

SOUTH AUSTRALIAN RAILWAY MODELLERS' ASSOCIATION INC.

PROMOTING THE HOBBY IN SOUTH AUSTRALIA
SINCE 1957



INSIDE

Building Accident Train Timber Wagon

Clubroom Layouts Report

Railway on Line

Noel's Pottering

Simple Cattle Yard Fences

South of the Border - Yarra Valley Rly

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Diary

Wed 14 Mar	General Meeting	
Sun 18 Mar	Swapmeet	
Wed 21 Mar	Work night	
Wed 28 Mar	Work night	
March 30 - April 2 Easter		
Wed 4 Apr	Work night	
Wed 11 Apr	General Meeting	
Wed 18 Apr	Work night	
Wed 25 Apr	Work night	
Wed 2 May	Work night	
Wed 9 May	General Meeting	
Fri (set-up), Sat, Sun, Mon 8-11 June	Greyhound Park	
Wed 13 Jun	General Meeting	
 <i>Sat 1 Sep Modelling the Railways of South Australia</i>		



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

March 10-12 Sandown(Vic) & Kyneton(Vic)

March 17,18 Bundaberg (Qld) Expo

March 24,25 Kaleen (ACT) Expo

Mar 31/Apr 1 Bendigo
& Diamond Creek Expo
(Model Trains, Railway Memorabilia, etc)

May 5,6 Hornsby Heights (NSW)

May 12,13 Brisbane (Bowen Hills Qld)

May 19,20 Albury (NSW) &
Richmond Vale (NSW)

**June 9-11 Greyhound Park
& Glen Waverly (Vic) & Rosehill (NSW)**

July 7,8 Stawell (Vic)

***Swapmeet at Avenues College Gym
(was Windsor Gardens High School)
7a.m. setup/ 1p.m. pack up.
Please endeavour to assist.***

Front Cover: PeterP

Photos taken at a recent swapmeet.

The top photo shows a large clear area in the centre.

**At this month's swapmeet, this area will be filled
with tables because we will be full to capacity.**

SARMA Inc. meets on the **SECOND WEDNESDAY** of each month at 7.30 p.m. in the ‘**Log Cabin**’ building on Lyons Road, Dernancourt, at the corner of Balmoral Road. Work nights are held on other Wednesday nights in the clubrooms adjacent to the log cabin. See the Diary on Page 1 for details.

UBD Map 96 Ref D12 or Gregory’s 148 J12

Membership rates 2016 – 2017

Joining Fee:	\$10.00	Country (BufferStop posted):	\$50.00
Full (age ≥ 18):	\$60.00	Country (BufferStop via internet):	\$45.00
Family:	\$60.00	Student (full time; age ≥ 18):	\$45.00
Junior (age ≤ 17):	\$30.00	Corporate:	\$100.00

The Membership Year runs from 1 April to 31 March.

Quarterly pro-rata rates apply to new members after 30 June each year.

All correspondence and membership enquires should be addressed to:

The Honorary Secretary, SARMA Inc., P.O. Box 4, Prospect, S.A., 5082.

SARMA Telephone InfoLine: (08) 8411 5500

Visit our web site at <<http://www.sarma.asn.au>> for more information and a membership form.

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

“Buffer Stop” Contributions

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

We welcome contributions from members. Articles and photographs may be emailed to the address given above; they can also be submitted on paper. Members who forward articles written by, or photographs taken by, a third party need to obtain permission for their publication. Contributions may be subject to editing. Neither the Association nor the Editors accept any liability for the content or presentation of notices, articles and advertisements submitted for inclusion in the Buffer Stop other than those submitted by the Committee on behalf of the membership. Nor do the Association and the Editors necessarily subscribe to the views expressed or implied by contributors. The Editors reserve the right to refuse acceptance of any material considered unsuitable for publication. Material may have to be held over to a later edition. Articles may not be copied or reprinted without the permission of the respective authors.

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

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

The deadline for the April issue is FRIDAY 16 MARCH

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
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Librarian: Kelvin Brinkley Phone: 0408 854 020 email: kbb@picknowl.com.au	

Other positions held by SARMA members:

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

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

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

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

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

Editorial & Miscellanea

Welcome to the March Buffer Stop

I never cease to be impressed by the accomplishments of the engineers of the seventeen and eighteen hundreds and, in many cases, even earlier. Recently, I began to wonder about the history of screw threads and when the principle was invented, so I prodded around the net and came up with the following:

“It is considered by some that the screw thread was invented in about 400BC by Archytas of Tarentum (428 BC - 350 BC). Archytas is sometimes called the founder of mechanics and was a contemporary of Plato. One of the first applications of the screw principle was in presses for the extraction of oils from olives and juice from grapes. The oil presses in Pomeii (presumably Pompeii) were worked by the screw principle.

Archimedes (287 BC - 212 BC) developed the screw principle and used it to construct devices to raise water. The water screw may have originated in Egypt before the time of Archimedes. It was constructed from wood and was used for land irrigation and to remove bilge-water from ships. The Romans applied the Archimedean screw to mine drainage. The screw was described in the first century AD in Mechanica of Heron of Alexandria”.

Surprising, don't you think?

Where would we be without the proverbial 'nuts, screws, washers and bolts'?

On the 18th of March, only a few days after the March General Meeting, we will be holding our largest swapmeet ever; 68 tables (69 if we stick one in the foyer) in the Windsor Gardens (now Avenue College) Gym. Because of the intensity of the 68 table layout and, to a lesser degree, the sheer number of tables, it will take a little longer to set up than usual. I urge you to do your utmost to get to the hall at 7a.m.

