

SOUTH AUSTRALIAN RAILWAY MODELLERS' ASSOCIATION INC.

PROMOTING THE HOBBY IN SOUTH AUSTRALIA



THE BUFFER STOP



Master Modeller 2010

2010 Report
Making a DVD About Trains
Noarlunga Exhibition Report
SwapMeet Report
Riding the Ghan to Darwin
Sydney Exhibition



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 2010 – 2011

Joining Fee:	\$10.00	Country:	\$45.00
Full (age ≥ 18):	\$53.00	Student (full time; age ≥ 18):	\$45.00
Family:	\$53.00	Corporate:	\$90.00
Junior (age ≤ 17):	\$30.00		

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 2010 – 2011

President: Hugh Williams Phone: 8271 5327 email: hswilliams@optusnet.com.au	Layout Director: Dean Schluter Phone: 8336 1802 email: dean.schluter@bigpond.com
Vice President (Special Projects): Iain Kennedy Ph: 0417 844 214 email: sarails@bigpond.com	Exhibition Layout Director: Bob Houston Phone: 8268 7813 email: bobhouston@adam.com.au
Vice President (Administration): Roger Wheeler Phone: 8356 9044 email: rawheeler.grange@hotmail.com	Maintenance Director: David Vander Linden Phone: 0419 847 619 email: david@vanderlinden.id.au
Secretary: Peter Pickering Phone: 8344 7625 email: peterp23@bigpond.com	Social Director: Barrie Mackinnon Phone: 8298 8571 email: barrie@picknowl.com.au
Treasurer: Gordon Chaplin Phone: 8261 7936 email: gordon.chaplin@bigpond.com	Editors: Harry Rush Phone: 0403 815 224 email: jywhittaker@optusnet.com.au
Librarian: Allan Norris Phone: 8346 1742 email: addnor@optusnet.com.au	Chris Marlow Phone: 8362 3484 email: marlowc@internode.on.net

AMRE Representatives: Peter Pickering; Phone: 8344 7625; email: peterp23@bigpond.com
Allan Norris; Phone: 8346 1742; email: addnor@optusnet.com.au

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

The Buffer Stop

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Diary

- Wed 8 Dec:** SARMA Mystery Bus Trip
- Wed 15 Dec: Modelling Night/Layout Night
- Wed 22 Dec: SARMA BBQ @ Dernancourt
- Wed 5 Jan: Modelling Night/Layout Night
- Wed 12 Jan: General Meeting**
Entertainment:
The Master Modeller entrants tell us how they did it.



Down the Track...

- 2011 March 12 - 14:**
Sandown Model Railway Expo
- 2011 March 27:**
Model SwapMeet
Enfield High School
- 2011 April 15 - 17:**
SARMA RailShow
Golden Grove
- 2011 June 11 - 13 Long Weekend:**
Adelaide Model Railway
Exhibition

Because of work commitments, Graham Nixon has had to relinquish for the time being the position of our Archives Editor. Thanks, Graham, for your work during this year. This month we have a guest Archives Editor. Before you turn to Page 6, try to guess who he might be. We thank him for stepping in at short notice. There is still a vacancy for a permanent position.

And so 2010 comes to a close. It's been a mixed year, with good achievements at exhibitions and swapmeets; but there is still frustration that the long wait to obtain suitable clubrooms continues. We will be having some negotiations with the Tea Tree Gully Council in the new year. Certainly, Galvey Hall is becoming too small for the number of people who gather there for modelling activities on Wednesday evenings. Some nights we have one-third of the Club's membership there, working on a wide range of models – in at least 2 scales, too!

Our thanks go to all those who have made contributions to *The Buffer Stop* during the year. This is a larger than usual edition, with plenty of interesting stuff in it, but ... there's nothing about making models. How about making your New Year's Resolution now?

Chris and Harry

Cover Photo:

John Gordon's fuelling facility won the Master Modeller – Tiny Edwards Award at the November meeting. In the foreground is another of his models, a weighbridge. Details: P. 10

The Buffer Stop

SOUTH AUSTRALIAN RAILWAY MODELLERS ASSOCIATION Inc. MINUTES OF GENERAL MEETING HELD AT DERNANCOURT ON 10 November 2010

Meeting opened at 7.50pm by Hugh Williams
Members in attendance: 45
Apologies: 4
Visitors: nil

Minutes of previous meeting: Moved Bob Houston, Seconded Colin Barnes, Carried
Outstanding Actions and Business arising: nil

New members:

Moved Peter Michalak, seconded Andrew Timmins, that Ashleigh Bennett be accepted as a member; carried.
Edward Vardon (accepted last month) & Ashleigh Bennett were presented with badges and membership cards.

Correspondence in:

- End of the Line Hobbies – Voucher
- Telstra – Info Line Message Bank account
- AMRE – October 2010 minutes
- TTG Council (Lindsay Lang) – Building Hire Application
- Noarlunga M R – Right On Track

Correspondence out: nil

Business from correspondence: nil

Finance:

Financial statements presented.
Accept financial report: Moved David Jameson, Seconded Bob Houston

Reports:

Premises – Scouts want \$50K to upgrade premises. Meeting to be held with council to look at options.

Exhibition Layout – Upgrade progressing. Inner converted to dcc thanks to Don Worby, Gordon Chaplin & Bob Fleet.

Royal Show layout – Dean Schluter passing the reins to David Jameson.

Club Layout – nil report

Social – 24 takers for Christmas dinner. 50 for Mystery Trip; to keep costs down, we will be using two self-drive buses.

Buffer Stop – A new archive editor is required due to Graham Nixon's work commitments involving Wednesday evenings.

Library – Refer Buffer Stop

Maintenance – nil report

Bulk buys –

- SEM M and L(sheep) wagons available.
- 200 packets of #158 KDs ordered.

Special Projects:

Swapmeet - 21st November 2010 at Enfield High School Gym. 63 tables have been booked including 3 club tables and 3 commission tables. Moved John Badcock/John Hansford that we take up the Herald newspaper's offer to print "what's on" ad for \$34 (carried). Members needed for set-up at 7.00am, manning club tables, etc – at least ten volunteers received.

AMRE - October minutes available for viewing by members.

General Business:

- Returning Officer appointment changed to Tim Leach due to Richard Ash's need to travel to Melbourne on urgent family matters.
- Request for a volunteer to overhaul some G gauge locos – no takers.

Show & Tell:

- Paul Mackinnon – Scalextric cars and Goodyear blimp.
- Matthew Lavista – G gauge tram, 00 scale LNWR tram, tram book, N scale diesels, 00 scale W1 loco.
- Dane Filander – Stephenson's Rocket and train in 00.
- Edward Vardon – EL loco in green/gold colours.
- Terry Jomartz – K and F class funnel identifiers.
- Alistair Whibley – Pig sheds of a very rural nature in 0 scale or larger (he also explained how the materials were sourced and regaled us with the pig joke).

Break: Meeting suspended at 8.55pm for AGM - see separate report.

Raffle:

Orange D89	John Willmer	Pliers set.
Purple A83	Fred Leaper	Voucher
Blue C94	David Boyce	Couplers
Orange D72	Peter Michalak	Containers
Green B43	Dean Schluter	Knife
Green B17	Bob Fleet	Stickers
Purple A58	Colin Barnes	Coasters

Master Modellers competition –

The two judges, Dean Schluter and Terry Jomartz, announced their decisions and explained how each of the marks had been arrived at. See page 11 for details.

