

SOUTH AUSTRALIAN RAILWAY MODELLERS' ASSOCIATION INC.

PROMOTING THE HOBBY IN SOUTH AUSTRALIA  
SINCE 1957



*Mount Lyell No.5 on the Turntable  
at Queenstown, Tasmania*

INSIDE

Building Accident Train Timber Wagon

Chris Whibley's Railway

Clubroom Layout Report

Alternative Accessory Switch for Peco Points

Railway on Line

Noel's Pottering

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### Diary

<b>Wed 9 May</b>	<b>General Meeting &amp; Matt's 900 class loco presentation</b>
Wed 16 May	Work night
Wed 23 May	Work night
<b>Sat 26 May</b>	<b>BirthDay Dinner, Avoca Hotel (see below)</b>
Wed 30 May	Work night
Wed 6 June	Work night
<b>Fri (set-up), Sat, Sun, Mon 8-11 June</b>	<b>Greyhound Park</b>
<b>Wed 13 June</b>	<b>General Meeting</b>
Wed 20 June	Work night
Wed 27 June	Work night
Wed 4 July	Work night
<b>Wed 11 July</b>	<b>General Meeting</b>

*Apologies to anyone who turned up at the club on Anzac Day evening because it was inadvertently listed as a normal meeting night*



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

May 12,13 Brisbane (Bowen Hills Qld)

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

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

**July 7,8 Stawell (Vic)**

July 21,22 Castle Hill (NSW)

August 4,5 Canberra & Strathpine (Qld)

August 11,12 Thornleigh (NSW)

August 25,26 Caulfield (Vic)

*Sat 1 Sep Modelling the Railways of SA Convention*

## SARMA BIRTHDAY DINNER

### Saturday MAY 26th - 6.00pm

### at the AVOCA HOTEL

893 South Rd, Clarence Gardens SA 5039

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

**Front Cover: PeterP**

**Mount Lyell No.5 is a rack loco which runs on the 35km Wilderness Railway from Queenstown to Regatta Point near Strahan on Tasmania's west coast. Definitely a bucket list destination.**



**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.

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

**The deadline for the June issue is FRIDAY 18 MAY**

**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
<b>Vice President (Administration):</b> Roger Wheeler Phone: 8356 9044 email: rawheeler.grange@hotmail.com	<b>Maintenance Director:</b> Don Worby Phone: 0408 855 038 email: atmrg@live.com.au
<b>Secretary &amp; back-up AMRE Rep:</b> David van der Linden Phone: 0419 847 619 email: david@vanderlinden.id.au	<b>Social Director:</b> Matt Lavista Phone: 0429 070 084 email: lavip51@gmail.com
<b>Treasurer:</b> Gordon Chaplin Phone: 8261 9736 email: gordon.chaplin@bigpond.com	<b>Editor:</b> Peter Pickering Phone: 8344 7625 (answering machine) mob: 0429808576 email: bufferstop@sarma.asn.au
<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 May Buffer Stop

I was going to use the front cover photo as a "Where is it" pic, but it seemed to be too good for that; too easy, as well. This is a most beautifully presented turntable with its abundance of plants surrounding the well. If you have a good quality photo with a bit of a story, send it to the editor at [bufferstop@sarma.asn.au](mailto:bufferstop@sarma.asn.au).

In one month's time, the major event on the club calendar will be with us. I refer, of course, to the Adelaide Model Railway Show. As the largest of the organising clubs, SARMA has many responsibilities, Help Desk, identification tags, entrance door monitoring, layout transport control, just to name a few. As well as these, we will have two layouts and three SARMA members carrying out executive committee activities. Please endeavour to do your bit.

Like many of us, I receive a lot of junk mail and mail of lesser importance. This often makes it difficult to pick out the stuff I really want and not throw it out with the rubbish. You can help by starting the Subject line of any Buffer Stop material with 'BUFFER STOP' followed by a couple of words describing the topic. I normally send a brief thank-you note when I receive material; if you don't get this within a day or two, either I haven't found your email or I've inadvertently trashed it. If you don't receive a response, please follow it up. Your material is important to me.

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.

Last month's captions were:

"Please stop, you will run over my pussy cat" Dean Schluter.

"Don't shoot" Anon.

"S\*\*t! The last time I worked with that guy I lost a finger" Noel Potter.

The winner is:

"I hope he moves soon - this sheet of glass is getting heavy" Graham Phillips ■





## EDITED MINUTES OF THE GENERAL MEETING HELD AT DERNANCOURT ON 11th APRIL 2018

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

Members present: 43

Apologies: 6

Visitors: Darren Thomas

New Member: Wayne Etherton: Nominated by Richard Ash and seconded by Brian Woods; Accepted

**Minutes** of previous meeting: Moved by Trevor Carter and seconded by Bob Houston; Carried.

Outstanding Actions and Business arising: Nil

### **Correspondence in:**

Model Railroader – May 2018

Australian Railway History

**Correspondence out:** Nil

**Business from corres:** Nil

**Finance:** Financial statements presented.

Accept financial report: Moved by Gordon Chaplin and seconded by Dean Schluter; Carried

Gordon also reported that the Swapmeet made a profit for the club.

### **Reports:**

**Exhibition Layout** – Bob Houston

Bob asked for more names on the operating list for AMRE. We still have no word from Stawell.

Bob also asked for a show of interest in going to the Noarlunga show in September. The response was positive.

**Club Layout** – Dean Schluter

Dean ran the first operators tutorial and everyone ate all the biscuits and cake. Dean has a concern over operating on the layout on Tuesday evenings as the Tuesday work group may have done wet scenery work which would need to dry.

**Social** – Matt La Vista

The new book by Dr John Wilson is available for pre-order at a special price of \$95.00.

Matt reminded the members about the birthday dinner. Last chance to get your name on the list is the May general meeting.

The next working bee at Tailm Bend will be on the 22<sup>nd</sup> April and there is an open invitation to go and see Ralph Holden's garden layout. See Matt for details.

**Buffer Stop** – Peter Pickering

Peter asked for volunteers to do the Buffer Stop archives for 60, 50 and 30 years. John McCallum

offered to do the 60 and 50 years and Bob Houston will do the 30 years.

Bob Houston also asked if the hand drawn drawings will return to the front covers some time.