Where is it? is back. Members kept telling me they wanted it but

obviously the old format didn't work. When you have a competition where only one person enters, it's time for change. Several people told me that they wanted the answer in the same issue, but not too obvious. Some people can read upside down text almost as easily as right way up. My solution is to sprinkle letters throughout the Buffer Stop. Once you come up with the answer you can quickly check it. If you need a clue, you can look at a letter or two. I've also put it near the front so that you can see the photo before you see the letters. To get you started, I've put the first letter in an easy-to-see place; you can see what the letters look like - they're all the same font.

Rerailing device at Murray Bridge sent in by Noel - interesting!



Please note that the email address for BufferStop material is now bufferstop@sarma.asn.au (see page 2).

PeterP

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

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

Members present: 45

Apologies: 4

Visitors: Wayne Etherton, David Cox, Richard Gilbert and Wayne Burls

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

Outstanding Actions and Business arising: Nil

Correspondence in:

Membership renewal form for Southern Cross Rail Association

Thank you letter from TTG Library including certificate of appreciation

Insurance renewal documents from Elders

Australian Railway History – Feb 2018

Railway Modeller – March 2018

AMRA Journal – Jan/Feb 2018

Email from Clive Mountfield regarding rolling stock to sell

Correspondence out:

Response to Clive Mountfield

Business from corres:

The President thanked those members who volunteered their time to help at the TTG library.

Finance: Financial statements presented .

Accept financial report: Moved by Gordon Chaplin and seconded by David Jameson; Carried

Gordon also reported that the proceeds from the sale of items from the deceased estate has reached \$2350.00.

Reports:

Exhibition Layout –

Bob thanked everyone that came along to Corio in Geelong. He reported that the layout performed exceptionally well. He also mentioned that we have been invited back as well as an invitation to Sandown. He is still waiting to hear if we will be accepted at Stawell this year. The future plan for the layout is to construct another five modules so we can display a different version each time.

Bob also asked for members to start putting their names on the rosters for AMRE.

Club Layout –

Dean has asked for proof readers and scrutineers to go over his instructions for operating the club layout. He recommended that the various groups begin organising themselves and discussing potential days that they will operate their particular outline.

Social –

Matt spoke about the first working bee at Taillem Bend for this year. It was called on short notice due to the favourable weather conditions. He also described his idea for a debate at the May members meeting with the subject being DC versus DCC.

BufferStop –

Peter has proposed a revised "Where is It" section which will have the mystery location mentioned in the same edition. He also formally announced that Graham Phillips will be his new second or relief editor but that Graham will not be on the committee due to other commitments.

Library – Nil

Maintenance –

A window has been removed from the library wall that faces the air conditioner so as to aid in cooling the library.

Bulk buys – Nil

Special Events –

Swapmeet: Terry reported that there could possibly be as many as 76 applications for tables. There was also a concern about the availability of trestle tables as the election will be held on the same weekend.

The flyers have been printed for the March event and include the dates for the September meet. Terry will also take some to the Norwood Swapmeet.

AMRE – The call was made for a couple of members to commit to helping with the second hand stall this year as AMR decided to refuse to take on the job.

General Business:

Allan Smith has checked out hiring a BBQ but couldn't get hold of one

Alan Smith also asked about the state of the Royal Show layout. He mentioned that there had been quite a lot of problems with the electrics last year and was concerned that not enough was being done. The chairman assured him it would be followed up at the next committee meeting. Eddie Vardon also reported that he is in contact with Judith Noble and is on task to get things sorted.

Matthew Pink has offered to help Colin Barnes with transporting the BBQ to the Swapmeet.

Trevor Carter noticed that the Swapmeet was not mentioned in the Buffer Stop. The editor assured him it will be fixed.

Peter Carter congratulated the winners of the Master Modellers awards and commended the members on the number of models submitted. He also asked about

the names being engraved on the various plaques.

Show & tell:

Andrew Timmins with a nearly finished Wayside Wagons 350 shunting engine. The chassis is a 70 tonner and he used stainless steel wire from his bee keeping equipment for the handrails which was etched with black. The primer is from Vallejo with UP orange for the main colour. He has been experimenting with the sound and in particular the horn. He also built a DCC tester/programmer with its own speaker so he can do all the programming before he fits the decoder.

Trevor Carter brought along another Ambroid timber models of US reefers. His next model was a Model Power Canadian grain hopper that he got when they first came out. It was one of three he bought at the time. Another two hoppers were done up as Freight Australia and he has added walkways on the top made from brass mesh from the US that was meant for fences. One from Rocky River models and the other was a genuine Peter Zeigler BGB kit. The last one was a Quality Craft kit in timber. He showed the instructions and the box of timber pieces you start with. The kit was for a triple deck car carrier.

Noel Potter with a custom articulated DERM for his

own Malvern and Eastern Valley Railroad. It started as a broken down DERM but was quickly converted with a larger baggage area and a more powerful motor and it goes like a buzzer.

Raffle:

- Green, E25, Andrew Timmins, Voucher – Junction Models
- Green, M49, Don Worby, Life-Like building kit
- Green, E96, Matt Pink, Hobby knife
- Green, M63, Trevor Carter, Aussie Card Kit
- Green, M60, (not recorded), Kadee couplers
- Red, W12, Peter Pickering, A back scene
- Orange, M61, David Boyce, HO scale car
- Orange, M51, John McCallum, A framed photo
- Green, E37, Gordon Chaplin, Booklet on the 830
- Red, W14, Peter Pickering, A DVD
- Red, W22, Michael James, Stubby tin
- Green, M46, Don Worby, Track pins

Meeting closed at 9:10pm

After meeting activities: A DVD about Rail journeys in New Zealand. ■

Where is it?

