

SOUTH AUSTRALIAN RAILWAY MODELLERS' ASSOCIATION INC.

PROMOTING THE HOBBY IN SOUTH AUSTRALIA



Whether to Weather

Vale Eric Milne

**Turning a Combine into a Brill
— and Other Stories**

Learning From Your Mistakes 1

Learning From Your Mistakes 2

HO Holdens

Junction Models — 20 Years



The Buffer Stop

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. Modelling nights are held on other Wednesday nights in the shed adjacent to the log cabin. See the Diary on Page 2 for details.

UBD Map 96 Ref D12: the red Scout symbol marks our clubroom.

Membership rates 2009 – 2010

Joining Fee: \$10.00	Corporate: \$80.00
Full: \$60.00	Pensioner Concession: \$45.00
Family: \$70.00	Country Concession: \$45.00
Junior: \$30.00	Student Concession (full time; 16 years and over): \$45.00

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: Peter Michalak <petemichalak1987@gmail.com>

“Buffer Stop” Contributions

Email address: <bufferstop@internode.on.net>

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 are asked 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 that is considered unsuitable for publication. Material may have to be held over to a later edition.

Advertising rates: full page \$40, half page \$20, quarter page \$10.

The deadline for each issue is the last Friday of the previous month.

Committee Members 2009 – 2010

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

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Diary

- Wed 10 Feb: General Meeting**
- Wed 17 Feb: Modelling & Layout Night
- Wed 24 Feb: Modelling & Layout Night
- Fri 26 Feb: Committee Meeting:
Host: Iain @ Dean's
- Sun 28 Feb: In the Log Cabin:
0845: Setting up the layout and trouble-shooting by the Sandown Tech Team.
1200: Running afternoon by members.
1730: Pack up layout, and BBQ (BYO).
- Wed 3 March: Modelling Night
- Fri 5 March - Sandown; depart 0500.
- Mon 8 March:
- Wed 10 March: General Meeting**



Down the Track...

- March 5 – 8:**
Sandown
- June 12 – 14:**
AMRE, Greyhound Park
- September 3 – 11:**
Grain Board Layout
Royal Adelaide Show
- September 11:**
Modelling the Railways of SA
Convention,
Flinders Medical Centre
- October 2 – 4:**
AMRA Exhibition, Sydney
- October 9 – 10:**
Noarlunga Model Railroaders
Exhibition, Seaview High
School, Seacombe Road.

Plenty of interesting stuff here this month.

- Tim Leach tells us of his learning experience making a batch of wagons.
- Paul Mackinnon lets us into some of the secrets behind his model display in January.
- We learn from Dean Schluter how not to go about stripping paint from a model.
- Peter Pickering goes into various ways to weather your models.
- Brian Woods reminisces about 20 years of *Junction Models*.

Cover Photo:

A fine example of weathering by Peter Michalak on *Liralau*, to help illustrate Peter Pickering's article on weathering. Does the photo look familiar? Seen it recently somewhere else? The leading article in the January issue of AMRM is *Liralau*, by Peter Michalak. Well done, Pete. But where's H220? Too heavy for the track?

The Buffer Stop

SOUTH AUSTRALIAN RAILWAY MODELLERS ASSOCIATION Inc.

MINUTES OF GENERAL MEETING HELD AT DERNANCOURT ON 13 JANUARY 2010

Meeting opened at 7.35 p.m. by Hugh Williams

Members in attendance - 41

Apologies - 2

Visitors - nil

New members: nil

Minutes of previous meeting (Nov 09): Moved Bob Houston, Seconded Dean Schluter; Carried Outstanding Actions and Business arising: nil

Correspondence in:

- Telstra – MessageBank account
- Telstra – Businessbrief
- Model Railroader - Jan 10
- AMRA Journal - Nov/Dec 09
- Ballarat Phoenix - Dec 09
- NMRI Right On Track - Dec 09
- Motive Power – Dec 09/Jan 10
- End Of The Line Hobbies – Voucher
- TTG Council – Advice re access to Tilley Reserve on Sun 21 Feb 10
- United Fasteners – Account
- Trainorama – Newsletter Dec 09

Correspondence out:

- Info for YMCA database and directory
- Condolence re Dean Jackson – Eddie J. Horsman
- Condolence re Eric Milne – Tony & Chris
- Confirmation of non-attendance at Hobson's Bay exhibition

Business from correspondence: nil

Finance: Financial Report for 2009.

The Treasurer gave a report for 2009 from the financial point of view. This included statements for the Swapmeet and the Mystery Trip. The Treasurer commended the members for their strong support during the year. This included purchase of raffle tickets at GM's, purchase of drinks and confectionery and support of all other events.

Financial statements presented.

Accept financial report: Moved David Jameson, Seconded Trevor Carter, Carried.

Reports:

Premises – nil

Exhibition Layout – Upgrade is progressing. 18 going to Sandown (16 on bus).

Club Layout – DCC system and 3 loco's purchased.

Social – Christmas Dinner and Mystery Trip both well attended. Swindle well supported.

BufferStop – Photocopier failed at start of January
Buffer Stop run – printed externally.
Articles urgently required.

Library – Diesel Pictorial and various magazines received.

Maintenance – nil

Bulk buys – #2 washers now available – 20 for \$1

Special Projects – nil

AMRE –

- November minutes received and available for review by any member.
- Members agreed that Barcoola layout was not of a quality to warrant increased travel funding.
- Note that Bill Lewis is now a resident of Victor Harbor.

General Business:

- Bill Coles donated numerous large pictures.
- President asked for suggestions for after-meeting topics and came up with the following:
 - Gavin Thrum – Buildings
 - Peter Manning – Locos on computer
 - Phil Curnow – Rolling stock
 - Peter Fehlberg – T class
 - Noel Potter – Paints & painting
 - Terry Jomartz – VR
 - Trevor Healy – Trucks
 - Ross Hurley – Scenery
 - Train schedules on internet, Trams, Quiz.
- Dean complained that the website is stagnant and urged us all to send pictures to Peter Michalak. [See page 7 — Eds.]