**Library** – Allan Norris - Nil

**Maintenance** – Don Worby - Nil

**Bulk buys** – Don Worby - Nil

**Special Events** – Nil

**AMRE** – Allan Norris

Another call for names to go on lists for the door and the help desk.

Items for the second hand stall need to be submitted by the 30<sup>th</sup> April so they can be catalogued.

### **General Business:**

**Eddie Vardon** reported that Judith Noble has retired from the Golden Grains display at the Royal Show.

**John Looker** spoke about a DVD called Premier State C Class. He also has some information for his talk at the next MRSAC that was lent to him but he can't remember who it was to return it to. He also asked for help with getting his F class kit. And finally he apologized for taking so long on the container terminal on the club layout.

**Trevor Carter** asked whose okay is needed for scenery on the layout. Dean responded that it is himself.

A vacuum cleaner has disappeared from the clubrooms. If anyone mistakenly has it please return it.

**Peter Pickering** mentioned that the WEA course book mentioned a trip to Pichi Rich with an overnight stay and then visits to a number of old stations between Quorn and Peterborough.

**Gordon Chaplin** asked for four litre ice cream containers for scenery work.

### **Show & tell:**

**John Henderson** talked about his trees and shrubs made from scourer pads, amongst other items. He showed a couple of industrial sized round pads from floor polishers. He briefly went through the process he uses to make the trees. He emphasized that they are filler trees to help create the illusion.

**Tony Sitters** spoke about SAR destination boards and told a story about how he came to have one for the South Line, with the North Line on the reverse, in his possession. Part of that story led to the model FCD flat cars for the planned Chowilla Dam. The club

did a project on them some time ago. Eventually the FCD's were renamed to be SGX class open wagons.

**Steve Curtis** had three of his NR class locos. The first, in National Rail colours, had a little trouble getting the DCC decoder in, mainly due to the loco being wired wrong. The other two were in the Southern Spirit livery.

**Raffle:**

- 52436, Bob Fleet, Junction Models voucher
- 52338, Andrew Timmins, Track painting pen
- 523600, Peter Pickering, Noch scenic material
- 52352, John Venning, Hobby knife
- 52322, Allan Smith, OO scale car
- 52182, Roger Wheeler, Model of a PODS container
- 52296, Michael James, 3D wooden puzzle  
(mystery prize)

52368, Don Worby, Weathering powder

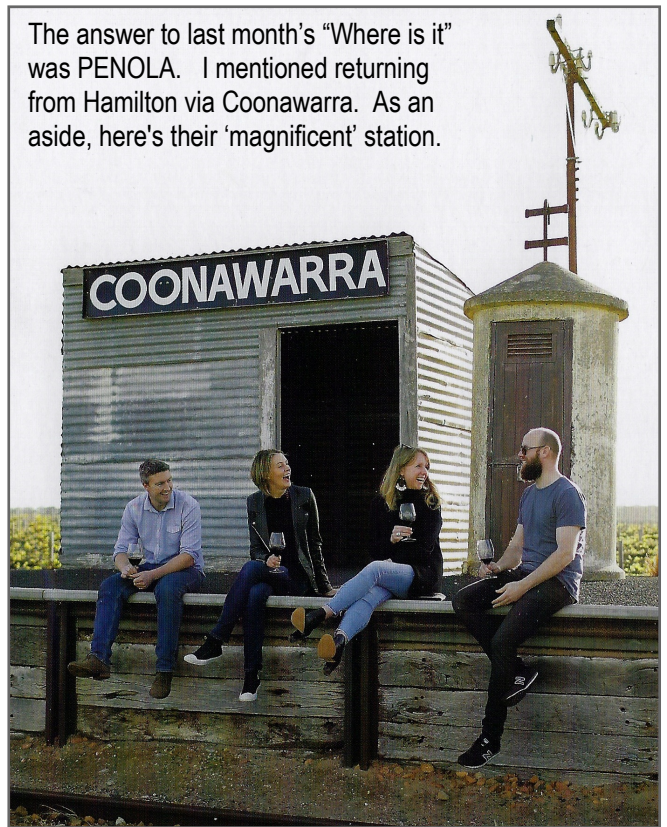
52168, Trevor Carter, Watering jug

**Meeting closed at 8:37pm**

**After meeting activities:**

Dean showed a number of pictures of the construction of the grain board layout at the Royal Show followed by a short video of the Maglev that Fred Leaper rode in during his holiday in China.

The answer to last month's "Where is it" was PENOLA. I mentioned returning from Hamilton via Coonawarra. As an aside, here's their 'magnificent' station.



I took this photo late last year. There are too many letters to scatter through the magazine, so I'm giving you a clue near the back. Try to work it out before you get to the back pages.

*Ed*

**New Magazines in the Library:**

Train Talk Mar 2018

Model Railroader May 2018

AMRA Journal Mar/Apr 2018

Your subs are  
**OVERDUE**  
*unless you've  
already paid  
them, of course*





### 60 Years Ago: May 1958

PP

**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:** Clarrie Newson (new Vice-President)

**My Railroad:** Ron Hann

**Proposed layout** designed by J.E.Kirby

**Rural & Mercantile Railways** by Alan Aldous

**Layout of the month** – The Swiss & Twiss Railroad designed by Tiny Edwards.

### 50 Years Ago: May 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

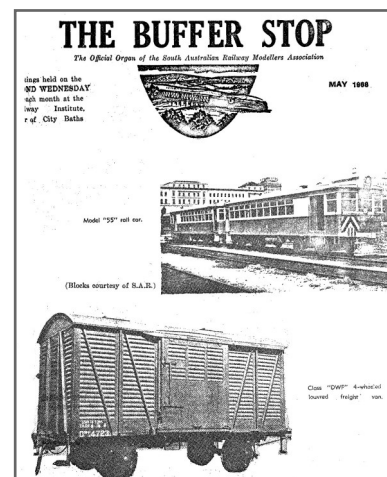
**Cover:** Pictures of class 55 Brill railcar and DWF freight van.