The letters of the answer are scattered throughout this magazine





50 Years Ago: March 1968

PP

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

THE BUFFER STOP

April 1968.

ELECTION NIGHT IS HERE ONCE AGAIN.

WHO SHALL TAKE ON THE
DUTIES OF THE CLUB FOR
THE NEXT YEAR.

WILL WE HAVE THE SAME ONE'S
OR NEW ONE'S.

THE VERDICT IS UP TO YOU,
THE MEMBER.

March/April Buffer Stop

Was this really the cover? Shameful! Apostrophes in “ones”

Yearly accounts for all to see; audited by H.S. Williams and R.A. Wheeler.

Plans for Future of Germany's Railways: Proposal to transfer goods transport from roads to railways and take 66 000 trucks off the roads, build passenger trains 450 yards long with radio controlled system of radar spotting to enable speeds to be maintained in fog, etc, and other rail improvements.

VR preparations for bushfires: Proposals for water trains to be on standby in case of fires.

Queensland Rail: 125 new aluminium bulk grain wagons.

The last article of several pages seems to have started part-way through; maybe page 4 is missing. If anyone has page 4, perhaps they can send me a copy so that I can put a description of the article in next month's archive. *Ed.*

40 Years Ago: March 1978

TS

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

Programme:

Wednesday, 8.3.1978 – General Meeting Night – Model Display – Signals and Lineside Structures.

Wednesday, 15.3.1978 – Layout Construction Night.

Friday, 17.3.1978 – Model Construction Night (rumoured to be Modelling Shamrocks!).

Sunday, 19.3.1978 – Working Bee.

Wednesday, 22/29.3.1978 – Layout Construction Night.

Wednesday, 12.4.1978 – Annual General Meeting – Elections and Master Modeller Competition.

Committee Notes – extract :-

1. The Committee is pleased to welcome Greg Robertson to the position of Assistant Editor.
2. A gentle reminder that subs are due and payable on 12.4.1978. This year the subs are :-
Full Member \$10.00, Country Member and Juniors \$6.00.

Layout Report :- as supplied by David Jameson.

Geelong Exhibition – Member Austin Balnaves reported on his visit to this Exhibition on Sunday, 29.1.1978.

Taking Coals to Newcastle – a report by Roger Johnson on his recent trip to this area.



30 Years Ago: March 1988

PP

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

Cover: Three freight trains spanning 46 years at Mount Lofty.

Stobie Poles: This month's construction project. Sketch with dimensions and materials.

AN DL class: Technical data sheet.

AN 10th Anniversary Open Day at Islington Freight Terminal: display of motive power, 'piggy packer' equipment and other freight wagons and passenger cars. Bluebird trips between the terminal and Keswick.

Draw bar competition: results.

20 Years Ago: March 1998

PP

President: Trevor Carter, Vice President (Administration): Peter Carter; Vice President (Special Projects): John Doherty; Secretary: Brian Leaney; Treasurer: Don Snow; Layout Director: John Willmer; Modular Layout Director: Peter Saunders & David van der Linden; Maintenance Director: Bernard Martin; Social Director: Tony Sitters; Librarian: Barrie Mackinnon; Editors: Paul Mackinnon and Bill Button;

Front Cover: Mikado 706 at Mile End during the 1950s photo by Noel Potter.

Bluebird tourist train to the Barossa - extract from 'The Leader', the Barossa's local paper; an article called 'Gearing up for tourist train.'

Photos from John Looker: 3- EL64, CLP16, CLP13, Down TNT; 4- ALF18, ALF22, CLP11, Up TNT; 1- EL51, CLP8, CLP12, Down SCT with the drama; 2- NR78, Down Perth Road-railer; EL61 5-pack road railer.

Goodbye A.N: Saturday 1st November 1997, the end of an era for Australian National Railways, by John Looker. John also supplied three more photos taken over his back fence, NR51 & 108 on 1st down GSR IP to Sydney, EL51 on last AN Ghan to Adelaide, EL58 & ALF23 on last IP from Perth to Adelaide.

Porter Leigh's puzzle land - an exercise in basic arithmetic.

10 Years Ago: March 2008

DVL

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

Front cover - Photo records a disaster on the Campbelltown Branch

Chris Marlow describes how to detect a train in a tunnel

Peter Pickering – Last Train To Ryhder part 3

Hugh Williams – Moonta Railway Station Building

Dean Schluter – DC Throttle MK 4A

Silos and Redhens – Prototype photos

Building Accident Train Timber Wagon FB8653 in HO scale

Part 2

Matthew Sanders

4. Construction of the Model

Because much of the early work in determining positions and the relative sizes of objects was done by counting stanchion rivets, the theme for the construction of this wagon is:

“Rivet-counting” with a sense of proportion.”

The construction process is made more enjoyable by ensuring you have quick access to high-resolution images, which can be zoomed for fine detail.

Constructing this vehicle is essentially a kit-bashing exercise on the Strath Hobbies SAR29 Riveted 43ft Flat Wagon Kit.

Start by assembling the wagon, omitting the handbrake lever and shunter's steps which are easily damaged in the frequent handling that will follow. Also omit the brass strip resembling the metal strip and fasteners used to attach the deck timbers. It is covered by the timber load and box and does not appear on FB8653 in its current form.

Bogies (Refer Photo 6) and couplings come after painting.

Left-hand is taken to be the side to the left of the viewer when standing at the A- end (non-handbrake, non- roof) of the wagon and looking towards the roof section.