Break: Meeting suspended at 8.30 approx.

Raffle:

Green C15	Graham Nixon	Screwdriver set
Black C97	Peter Pickering	Voucher
Green C45	Iain Kennedy	Bogies
Blue E42	Fred Leaper	Track Rubber
Blue E49	Bob Houston	Trackside structures
Green C02	Treven Barnes	Coasters

After meeting activities:

- Paul Mackinnon showed his railcar conversions (combine and shorty Brill), a remote controlled gandy dancer from a cheap toy and a cheap source of LEDs.
- Peter Pickering showed a typical mixed freight of the sixties.
- Alistair Whibley showed a working wagon unloader housed in a building.
- John Gordon showed a collection of slides showing broad and narrow gauge trains of the sixties; these included coal loaders being demolished.

Meeting closed at 10.25 p.m. approximately.

Visit <www.sarma.asn.au>.
Send photos to Peter Michalak.

The Buffer Stop

From The Buffer Stop Archives



Whib

50 Years Ago: February 1960

- Picnic —From a show of hands it was estimated that approximately 66 would be attending this annual event. Final details will be given at the next meeting.
- A seasonal greeting card was received by the President from the Patron of the club, the Commissioner of Railways, Mr J A Fargher.
- The usual Commonwealth Railways calendar was received by the club.
- All 35 mm camera enthusiasts will be pleased to learn that arrangements have been made for the hiring of an electronic flash gun, to be used at organised visits to club members' layouts.
- Dog legs usually occur on track work — please keep them outside.
- A lady entered a fashion shop and said "I wish to buy a pair of crocodile shoes please," to which the learning junior assistant replied "Yes madam, what size is your crocodile?"

40 Years Ago: February 1970

- Our combined model railway purchases in Australia will not be enough to influence overseas manufacturers to alter designs to suit our particular standards.
- The club tour to Tailem Bend on January 16th went off very well, and was enjoyed by the 12 members who attended.
- The Master Modellers Competition will be held on March 11th.
- Bob Burton has an interesting article about the construction of his "Puffing Billy" loco.
- The annual general meeting and election of officers will be held in April.
- The January meeting is best remembered for Eric Milne's very interesting film about the "Goodbye Narrow Gauge Tour." The sound effects were very good.

30 Years Ago: February 1980

- There is a clear description of the rail lifting and re-aligning from a member who just had to look over his back fence at Salisbury, while resting in the sunshine.
- There are still a few vacancies for the Dinner Trip, so see Noel Potter tonight.
- The club thanks David Jameson for the excellent working of the controller for members.
- The Port Pirie freight trip may run on April 11/12 or 18/19.
- February 13th: Auction Night and display of diesel and electric locos and railcars.
- David J. has an article on fast clocks for a model railway.
- Allan Lewis and Dean Jackson have an interesting article about the construction of the 8300 brake van.
- Paul Brooks has an article on the SAR 50' lavatory cars semi-corridor on 5'3" and 3'6".

20 Years Ago: February 1990

- Phil Smedley, AN Senior Technical Officer, will talk about AN locos – recent and future developments. Display: AN locos.
- John Looker continues with article and photos about Two Wells.
- Sheet styrene is again available – see John Looker.
- Questionnaire distributed to plan the weekend trip for 1990.
- Pichi Richi and SteamTown are asking groups to come and assist with maintenance work, catering, souvenir shop and car captains.
- There's an article about dust explosions in grain silos.
- For another event from 20 years ago, see page 18.

The Buffer Stop

From
The Buffer Stop
Archives (continued)



Whib

10 Years Ago: February 2000

- Picture Rail: a photo of a GSR road vehicle promoting rail travel from Keswick; Loram rail grinder set RG7 at Mile End; ASR's CLP 14 at Stirling North; PRRPS Brill 106 at Stirling North.
- Article and drawings by Bill Lewis about the Fuel Trailer 5 Pack.
- Advertisement for the 6th annual Toy and Model Swapmeet at Windsor Gardens.
- Austrac 48 class, one of Powerline's most striking to date, looks great and runs well. \$165.



SARMA SALES



See Iain Kennedy

SARMA Pin Badges	\$7.00	Kadee #5 Couplers	\$4.60
"Rails and the River" Medallion	\$15.00	Delrin Bearings	\$5.30
Bogies:		11'6" Underframe Kits	\$6.30
40 ton Round Lid, Solid Wheels	\$11.80	PVA Glue, 2 litres	\$20.00
ANR XC	\$11.80	No. 2 self tapping screws, packs of 100:	
W Car Bogies	\$11.80	4.5 mm	\$7.00
SEM Axles 10.5 x 25 mm	\$1.10	6 mm	\$8.00
Decals for SAR M, MG	\$2.50	9.5 mm	\$10.00
Decals for SAR O, OB, OG, OX	\$2.50	Packs of 20:	
SEM GY Kit	\$15.00	2-56 UNC 3/8" pan head screws	\$4.00
SEM UB Van Kit	\$21.00	2-56 UNC nuts	\$5.00
SEM E Wagon Kit	\$22.00	#2 washers	\$1.00

Library Report

Allan Norris

Recent Additions to the Library:

Australian Railway History	Feb 10
A M R M	Feb 10
Dispatcher (SANGS)	Feb 10
Model Railroader	Feb 10
Motive Power	Feb 10
Right on Track	Jan 10

DVDs, Videos, Books & up to four Magazines to be charged at \$1 per month.

Vale Eric Milne, 8 July 1919 — 5 January 2010

One of SARMA's past presidents, Eric Milne, passed away last month at the ripe old age of 91. Given that he was a president of SARMA back in 1971 to 1973, some of our members have possibly not heard of Eric.



Also at the same time that he was president of SARMA, Eric was also president of The Australian Railway Historical Society in South Australia. In all, he was president of that society for a period of at least six years from 1971 to 1977 when the Historical Society was as strong as it has ever been. In those days, the ARHS had regular attendances of well over 100 people at its meetings each month. Needless to say, he was very well known in Railway circles. With Kim Bird, Eric organised the 1970s school holidays steam trains to Bridgewater.