**Article:** Discussion on class 55 Brill railcar.

**Picture:** 800 class diesel - picture sits in the centre of the page - no caption - just white area all around.

**Plan:** DWF 14 ton 4-wheel louvered van.

**Layout of the Month:** Peter Fehlberg's double loop layout.



### 40 Years Ago: May 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.

#### Master Modeller Awards:

- Junior Section –** A. Kollosche – S.A.R. 'R' class wagon.  
**Most Consistent –** A. Whibley – Collection of Red River Railroad.  
**Master Modeller –** B. Dunstan – Steam Engine 521.  
B. Burton – 75 Class Rail car, Narrow Gauge.  
P. Brooks – Old Red Centre Loader.  
**Novice -** N. Potter – Detailed Diesel 807.

**Tiny Edwards Memorial** – B. Coles – S.A.R. Goods Shed.

**Rails to the North** (cont.) – Construction of the 831km Tarcoola to Alice Springs Railway – R. Burford.

**Britain/Europe** (cont.) – the Church family's holiday of Britain and Europe – M. Church.

**Plans:** A.N.R. 'ROX' Flat Car and 'RMX' Flat Car as drawn by R. Burford.



### 30 Years Ago: May 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,

**Front Cover:** W934 near Woolshed Flat on the Pichi Richi Railway - photo: TJ Kenyon - 2 April 1988.

**Poles for Power & Communication:** Don Bishop covers Stobie, timber & rail poles.

**Mt Gambier Exhibition:** Description of whole weekend. Author unknown.

**Soldering Techniques** for Model Railroading: Six page article by Ric Bowen.

### 20 Years Ago: May 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:** V/Line publicity photo of the Overland leaving Bacchus Marsh with a 3<sup>rd</sup> series X and S class on point.

**Layout Report:** Control panels have the RCA cab sockets installed. The 50V transformers have been installed and are almost ready for testing.

**Article:** S.A.R. train designation signs and lights – based on the article by A. Sitters.

**Master Modeller's results** – 14 models were submitted for judging, with three entries receiving Master Modeller awards.

**1998 SARMA Elections.**

**Extract from minutes** of the April 1998 SARMA AGM .

### 10 Years Ago: May 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 was a virtual version of the planned club layout

**The big and little debate** on whether N is better than HO was held.

**Roger Wheeler** presents part ten of his Modelling Aids That He Can't Do Without.

**Model Railroad Electronics** on the Internet by Chris Marlow – Train Detection circuit using Infra- Red.

**Minutes of the first meeting** of the Club Layout Planning Group

**Some excellent photos** of Lindsay Baker's HO layout and Des McAuliffe's layout.

### Request from Andrew Pink

Is there anybody within the club that has, or is still using, DCC Rocrail software program with the aid of a computer to control locomotives on their layout.

If you have, could you please contact me on 0439643253 or via e-mail [andrew\\_pink58@hotmail.com](mailto:andrew_pink58@hotmail.com)



# Building Accident Train Timber Wagon FB8653 in HO scale

## Part 4

Matthew Sanders

### 11. Building the Crane Runway.

The crane runs in two roof-length C-channels attached below the roof of the wagon. This runway is built as a sub-assembly. It appears to be about ¼ the width of the wagon i.e. 600mm gauge – narrower than that used in FB8267.



Photo 19. Crane Runway detail. 01.01.2017. Taillem Bend. Author photo.

during gluing operations. The crane trolley was inset a scale 2 feet from the end of the channels to give clearance for the compressed air hose and coupler etc.

*Although bolts are used as stops to prevent the crane trolley overshooting the end of runway, I was unable to find any evidence of the crane being locked into position during travelling.*

Seven spreaders were cut from styrene angle and distributed evenly along the runway, using photos for guidance. Although vertically-oriented steel flat bar is used in prototype, I used angle to

I cut 2 pieces of Evergreen No 264 1/8" channel for the runways. Two pieces of 0.040" styrene are needed for a sliding fit in the channels and to represent the fabricated crane trolley as it appears on the prototype. Additional material is needed to replicate the depth of the trolley above/below the runway. A spacer plate at the other end of the channel was made to hold the channels in gauge



Photo 20. Crane @ B-end. 13.3.2015. Taillem Bend. Norm Bray photo.

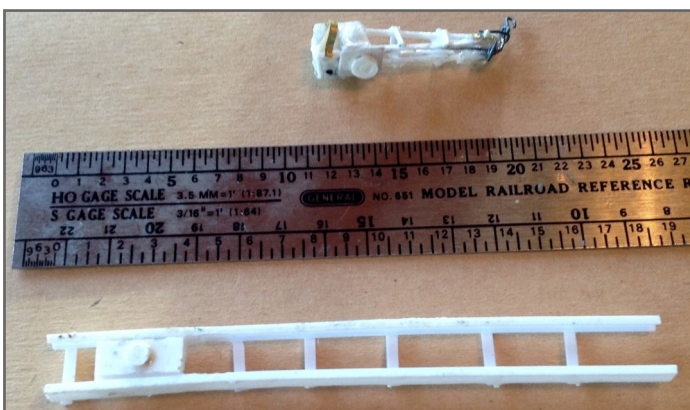


Photo 21. Lower face of runway; top face of crane nearest camera. 28.11.2017. Author photo.

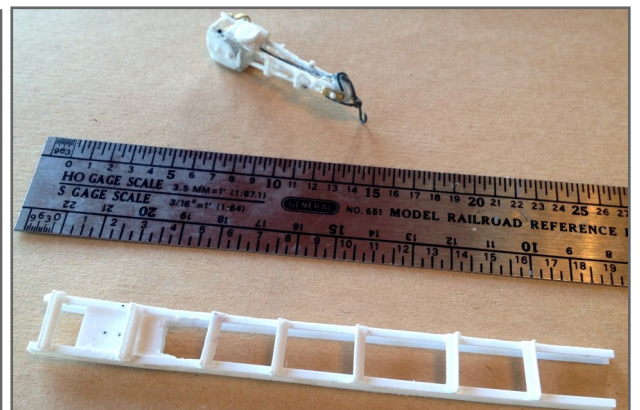


Photo 22. Top face of runway; RHS of crane nearest camera. 28.11.2017. Author photo.

provide a rigid structure and a larger gluing surface. Photos 21 & 22 show the crane and runway sub-assemblies alongside a scale rule.