Meeting closed at 9.55pm

The Buffer Stop

SOUTH AUSTRALIAN RAILWAY MODELLERS ASSOCIATION Inc. MINUTES OF ANNUAL GENERAL MEETING HELD AT DERNANCOURT ON 10 NOV 2010

Meeting opened at 8.55 pm by Hugh Williams
Members in attendance: 45
Apologies: 4
Visitors: nil

Minutes from the previous AGM had been posted on the notice board for members to view:
Moved Bob Houston, Seconded Trevor Carter, that the minutes as posted be a true and accurate record; Carried

Reports:

- David Jameson read a prepared financial report.
- Hugh Williams gave an off-the-cuff summary of the club's activities during the year.
- Peter Pickering read a prepared secretarial report.

Election of committee: All positions declared vacant. Returning Officer, Tim Leach conducted the elections.

Nominations:

President – Hugh Williams nominated by Bob Houston, seconded by Dean Schluter

Vice President Administration – Roger Wheeler nominated by Bob Houston, seconded by Chris Marlow

Vice President Special Projects – Iain Kennedy nominated by Tim Leach, seconded by Len Redway

Secretary – Peter Pickering nominated by Bob Houston, seconded by David Jameson

Treasurer – Gordon Chaplin nominated by Bob Houston, seconded by Terry Jomartz

Librarian – Allan Norris nominated by Bob Houston, seconded by Chris Marlow; Stephen Curtis nominated by Dane Filander, seconded by Matt Lavista

A secret ballot was conducted and the successful candidate was Allan Norris

Layout Director – Dean Schluter nominated by Bob Houston, seconded by Terry Jomartz

Exhibition Layout Director – Bob Houston nominated by Dean Schluter, seconded by Terry Jomartz

Maintenance Director – David VanderLinden nominated by Bob Houston, seconded by Chris Marlow

Social Director – Barrie Mackinnon nominated by Chris Marlow, seconded by Peter Pickering

Editors – Harry Rush nominated by Barrie Mackinnon, seconded by Tim Leach; Chris Marlow nominated by Bob Houston, seconded by Allan Norris

Other than the position of Librarian, all nominees were elected unopposed.

Auditor – Terry Jomartz was appointed to the non-committee position of Auditor.

Change of signatory:

David Jameson has stood down as Treasurer and his name will need to be removed as a signatory to SARMA's accounts at Savings and Loans Credit Union, Bank SA, and Lifeplan. The new Treasurer elected was Gordon Chaplin, and his name is to be added as a signatory to the accounts at Savings and Loans Credit Union, Bank SA, and Lifeplan. Statements from the above three financial institutions are to be sent direct to Gordon Chaplin's home address.

The AGM closed at 9.15 p.m.

Compiled by Peter Pickering (Secretary)

CALENDAR RECYCLING

Frugal Freddy

If, like me, you don't chuck your good calendars away at the end of the year, you might like to know that 2011 has the same day format as 2005 and 1994. So if you buy or receive a really good calendar, don't throw it away at the end of the year; hang it up again in 6 or 11 years, depending on how the leap years fall.

A note from Ron Solly: Have a look at the website www.hobbytools.com.au for an extensive range of useful items. They are in Victoria.

The Buffer Stop

SARMA SECRETARY'S REPORT 2009/2010

This club year has been a mixed one, having some highs and some lows. Getting the lows out of the way first, we have not moved into new premises and a few of our members have passed away. The most notable of these was our esteemed life member, Robbie Burford, whose passing came as a shock to all of us.

Our membership has increased numerically but this was mainly as a result of family members being included free of charge. We hope that this will result in a greater membership in the future when some of the youngsters will become members in their own right. The number of prime members has increased slightly.

Our exhibition layout "Florey Springs" was shown successfully at Sandown and Greyhound Park. Part of the layout is being converted to DCC. Apart from enabling owners of DCC to operate on the layout, this will allow a greater intensity of traffic on the inner main.

Our house magazine, "Buffer Stop", has maintained its high standard, partly through the efforts of our editors but also by the supply of articles. I will, however, echo Chris Marlow's appeals for more modelling articles. If you are building a model, take the time to make some notes and take a few pictures as you go.

Numbers attending General Meetings have remained fairly steady and, at Work Nights, numbers have been maintained, if not increased, above the influx that we experienced last year. We are all still hoping that it's not too much longer when we will have the opportunity to move into larger premises.

There is a growing interest in N scale but, they too, are hampered by lack of space within the clubroom. Larger premises will also give the N scalers room to move.

The Swapmeet at Enfield High School Gym last November was another resounding

success. Terry Meads, to whom we owe a debt of gratitude for continuing to run these events, advises that this year's swapmeet at the same venue will be even bigger as far as number of tables is concerned. We have taken over the March date from the Strathmont group to run a second swapmeet. Unfortunately, this event in 2011 will be the last at the present venue due to the impending closure of Enfield High School. Hopefully, we will be able to secure a venue in the new school being built almost "across the road". As well as being a good money earner, this event helps keep the SARMA name out in the open. Colin Barnes' catering group also do a sterling job and make a few dollars as well.

The Christmas dinner, held at the end of November at the Albion Hotel, and the Birthday Dinner at the Windsor Gardens Hotel in March saw most of the usual faces plus a couple of new ones, which is encouraging. The thirty or so members who attend these always have a good time.

The Mystery Tour last December which finished up at The Tram Museum with tram rides and a BBQ put on by the museum members; then the "swindle" (raffle) and more tram rides in the darkness. Barrie does well to keep coming up with these events.

Early September saw the operation of the Grain Board layout which we built five (plus) years ago and it was again well received. It has been calculated that each main-line loco has travelled around 180 actual kilometres and they are showing signs of wear. Thanks to all those club members who did a stint (or several) to keep the layout running, sometimes with a fair bit of water underfoot.

September also saw the 15th *Modelling The Railways Of South Australia Convention* with a SARMA attendance which was even higher than last year.

– Peter Pickering

The Buffer Stop

**From
The Buffer Stop
Archives**



**Guest Researcher:
Don Snow**

50 Years Ago: December 1960

President: Norman Scanlon; Vice-Presidents: Stan Filsell, Don Willshire; Secretary: Don Snow; Treasurer: John Datson; Committee Members: Bob Monk, Bill Coles, Ron Bowes; Editor: Tiny Edwards; Sub-Editor: Trevor Carter.

- **Hints:** A clock hand-puller, obtainable at a jewellery supply store, is a good tool for removing HO wheels, drivers and worm gears from axles. It pulls the wheels by gradual screw action – in fact it is a miniature of the larger pullers used by machinists and garage men.
- **Family Night:** Final arrangements were made for the Family Night...It was decided to obtain mainly cartoons and comedies for the film show. There would be prizes for games and competitions – these would be 2/- (20¢) blocks of chocolate. The Treasurer (John Datson) offered to present a sponge cake, cooked by his wife, for a raffle to be held that night.
- **Clubroom Saga** (even in those days):...A discussion was held regarding the letter from the Woodville Council to inspect the land offered to us.
- With regard to the rumours that our clubrooms and those buildings surrounding – commonly known as “Tin Town” – two reports were given that these were not to be pulled down. A report from one member added that it was said that the place would be repainted.