In addition to being president, Eric served on the SARMA committee as entertainment officer for two years from 1969 to 1971 and was a general committee member for the period 1967 to 1968.

It was during Eric's reign as president, that SARMA undertook many of its more memorable train trips. These trips were to many country destinations including Moonta, Serviceton, Clare, Port Pirie and Mount Gambier, and involved our club hiring a passenger carriage, having it attached to the back of a freight train, and away we went, usually sleeping in the carriage for one night, and occasionally on two nights. The twenty to thirty members who frequented these trips were able to take many photos of freight operations in the period mentioned. Tony Sitters used to take all the notes about the trip and Trevor Carter used to take most of the beer!

Eric and his son David both joined the club in the mid 1960s. The plot thickens to the extent that one of Eric's two daughters married a

member of SARMA, Tony Horsman. Tony and Chris are still happily married after forty-something years. — And Eric thought Tony was visiting him because of the model trains!!

The club moved into its new premises at Mile End in the Nissen Hut in April 1971, just a month before Eric became president. The club continued with its construction night programs, both on the new layout and on various SAR type kits. During Eric's presidency, models were made of the cattle cars, the Penfield signal cabin, the 700 class steel car, 4400 class brakevan and the OAX car transporter wagon.

In 1972, the club, under Eric's guidance, held one of its early exhibitions at the YWCA building in Pennington Terrace, North Adelaide.

When not running train clubs, Eric worked as a tradesman working on guttering. For a number of years, he ran a business that made sun shades which screened the front windows of many makes of car back in the mid 70s. Essential in the days before airconditioning in cars.

Eric is survived by his son David, his daughter Chris and three grandchildren, Mel, Carol and Glen.

— Hugh.



520 in its black SAR livery completes the climb to Mt Lofty station on a school holidays excursion to Bridgewater, on 3 September 1973. CM

The Buffer Stop **On the Internet**

At the January meeting, John Venning advised club members about a web site for ARTC, and train timetables for all trains covered by them.

Go to <www.artc.com.au>.

In the drop-down <Operations> menu, click on <MTP 03 Jan 2010>.

This will lead you to a selection of timetables in PDF format.

Some websites of interest from Iain Kennedy:

- <<http://www.mrscenery.com/>>
- The Ghan: <<http://www.lichtbild-publishing.de/ghan.pdf>> (10.5MB)
- Indian Pacific: <<http://www.lichtbild-publishing.de/indian-pacific.pdf>> (11.1MB)
- By coincidence, John Doherty has an article on page 14 about these models:
<<http://www.road-ragers.com/>>
- Some photos by the late Dean Jackson, scanned and put on to the internet by his son Eddie:
<<http://www.flickr.com/groups/northernlinesgallery/>>
You will need to sign up and join the group. It is free to do so and there are about 500 pictures available to view.

SARMA Buffer Stop Editors,
Thank you for including the Aussie N Scale Websites in the January issue of the Buffer Stop and for posting a copy of the Issue to me.

I hope that SARMA members interested in N scale modelling may find them useful.
Regards,
Graham Cocks



www.toytrunkrailroad.com



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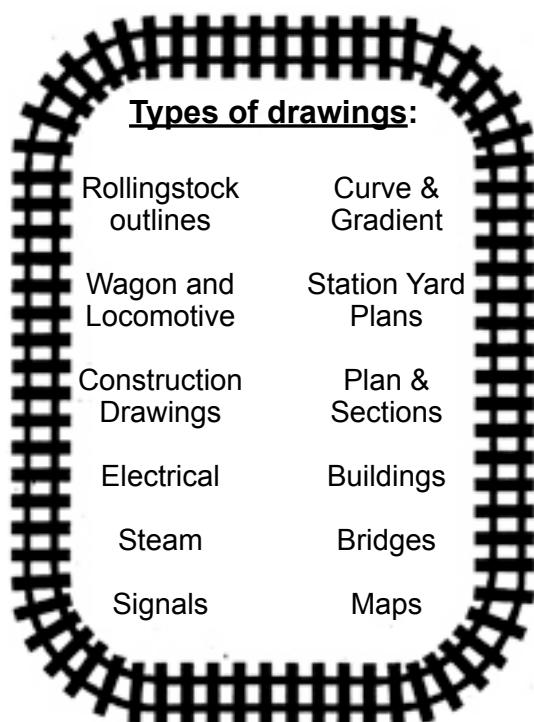
Visit <www.sarma.asn.au>.
Send photos and recipes to Peter Michalak.

The Buffer Stop

Our sympathy goes to
Harry, Jill, Ashleigh and Yve
on the death in Melbourne on 20th January
of Harry's mother Lola,
at the age of 93.

Australian National Drawings

The drawings once held by Australian National are now
available to the Public.
This includes both the SAR and CR drawings.



These plans are available to research and copy at

Inprotrans Pty Ltd
320 Churchill Road, Kilburn, SA 5084
(The old Islington Railway Workshops)

www.inprotrans.com
Phone: 8343 5349

Email: mark@inprotrans.com
Fax: 8343 5354

GENERAL MEETING NIGHTS PRE-MEETING DINNER

*** Note change of venue ***

Members and visitors are invited to join us
for dinner from 5.30 p.m. at the
Bremen Hotel
1210 Grand Junction Road,
Hope Valley,
just west of Valley Road,
each meeting night
while we still meet at Dernancourt.

Why not come straight from work to our
clubrooms (any time after 4.00 p.m.) and
assist us in collating this magazine,
prior to the dinner.

Non-regulars please ring 8298 8571
no later than 11.00 a.m. that day.

Barrie Mackinnon,
Social Director.

For Sale:

- N scale layout in coffee table
- 39 items of rolling stock, most still in their boxes,
- 2 locomotives.
- 4 boxed building kits
- 4 cards of crossing gates etc.
- 4 small boxes of people
- 3 boxes of motor vehicles
- 2 cards of animals
- Track layout on a base board. Separate from coffee table layout.