## 12. Building the Crane.

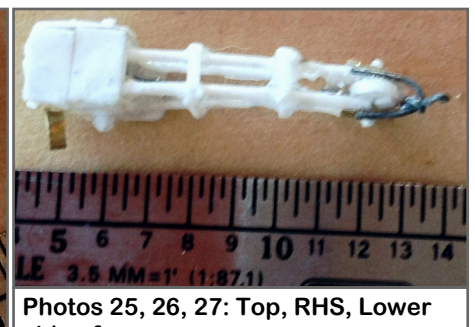
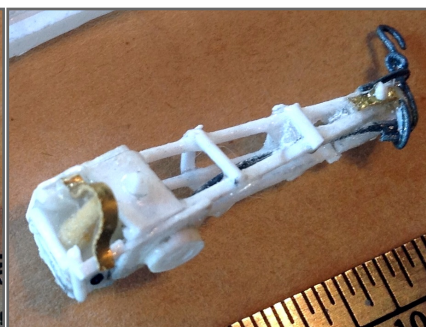
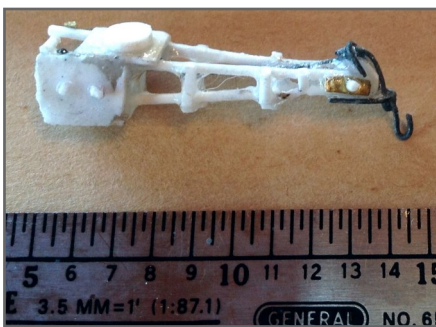
### 12.1. Building the crane body.



Photo 23 (above): Boom detail. 01.01.2017.  
Taillem Bend. Author photo.



Photo 24 (right): Crane motor detail. 01.01.2017.  
Taillem Bend. Author photo.



Photos 25, 26, 27: Top, RHS, Lower side of crane. 02.11.2017 Author photos.

Images in the link: <https://www.flickr.com/photos/60901191@N08/sets/72157651313667006> will be of great assistance in building the crane. The crane body containing the mechanism appears to be constructed from angle and flat bar, with attached side-plates to support the winch drum and a piece of flat bar stock to support one end of the pneumatic motor. The boom is constructed from angle iron and flat bar stock.

Cut a piece of 0.020" styrene 5mm H x 6mm L to form the side-plate on the lhs of the crane body. A second side plate 3.5 mm L x 6mm H forms the rhs.

To form the boom, cut four pieces of 0.030" styrene rod over-length at 30mm – they will be trimmed backed to 27 mm at a later stage. Glue a piece flush with a 5mm edge on one plate. This material runs the full length of the 5mm plate, ending flush with its edge. The other piece of boom material overhangs the edge of the 3.5mm plate by 1.5 mm.

The winch drum is approx. 2mm diam. material and the pneumatic motor represented by similar round pieces. Notice that the pneumatic motor assembly is much narrower at the end where it is supported by the folded-up bracket. Both the winch drum and motor are located on a horizontal centreline and inset 1.5mm from either end of the large side plate. I drilled pilot holes in the



side-plates and added stubs of styrene to represent the nuts etc. used to locate the winch drum and motor. The whole mechanism was assembled on the larger side plate.

To the large side plate, add the top and base spreader pieces. Note, the top spreader piece is the same width (5mm) as the larger side plate. The top spreader piece is positioned so that half its width covers the boom and the other half covers the winch drum. The centre of this piece is the mounting point for the pivot shaft, connecting the crane body to the trolley on the overhead runway.

Form a strip to support the narrow end of the motor. Leftover brass from the wagon kit is fine. This strip can be folded up around a pair of point-nosed pliers. At the rear a vertical piece of brass strip (its dimensions are more prototypically accurate than styrene) is used to support the compressed air line to the motor. This piece is supported at the top by a piece of styrene representing the angle iron spreader at the top rear corner of the crane body. Finally, for this stage, drill a 0.030" hole to accept the wire used to eventually represent the compressed air line supplying the motor.

### **12.2. Forming the pulley, and assembling the boom.**

The pulley is cut from 0.040" styrene with a 4mm hollow-nose punch.

The pulley (sheave) is laid on one end piece and the outer ends of the boom drawn together to form the end joint. Add boom bracing at 1/3 and 2/3 intervals along bottom and sides of boom. There is no bracing across the top of the boom, so as to allow clearance for the cable to the hook.

Side pieces 3mm long and 1.5mm wide are attached to the outside surfaces of the boom tip. The centres of these plates align with the centre of the pulley which fits between the two boom side assemblies.

### **12.3. Forming the hook, rope and keepers.**

The wire rope and hook assembly are formed from the same thin wire. For ease of handling, cut a piece of wire approx. 60mm long and form the weight about 10mm from one end. The weight immediately above the hook is formed by wrapping the wire once around the shank of a drill bit and squashing the circle formed with a pair of pliers; the "hook" and "wire rope" can be adjusted into position with a pair of pliers. The curved shape around the pulley can be formed around an undersized shape such as a drill bit allowing the wire to spring back to the correct size. The longer piece of wire representing the wire rope running to the winch drum can be formed with a slight sag (skipping rope shape) representing the unloaded rope in position on the crane.

Keepers used to guide the wire rope over the pulley can be formed from thin wire from the "leftovers" box. I used wire used to form grab rails at the end of vans – yes it is way over scale.

*(Be careful when applying glue; it is very easy for glue to fill in the small gaps between parts.)*

### **12.4. Forming the Pivot Shaft**

The crane pivots on this shaft when loading or unloading. The shaft is supported at the joint to the crane body by 4 triangular bracing pieces. This sub-assembly can be viewed clearly in Photos 13 & 23. Part of photo 13 has been repeated on the next page.

Using a 3mm diameter hollow-nose punch, stamp 2 pieces of 0.020" styrene used to build up the cylindrical shaft connecting the crane body to the overhead trolley.

The triangular brace pieces supporting the shaft are also formed from styrene. Two bracing pieces run along the length of the crane and a second pair is set at 90° to the first. Notice that the pair

running along the length of the crane is longer. All pieces terminate at the edge of the material forming the top surface of the crane body. The crane is fitted to the overhead trolley after the runway is fitted to the roof. This permits ease of fitting the runway supporting pieces, unobstructed by the crane.