The pieces forming the roof frame, crane runway and crane itself are very delicate assemblies, particularly if constructed following the procedures and dimensions on the prototype. My experience suggests using slightly larger-dimensioned pieces or modifying a component or construction process to get a stronger assembly. (On a humorous note, there is no point the HO-scale accident train crew heading to a derailment etc., if they must first repair their own train.)

5. Stanchion detail

Close study of photos suggests the styrene strips along the length of each stanchion need to be extended from the suggested length of 15mm to running between the final rivet at each end. The ten stanchions supplied can be assembled as per Strath Kit instructions, taking care to shape the styrene supplied to the profile of the strengthening member of the prototype. One way to assemble and shape these is to glue the plastic to the brass fret and shape it before cutting the entire assembled stanchion away when shaping is complete.



Photo 6
'A' end detail. Shunter's step, condition of deck, dates above bogie.
13.3.2015. Taillem Bend.
Norm Bray Photo.



Photo 7
'A' end detail; non-handbrake side.
04.12.2013.
Taillem Bend.
Norm Bray Photo.

Gluing the stanchion to the body before gluing the bracket eliminates the problem of glue creeping into the space occupied by the stanchion.

Notice that there are no stanchion brackets at the first stanchion from the 'A' end on either side. Photos 2, 6 & 7 show holes and cut-off rivets.

Mark the position of the handbrake to indicate the roof end of this wagon.

Using the brass fret supplied as part of the Strath Hobbies kit, two extra stanchions need to be constructed, copying those already on the brass fret, adding rivets if necessary and the strengthening rib, which can be shaped once assembled. *(I positioned these scratch-built stanchions at the end of the wagon where they are less visible.)*

Unlike the sides where there are raised U –shapes formed on the brass side member to fit the stanchions, the two stanchions at the 'B' end require a different fitting process. Having glued the strengthening rib to the stanchion, the bracket it fits into is then glued to the stanchion and formed around it. The stanchion and bracket assembly is then glued to the end of the wagon, lining up the edge of the bracket with the outer two mounting holes remaining from the buffers. The top edge of the bracket is flush with the lower surface of the timber deck. (Refer Photos 8 & 9.)

The first stanchions on either side at the 'A' end are simply glued in place, with no supporting bracket. (Refer Photos 6 & 7.)



Photo 8

'B' end detail; non-handbrake side. 13.3.2015. Taillem Bend. Norm Bray photo.

'B' end close-up detail; barrier attachment, fractured welds on end barriers, auxiliary boom, compressed air line from brake pipe, crane support timbers. 13.3.2015. Taillem Bend. Norm Bray photo.



Photo 9

6. 'B' end Barriers

With all twelve stanchions constructed, begin work on the sides. These are hard to access with the roof on and stronger sides are an advantage, supporting the stanchions during the fitting of the roof. I first cut two pieces of 0.060" angle to represent the 'B' end corner posts. Initial calculation suggested this material should really be 0.020" to be in proportion, but such a size is not available as

angle, and the larger size is not hugely out of proportion, is stronger and provides a larger gluing surface. These posts were glued into a space formed by the edge of the deck material and the brass used to form the sides and buffer beam of the wagon. Cut these posts to a length of eight rivets above the deck along the stanchion. *Quite good fun to be had working out how to support these angle pieces as the glue sets.*

Flat styrene strip 0.020" x 0.010" was cut to represent the steel flat bar pieces used to construct the 'B' end structures. Begin with the pieces between the side stanchion and the corner post. Positioning these pieces is a question of rivet counting. The upper piece is 6 rivets above the deck; the lower just over 1 rivet above the deck. Adjust positions to give an overall balanced arrangement of spaces and material. A small vertical piece at half-distance along the two horizontal rails completes the first part. Watch that the curing glue does not pull the arranged parts out of position.

I found placing the wagon on its side, positioning the strips with tweezers and applying glue with a wire or similar small implement worked well.

A similar construction process applies to fix styrene between each post and the 'B' end stanchions. The wagon is stood on the 'B' end to allow this work to occur.

The gap between the two vertical stanchions at the 'B' end is bridged with two horizontal pieces of round styrene, aligned with the flat horizontal pieces running from the stanchions to the corner angle pieces.



I did not recognise these pieces for what they were originally, and thinking them to be part of some other part of the wagon, planned to model them later. It was only when I was able to visit FB8653 for myself in 2017 that I recognised them as parts of the 'B' end structure. They are round pipe-like pieces with the ends squashed flat to permit them to be welded to the stanchion. Because two of the welds holding them in position had broken, these ends had dropped to the deck, causing the pieces to lie in a diagonal position.

You can never have too many photos and a visit to the prototype always turns up interesting detail. A number of broken weld and bent frames suggests the process of handling the large baulks of timber was not a delicate process.

7. Side Barriers

Photos taken in 1999 show these side barriers have been removed from the A-end on one side and are now stored near the hand-brake at the 'B' end of the wagon.

You may wish to consider whether you wish to model the wagon with side barriers in position on the stanchions or stored under the roof at the 'B' end

Round 0.030" styrene works well here. (I sized this by measuring some diamond mesh on our own house fence.) Use Photos 8 & 9 to position these pieces. Again, apply glue with a small applicator. Because the styrene is not always straight, lay it on the stanchions so that it forms a curve, like a skipping rope. This way it can be prodded into position and the downward curve suggests these horizontal pieces have been deformed during the process of lifting the heavy timbers carried on the wagon.

The warped timbers of the deck and distortion of the barriers means a variable dimension applies for deck to lower horizontal member on the barrier. The position of the upper horizontal member can be derived and gauged. Recent photos show these members have been straightened.