Contact Secretary for details and pictures, or phone 08 8337 7786, mobile 0413 044 490.

The BuggaUp Train

Tim Leach

It doesn't seem like 36 years ago when Barrie McKinnon was a young man and his neighbour's lad had a Hornby oval, four points, two locos and the usual entourage of cast iron rolling stock. The young lad was gobsmacked by Barrie's (never completed) first layout and after Barrie escorted him to Mile End and other members' layouts, the fire of desire was lit.

But a move by the old man to Bagot Well (a siding on the Morgan Line); Army service; Engineering and Insurance careers; part time Uni degrees; marriage (how a wonderful girl can distract a young man); two kids; work transfers; houses and mortgages all dulled the flame in the lad as he became an adult. Eventually most of these pressures and distractions waned, and when Kathy took me to the exhibition at Golden Grove in 2009, the fire which was on pilot light lit up the fire box again.

It is with awe that I gazed on the deft soldering expertise of Peter Michalak on Wednesday nights, the quality of the displays at monthly meetings - and gobsmacked by Dean's 700 class (DCC enabled too) series of locos, along with TC's stories of the old days with milk bottle tops and sticks. So if they can, I can. So I thought.

A trip to Victor to walk on the beach with my bride of 30 years and I found myself like any modeller spending too much money in a Hobby Shop (just a little detour dear). Due to my lack of experience I was concerned that my investments in the kits and equipment bought from *Junction Models* and *End of the Line* may be sunk after my inexperienced hands had demolished them. I listened to the sound advice of those Sage Proprietors as each piece of advice included a new purchase. But my eye caught a kit - a simple kit - 4 sides already moulded and a floor (now known as an underframe). Only 2 pieces to stick together, add some bogies and Kadee couplers just like Bob Houston showed me on my first Wednesday night and Bob's your uncle; you

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have an ore wagon. The ideal kit for a beginner. So I thought.

Seven kits were purchased for only \$12 each - a safe investment. Life has taught me experience is the best teacher but the only thing wrong with her is she gives you the lesson afterwards. So with only two pieces of plastic, two bogies and two Kadee couplers I could not bugga it up.

How can a novice bugga up such a simple kit; well in Bugga points they are succinctly and orderly described below:

Bugga 1: Rod did advise me there were two types of Ore Wagons. I decided to make them in a production line to save time. The wagon floors were marked "ON" and "OMN" so that a novice would know which was which. After shuffling all seven kits I discovered the markings on the 7 identical floors. The under frames and bodies were duly glued randomly together and still to this day I don't know the difference between an "ON" and an "OMN" even though I have 2 of one and 5 of the other.

Bugga 2: My only comparison for an ore wagon was my 1960 Hornby cast iron ore wagon that tipped the scales at 160 grams (Editor please translate to oz). [5.6 oz]. The new kits were so light they didn't even register 20 grams on Kathy's kitchen scales. I knew the wagons had to be weighted. My expert eye told me a lump of lead in the wagon was not prototypical. So underneath it had to be - but where? Using my brand new 60 piece cordless rotary set over countless hours I smoothed out those bumps (and removed the "ON/OMN" markings) in the floor so the lead sheets could be super glued underneath the wagons. The bumps on the underframe were the bogie bolsters and coupler mounts - Bugga.

Bugga 3: New bolsters and mounts were fixed by cutting and gluing styrene back into the extracted cavities of the underframes. This was my second attempt at using super glue but first in a complex activity. No I didn't stick my fingers together; I stuck a piece of styrene to

The BuggaUp Train (continued)

Tim Leach

my index finger and also a second piece to the middle finger. I was in a pickle. (Later one of the Proprietary Sages in a friendly Hobby Shop introduced me to Testor's Plastic Cement which is a little safer.)

Bugga 4: I won't confess this in full, but it involved fixing Bugga 3 and my nose.

Bugga 5: A trial run was warranted. Ore wagon No. 1, still in its shiny yellow plastic livery, was fitted with its bogies and a coupler and pushed along an old Hornby 24" radius curve with a height gauge at one end. It worked! Bugga me! Well that little ON/OMN worked, but the test should have been made on all seven. You will need to read on to understand Bugga 5 but more about that later.

Bugga 6: Not fully understanding the Sages' advice, with a bright brand new air brush in hand, the wagons all received an undercoat thinned with the wrong thinner. It was a sticky mess but eventually dried with several thumb and finger prints (Bugga 6a). 6a is not really a Bugga because the finger prints passed TC's three-foot rule (well, with my eye-sight), and another coat was to come.

Bugga 7: The vexed question of the lead weights had been forgotten in my rush to use the shiny new air compressor. A visit to the Proprietary Sages suggested the weight could go in the wagons and a thin piece of styrene on top of a thin sheet of lead would do the trick. The first two floors were smooth and shiny. Too smooth and super glued in, so they were not going to come out again. Some random scratching with something sharp took the shine off. By the time wagons 6 and 7 tumbled off the assembly line, I had figured out how to score the styrene to look like a timber floor. Worked a treat, except the ore wagons were not square (since found to be prototypically correct not to be square) and big ugly gaps existed between the false floor and the walls. This would not do because I wanted empty wagons.

Bugga 8: Another visit to the Proprietary Sages had me purchase modellers' putty to fill the gaps, but soggy chewing gum from a street urchin's mandible would have been more pleasurable to use. Not only did it form a lumpy mess which left raised corners in the wagons, it wouldn't stick to the undercoat which smudged and lifted and helped add to a swirlistious effect. Then it hardened.

Bugga 9: Top coat was duly applied to the wagons with the correct thinner, but the air brush hissed and no paint came out. After removing the cap still only air came out. In frustration the brush was dismantled with air still applied and the awful misty mystifying issue erupted on to everything when the needle was manipulated (big word for "almost removed"). Bugga.

Bugga 10: A lesson in cleaning air brushes was learnt. It is also so important to keep the Board of Control happy and, if possible, in the dark. But damage cannot always be hidden. I can't publicly discuss this but Kathy may tell you about the effect in her laundry room of Bugga 9.