### 13. Fitting Runway to Wagon Roof.

Refer to Photos 3, 4 & 13. (Extracts from photos 4 & 13 have been included below for assistance)

The runway is positioned so that the top edge of the runway is in line with the lower edge of the roof, meaning that the rail is visible below the roof.

It is particularly important to align the mid-wagon end of the runway rails with the stanchion extensions supporting the roof so that the auxiliary boom in its travelling position lies square across the wagon, touching the top mounting lug and the two runway rails. *(I missed this point and the auxiliary boom on my wagon does not sit square across the wagon.)*

On the prototype the runway is joined to the roof by angle pieces welded to the sides of the channel and to every second rib of the roof. I started by temporarily supporting the runway on pieces of brass and styrene rod, curving them to align the runway top surface with the lower edge of the roof. The runway is then nudged into position along the centreline of the roof, allowing a scale 100mm overhang beyond the edge of the roof at the handbrake end of the wagon.

With the runway in position, 8 pieces of styrene were cut to represent the hangers. The angle iron pieces at the mid-wagon end of the roof can be added once the glue on the hangers has set. *(This turned out to be a fiddly job and I would suggest perhaps forming 4 stirrups of wire to represent the hangers, the base of the inverted U-shape providing more gluing area.)*

Next, align the trolley/pivot shaft/crane sub-assemblies. The boom is positioned parallel to the overhead runway track before being glued into position.

This sub-assembly is now ready for painting on the under-side. ■



Photo 4 extract



Photo 13 extract



# May 2018 Clubroom Layout Report

Dean Schluter

On Tuesday night the 10<sup>th</sup> April, I held another layout information night for the other potential operating groups. This time only two participants nodded off. I supplied tea and bikkies which disappeared very quickly. Operating manuals were also supplied to all, causing a sharp increase in colour printing costs; I did not get a smack on the wrist from the Honourable Treasurer, so all is well.

Some adjustments to the operating nights will have to be made because the scenery work is progressing and is at the stage of adding ground cover and yard track ballast. This means that the work will still be wet on the Tuesday night session. I hope people will understand that it will be necessary but can return to preferred nights when the work is complete. For those who cannot see the layout in the flesh, here is a string of photos that Peter Pickering has taken which will give you an idea of the layout. ■









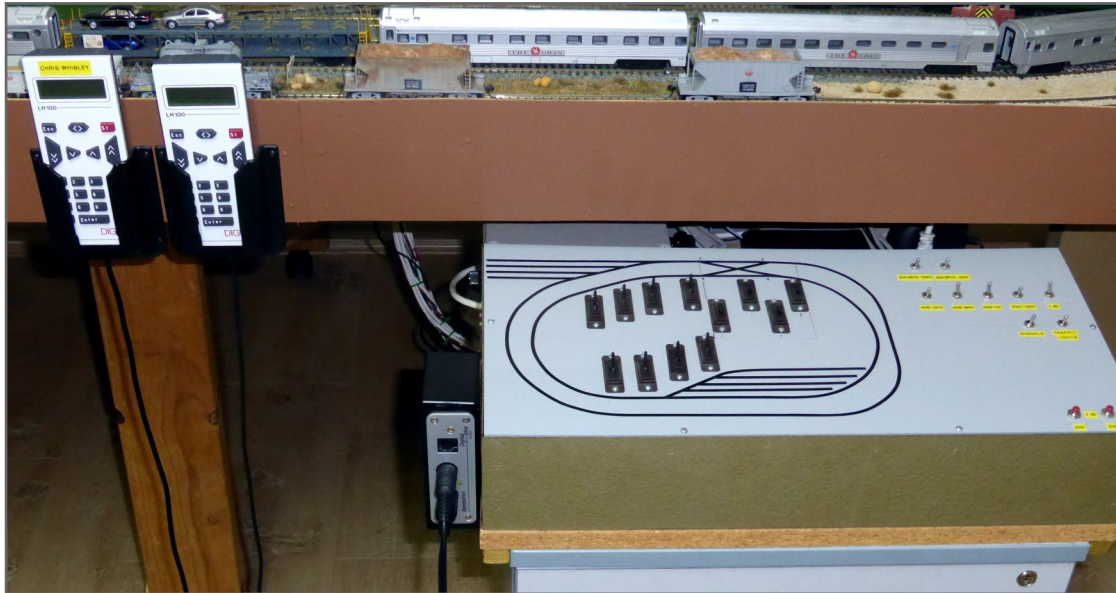


It was never my intention to build a prototypical railway, but one with lots of features to show what can be achieved with various detailing and features in the limited space available. It is, however, based on South Australia with a little bit of early outback area, a wheat and dairy farm with stock yard, a small township and a quarry complete with a stone crushing plant. Highlight buildings include a church where a wedding is being conducted, a petrol station, a fire station, a local shop and a builder's yard along with a small industrial factory and an overhead container crane and yard.





Having been an electrician I wanted to display as many electrical devices/features as possible. The layout had to be controlled by DCC, of course, as it is much easier to run multiple trains at one time. I chose Lenz as my preferred power with two LH-100 controllers. The points are controlled by surface mount 12v motors with toggle switches mounted on a common control panel.



The layout was restricted to 2.9m x 1.5m as this was the maximum size I could fit into a space in my front room/office. Having a layout inside meant that I could work on it at any time as the room is air conditioned. Being so small, I was limited to two main lines and two siding areas to store rolling stock.





Current locos are rtr Auscision NR3 Ghan loco and C32 class NSW steam loco, both with sound, and an 830 class diesel on the way; hopefully an F class SAR loco one day.



Rolling stock consists of a full set of 7 Ghan (Lima) carriages and a double deck car transporter (kit). Other passenger cars are a set of centenary cars (kits).

Freight wagons are a mixture of rtr and kits including open ore wagons, cattle wagon, sheep carrier, billboard wagons and various other wagons, some rtr, others Strath kits.

The layout features working house lighting, street lights along with station lighting and a level crossing with working lights and bells. The house lights have separate control for each house thus allowing different light levels, all controlled by electronics.

A rare feature, not seen on many layouts, is the working traffic lights at a road "T" junction, controlled by an electronic controller with real life changing signals.





One of my favourite features is an electrical substation with life like overhead transmission lines highlighted by a twin security flood light at night.