40 Years Ago: December 1970

President: John Gordon; Vice-Presidents: Trevor Carter, Bill Coles; Secretary: Bob Irvine; Treasurer: Roger Wheeler; Entertainment: Eric Milne; Librarian: Tony Sitters; Committee Members: Hugh Williams, Ray Zeffert; Editors: Peter Fehlberg, Phil Curnow

- **Brinkworth Trip:** Tony Sitters writes “Friday the 13th of any month is supposed to be a day for extreme caution lest trouble cross your path; yet on Friday 13th November 1970, 21 members and friends of SARMA threw caution to the wind ... and lived.” Members who went on this trip included W. Bennett, T. Carter, P. Curnow, P. Fehlberg, M. Hill, S. Hill, A. Kollosche, V. Kollosche, D. Letheby, D.A. Letheby, S. Littlejohns, I. McGregor, E. Milne, G. Moore, T. Sitters, W. Sitters, J. Weston, R. Wheeler, H. Williams and R. Zeffert.
- **Christmas Dinner:** Saturday 28th November saw the biggest roll-up for a dinner for many years. Forty-one members and friends began arriving at the Adelaide Railway Station Dining Room at 6.30 p.m. The show was off to a good start with sherries, etc., but the sight of men in kilts and a few elderly ladies in tartan dresses nearby set the tune for the rest of the evening. Patience had almost run out after the group serenaded their visitors with the bagpipes as they came through the door and when they extolled the virtues of the Haggis as it did a tour of the tables, we had to reply!! A tape recorder soon appeared, and when 526 made a spirited attack on the Lofties near Clapham and double Rxs on the Burra tour whistled loudly before marching out of Roseworthy, our bagpipers soon got the message!

30 Years Ago: December 1980

President: Tony Sitters; Vice-Presidents: Vic Kollosche, Len Redway; Secretary: Noel Potter; Treasurer: Barrie Mackinnon; Social Secretary: Dean Jackson; Layout: David Jameson; Maintenance: Allan Kitto; Librarian: Bill Lewis; Editors: Stan Wilton, Andrew Kollosche

- **Club Trip:** Freight trip on Friday 2nd May to Port Pirie. Be at the Salisbury station by 7.00 p.m. Train departs at 7.27 p.m.
- **Layout Report:** Lots of “making” going on! Stan is making a station building for Strathowie; Pete is making a goods shed for the Port; “Little Al” is making little bits and pieces all over the place; with his chipping of plaster at Strathowie, Dean is making a lot of noise; Ian has been making bits of track more level; while Whib is making a “helluva” mess cutting and chipping almost any bit of wood he can lay his hands on; and John’s worrying over the new wiring diagrams for Warraparinna is making his brow more furrowed!!

The Buffer Stop

From
The Buffer Stop
Archives (continued)



Don Snow

- **The Red River Valley:** Whib's famous layout reported that it had a PX3 doing nothing, and they did not have a UB1 nor a UB1-2 doing something, so the "workshops" were called in to do a little conversion. He then went on to tell – over two pages – how this was achieved!

20 Years Ago: December 1990

President: Roger Wyatt; Vice-Presidents: Trevor Carter, Rob Burford; Secretary: Austin Balnaves; Treasurer: Don Snow; Layout Director: John Willmer; Modular Layout Director: David Jameson; Maintenance Director: Dean Jackson; Social Director: Terry Jomartz; Librarian: Steven Masters; Editors: Brian Woods, Barry Horner

- **Editorial Comment** (by Barry and Brian): ... But times are tough. You know, "this is the recession Australia had to have" ... Have you noticed of late that members are a little more reserved in grasping for that Club-acquired bargain? But maybe it's not all that bad. History has shown that when things get tough, that's when the tough seek a solution. It's a time when the inventiveness of man (person), his/her ingenuity and imagination work overtime and come up with the unexpected. New ways of doing things – Whib's been doing it for years ... box car roofs from Pal tins!
- **Long Tom Carriages:** November construction night saw the commencement of this project. The second night will be held on December 26th (for those with clear heads). At this stage it is also intended to hold a third night in January which will include painting. Any further information should be sought from Rob Burford.
- **Layout Report:** Much work has been done on Narrawinna and Grosvenor, and work has commenced on Warraparinna. All three of these stations will require the scenery to be finalised.
- **"2 Buck Bargains":** An article by Paul Mackinnon on his rummagings around Cunninghams and Cheap as Chips stores, picking up things for \$2 and \$4.99!! – he's been at it for a long time – and still rummaging around 20 years on!!

10 Years Ago: December 2000

President: Peter Carter; Vice-Presidents: John Doherty, Bill Lewis; Secretary: Richard Ash; Treasurer: Don Snow; Layout Director: John Willmer; Exhibition Layout Director: Karlhans Eichinger; Social Director: Paul Mackinnon; Maintenance Director: Iain Kennedy; Librarian: Barrie Mackinnon; Editors: Darren Thomas, Harry Rush.

- **Layout Report:** The ceiling has taken up all our time this month. It started at the last meeting when I was trying to get the wiring for the lights done. The balance of the gyprock was finished off and ready for the painting crew.
- **Vale:** It was reported in the *Keeping Track* notes, penned by John Doherty, that the November meeting commenced with a minute's silence as our tribute to fellow member Stuart Flower, who died of cystic fibrosis at the age of 22 on 16th October 2000.
- **Master Modellers Award 2000:** Judges' awards for this year were--: Master Modeller: Terry Jomartz and Darren Thomas; Highly Commendable Awards: Wayne Avery, Peter Carter, Terry Jomartz and Darren Thomas.

Library Report

Allan Norris

Recent Additions to the Library:

Australian Railway History	Nov 10
A M R M	Dec 10
Dispatcher (SANGS)	Dec 10
Right on Track (N M R C)	Nov 10
Model Railroader	Nov 10
Train Talk (Darling Downs MRC)	Oct 10