The vertical members, supporting the diamond mesh at the ends and midpoints of each side panel were fitted next. *A better way may be to cut out and assemble the pipe and mesh parts and assemble them as a unit before gluing onto stanchions.*

Pieces of Walthers diamond mesh were cut out and individually glued onto the inner surfaces of the side frame.

Cutting a strip was tricky because the mesh material tends to slip under the steel rule as the knife passes. I had looked at some sheer curtain fabrics, but thought the “mesh” over-size. I found that glue often “filled in” the mesh, behaving like thick paint. I used a drill bit in a motor tool to drill out the glue that filled the holes in the mesh.

Signs denoting the placement of timbers and equipment were cut from 0.010” styrene and glued to the outside surface of the mesh (as per SAR days), where their over-thickness dimension will not detract from load-storing capabilities – they will also be easier to paint. Refer to Photos 2, 11 & 13 to suit the era being modelled.

The barriers are completed before work starts on the wooden box.

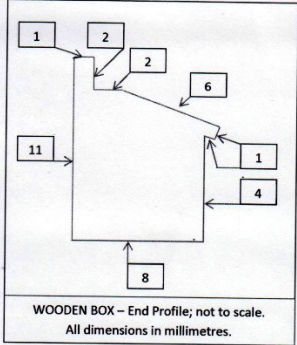
8. Wooden Box

This appears at the ‘A’ end of the wagon in SAR, and early AN days.

Refer Photos 4 & 11.

I started by zooming a photo to HO-scale size – wagon length 150.6mm, and deriving measurements from the resulting image. A sketch is provided to aid in dimensioning this structure. All measurements can then be read from the ruler.

Length: similar dimensions to buffer holes. I assume the box is centred between the buffer holes.

	Piece	Qty	Notes
	Base	1	No detail needed
	Front	1	Scribe with 3 board @30% width. Top board @ 10% width
	Back	1	<i>Suggest similar layout to front</i>
	Feet	2	<i>Running parallel to sides of box. Photo suggests inset from end and sides.</i>
	Lid	1	Scribe with 3 boards; outer boards same width, middle board narrow Fixed horizontal part covers top surfaces of front and sides. Strip fixed to lid to support hinged component in raised position.
	End	2	Scribe with 3 board @30% width. Lowest board @ 10% width

The box was cut using 0.020” styrene for the front, lid, base and back and sides.

Photo evidence is unclear as to the construction of the base of the box. I assume there is a plinth or similar structure beneath the floor of the box.

There are no visible location pieces on the deck of the wagon.

The complete painted box was installed during the final painting stages. ■



So you've read the latest edition of Buffer Stop from end to end until the pages are worn, and you find yourself wanting more! What to do? Head over to model-railroad-hobbyist.com and you can find the latest issue of MRH Magazine (see also mrhmag.com). Here you will find a wealth of information to assist with creating your empire!

As Model Railroad Hobbyist is an American publication it particularly suits those who run a US outline, but many of the topics discussed in the magazine are easily transferrable to Australian and South Australian prototypes. The magazine can be read online or downloaded to be read offline, useful for entertainment on a daily commute.



Topics that are covered in the magazine range from latest releases, layout tours, modelling tips and more. Regular columns discuss various modelling view points from accurate prototype recreation through to freelance layout design. One column, *DCC Impulses*, goes into Digital Command Control in detail, providing many useful nuggets of information and tips for getting the best from your system.

MRH Magazine have been running a yearly contest under TOMA, The One Module Approach. The idea is to plan a layout that would be constructed module by module, and in a way that allows for meaningful operation during the construction. Each year they add variables to make the design more challenging and interesting. The results over the last couple of years have been very good with detailed plans and stories behind why each layout has been designed, which has given really good insight into track planning and layout design.



The website also hosts a forum where a wide range of topics are discussed by members. The participants have a varied range of experience from novice to experienced modellers from across the world. The answer you're looking for may be among those topics discussed.



Tied in with MRH Magazine is the monthly Web Series, *What's Neat* with Ken Patterson. This is available from YouTube (search for Model Railroad Hobbyist Magazine). Ken writes a column about the episode in each issue and shows screenshots from the video.

All of the above is available for free from model-railroad-hobbyist.com, and if you subscribe (still for free) you can have access to some extras. The magazine is supported by sponsorship and advertising, and if you are viewing it online you can go directly to an advertiser's website to view their content. This also assists in keeping the magazine free as clicks on advertisements mean more sponsorship from the advertisers.

There is certainly plenty here to keep you reading as each issue has 200+ pages of content in a well laid out and easy to read format, particularly on smaller devices such as mobile phones. The articles are well documented with clear descriptions and plenty of photographs to accompany them. So next time your Buffer Stop starts to fall apart from use, head over to model-railroad-hobbyist.com and bury yourself in as much content as your brain can take in. ■



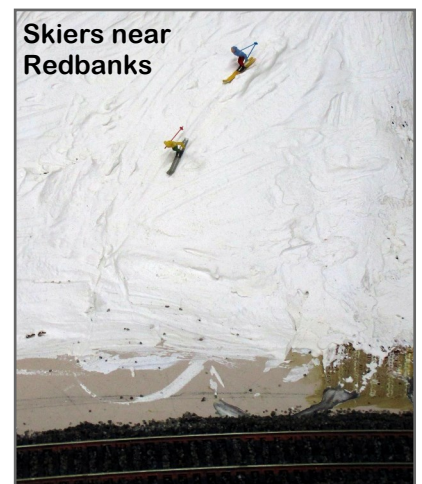
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Under the awning at Healesville

March 2018

The Buffer Stop



Skiers near Redbanks

13

Making Fences for a Cattle Yard

Richard Ash



I decided that my new layout would have a cattle yard and the yard would need to be fenced.