The signalling system is very basic; a train turns signal red; a timer turns it back to green. One outstanding feature on the layout is a house on fire complete with a smoke generator, flickering red/yellow LED lighting to simulate flames inside the burning house. Outside there are two fire trucks with flashing red/blue lights and, of course, firemen with hoses. There is a telecom tower complete with mast aerials and a red light on top.



At one end near the quarry is a weighbridge and an ore loading platform.

The layout is almost complete but, as we all know, that is never true; adding finer detail is still to come. ■

## OBTAINING DVD PREMIER STATE 'C' CLASS

**John Looker**

I read the write-up in 'Motive Power' No 111 and tried everywhere to buy the DVD but with no success; but then I saw an advert in 'Motive Power'. A call to 'Train Pictures', PO Box 796, Ormeau, Qld 4208. A week later, I received DVD p/No 755476476. Being a fan of VR 'C' class diesel, I enjoyed the DVD even though they were in Silverton/SSR colours and the various NSW scenes, flat and Mountains; there is a lot of loco talk. If you are a NSW enthusiast, there are lots of other class locos in traffic and used as spare parts.

Time duration: 140 minutes. Price: \$49.95 plus \$6.00 postage.



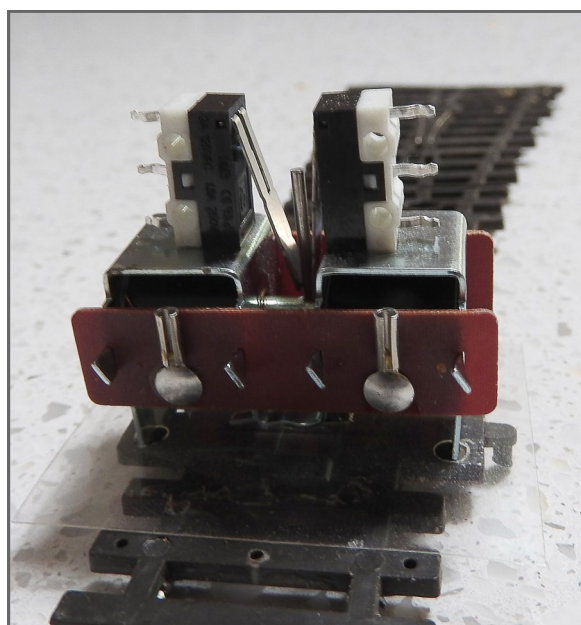
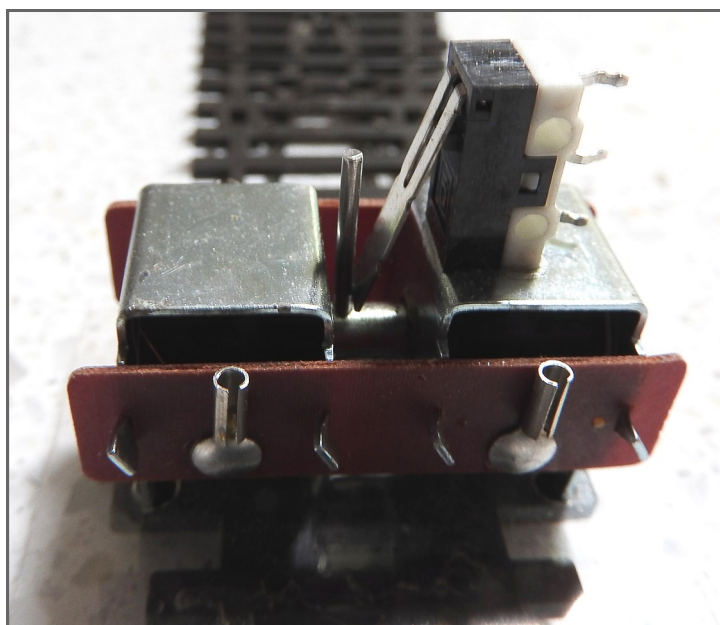
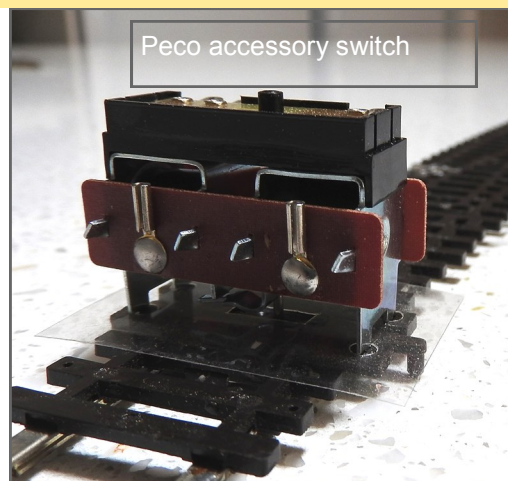
# Alternative Accessory Switch for Peco Point Motors

Graham Phillips

Many years ago I started a layout but we decided to sell the house and move interstate so all the track and points were dismantled & stored in a box. Several moves and 18 years later I am now building a new layout. Interestingly the area for both projects is the same size so I could have rebuilt the original layout but there was a duck-under and the door was in a different location so after redesigning my layout I started construction again. Luckily for me the old & new layouts have the same number and style of points so no extra costs... well yes I had chosen to use Peco solenoid point motors but had only added the Peco accessory switch to 3 of the point motors so I needed to purchase an extra 27 however in 10 instances I needed two switches. Peco make a twin switch accessory but I find them a pain to mount and adjust. This was starting to look expensive so I needed an alternative.

A wander through my local electronics store showed me a sub-miniature micro switch for a few dollars, but will it work? Yes it will, and actually places less load on the point motor than the Peco switch. For the points where I needed two contact sets I chose to use two micro switches although this could also be achieved by using a single switch to operate a relay with multiple contacts.

The micro switch is designed to be attached with screws so a bracket would be needed to attach it to the point motor. Instead I chose to super glue the micro switch to the point motor, this works but it is possible to bump the switch and so dislodge it. When you are gluing you need to position the point motor pin on the opposite side to where you want to mount it so the pressure from the actuator arm of the micro switch is zero while the glue sets. This means if you are mounting two you need to wait for the glue on the first one to dry. ■



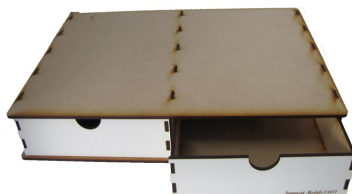




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# RAILWAY *ON-LINE*

Card models have come some way in the last few years with the availability of high quality, laser cut card kits and paper models from producers such as Aussie Card Models, Metcalf or Superquick. But sometimes you unexpectedly find yourself with a little time on your hands, and a desire to create something! A free, downloadable kit may be just what you are after.

