to the crowded, and from U-Drive to 16 trains being simultaneously computer controlled. Somehow the North Brisbane RC Tank Club was there, with their 1:16 scale radio controlled tanks, with moving turrets and guns, and the sounds of motors and machine guns. John Badcock would have liked it, but they were a bit big for his HO military train.

As before, on paying at the entrance, I was issued with a coloured wristband. After putting it on, the only way to get it off was

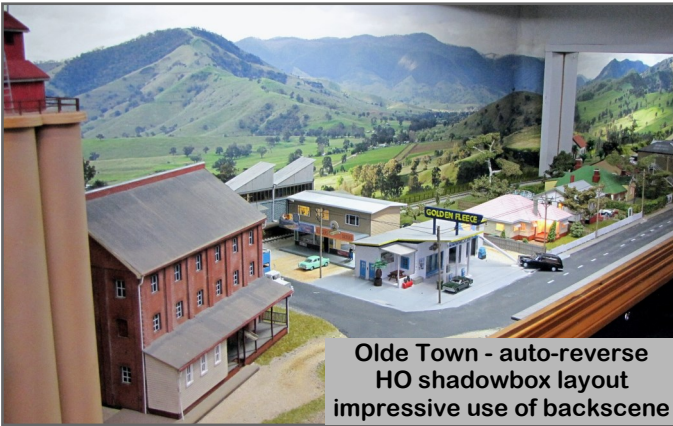


Top: Ipswich Model Railway Club – N scale T-Track (one leg of an extensive L-shaped layout).  
Centre: Irgendwo – N scale German.  
Bottom: Mt. Kuring-gai



with scissors. It acts as a pass-out to enable you to go outside to refreshment stalls, the ride-on train, and the toilets. This year, I noticed that the people on the door, and other officials, were wearing yellow Hi-Vis vests, making them easy to identify.

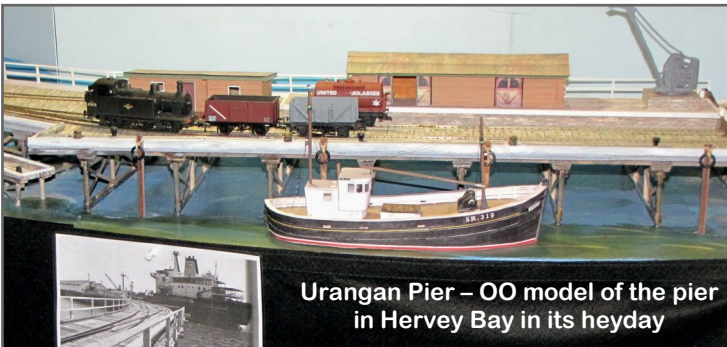
Another highlight on Saturday morning, somewhere else in the Showgrounds, was the Queensland Giant Pumpkin Competition – the winner’s weight was 206 kg. Of greater relevance was a steam train passing by on the Exhibition Loop on an excursion train northwards. ■



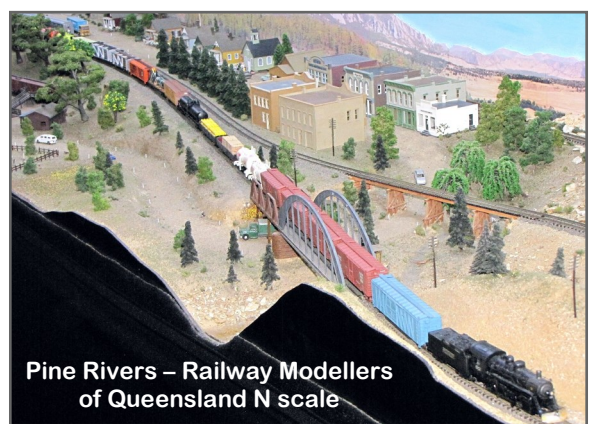
Olde Town - auto-reverse HO shadowbox layout impressive use of backscene