I used strip styrene packet No.155 for the fence posts and 153 for the railings. I cut the Posts to Scale 8 feet long and spaced them about 8 feet apart along my rails. The rails I guessed what I thought was a good space between them and stuck it all together with Acetone. The fence is to be ho scale 5 feet high from bottom rail to top rail. This I thought was good enough for me to do and use as a fence for my cattle yard. I spaced the first post and left room on the post for more rails to be added if I decided to extend my fence. See the picture . ■



March 2018 Clubroom Layout Report Dean Schluter

As I suggested at the February General Meeting, I intended to use the Tuesday workers as a test for the layout operation manual that will be presented to the people who had put their names on the operation list. The list has been typed out and sorted into operation groups so soon I will be calling on all those different groups to form with leaders. After that I will present the information sessions, using the projector and screen in the layout room, as well as presenting the participants with hard copies to keep and study. Presenting in the layout room has the advantage of showing the real thing to add to the location of stations, etc.

I had recorded my presentation on a USB stick, and printed enough copies of the notes for all who were there. I was under the impression that the club's DVD player had a USB port and could

be used as a backup if for some reason the club's laptop was not available. WRONG! laptop's location unknown, DVD player devoid of an USB port.

Kelvin had not arrived and unreachable, so the location of the club's laptop was not known. I went back home and grabbed my surplus to need DVD player that has a USB port. By the time I had returned Kelvin had arrived and set up the lap top.

Not a good start, but now the Club has a more versatile Blue Ray DVD player.

The session went reasonably well, bringing up things that need extra clarification in the notes and extra information on the screen presentation. These changes will be done and hopefully they will be the last. ■





Awaiting departure time

You might recall that I took a trip to Melbourne (Box Hill) last October with two other British modellers who also have an interest in Australian railways. As a matter of fact, they both regularly attend the 'Modelling the Railways of South Australia Convention.' We had had thoughts of doing the 'Puffing Billy Railway' while we were over there but it really takes all day, time we didn't have. Secondly, we had all done Puffing Billy in the past. It was decided that, if we left the convention's final day (the Sunday) straight after lunch, we could just make the final train of the day on the Yarra Valley Railway at Healesville. These are a few of my photos from that afternoon. Due to the lateness of the overcast afternoon, they are a bit dim.

A young rail fan waves to the driver & passengers



The driver at his controls and the vacant cabin



Along the track



The current end of the line

The Healesville line was an extension from Lilydale built in the 1880s when a temporary station was built. The current station was built in 1903. The line to Yarra Glen is slowly and, perhaps, intermittently being restored.



In the station yard

We were invited into the shed to see the restoration work going on; a fully operational 'W' in very good condition, a 'Y' which looks good, another Walker railcar in progress, some hoppers and other rolling stock for which there wasn't enough space to photograph. ■



Library Report

Kelvin Brinkley

New Magazines which have arrived in the last month:
Australian Railway History – February 2018

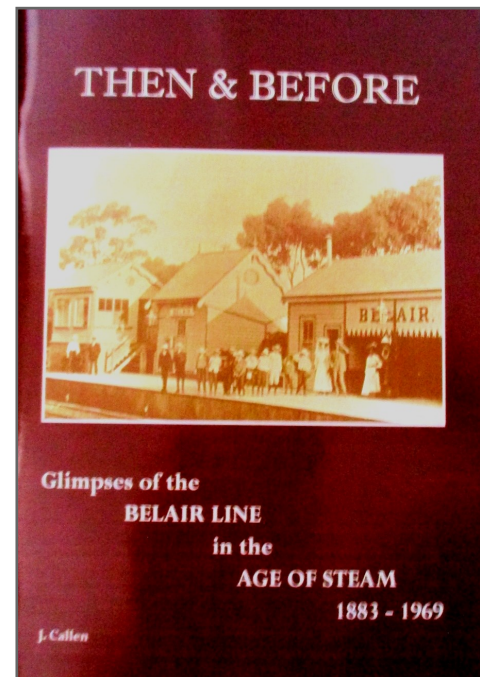
Model Railroader – March 2018

Australian Model Railway Association Journal – January /
February 2018

Books new to the Library - The last 2 books were owned by
Rob Burford

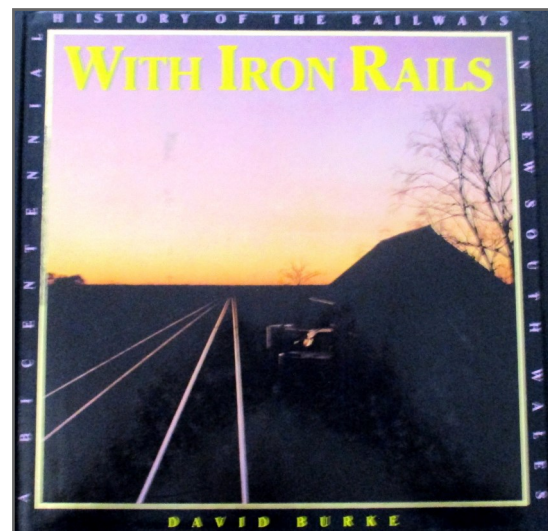
THEN & BEFORE – Glimpses of the Belair Line in the age of
Steam 1883 – 1969 by J.CALLEN

A small book outlining the history of the Belair Line from the
early 1880's to the end of steam. Unfortunately, some of the
numerous black and white photographs are poor quality but
others show the small details present alongside the track
which can enhance any layout. Worth a look.