The first time I headed over to the Wordsworth Model Railway website, I wasn't overly impressed, but I needed some place holders on my layout. Not having had much experience I needed something that would give me a base to begin with. A quick search for free model railway buildings brought up <http://www.wordsworthmodelrailway.co.uk>.



The originator of the Wordsworth Model Railway, Mike, found the types of card buildings he wanted for his layout were lacking, so he decided to make them himself. Over time his skills have increased and the quality has improved far beyond his humble beginnings. In my opinion they are not to the quality of a Metcalf or Superquick kit but they're a decent kit.

The biggest difference is that you print these kits off yourself, preferably on a laser printer or copier, paste them on to card, cut them out and assemble.

When I came to use these kits, they were to be place holders for future, better quality kits. In the tried and true fashion I simply glued them to cereal box cardboard. This allowed for a very cheap assembly, but they have not stood the test of time. In the end that doesn't matter for me as they will be replaced in the future. However, if you plan on using them more permanently, I would suggest finding a thicker card which would provide better stability to avoid warping and susceptibility to moisture and weather changes.



From the Wordsworth Model Railway website, an example of a signal box

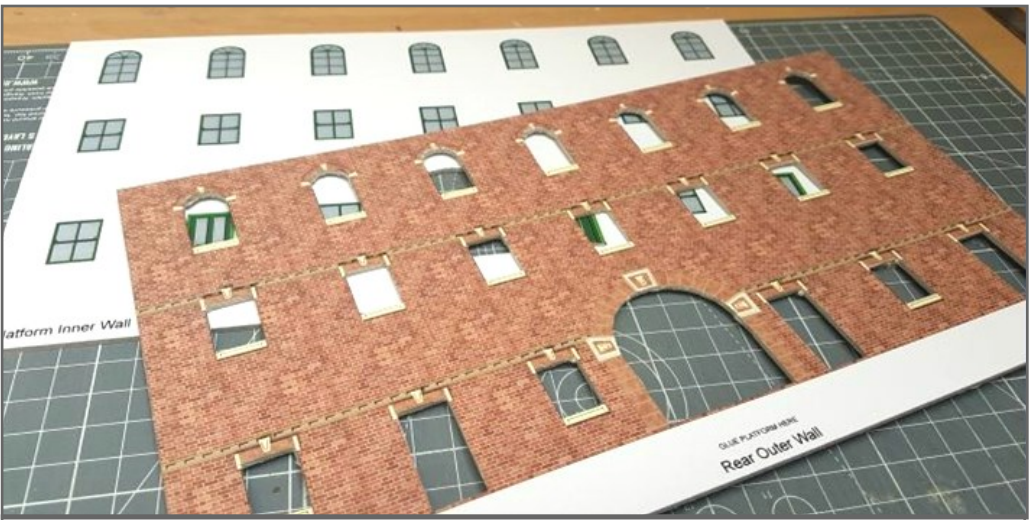


Because of the low cost of these kits it allows you to be quite inventive with them as it's no big loss if your changes do not work out. I took one of their factory kits and reworked it as a low relief building to fit in along the back board and I have been quite happy with the result.

*The picture to the right is from my layout, Tyner Valley. I took a Wordsworth Model Railway factory kits (I think it was the Rockwell glass factory kit) and 'bashed' it to a low relief factory. It was glued on cereal packet card and has not fared well due to exposure to the elements in my train shed. Warping has been the biggest issue, but it may be possible to brace it up to help it last a little longer.*



The biggest improvement I've seen to these kits is the 3D relief that has been included in more recent times. The kits are no longer simple one layer boxes with paper round the outside. Multiple layers have been provided to allow for window and door relief, and inset wall sections. Some kits are now being produced with cutout window panes so you can add visible interior detail to the kits.



**Relief has been provided for a better 3D effect –  
from the Wordsworth Model Railway website**

Advantages of this type of kit are:

- The low cost of production – They are available as a free download, and can be printed by yourself/at the library / Officeworks etc. at a low cost and can be pasted onto cheap cardboard.
- Easy assembly –

despite the lack of instructions for these kits, they are generally easy enough to work out. The skill level required to produce a decent looking building is low. Any glue would work, however, glue sticks or even PVA can be used for a firm hold. My preference is a clear, solvent based craft glue. I haven't had any problems with ink runs yet.

- Availability – These kits are ready as soon as you can download and print them off.
- Easy to weather and adapt to fit into the feel of your layout. They can be kit bashed to fit or you could print off multiples of the same wall, cut out the window lintels etc. to provide more relief to the structure

Some disadvantages include:

- Vulnerability to weather conditions - they probably need a sealant of some sort and bracing to prevent warping etc.
- Prototype suitability – although the range has expanded greatly in the past 2-3 years most buildings would look best on a British outline, and not all prototypes within that genre. But if you're not bothered then this is not an issue.
- Lack of clear instructions for assembly – Sometimes you end up with parts left over and you really have no idea what the creator designed them for.

Overall, I enjoyed putting together the kits I have for my layout, knowing that I can have the gaps filled for now and they can be replaced in the future when time/money allows. If you're after some easy kits that won't damage your bank account and they fit the look and feel of your layout, why not give Wordsworth Model Railway kits a go?

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**Quirky message  
West Coast Express - Vancouver**

Supplied by Graham Phillips





## SARMA SALES



See Don Worby

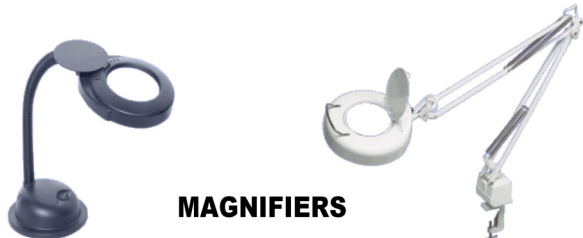
SARMA Pin Badges	\$7.00
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SAR D van kit	\$19.00
DCC Decoders	\$35.00 each

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6.0 mm	\$4.00
9.5 mm	\$5.00
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2-56 UNC nuts (pack 20)	\$5.00
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- 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](mailto:convention@mrsac.com)  
 Forms will be posted to previous attendees in May.