Bugga 11: To fix the hardened mess of the putty and undercoat in the corners above the false floor (no grinding tool could efficiently fit – not even a 60 piece wonder), it was therefore decided to have some ore residue lightly sprinkled on the swirly bits to hide the congealed mess. So using Kathy's frying pan splatter guard, some sand was duly graded, placed in a plastic bag, black paint added then laid out on newspaper to dry. When dry the ore residue clumped into boulder size clumps and would not detach from the newspaper – bugga. Hammer and a calico bag fixed it but 70% was lost and a second batch required. We hate rework (refer Bugga 5).

Bugga 12: Everything painted, just the gloss, decals, weathering and matt finish to go, and I wanted to see what all seven would look like. Bogies were attached to all, and Kadee

couplers to 4 wagons. The other 3 had the wagons attached upside down on the underframes. These three had to be removed from the underframe, turned up the correct way, glued and the putty re-applied along with repeating all the other stuff which also did not agree with the top coat or the super glue and I was back at Bugga 5 stage but with a greater swirlisitous and lumpier mess than before. More hours were required to bring them to the same stage on the assembly line as the other four.

Bugga 13: We won't talk about it but Iain Kennedy doesn't know he helped me fix it and I won't tell him.

Bugga 14: Lack of research led to SAR decals and number boards being attached. Allan Norris helped me in the library to find photos of how they really looked. They were used on the Silvertown and BHP lines and my decals were wrong! Stiff bickies - I like SAR decals better.

Bugga 15: End of the Line Hobbies has sent SARMA a \$70+ voucher. A tidy amount of that voucher came from another beach walk with my bride at Victor and a detour into the hobby shop. Also the Board of Control has now realised the expense of purchasing a couple of 900 class locos and anything else I

touched.

Bugga 16: To win the voucher El Presidento said we had to display. Four weeks to display and I was only at Bugga 12. I had to present the BuggaUp train to win my rightful voucher. Everything else had to stop to finish the ore wagons – Bugga.

Bugga 17: Everything was right on the night. President Hugh correctly described every model on the trestle; my seven ore wagons were last. Hugh bent over and said “Who owns these dirty ON and OMN ore wagons?” Well bugga me; he recognised them so they couldn't be too much of a mess.

Bugga 18: I had my ticket and my deserved voucher had a probability of 1:11 of success. TC won it – Bugga.

But despite the all the bugga ups, I enjoyed every minute of building my first train and I acknowledge the help and guidance of the Sages at *End of the Line* and *Junction Models*, the fellow members who helped me and all the other current and past members who inspired me.

Thank you.

Next project is a series of SAR and VR box cars.



Sorry SARMA I Stuffed Up

Dean Schluter

To make a short sad story long.

As most members know, Bob and I purchased for the club a pair of Bergs brass 48/830 locos at our swap meet. These were in the process of being converted from NSW 48s to 830s; however some work had still to be completed — removal of buffers, etc. The person doing the job had obviously a long time ago painted the bodies in an undercoat that was lifting, so I purchased some new magic non-toxic paint remover called Coating Remover. It worked fine — the stuff almost fell off the bodies.

Seeing that the new locos were to be painted in mustard pot I said to Bob “What if I try to make the club’s green and gold old clunker run properly and repaint it in its real colours?” “Good Idea.” This new remover should do the trick.

Many years ago when many members were still sucking their thumb (had you worried?), AMRM were involved in having Kato produce a NSW 40 class. It was the smoothest running HO mechanism produced at that time. This had 12 wheel bogies with an offset centre axle like the 48/830, but needed quite a bit of shortening and narrowing of the chassis to fit. It was shortened so much that one fly wheel was lost and the motor drove directly through a small piece of original drive shaft into the gear tower. This was what was upsetting the green 830’s running so after a clean up of both gear trains I did what I had done to my three 830s: throw away the

universal bits on that end and use a piece of proper flexible soft nylon tubing. The old girl ran like dream.

Here comes the sad bit. I painted on this new magic paint remover (looks like hair cream), and after waiting the normal period for it to work, nothing?

So I gathered that it only works on acrylic paints (not mentioned on the can).

So out with the old trick, metho. Again, nothing? Last resort: it must be oil based, so out with the soaking in brake fluid trick. Twelve hours later still nothing. What is this stuff? This is where the brain switched off and mister dumb took over. Digger’s paint stripper will fix it. Oh dear! As I watched, the 830 was turning into a wrinkly old prune. Quickly washing it off within seconds of putting it on it was too late. Lesson learned: don’t get paint stripper within 250 mm of your plastic models.

Dean.

Late News:

Since talking to Rob Burford about my misfortune he has contacted Brian Comport of Powerline who will kindly supply me with an undecorated body.

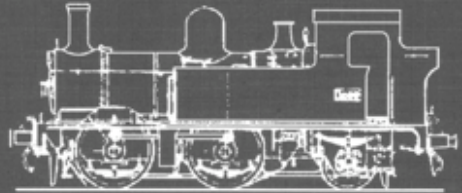
Thanks to them both.

[Editors’ Note: The computer’s auto-checker had trouble with the headline for this article — apparently “stuffed up” and “Schluter” are not allowed to appear in the same line.]

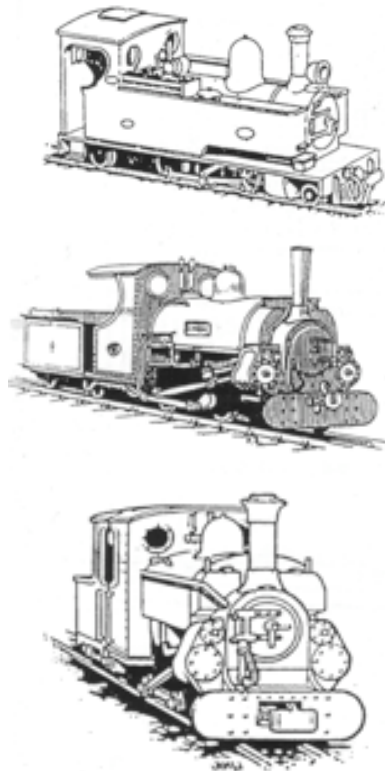


Junction Models

Shop 5, 449 Main North Road, Enfield Plaza, Enfield 5085
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Specials for February 2010.