Broxburn Sidings – OO shelf shunting layout



Urangan Pier – OO model of the pier in Hervey Bay in its heyday



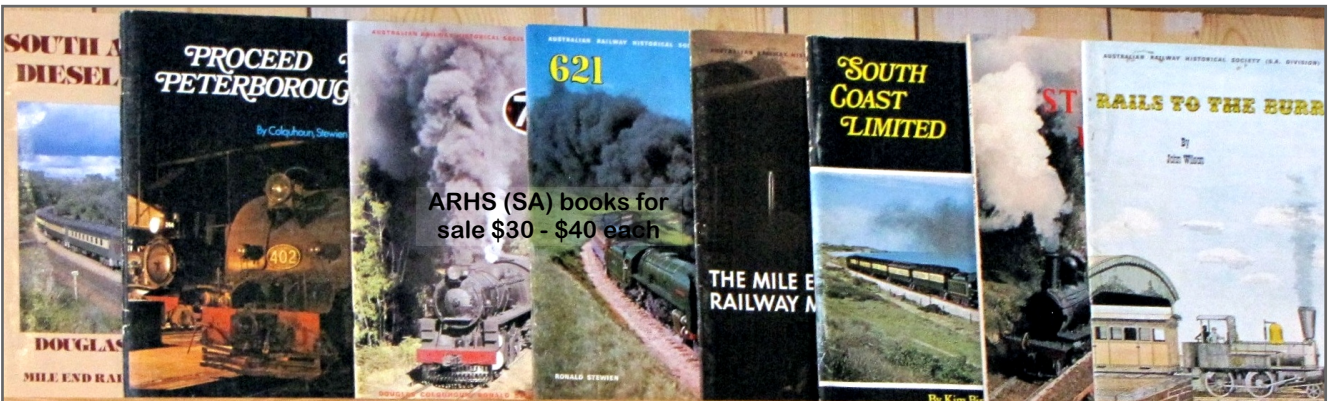
Pine Rivers – Railway Modellers of Queensland N scale



Diagon Alley (Harry Potter) – O scale



Glinvale – HO Queensland Railways



ARHS (SA) books for sale \$30 - \$40 each

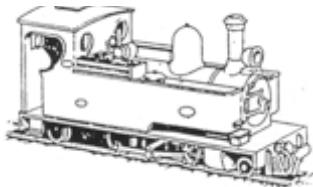
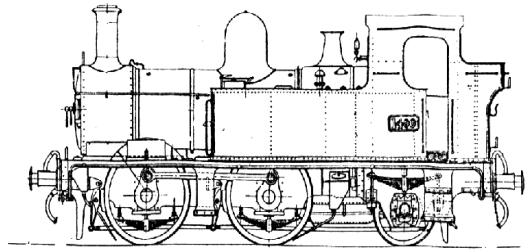
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40ft TNT containers, and others.

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Bachmann Ringling Bros/Barnum & Bailey HO set \$220.00

Bachmann Durango HO Train set \$295.00

AMRM CDs Vol. 13,14,15,16, 17, 18 \$22.00

New Junction Models Controller (DC 2A) \$80.00

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More New Hornby Locos & Wagons & sound decoder in stock