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

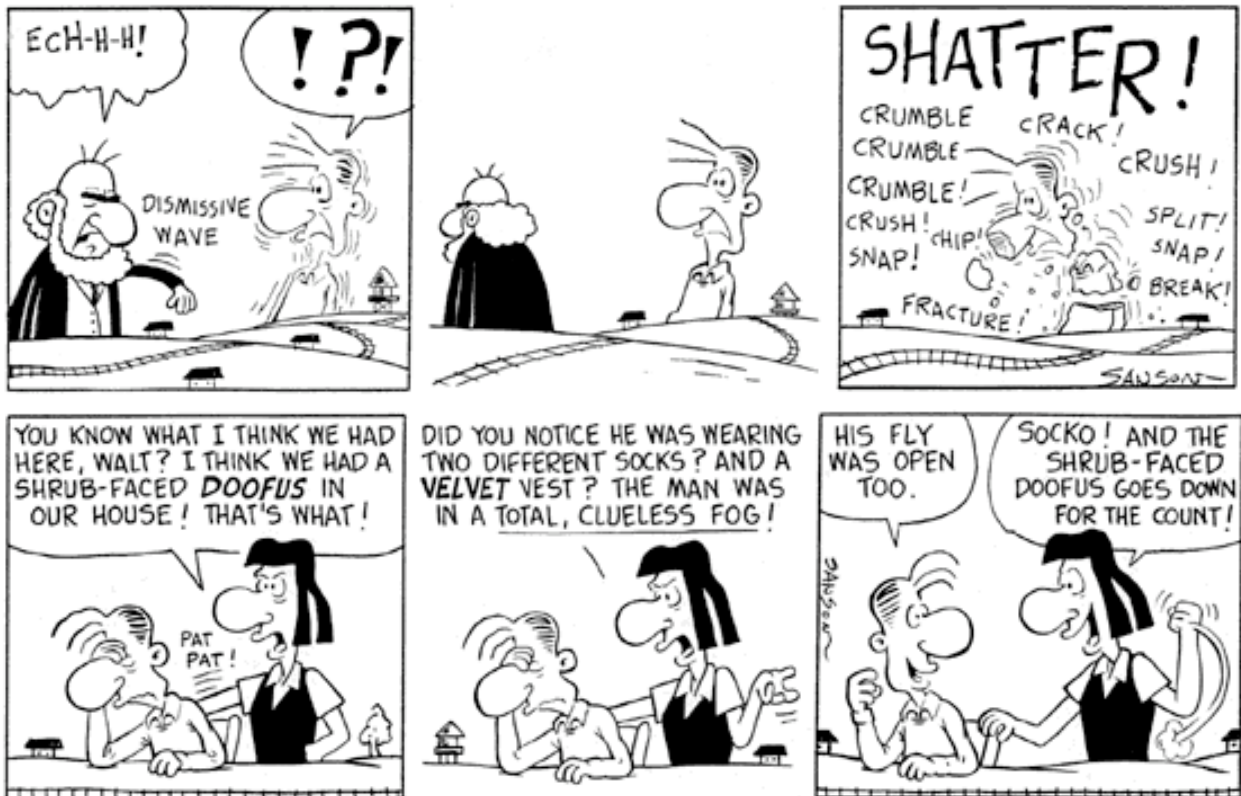
The Buffer Stop



The story so far...



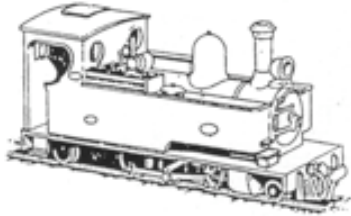
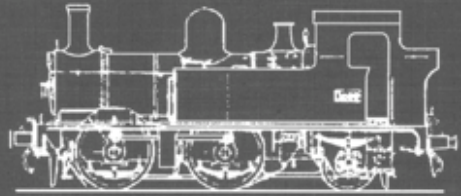
Now, read on...



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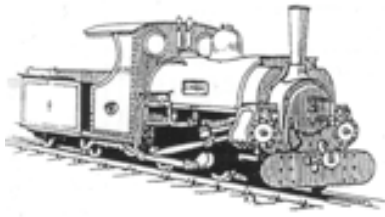
Junction Models

Shop 5, 449 Main North Road, Enfield Plaza, Enfield 5085
Phone 08 8349 7464 Fax 8349 7463
Email: mail@junctionmodels.com.au
Web site: junctionmodels.com.au



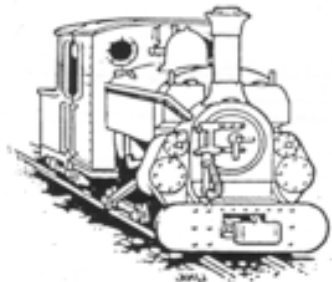
Specials for December 2010.

- Bachmann Train Set "Dynamis Sprinter set" (DCC). \$400.00
- „ „ „ N "Iron Duke or McKinley" 20% off
- „ Branchlines "Robinson 2-8-0" \$230.00 each



- Hornby „ "Eastern Valleys Express" \$255.00
- "Elite DCC" „ \$250.00

Hornby DCC accessories 20% off.



- Magnifier, Large illuminated, multi-position... \$109.00
- „ Junior „ "bendy stalk"..... \$57.50
- Pace controllers-Powered single or dual ... \$179.00
- „ „ - Single Hand held..... \$59.50
- NCE Power Cab DCC \$230.00

Ixion Models On30 Coffee Pot coming soon-place orders now – Deposits taken now!

DCC Concepts- Cobalt Point Motors(Stall type), OO Station Lamps and OO Train Marker Lamps available.

Southline Railway Models Switches (for Peco PL10 point motors) \$13.50

Heljan English Diesel Locos - any one for\$190

Proto 2000 – GP20 similar locos, with DCC & Sound\$320 each.

Athearn GP35 Locos – any name \$105

„ GP38-2 Locos – S/Fe, CSX, CP \$85

„ SD45 Locos - UP, SP, Reading, Southern, Erie, GN, ... \$128.00

„ SW1500 "Southern", "CSX" + "Missouri Pacific"\$145.00

„ N Gauge Rolling stock, big range, 20% off retail.

Wiking Police cars Like VN Commodore \$18 each.

Weico AEC Swift Adelaide bus (1:76 scale) \$60,

„ 1950 Royal Blue Duple bus (1:76 scale) \$72

We stock San Mateo Line signals 12% off retail.

Agents for "MyLocoSound" units for DC or DCC \$69.00(needs decoder for DCC)

Brian, Harry & Vic.

The Buffer Stop

SARMA 2010 Master Modellers

Judges: Dean Schluter and Terry Jomartz

Entrant	Model	Score
David Vanderlinden	Signal Cabin	Highly Commended
Hugh Williams	710 Locomotive	Highly Commended
Dwayne Norris	Shippis	Participation/ Novice
John Gordon	Weighbridge	Participation
Dwayne Norris	RT Railtractor	Highly Commended
John Gordon	Sheep Wagons	Highly Commended
Andrew Timmins	Building	Participation/ Novice
John Gordon	Tank Car	Participation
Matthew Lavista	English Steam Locomotive	Participation/ Novice
John Gordon	930 Locomotive	Participation
Peter Michalak	Superchook	Master Modeller
John Gordon	8300 Brakevan	Highly Commended
Iain Kennedy	HCA Hopper	Highly Commended
Tim Leech	On Hoppers	Novice
John Gordon	Finniss	Participation
Peter Pickering	D Van	Highly Commended
John Gordon	BGB HC Covered Cement Hopper	Participation
Hugh Williams	House	Highly Commended
Hugh Williams	704 Locomotive	Highly Commended
John Gordon	705 Locomotive	Master Modeller
John Gordon	Fuelling Facility	Master Modeller Tiny Edwards Award



The Buffer Stop
SARMA 2010 Master Modellers (continued)



November Meeting Display

For details, refer to the "Show and Tell" section of the Minutes on page 3.



The Buffer Stop



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	\$8.80
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
SEM GY Kit	\$15.00	Packs of 20:	
SEM UB Van Kit	\$21.00	2-56 UNC 3/8" pan head screws	\$4.00
SEM E Wagon Kit	\$22.00	2-56 UNC nuts	\$5.00
		SARMA Shirts (do you have one?)	\$30.00

GENERAL MEETING NIGHTS PRE-MEETING DINNER

NOTE CHANGE OF VENUE AND TIME

Members and visitors are invited to join us for dinner from 6.00 p.m. at **RAGGIES BISTRO** in the Athelstone Football Club rooms, 150 George Street, Paradise, [Note:- Not Gorge Road], each meeting night while we still meet at Dernancourt.