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* Cooe HO (yes 1:87 scale) Holden 1948/215, FC, FB and EH cars \$14.50 ea.*

- Heljan English Diesel Locos - any one for\$190
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~~~~~  
 Brian, Harry & Vic.



621 & 4472

## A HO-LDEN For Your Layout

John Doherty

There's a new line of HO-scale cars now on the market. Made in you-know-where for local importer Cooe Concepts, and marketed as Road Ragers Precision Scale Models, they come in eye-catching, bright red boxes complete with an acrylic display case and black plinth.

There are four in the range, all Holden sedans, starting with a 1948 "FX" (48-215) in Burnley Cream; a 1958 FC in Fountain Blue and a light blue - probably Skyline Blue; a 1960 FB in Apache Red and White and a 1963 EH in Amberley Blue, and are \$13.70 apiece - maybe more over your way due to cartage.

I bought one of each at Brunel Hobbies at Cheltenham, in Melbourne's south-east, whose first shipment sold out in less than two weeks!

I ran a tape over the FB, chosen at random, and compared it against the specs in *The Holden Heritage* - 11th Edition (2003), issued by Holden. The width is good, but it's longer than it should be - not that anyone will notice.

Remember that the time frame for these cars is 1948 through 1963, that's only 15 years, so depending on the era you model it may not be possible to credibly use them all with even the most recent of them now middle-aged.

I can see all four of them finding their way on to many layouts but their usage, especially the FX given that it is almost prehistoric, may be limited to that of 'restored classics'.

In any event they are well made, look great and will add substance and credibility to any contemporary layout.

And the word is that they will soon be supplemented with four Falcons including a wagon.

Early in my career the people I worked for had thirteen EHs, all in Dreadful Grey. Our manager also drove one but, being the boss, in a classic case of one-upmanship it was a Premier, with two-tone paint, a heater and a radio!

[See Iain's internet listing on page 7, too.]



The printing on the packaging looks familiar...



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## Whether to Weather

Peter Pickering

It is generally agreed that the main reason for weathering locos, rolling stock, structures and even general scenery is to simulate real-life conditions; that is to make your layout and everything on it, as far as possible, life-like. An up-side of weathering is that, carried out well, it can assist in highlighting fine detail; carried out badly it can have the opposite effect and hide some of that detail. The common denominator for weathering seems to be the need to keep it thin.

Whether or not you apply weathering is an individual choice. I guess there are three types of modeller in this regard; the “weatherer”; the pristine model advocate who prefers mint condition models; and the modeller who would like to weather but simply isn’t game. Some ready-to-run model suppliers have recognised the last category

and are supplying some rolling stock in a lightly weathered state. There are also companies and individuals who will weather your equipment to order.

Before beginning the weathering process, you should have some idea of what you want to achieve; it can be helpful to have on hand some photographs or book or magazine pictures to provide guidance.

There are numerous methods of weathering. They are all effective in their own way and two or more methods can be used on the same model. Which you choose is dependent on the effect you are looking for, the methods you feel comfortable with and the equipment you have.

Probably the easiest way to achieve an acceptable weathered effect is by using an

**Whether to Weather (continued)**

Peter Pickering

airbrush. By aiming a narrow jet along the underframe and lower body from at least 600 mm away, the axle boxes, brake gear and lower body will take on a slightly grimy look.

With an airbrush, you can achieve a range of effects from a light (almost imperceptible) dusting through average levels of weathering and ageing, to the effect where the original colours and markings are all but obscured. The airbrush is also good for producing the soft-edged areas of whitish colour around plugs and valves on steam locomotives and sooty areas around exhaust vents.

There are three ways of weathering using paint on a brush;

- painting parts or areas (e.g. underframe) a dirty or rusty colour,
- colour washing using diluted paint,
- dry brushing chosen parts (e.g. steps, handles, hinges and other protruding parts) to represent scuffs and dirt deposits.

In addition, paint can be used on cotton buds (wipe it on with one side and wipe some or most of it off with the other), cloth and microbrushes. For brush weathering, I prefer to use water-based paint diluted, where appropriate, with isopropyl alcohol.

The use of coloured powders such as cement colour (particularly black) and powdered chalk has the advantage that the process is easy to control, collects nicely in nooks and crannies, can be partially washed off to reduce or change the effect or can be washed off completely. Only when you are completely happy with the result do you need to apply matt varnish to make the effect permanent. Alternatively, you can leave the weathering unprotected and put up with a little of it coming off each time you handle the model.

But back to whether to weather and what to weather. If you don't feel comfortable dirtying up your expensive locos, then don't. Maybe in a year or two, when you've seen some good examples of weathering, your locos will be a bit older and you will have had a bit of practice, so you might change your mind. Passenger rolling stock was often kept fairly clean so that, other than a light touch-up of grime and dirt on the underframe, they can be left as is. Freight stock, however, was rarely kept clean, so this is where you can really go to town. Dust, dirt and, perhaps, some rust on the underframe, handles and hinges, etc are a start. You can add some random patches on sides and ends and an overall wash or airbrush of dirt colour all over will make your wagon look more as though it is earning its keep. If you come across a weathered model that takes your fancy, try to get a good close-up photo of it to use as guidance; even at exhibitions, many modellers will be only too happy to help you do this if you don't take too long about it.

Structures also need to be weathered to look realistic. You could argue that the detail, finish and weathering on your structures is more important than your trains because they don't move and, therefore, can be scrutinised more closely. The other point of view is that they are merely a backdrop to your trains and don't really get scrutinised to the same degree. Go with the story that suits you; it's your railway. Either way, structures are good to practise on.

Finally, look around at clubs and exhibitions. Ask modellers how they achieved a particular effect that you like the look of. Most of them will be quite chuffed that you've admired their handiwork and are likely to be helpful.