WITH IRON RAILS by David BURKE

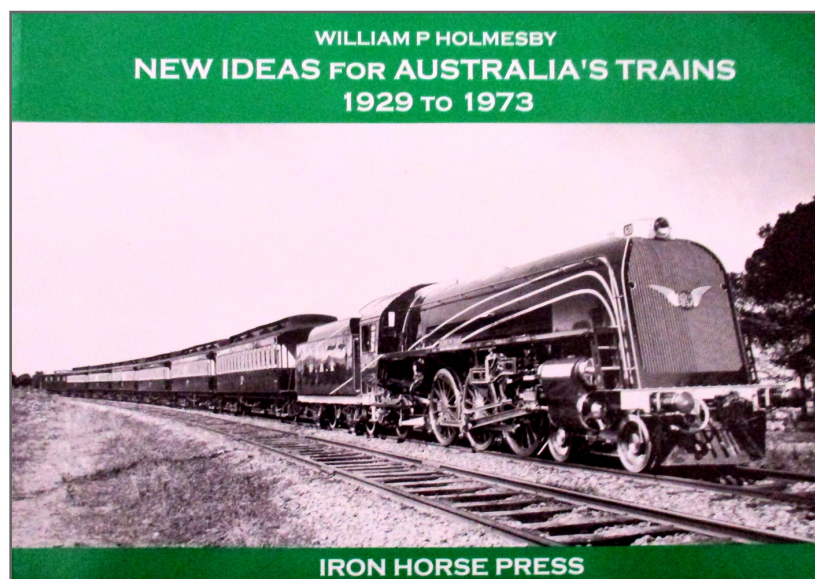
The book is a pictorial of the bicentennial history of the
Railways in New South Wales. Covers both
steam and diesel and there are photographs of most
aspects of railways not normally covered. These include
loads, architecture, workers and workshops, parades,
picnics and people to mention a few.



NEW IDEAS FOR AUSTRALIA'S TRAINS 1929 to 1973
by William HOLMESBY.

A look at some of both South Australia Railways and
Commonwealth Railways unusual passenger / freight
rollingstock. There are numerous black and white
photographs as well as plans
associated with the various classes
present. Included just to name a few,
the CR provision stores Van, the
11000 and 21000 tank wagons, the 85
-foot sheep and cattle wagons. There
are chapters on the piggyback
rollingstock, both rail and road and the
different passenger cars associated
with the Indian Pacific.

The book is a good reference guide
for anyone wishing to model
something different. ■

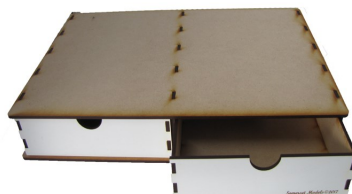




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- The 930 Class Loco
- SAR in O Scale
- Strathalbyn and Sanderove in N Scale
- Islington TNT and Container Traffic
- BGM T Class Loco
- Victorian Passenger Cars in SA
- with additional articles in the notes on locos, wagons and more...

* 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.

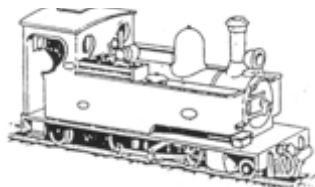
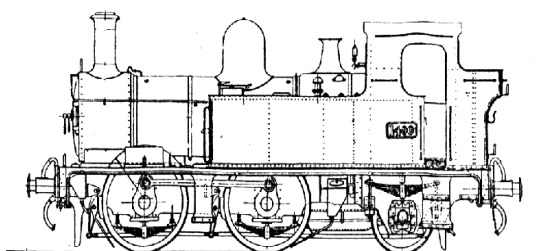
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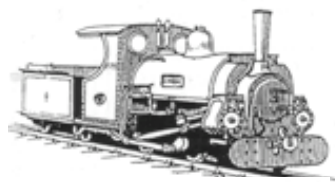
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Bachmann Durango HO Train set \$295.00