For a look at the menu, visit <http://www.athelstonefc.org.au>

Note:- Ring me on the morning as Raggies Bistro may not open on Wednesday nights in the new year.

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.

Visit <www.sarma.asn.au>.

Send photos to
Peter Michalak.

FOR SALE

L-GIRDER BENCHWORK

Four items, all 40" (102 cm) high

125 cm x 31 cm

227 cm x 64 cm

350 cm x 50 cm

396 cm x 30 cm

Widths can be changed fairly easily.

Contact Chris Marlow

CDT:

- 0350: Wake up
- 0500: Check in at Adelaide Airport
- 0515: Breakfast at airport prices (!\$!)
- 0610: Depart for Brisbane

EST:

- 0810: Arrive at Brisbane Airport
- 0829: Depart on the AirTrain
- 0857: Arrive at Roma Street Station –
and suddenly it was all
worthwhile!



Platform 10, Roma Street, 6 November 2010

974 with a water tanker and six carriages ready for departure to the Sunshine Coast. The colour of the shirts of the Steam Heritage people matched the colour of the locomotive, and made me feel as though I was in the middle of a SANGS convention.

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Buffer Stop Indexes

Buffer Stop indexes have been compiled over the years by three of our members who have now generously made them available for the benefit of other members.

BS Index - 1968 to 2000, by Vic Kollosche and Bill Lewis

BS Index - May 1999 to April 2009, by Don Snow

BS Index - Dec 1999 to Jun 2006, by Bill Lewis

They are available on the SARMA website for downloading. If you want a printed copy contact Barrie for the details.

The Making of a DVD About Trains

John Venning

Last year my son was to get married, and as my skills in the photography field were not the best I did not have a good working camera, and so I set out to purchase a new digital camera. This I did, and when trying it out I found that I could take a moving video. Suddenly I thought "I can take pictures of trains" and so I set out to get a shot of the Indian Pacific and The Ghan at Salisbury.

The first were not the best but after a few were taken I thought what was I going to do with my videos. By this time I had been shown how to put them on to the computer and the next thought was "Well, let's put them on to a DVD" and then at least I could watch them when I wanted to.

Some days out filming have been very good with up to eight trains in the day, and some very bad when I expected eight and due to late running or a multitude of other things only one was recorded in a seven hour day. It's on these days you ask "Why?"

Friends who are not trains fans ask why you do it, and all you can say is "Because."

Some of my better days were:

Friday 26th February at Salisbury:

- 10.45am GSR "Indian Pacific" 6AS8: NR26+DL50; 22. carriages.
- 11.00am Patrick Port Link. "Balco": G103+G110; 38 cars.
- 11.50am GSR "The Ghan".4DA8 Darwin-Adelaide: NR109 + 26 carriages.
- 12.50pm G&W Aust "Stonie." 704+844 ;22 cars.

Friday 19th March:

Unley Park:

- 9.00am Pacific National 5MA3: NR73+NR89+DL41; 58 cars.

Salisbury:

- 10.00am Patrick Port Link. "Balco". Pelican Point – Bowmans; GL108 + 38 cars.
- 11.30am GSR "Indian Pacific 6AS Adelaide/Sydney NR6/DL50.25 Carriages.
- 11.50am SCT 5MP9 Melbourne – Perth SCT001+SCT007; 80 cars.

- 12.25pm G&W Aust.Penrice/Osborne: 844+843+841; 24 cars.
- 12.55pm "The Ghan" 4DA8 Darwin – Adelaide; NR109+AN1;35 cars.
- 1.30pm Pacific National. 6AP1 Adelaide – Perth. NR100+NR51; 65 cars.

Wednesday 31st March, Blackwood:

- 8.15am GSR "The Overland" 4AM8 Adelaide – Melb. NR4 + 7 cars.
- 8.30am Pacific National 1PM5 Perth–Melb; NR63+NR67; 62 cars.
- 8.45am Pacific National 3MP5 Melb – Perth; NR41+NR94+NR98; 76 cars.

Salisbury:

- 11.30am QR National 3MP1 Melb – Perth. QR607+QR6001; 61 cars.
- 12.15pm SCT 2PM9 Perth – Melbourne; SCT012+SCT003; 44 cars.
- 1.30pm G&W Aust "Stonie" Penrice – Osborne. 844+713+843; 25 cars.
- 1.45pm Pacific National 2PA1 Perth – Adelaide; NR5+NR44; 20 cars.

Thursday 24th June, Mitcham:

- 9.15am Pacific National 2PM5 Perth – Melb; NR24+NR27; 52 cars.
- 10.05am Pacific National 5AM3 Adelaide – Melbourne; NR77+XRB551 +NR88+AN11; 54 cars.
- 10.35am Pacific National 2PM6 Perth – Melb; NR55+NR37; 52 cars.
- 10.50am G&W Aust Empty Grain to Pinnaroo: CLP8+CLP14+GM42 +701+2214.
- 1.10pm Pacific National 3PM7 Perth–Melbourne NR60+NR13; 80 cars.



Pacific National Freight. 2PM6 Perth/Melbourne 10.30am Thursday 14th October at Lynton. NR84/Nr52 41 cars.

The Making of a DVD About Trains (continued)

John Venning



Specialized Container Service Freight. 5MP9. Friday 9th July at Lynton: SCT003/SCT014/SCT004; 65 cars.

I went on to the internet and found a program called “Power Director 8” that should allow me to do a better job than the inbuilt program.

So now I was ready to start a DVD on trains and this is what I have been doing for the past twelve months.

I have spent many winter days in the office editing, trimming and modifying the video clips and I still have a long way to go. I am going to split them up and do a DVD of trains in the Adelaide hills and another of trains just on the north line.

Some of my not so good days:

On Thursday 14th October I went out at 6.00am with the expectation of catching eight trains for the day and returned at 3.00pm with one clip at Lynton: 10.30am Pacific National 2PM6 Perth – Melbourne with NR84+NR52 and 41 cars.

As I progressed through the year I found that more information became available and at times I can now include in my DVD information such as the length and weight of some trains. On Friday 1st October for instance at 12.45pm QR National 5MP1 Melb – Perth left Dry Creek with QR6006+QR6009 at 1475 metres in length and a weight of 3096 tons and 63 cars.

At the end of nearly 12 months I had the following information to use in making my DVD:

1. 245 video clips.
2. Just over 6.5 hours of video.
3. 53 days of filming.
4. 14 locations.
5. A total of 397 locomotives.

I have Windows7 on my computer and this had a “Movie Maker” program in it, and so I started to try and make a DVD. This worked reasonably well, but it just seemed to be lacking something. The DVD it produced was satisfactory but not what I thought I wanted.

I have made two completed DVD of about 70 minutes each, and a third is nearly finished. I have sent copies to several friends around Australia whom I have worked with over the years who also had an interest in trains, and three of our club members have a copy.

If any club member would like a copy of Volume Two please let me know at the next meeting or email me at jcbmvenn@adam.com.au and I will get a copy to you.