## The Buffer Stop

Weathering  
Photos by  
Peter Pickering  
& Peter Michalak

Note how the overall dusting (sprayed) highlights the detail on Peter Michalak's T class.



Dry brushed with black and Polly S "dirt" then washed with diluted "mud"



Washed with diluted "mud"



Manufacturer's (Hornby) light spray on lower body & u/frame, etc – doesn't look much but is a noticeable improvement on unweathered wagons.



White powder applied to u/frame & axle box area (also a little black paint).

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Black wash to tone down grey and blacken gaps between planks.



Light grey (almost white) sprayed on lower body and brushed on bogies.



Brown powder emphasises strapping & brake gear.



Abrasive applied to "Wadsworth" followed by brown powder.

## Junction Models – 20 years in business

Brian Woods

When I looked at the calendar at the beginning of this year it dawned upon me that this year, on 15<sup>th</sup> February to be precise, is my 20<sup>th</sup> year in business. The shop started almost by accident on a chance conversation that I had with a past owner of the Mac's Deli on Grand Junction Road. Mike and his wife Debbie had only recently taken over the Deli and he was a train enthusiast. We noted the lack of a dedicated Model Railway shop in the Northern suburbs and both of us felt we could contribute something in this regard. So on 15/2/1990 Junction Models came into existence, initially as a partnership and after a couple of years I became the sole owner.

The shop started well enough with good sales except for the first Friday, took twenty cents for a map (thanks Whib!). Then I acquired a sales assistant, Terry Watson, who stayed until mid 2001. He was of great help when I had a health problem in 2000 and also during the move to the present site on Main North Road in May 2001. The old shop was prone to break-ins and even worse, *Termites!* They were in the floor, door frames, window frames and also started eating the boxes in the store room. One day early in 2001 a customer fell through a bad section of floor: that was the last straw; the poor man's back was nearly ruined. I looked around and found the present shop which was dearer to lease, but was convenient and believe it or not about the same size in shop area. The store room is a little snug, however the excellent bakery next door and the Post Office make up for that.

I have kept the shop more or less on the same course over the years, keeping a variety of products to maintain the interest of customers. The mixture of goods has changed; we still sell mostly trains. I must admit that DCC has been both a blessing and a curse as despite selling reasonably well, the failure rate is higher than for most other lines. Most of the wholesalers are very helpful and can be relied on to fill orders and look after warranty work. As I refuse to deal with people who do not live up to those expectations, I no longer get much trouble in that way. I have been most impressed

with Peco, Athearn, Atlas, Lenz, TCS, Fleischmann, Kadee and Walthers from overseas; Model Etch, Steam Era, Powerline (much improved), BGM and VR Models from Australia. I have a finger in the SAR Model Company, currently being run mostly from my house.

Many of the people who come into the shop, especially for the first time, compliment the amount of stock and the fact that in Adelaide it is probably a unique place. Other shops have come and mostly gone (except for Fred & Graham) with at times too many to sustain in what is a limited market of just over a million residents. Important in my forward planning is attendance at Exhibitions – the major one in June at Angle Park, the Noarlunga and Mildura exhibitions and not forgetting the SARMA exhibitions now at Golden Grove. The Mildura venue is resting for now but the principals would like to do it all again.

Since 2001 I have had the services of Harry Rush, whose encyclopaedic knowledge of railways is always useful and, whose honesty and integrity I rely on. Vic and Irene also do their bit on Saturdays and Fridays respectively.

Last but not least I would like to pay tribute to the various Model Railway clubs, particularly SARMA, for without their members' patronage and help I would not have a shop, it is that simple.

Let's look to the future with confidence. I am happy with Junction Models and with the many friends I have made over the 20 years.



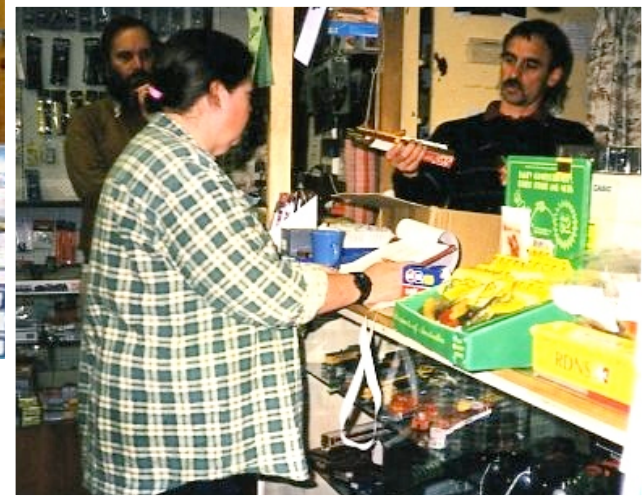
The first shop, 420 Grand Junction Road, Clearview.

## The Buffer Stop



Above: Noarlunga Exhibition; Bill Dick in charge.

## Junction Models 20 Years in Business



Right:

Early days at Clearview: Terry behind the counter; Vikki and David Barnes buying.

## January entertainment display

Paul Mackinnon

At the January meeting I had a display of a few projects I had worked on since the November meeting and over the Christmas holiday season, and also a couple of novelty items I had purchased.

One item on display was an “Underground Ernie,” an 0-4-0 rail inspection vehicle made by Bachmann. It was based on an English television series, but we never saw it here in Australia. Luckily for me Santa (Dad) brought me two for Christmas, so one was left as original, and the other became a holiday project. Harry Rush originally showed us these a few months ago as he had ordered some in because he felt the mechanism would be useful for powering an HO project, but as I’m into On30 I simply modified one by adding KD couplers, windows, a door, a paintjob, steps and handrails, weathering, and an On30 figure, and it was complete.

Another item on display was a ‘Kalamazoo’ (gandy dancer). Whilst perusing my local Hobby Habit store I came across an interesting item in the ‘boat building section’; it was in fact a ‘bilge pump’ but in my eyes I could see it was going to end up as a gandy dancer, so with a bit of modification, imagination, brass tube, a pair of Steam Era axles and some styrene I made it: on one axle is a cam which simply pushes a wire up and forces the handle up. It is designed to be towed behind a moving vehicle and the man actually bobs up and down. A successful demonstration was performed on the night.