AMRM CDs Vol. 12, 13,14,15,16, 17 \$22.00

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

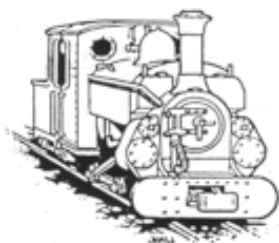
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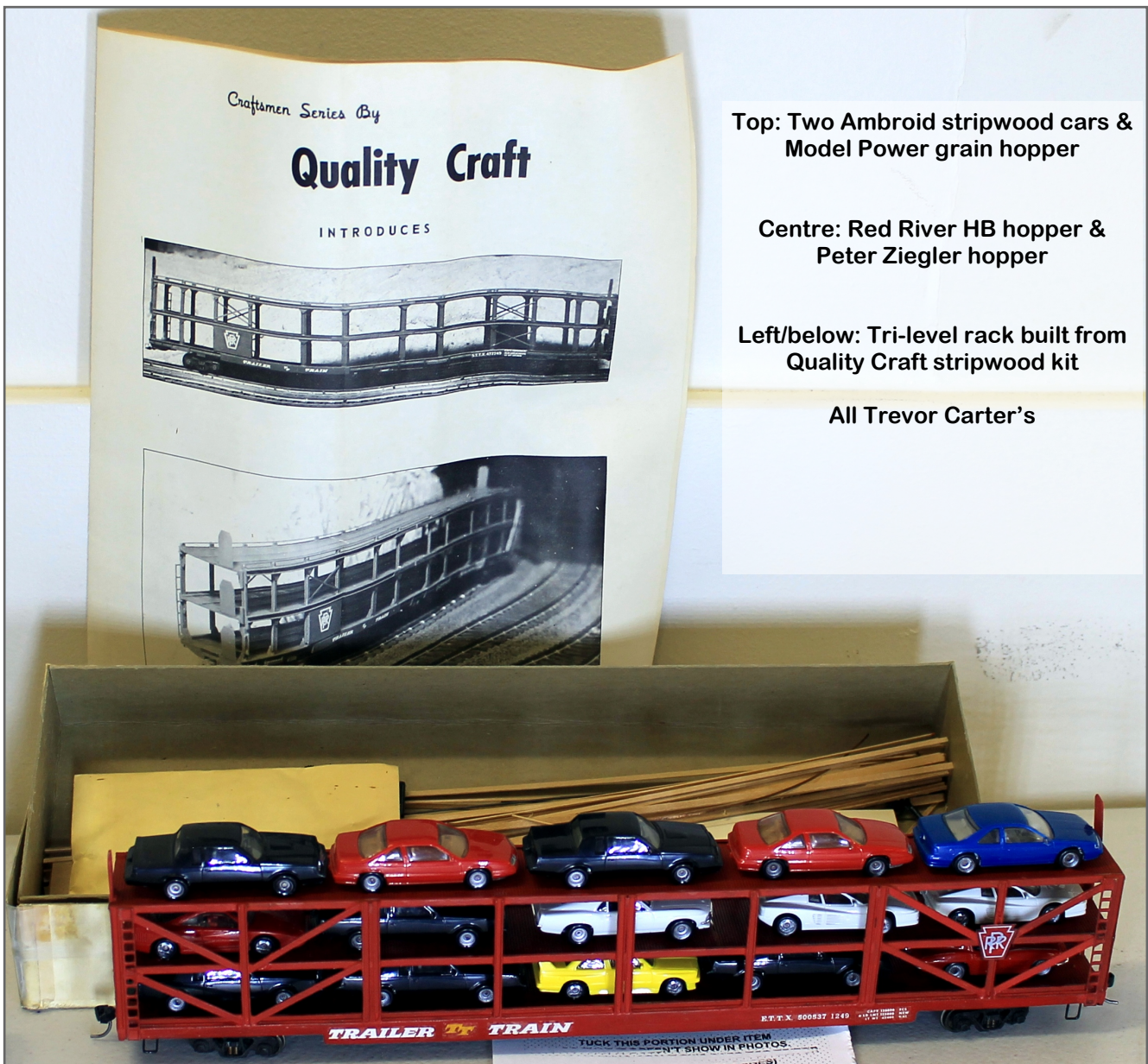
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Show 'n' Tell



Top: Two Ambroid stripwood cars & Model Power grain hopper

Centre: Red River HB hopper & Peter Ziegler hopper

Left/below: Tri-level rack built from Quality Craft stripwood kit

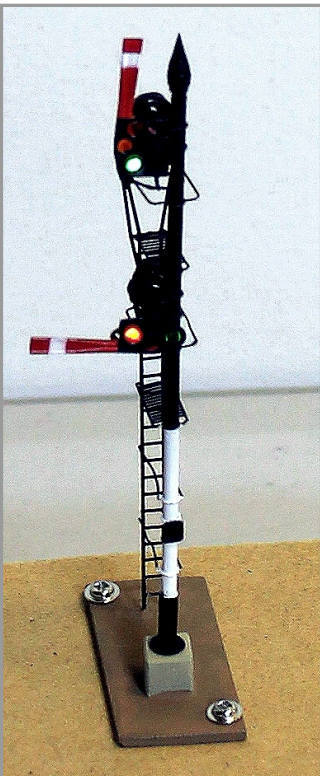
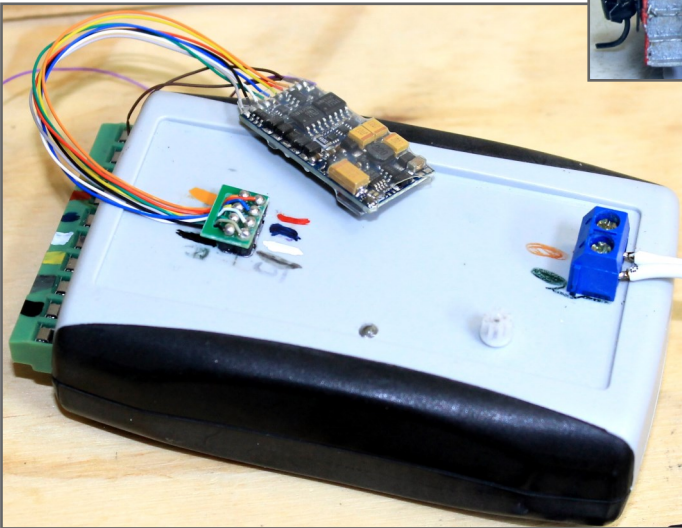
All Trevor Carter's



Above: Bachmann gas-electric converted to articulated car - Noel Potter

Right: SAR 350 - Andrew Timmins

Below: Chip tester, ESU Loksound V also Andrew T



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Checking out the work going on revamping the Maryborough/Ararat line

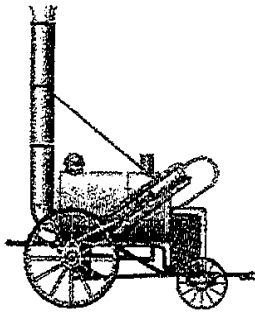




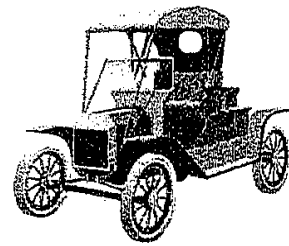
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