The DVDs are not 100% commercial quality but I find them satisfactory and enjoy them. I have had good comments about them but then some people may just have been nice to me; however my offer stands if you would like a copy.



QR National Freight. 5MP1 Melbourne/Perth Friday 17th September at Lynton: QR6006/QR6009/LDP001; 74 cars.

Noarlunga's October Exhibition

Matt La Vista

I was fortunate enough to be able to attend the Noarlunga Model Exhibition for the first time on the weekend of the 9th - 10th October. With the June Exhibition at the Greyhound park being the first Model Railway event I had been to in over a decade I was interested to see how well a smaller show would measure up.

I was pleasantly surprised to see that there were no less than 36 tables and exhibits, many of which I had not seen before. As expected, there was quite a lot of variety among the operating layouts – a mix of the usual Australian/American/British themed HO/OO, plus the smaller and larger scales.

It was good to see the layouts I had been impressed with back in June – SANGS' "Portland" with its vast visual appeal and long train running showing off the best of N scale, the spiral "Hide Away" with kitbashed SAR locos, "Across the Pacific" 3-rail O gauge and of course Peter Michalak and Co. with "Liralau."



Those layouts which I had not seen before were a varied and happily very different bunch. Starting off with the tiny Z gauge "Goppingen & Durnau," watching it up close it is amazing to see the wheels and valve gear on the steam engines moving at speed – running beautifully on the well aligned track so very necessary for this scale. Also of interest – perhaps more so! – was the unusual propeller-driven car.

An instant favourite was the "Kangaroo and Cockatoo Railway," in G scale narrow gauge (1:22.5).



As a fan of British and Australian narrow gauge lines – from the famous Welsh lines such as the Penryhn, the Ffestiniog and the Corris to the Puffing Billy, the Emu Bay Railway and many more – it was very impressive to see a layout that seemingly combined the two in character. The rolling stock was a great mixture of typical narrow gauge locos, not the polished ones of the big railway but those of the make-do-and-mend little lines, full of charm and very pleasing to the eye! I was particularly happy to see locos such as the K Garratt; indeed all that seemed to be missing from the collection was a double Fairlie! Adding to the appeal were the little additions that fleshed out the scene and made the feel of a genuine logging line.

From narrow gauge to something British: two Hornby Dublo layouts (2 rail and 3 rail) displayed by Bernie Dickinson. I had the privilege of enjoying a good 30 minutes chat with Mr Dickinson- a gentleman who knows a thing or two about steam locos – especially British ones! What caught my eye almost immediately was his kitbashed and very impressive model of the LMS "Turbomotive," the famous turbine-driven one-off designed by William Stanier. Rare enough to see one in regular OO but to see it done with 40 year old equipment is doubly impressive. Add also the kitbashed LNER teak coaches, fully articulated. Their smooth running around curves with almost no "daylight" between the coaches was worth noting; a shame that Hornby has not produced a similar set using its modernised teak coaches.

More OO: the simple and interesting "Hump Shunt." Watching an ex-Great Western loco shunt and rearrange trucks up and down automatically showed the appeal of small shunting layouts.

One that seemed like something I might have put together was the Ready to Run Model Railway Group's "Ready to Run." I say this because they have no period or setting in particular: they run and display anything they feel like! So you can watch a German streamliner pulling American coaches while a British diesel rumbles by – purists beware! It's a layout that won't appeal to everyone but shows that model railways are not just about putting a specific scene together but also about fun (which a few modellers could definitely stand to remember!)

The same could be said for "The Enchanted Wood," one that I definitely did not expect. A Lego train layout inspired by Shirley Barber's story books, with forest animals and their dwellings, including a working merry go round, it is a visual treat and attention grabbing. Though definitely unconventional by regular modelling standards it is definitely not boring and proves the fact there is something for everyone in our hobby.

From SARMA's own Paul and Barrie Mackinnon came the Thomas-themed "Magic Mountain" in G scale. Percy and Thomas rumble around the station with coaches or trucks, which caught the attention of the children attending very well. The display was



filled with Paul's work as can be expected; the now famous station lights from cheap shop tealight candles a particular highlight!

A quick mention of the "Australia on Track" layout in HO: as a solely diesel layout it was not an eyegrabber for me, but the design work and the long trains being run were still worth a look. Watching the "Malu Downs" 1:32 layout was a great way to spend some time looking at all the little cameos. "Mixtup Railway" in N would be a good encourager for people who say they have no room for a layout: if you can fit a coffee table you have plenty of room then!

The "TramsAdelaide" layout by the Adelaide Model Railroad Operators was pretty and the trams were great, but the running was too fast: I watched the "Flexity" going round at breakneck speed with the model whining away.

The "Adelaide Freight Terminal" in N was an attractive detailed representation, but could have done with more variety in its trains; and



the same could be said of HO scale "No Such Place." But I did get some ideas as to how to operate our own N-scale layout at the forthcoming RailShow.

So, I can safely say that I enjoyed myself at a first rate show with effort clearly put in by all – and you definitely got your money's worth. Add to it the traders and you have a great time for any modeller. I look forward to being a part of the SARMA version in April!

16th Annual Swap Meet Report 2010

Terry Meads

Held on 21st November at the Enfield High School, this was the most successful swap meet (regarding traders) we have had since we started this event 16 years ago. There were 37 traders using the whole floor plan of 67 tables. 9 stallholders had 3 tables each, 10 had 2 tables each with 20 singles. With very late enquiries for 8 more trading positions, I was able to fit in 2 of them. There were also the usual requests from regulars to expand their stalls, 2 of which were accommodated at the late fee of \$25.00. This resulted in another \$100.00 for the club.

As usual we advertised in the Saturday paper for 4 Saturdays leading up the event. This year we also advertised in the Weekender Herald, a hills newspaper. We also had flyers in at least 17 hobby/toy shops, along with flyers taken to previous swap meets during the year.

I was informed that Peter P started another survey to find out how people knew of the event. The results of the survey may be elsewhere in the 'Buffer Stop.'

Having a slight problem with odd size tables when we arrived at 7am last year, I requested Peter to inform me of the actual tables delivered on Friday morning. This proved a good move, as 18 of the tables required were only 7 footers!! This, initially, left us 18 feet short of trading area. The hirers were informed that we guarantee 8 foot trading areas, and after a number of calls, they delivered 4 ten foot tables in the afternoon. This gave us enough time to work out combinations to supply 8 foot areas. After spending some time on Saturday morning working on the floor plan, I was able to include requests for extra tables after yet more calls! At least we are on the right side of the extra \$100 mentioned above.

Again comments to me concerning the venue were very favorable, although one or two of the die cast traders informed me of disappointing sales!

Hugh was happy with sales of the "club purchased" collection.

In closing I would like to thank all members for their help in preparation for the event (flyers and table set-up), especially Peter P (who had to go back to the hall to accept extra tables, also suggestions on table size combinations). Also the caterers out the front, who, judging by the numbers of people with food, must also have had a successful day.

Once our new treasurer Gordon has become familiar with the system, I'm sure we can expect some favorable figures from the swap meet?

After the March swap meet, we are not sure, at this moment, if we will have a venue for the November event. After the swap meet I went past the site of the new "Super School." I could not stop to photograph but was amazed at the massive area of buildings that are being prepared. Of course I was not able to determine the position of the new gym hall!