Having a fixation for ‘gandy dancers’ I wanted to make a moving model. I found in my local Kmart

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shop, in the toy section of course, there was a radio-controlled car in a 72/1 scale. There were 4 models available made by Micro and named *Pocket Size Radio Controlled Car*, ranging from a Mini Cooper, BMW X5, Pajero Evolution and a Chrysler Aspen. They came with a radio controller hand piece, complete with four button batteries, a car with three button batteries, and a spare three batteries, and all this was for \$7... that’s seven dollars. It was hard to believe you could get all this for such a low price. If you carefully removed the motor from the vehicle, and took the cog off the driving axle, and cut a piece of brass tubing to the right length, you could place the motor within it, and solder another piece of brass tubing to it to support the axle. I took the cog, glued it to a Steam Era wheel, and made an axle using brass tube. Soldered the whole lot together and made a ‘French Fry’ which to me is a driving axle as compared to a ‘Spud’ which is a driving bogie. The whole motor, if worked carefully, can fit between two wheels to become a powered HO axle. I also made a demonstration axle to show the non-believers what can be achieved. Using the functions available on the remote, you can go forward and reverse; unfortunately left and right aren’t an option, however these can be wired up to perform other duties, e.g. another motor, or in this case a rear red led, and a front white led(see next paragraph). Another successful demonstration was performed.

Having nearly completed the gandy dancer on a Saturday arvo I really wanted to add the finishing touch by adding a light, preferably a white led as these appear to be all the ‘go’ for headlights these days. The only problem is, where can you buy

them in suburbia on a Saturday arvo. The local Force was to no avail (which I priced on shopping day after and are available for \$3.50 each), nor was the Electronic Dick, nor was the unhandy Tandy selling them. Not to be out-done I searched in vain until I came across a pack of 24 'white LEDs' for \$4 at the Reject Shop: the only problem is they are conveniently soldered to a board, but they do come with a switch and a battery holder for three AAA batteries, and on the shelf they are called....a torch!

The final project I displayed at the January meeting was what I had done with another pressie from Santa, and that was a Bachmann On30 combine car.

A few months ago Harry had lent me a book showing what an American modeller had done when he cut up his 'Gallopig Goose' and mixed it with a cut-up combine car and turned it into what he called a 'Doodlebug'.

The article was very interesting and I could understand him wanting to cut up the goose and cross breed it with a combine, but as I had no goose I could see no reason to chop up a perfectly good combine – the answer was a Brill car, well as close as I could get to it.

Not being one for highly detailed plans and measurements, nor with the accuracy of the number of windows or rivets I simply kept referring to pictures in a 'narrow gauge' book and with modeller's licence I simply, and I say simply, added a window on each side at the baggage end to become a driver's window and cut in another window on the driver's side, but at the opposite end (as on the combine there are only five). This then gave me six windows on each side.

I got the rasp out and removed every groove of the combine car. I then laid a thin strip of styrene above and below the window for the entire length.

On the front end I cut off the steps and glued them to the rear steps as in the picture I could see that they extended down a fair way. I also extended the drop in the windows on the doors.

I left the length of the chassis as it was, and simply added a styrene frame on the driver's end, then draped it with a thin sheet of styrene and glued it where it joined the body. This gave me the shape for the windows and a slightly curved end (but according to members on the night it doesn't curve as much as the real thing, but my book was only 2 dimensional so I couldn't tell anyway).

At the other end I simply again made a frame with styrene and added it to the end platform and then

sanded the platform to meet the frame and the curvature.

I painted it using Humbrol 101 green, 121 cream, 33 black, and silver. On the roof, I covered the roof with hand towel (as used at most public conveniences), laid it out, and drowned it with superglue. It almost worked, and I almost passed out, but it did give the canvas effect (except for a couple of high points).

For a headlight I cut up an On30 gas cylinder, and for the bumps on the roof, I went to Spotlight and bought two packets of white buttons (the type that are half circles with an anchorage point on the back. I cut off the holes (keep for later – holes are always handy) sanded and glued.

After the whole roof had dried and I had regained consciousness (a few hours) I then sanded the nodules flat on top to resemble the picture. I painted the whole roof with silver.

Windows were just clear packaging – everything comes these days with clear packaging: food, toys, anything and everything; it is always handy to keep.

The radiator was a piece of card with wire wrapped around it several times, then edged with styrene channel; a radiator cap and gauge were made with bits, the cow catcher was seconded from my Bachmann On30 Rail truck (only because I'm hoping a spare can be found), but it fitted just too perfectly not to take the chance on replacement. I also cut up some boxed styrene, as 5 squares appear above the cow catcher.

I then sprayed the whole model with matt black (\$3.50 for a spray can at Bunnings). Stand well back though, and you will get a dirty effect; stand too close and you get a sh\*\*\*y effect (trust me – I stood too close).

The whole project is only a few dollars for paints, a little bit of styrene off-cuts, and the price of the combine – it depends on the scale you're working in.

When I got home, I put the rail-car back on the shelf to admire, and went to put the combine back on the shelf behind it, and thought to myself...it just doesn't look right...

After reading this at the February meeting have a look and see if you can see what happened to it.

Happy Modeling & don't be afraid to 'have a go'.... It might just work out..!

Paul.

[Photos of Paul's work are on the photo page.]

The Buffer Stop  
 Model displays at the January meeting:



Above:  
 Peter Pickering's 1960s SAR freight train.



Left:  
 Whib's rotary wagon dumper.

Below:  
 Paul Mackinnon's modification of an Underground Ernie.



Left Above:  
 Paul Mackinnon's conversion of a cheap radio-controlled toy car into a gandy dancer with an LED headlight taken from a cheap torch. (Headlight and tail light use the no-longer-needed left and right turn buttons on the transmitter.) Button-pressing finger courtesy of Bob the Builder.



Left Below:  
 Paul's conversion of a combine into a Brill.

See pages 19 & 20.