Loksound decoders

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# Noel's Pottering

2PM5 Monarto Sth



Monarto Sth



Approaching Mt. Barker Jct





1MP2 Crystal Brook



4SA8 Snowtown



3PS6  
Top Crystal Brook triangle

# Show 'n' Tell (More info page 4)

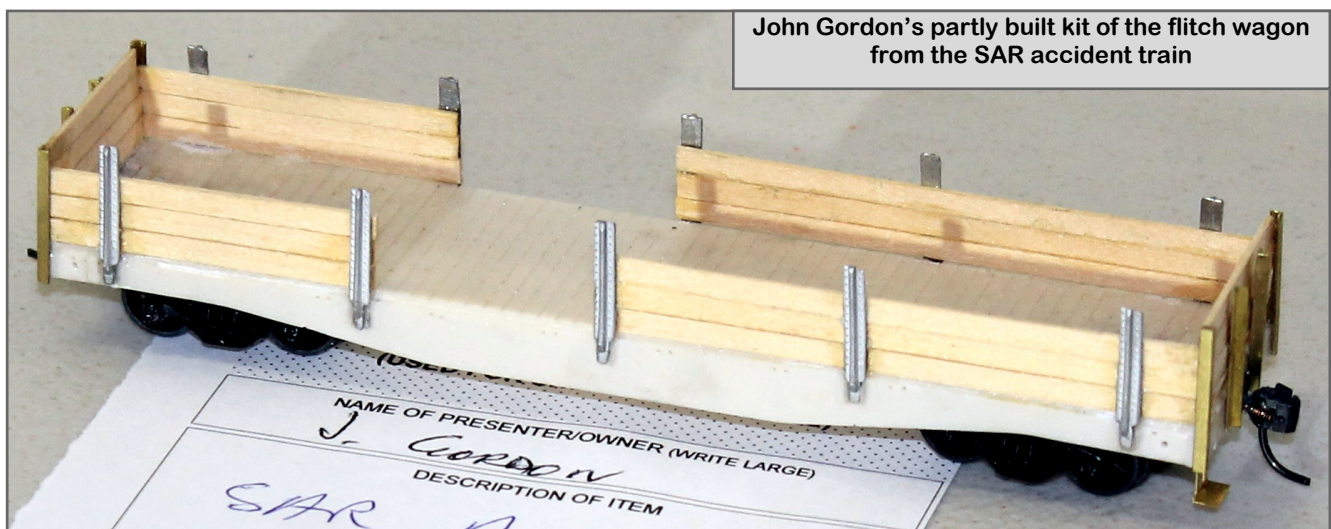
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Above: Peter P's demonstration of Southern Railway's assortment of greens



Andrew Timmins' three Budd railcars for Commonwealth Railways, also a number of Tichy tank wagons with custom decals



John Gordon's partly built kit of the fitch wagon from the SAR accident train

## Tailem Bend Working Bee Update

SARMA has so far held two working bees at Tailem Bend depot this year; the hot weather of January and the mad schedule of March prevented any being held in those months.

Both our efforts and those of the Australian Locomotive and Railway Carriage co (ALARC) teams have resulted in considerable and very encouraging progress; which in turn means it looks more and more likely that trains will begin running from the depot in a few short months.

As you know a track was built for loco number 103 to house it, it will soon be joined by TL155 as a second track into the shed is not far off completion, currently it awaits the installation of a new door to enable the final track work to be laid. TL155 was previously hit hard by the vandals with much of its electrics stolen. Once the current queue of restorations has been completed, work will begin on getting TL155 back in order.

Carriage stock is increasingly being cleaned of graffiti and the depot looks better than ever. The SARMA team has been particularly useful in clearing the vegetation and shrubbery wherever possible. It is amazing the difference that a small number of workers can make!

What about the 900 class locos I hear you ask? Well, SARMA members were privileged to be right on the

forefront when 909 was started up with the proud English Electric sounds echoing all over the depot. After a great many setbacks, 909 is nearing completion. A shed is currently being built to house the loco here (with new tracks installed to accommodate it) at Tailem Bend as plans to move it to Victoria have fallen through. The bogies have been completely overhauled and converted to Standard Gauge and will soon be arriving for fitting to the loco. Poor 907 remains a long term restoration project but at least her sister is making leaps and bounds.

I would like to thank those who have taken time out of their busy weekends to work their magic at the depot. Our work continues to be appreciated and certainly we all have a good time (especially the debriefing at the Riverside hotel after). Jeremy Kemp, Chris Symons, Dane Filander, Michael James, Hugh Williams and Paul Mackinnon have all contributed multiple sessions of visits and made life much easier for the ALARC crew in getting their set operational.

However we always need more people! Even half a dozen workers is still not enough to tame the growth or scrub a carriage completely clean- even if you are only able to walk around with a spray gun, or prune back bushes with a pair of secateurs, please consider joining us for a visit sometime. ■



# The End