Steve, Matt, Barrie, Jeremy and Peter are here to help you.

The Buffer Stop

Swapmeet Scenes

Photos by
Terry Meads



SWAPMEET SURVEY

Peter Pickering conducted a survey of attendees at the swapmeet, asking them how they became aware of the swapmeet.

Flyers	40%
Advertiser What's On	15%
Friend or family	12%
Banner (corflute) at venue	10%
Posters in shops	8%
Buffer Stop	5%
Stall-holder	3%
Rail page & NMRA email	3%



The Ghan to Darwin (Version 2)

Chris Marlow

This is my account of our recent journey on the Ghan to Darwin, in Gold Class sleeper. For a fuller and much more interesting story in Red Class sit-up, see Colin Barnes' article in the April 2008 issue of The Buffer Stop.

Departure time was 5 minutes late at 12.25 p.m. on Sunday 26th September. NR75 was in sole charge of 25 carriages and 2 car carriers. One carriage was a converted Bluebird car now named "Sir John Forrest," up in front of the Platinum Class cars. Glenys and I settled back in our cabin in Car K, and watched the world go by; also a couple of freight trains and the IP from Sydney on their way into Adelaide. We were held at Coonamia for a while, waiting for a freight train to clear the section ahead.



At Stirling North we saw the Pichi Richi line as it joined us, of course unaware that the following weekend SARMA's sadly missed member and friend Rob Burford would be having his last train ride on it.

As we approached Spencer Junction, the loudspeaker announced that we would be having a brief stop there and "our sole driver from Adelaide will leave the train and two crews of two will come on board to take us on to Alice Springs."

After our evening meal in the dining car – excellent food and service – we found that our cabin had been converted to two bunks. A problem arose in our Car K: the compressed air that pressurises the water for flushing the

toilets failed. The technician located a tripped circuit breaker and reset it, commenting "I hope this isn't a sign of an underlying problem!" but it didn't happen again.

At Tarcoola at 2233 I saw us swing away from the Perth line, 10 minutes late, before trying to get to sleep. Not easy the first night, but eventually I got accustomed to the motion of the carriage and went to sleep. For some reason there is a scheduled 2 hour stop at Manguri, in the middle of nowhere. The stillness woke me up, and I didn't get back to sleep until we started moving again.

Dawn found us between Cadney Park and Marla, in country with no sign of human activity except for an occasional windmill or communication tower. There was some water in the Finke River after the recent rains.



Arrival in Alice Springs was 4 minutes early at 1341. There is a 4 hour stop there. Glenys's sister and her grand-daughter looked after us and showed us the sights. We were able to get to the Old Ghan Museum at Stuart, and see what it used to be like on the trains.



The Buffer Stop

The Ghan to Darwin (Version 2) - continued

Chris Marlow

Departure from Alice Springs was 2 minutes early at 1758. AN3 had joined NR75 up front. On the second night we slept better and didn't even notice another scheduled 2-hour stop, this one at Tennant Creek.

We arrived at Katherine on time at 0900 for another 4-hour stop and went on a tour and boat cruise in Katherine Gorge. On the way there we saw a fenced-off crater in a paddock, with a sign "WW2 Bomb Crater." The Katherine Gorge tour was fascinating. The gorge is in a number of sections separated by rock walls. Our second boat was moored alongside its rock wall which extended about 4 metres above the water. I wondered how they got the boat there – helicopter? assembled there? Well, no. At the start of the wet season the water level rises till they can float the boats down to Katherine for maintenance; then towards the end of the wet season they tow the boats back over the rock wall into their section again. You can't imagine how much water they have to spare up there!



A southbound freight train pulled into Katherine shortly before we left. Departure from Katherine was 2 minutes early at 1258 and we headed into tropical country. There are traces of the old NAR visible at Adelaide River.



December 2010

There was a complete power failure in all the carriages for a while: the lights, the air conditioning and the doors between the carriages all stopped working. The problem was caused by our Car K again: its air conditioner had shut down the lot. Eventually power was restored, except for the air conditioning in Car K (a sealed metal box, in the tropics!), so we went into the adjacent Lounge Car until it was fixed.

Arrival in Darwin was half an hour early at 1700 on Tuesday 28th September. The heat and the humidity are very noticeable when you step out of an air conditioned train. There's an asphalt roadway alongside the passenger track, and buses picked us up outside our carriages and took us to the terminal building, where we collected our luggage before being taken on into Darwin. (One of the buses was the one that had taken us to Katherine Gorge that morning!) Along the way into the city there are still places where you can see the old NAR rails alongside the road.

Even though you could fly a quite a distance around the world for the same fare, it really is a worthwhile experience. The food and the service can't be faulted. Just try to avoid Car K if you can.

In Darwin, near the Cenotaph, there are plaques commemorating the units of the Australian, USA and Dutch forces which took part in the defence of Darwin. One plaque commemorates the workers on the North Australian Railway.



21

Slotts In Sydney 2010

Dean Schluter

During September and October I joined my friend Jan in Sydney, dog and house sitting in Woollahra near Bondi Junction for four weeks. This gave me an excellent opportunity to look around Sydney, and a holiday within a holiday to Katoomba.

The third day there Bob Gallagher (AMRM) kindly picked me up to visit his own, Es Davies and Ian Dunn's (not the tall Ian Dunn) layouts. All of course were of NSW prototype but there was a small amount of SAR rolling stock here and there. All layouts were DCC controlled and all were in the construction stage. I don't feel so bad that my layout is in a similar state, and it was good to see home layouts of people who have been in the hobby for many years. I thank them very much.

On the Labour Day long week end I visited the Sydney Model Railway Exhibition, a very large Exhibition held in the Whitlam Leisure Centre at Liverpool. There were 87 layout and commercial stands – even our friends from Orient Express had their stand there. There were many high quality layouts on display. Most scales were represented: 15 of HO, 9 of N scale, 4 of G, 2 of O, and 1 of 4 mm, including a highly detailed G gauge layout *Deadtree Junction*, a beautiful model of Sydney Central Railway Station in N scale complete with red rattler rolling stock, a picture of which adorned the front of the glossy cover guide.

The largest layout, by Coffs Harbour Railway Modellers, is impressive in its size and design, being constructed with 25 x 50 mm aluminium with wood risers and track bed; the legs, back board and fluorescent lighting valance being permanently attached. There are fourteen 2400 mm x 750 mm modules with 2-track main line and a continuous branch with shunting stations. The back boards being high form a room in the centre of the

layout with a window each end. In this room there are two huge set-up yards lower than the main lines. They feed the layout by entering between the two mains from a tunnel at each end, very clever – no crossing of the mains necessary. The layout is DCC with radio controllers; operators walk around the outside following these trains. The cost for the special trailer and aluminium frame work for the layout was quoted to me as \$11,000.

To get around Sydney we used public transport, although we had the use of a Mercedes or Audi TT. I was too chicken to drive any where but the quiet back streets, quite frankly I don't know what the NSW mob are complaining about with their trains etc, There were good regular services wherever we went. For example a train leaves Bondi Junction off peak every 10 minutes. For \$2.50 each we could travel on train, bus or ferry all day; it cost only \$2.50 from Bondi Junction to Katoomba, and if we wanted to, we could return that day. Sydneysiders should come over here to see how lucky they are.