*Sponsored by the Australian Model Railway Magazine*



# Noel's Pottering

1AD8 Dawkins Road  
Two Wells



1AD8 dept. Snowtown loop



Interesting new SCT van -  
Note double doors in the middle of the van





5PM7 Mallala



3DA2 just south of Rocky River



5PM7 approaching Snowtown





3PM7 South Red Hill

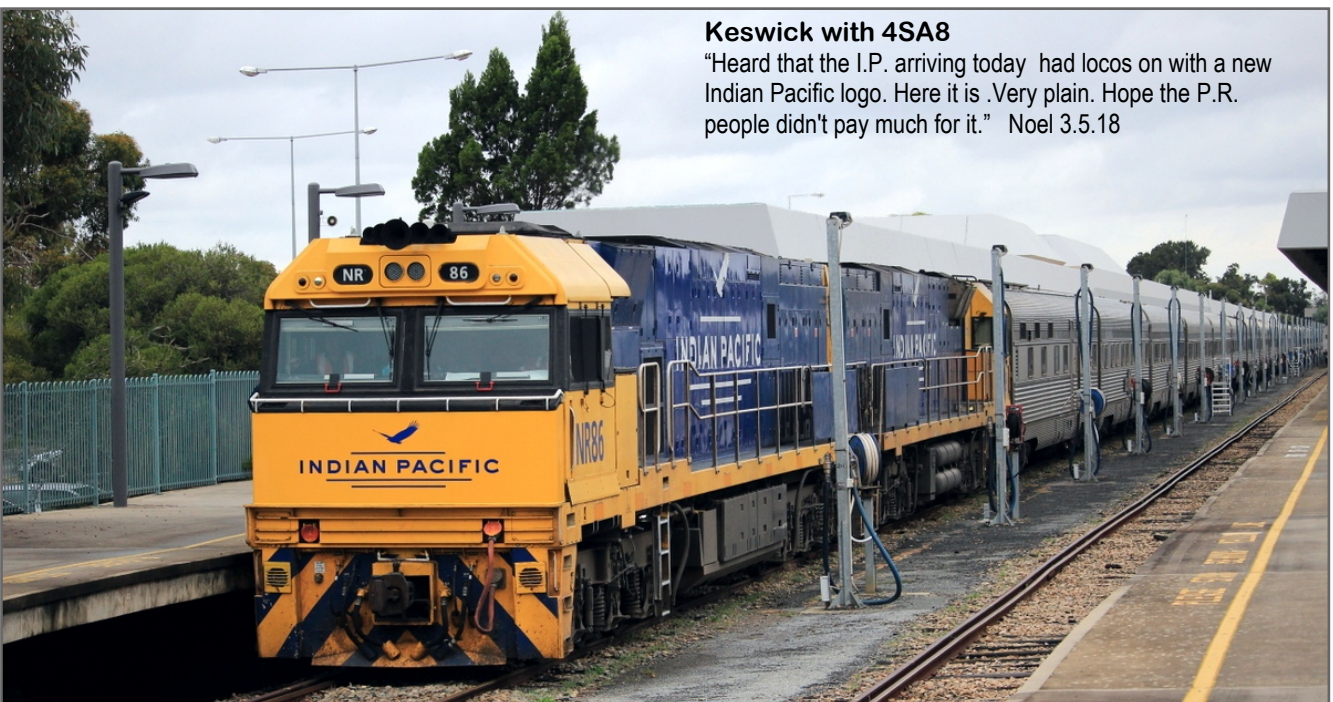


5PM7 Mallala



**Keswick with 4SA8**

"Heard that the I.P. arriving today had locos on with a new Indian Pacific logo. Here it is. Very plain. Hope the P.R. people didn't pay much for it." Noel 3.5.18





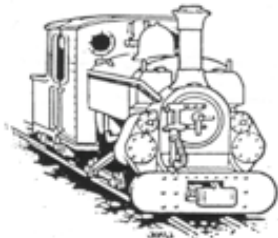
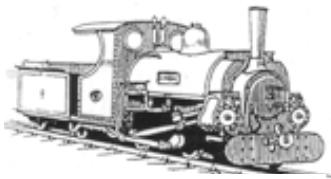
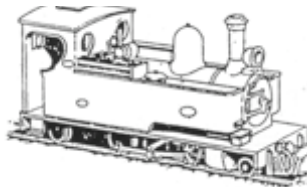
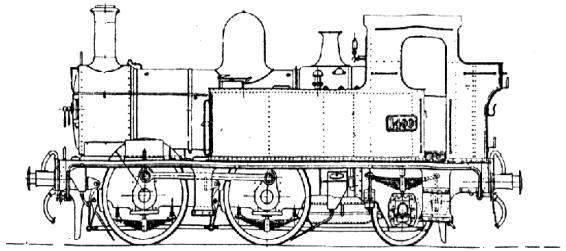
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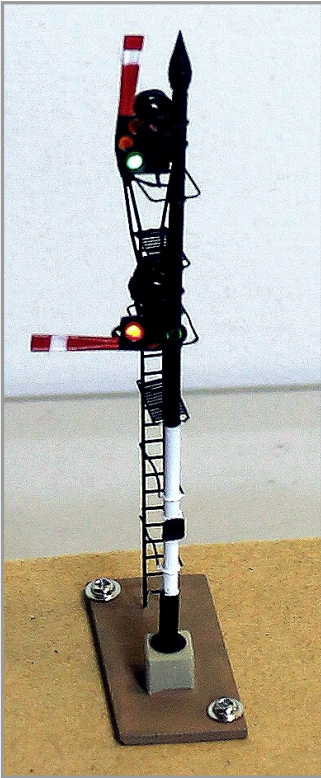
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## The plaque at Coleraine (Vic) station





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



Top: Steve Curtis' fleet of NRs

Right: Tony Sitters' SAR destination board & FCD flat cars



Below: John Henderson's trees and shrubs and the scourer/polisher pads from which he made them



The End