I would like to thank Gordon Chaplin, Don Worby and Bob Fleet for carrying on with the conversion of the Exhibition Layout to DCC; in my absence they achieved their tasks in spite of my instruction sheets.



Ian, Bob and Es.

The Buffer Stop

Slotts In Sydney 2010 (continued)

Dean Schluter



N scale Sydney Central



Tunnel entry to the layout from hidden make up tracks

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Web: www.endofthelinehobbies.com.au

74 Ocean Street, Victor Harbor

Wednesday thru to Sunday

10:00am to 4:30pm

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So it's nearly Christmas. Worried what to give your partner or your loved ones this year? Why not fill them with cheer from one of our suggestions, items they will love and cherish for years to come.

USA prototype collectors will want their stockings filled with one of these! Athearn Union Pacific "Big Boy" 4-8-8-4 with DCC & sound @ \$599.95 or analogue DC version (no sound) @ \$499.95. Put in an Athearn Union Pacific verandah turbine with tender @ \$295.00 or without tender @ \$239.95.

How about an Athearn Union Pacific F3A and F3B diesel set, both units powered and both with DCC & sound @ \$481.00 the set. What about a Broadway Paragon T1 4-8-4 Reading with DCC & sound and smoke @ \$415.00 or a limited edition Con-Cor Burlington Zephyr "Silver Streak" 3 car diesel railcar set, DCC ready @ \$550.00.

A Rivarossi Allegheny 2-6-6-6 with DCC & sound @ \$749.95 or a New York Central Hudson \$4-6-4 @ \$379.95 may fill their needs too! This is just a small selection of what we have in steam and diesel locomotives. Lots of US freight wagons, MOW wagons and passenger coaches, all in various road names too!

If Australian outline is their choice, what about gift wrapping an Austrains NR84 or NR85 "Southern Cross" in Southern Spirit green. Or one in Pacific National blue and yellow with stars, National Rail orange & grey, Sea Train blue, Steel Link grey or Indian Pacific blue liveries @ \$275.00. Perhaps an Austrains DL in AN green & gold, National Rail or Pacific National @ \$260.00 is their fancy.

For steam lovers a Eureka 38 class 3801 or 3830 4-6-2 in NSWGR green with DCC & sound @ \$729.00 or a weathered AD60 Garratt 4-84 + 4-8-4 DC version @ \$854.00 would really make them smile. Or a Victorian C class diesel DC in VR blue or V/Line grey & orange @ \$195.00.

If wagons are the go, packs of 3 VR B vans or I/IA open wagons @ \$88.00, NSW NLKYs in SRA red, PTC blue, National Rail grey, Sadliers Transport green and Pacific National are available @ \$239.95 for a 4 wagon set.

Lots of kits to build including the new Steam Era Victorian QR wood sided open bogie wagon @ \$38.00, the VR Products Victorian SC/VFFX cable wagon @ \$24.95 and the original version of the SAR 8300 brake van built in 1947/48 @ \$74.95.

For those partners who love their British, they will love all the new steam and diesels with DCC & sound. What about a Hornby BR A4 Sir Ronald Matthews 4-6-2 DCC & sound @ \$479.00 or the LNER A4 Herring Gull 4-6-2 DCC & sound @ \$499.95. Always a BR Duchess class 4-6-2 City of Sheffield DCC & sound @ \$479.00 or one of the BR Black Fives 4-6-0 DCC & sound @ \$479.00.

For diesel lovers try a BR class 08 0-6-0 diesel shunter DCC & sound @ \$399.00, a BR class 20 diesel shunter DCC & sound @ \$429.95, a BR class 50 diesel Valiant DCC & sound @ \$454.95 or an EWS class 60 diesel Hundred of Hoo DCC & sound @ \$449.95.

This is just a small selection of what we have in steam and diesel locomotives. Lots of freight wagons, MOW wagons and passenger coaches too!

And for other stocking fillers what about a Paasche double action internal mix airbrush set @ \$145.00, a 20 piece mini drill set @ \$14.95, Xuron track cutters @ \$24.90 or a metal scale ruler, OO @ \$18.50 and HO @ \$19.95.

And if you really want to impress them what about a DCC system? NCE PowerCab high end starter sets @ \$210.00, Power Pro 5amp systems @ \$550.00 or wireless Power Pro R radio dcc system @ \$710.00. If Lenz is your preference a Set 100 @ \$499.95 or Set 90 @ \$399.95. And if they are really difficult, perhaps a gift voucher instead.

Don't forget your SARMA membership gives 5% off these prices and a further 5% to the club. Come and see us at End of the Line Hobbies, 74 Ocean Street, Victor Harbor and chat with Paul or Rodney about all your Christmas needs!

The Buffer Stop
PORTER LEIGH'S PUZZLE LAND

Porter Leigh lives in Puzzle Land where life isn't meant to be easy.
Can you help him by solving these puzzles? - Answers at bottom of page.

Loco motion

When a loco is in motion, does the upper part of each wheel move faster than the part of each wheel nearest the ground?

Since a wheel is a solid object that revolves around a central point, any two points on the wheel, each of which is the same distance from the hub, must move at the same rate of speed. If, in fact, both points move at the same rate of speed, then they should cover the same distance during a given period of time.

How then do you explain the fact that when you look at the spoked wheel of a passing loco the spokes in the upper half of the wheel seem to be blurred while the spokes in the bottom half can clearly be seen and even counted if the loco is moving slowly enough. Is this an optical illusion, or is the top half of the wheel really moving faster than the bottom half?

What do you think? Do points marked on the top and bottom of a wheel, travel at the same rate of speed, or does one of them travel faster than the other?

Tremendous

Hans Uppe, the one armed gardener, has decided to beautify the Arthurtown station area and has planted many trees. He used, among others, two varieties of the Igro shade tree species being the Igrofasta and the Igrobetta. Both grow to a height of 55 feet. The Igrofasta, however, grows at a rate of one foot in the first year, two feet in the second year, three feet in the third year, etc. The Igrobetta variety grows in such a way that its height increases by three feet in the first two years, by six feet in the second two years, nine feet in the third two years, etc. They both germinate (from zero height) at the same time.

Which of the two will be fully grown first?

oooo OOOOOOOO - OOOOOOOO oooo

Q: What kind of train has no wheels? A: *A train of thought.*

Knock, knock.....Who's there?.....Buster.....Buster who?.....Buster school please.

Porter Leigh's Ponder Line:- *If a stealth bomber crashes in a forest, will it make a sound?*

Answers to last month's puzzles

A 'curly' one. Since the roadbed ascends at a fixed rate of one in ten, when the gandy dancer reaches the top it has gone a distance of ten metres.

Holiday recoal-lections: If a loco takes x minutes to recoal and depart again, the fraction of the hour during which it is recoaling is $x/60$. If Arthur goes up to his room during this time, he will next see a loco departing. If he arrives outside this fraction of the hour, the next event he will observe will be a loco arriving. But the chances of his getting to the window at a time when the loco is recoaling are $x/60$. Since, on average, out of every 12 locos he sees only one departing, his chances of observing a departure are $1/12$. This must equal $x/60$. Therefore, $1/12 = x/60$, so that $x = 5$. Thus the loco takes five minutes to recoal and depart again.