



**Rx 207 on the Turntable
at Strathalbyn**

**Florey Springs in Semi-retirement
AMRE Greyhound Park Report
A Trip to the Seaside
Clubroom Extension Building Proposal**

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 <petermichalak1987@gmail.com>

“Buffer Stop” Contributions

Email address: <peterp23@bigpond.com>

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.

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

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Diary

Wed 6 July	Modelling/Layout night
Wed 13 July	General Meeting Entertainment: tba
Wed 20 July	Modelling/Layout night
Wed 27 July	Modelling/Layout night
Fri July 29:	Noarlunga Swapmeet
Wed 3 Aug	Modelling/Layout night
Wed 10 Aug	General Meeting Entertainment: tba
Wed 17 Aug	Modelling/Layout night
Wed 24 Aug	Modelling/Layout night
Wed 31 Aug	Modelling/Layout night



Down the Track...

September 10:
Modelling the Railways of
South Australia Convention

September 2-10:
Royal Adelaide Show
Grain Board Layout

November 20:
SARMA Swapmeet
Windsor Gardens Vocational
College Gym, Danby Avenue

AMRE Show Award Winners

Rod Buford Trophy (by club judges):

- 1st Wellingford and Bakewell Bridge by Gavin Thrum (BRMA)**
- 2nd Kangaroo and Cockatoo Railway by Vern Cracknell**
- 3rd Generica by SANGS**

Public vote:

- 1st Wellingford and Bakewell Bridge by Gavin Thrum (BRMA)**
- 2nd Australia on Track by Doug Paterson**
- 3rd Florey Springs by SARMA**

Cover Photo:

On May 28th, a group of 20 SARMA and family members took a bus trip to Goolwa and other places in the vicinity. Another group, comprising Steam Ranger members (which include many SARMA members), took a steam train trip from Goolwa to Strathalbyn and return.

The cover photo is of Rx 207 on the turntable at Strathalbyn.

As a passenger on the train, Peter Michalak was able to get this shot.

Editorial

Welcome to the July issue of Buffer Stop. I appreciated the words of encouragement that I received regarding the June issue, my first. I just hope that I can complete future issues in a lot less time than the first. If one day you find me sobbing in a corner praying for the return of Chris, you'll know that I failed.

Most readers will know that, for at least four years, we have been in anticipation of moving to larger premises which, apart from being further from the city than our current ones, appeared to be ideal. Rather than wait any longer for the present occupants to get a very large sum of money dropped into their laps, you may/should have read that we are proceeding with an application to double the size of the existing shed. Our president, Hugh Williams, is to be commended for his efforts to progress this activity. He also discovered that the present occupants of the premises in Banksia Park have now applied to renew their lease; this vindicates our present activity and may make the process through council a little easier.

As I write this editorial, a task which will probably continue right up to the publishing date, the AMRE show at Greyhound Park has just finished. It was quite successful for the number of customers it attracted and the quality of the exhibits. Florey Springs showed its tiredness but not excessively. It received a certificate for third place in the popular vote. Congratulations must go to Gavin Thrum and the British Railway Modellers Association (SA) for producing "Wellingford and Bakewell Bridge" which won both the judges' and popular votes, deservedly so.

I mentioned last month the subject of excluding financial and some other matters from the Buffer Stop. Some of those other matters include the location of layouts, equipment, etc. and the movements of their owners. For instance, if someone (member or not) has models for sale, it would be very unwise to provide his address and the times when he would be away from home. For this and other reasons, you may notice that the General Meeting minutes

have had the word "abridged" added to the title. This is to make it clear that there is or a difference between the official minutes and the version in Buffer Stop.

In the middle of June, I received from John Venning a photo of a current diesel train; you'll find it on page 11. The most significant thing was that he supplied a comprehensive description for a caption. I appeal to any member who has good photos on any subject of interest to send them (or it) to me as early as possible and provide any available data that you have. It makes the photo much more interesting to know, as far as possible, what you are looking at. In the unlikely event that you send too much data, I can always reduce it but, if there's not enough, I cannot make it up.

Getting further into June, this edition was looking a bit thin but, about a week before the deadline, up popped articles from Dean and Matt plus a swag of pictures from several members. Now I'm in the envious situation that I will have to hold back some material for a future issue. Articles will always have preference, especially if they are topical.

Please send me any material that might be of interest to our members. We are always short of modelling articles (ring a bell, Chris?).

Ideally, the text should be just plain text; no embedded pictures - they either don't transfer or they jump around. Provide the pictures separately and the captions also separately; make sure that the caption refers to the photo file name. In Publisher, text, pictures and captions need to go in separate boxes. If you want a picture to go in a specific place in the text, just put a little note in that part of the text using a contrasting font - large italics are just fine.

Please feel free to talk to me about what you want to put in Buffer Stop; it's your mag.

Peter P (Ed)

NOTE: Page 2 omitted on electronic copy.

The Buffer Stop

ABRIDGED MINUTES OF THE GENERAL MEETING HELD AT DERNANCOURT ON 8TH JUNE 2011

Meeting opened at 7:45pm Chairman Hugh Williams

Members in attendance: 45 (including Peter Carter was in Adelaide for the AMRE Train Show)

Apologies: 6

Minutes of previous meeting: Moved Trevor Carter, Seconded Dean Schluter, Carried

There were no outstanding actions or business from the minutes.

At this time the chairman informed the membership of the passing of Harry Rush. Harry passed away during the early hours of Friday 20th May 2011 after a sudden illness. His funeral was well attended by a large number of SARMA members. This month's BufferStop has a tribute to him.

Correspondence in:

Account from Telstra for the message bank line.

Account from Kanga for the Birthday Trip bus hire.
Sierra Publishing advertisement for a new book titled "Rails To Old Walhalla"

Membership application from Paul Farr of Jamestown.

Correspondence out: nil

Business from correspondence:

The application for membership Paul Farr was discussed and a motion to accept him into the membership was moved by Richard Ash and seconded by Don Worby. The motion was carried pending payment of the appropriate monies. The secretary will notify Paul.

Finance: The financial statements for the month were presented. The members present were given the opportunity to field question.

A motion to accept the financial report was moved by Gordon Chaplin, Seconded by Peter Pickering. Carried

Reports:

Premises – Hugh Williams provided a preliminary plan to the members and explained that the proposal will go to the Tea Tree Gully council in the next week or so. The proposal will include our own terms regarding length of tenure and rent costs. Hugh also reported on his investigation into the parcel of land in Wingfield. It was suggested that the site will be too remote and is a haven for undesirables. There are also no services such as water and electricity. It was decided to continue with the current process but if anyone else found a suitable site

they should bring that to the committee for investigation.

Exhibition Layout – Bob Houston reported that the layout is packed in the trailer and ready for its final public showing. The latest version of the roster was posted on the notice board, complete with hastily added changes. Those with their names on the roster were asked to note when they were to be running. Bob also called for helpers for Friday to set up the layout at the show.

Royal Show layout – The rolling stock is still being re-painted and Len Redway has volunteered to help with some sprucing up of the scenery.

Club Layout – Nil

Social – Barrie had nothing to report but there was mention of plenty of video and still camera footage of the Day Trip to Goolwa and Clayton Bay.

BufferStop – Peter Pickering called for more articles and pictures.

Don Worby has volunteered to compile the 40 years ago section of the "From the BufferStop archives"

Hugh then called for a volunteer from the membership to take on the second editor's position since the passing of Harry Rush.

Library – John Venning's DVD's of railway photography have been added to the library.

Maintenance – The spider problem will be addressed with some insecticide bombs over the coming weekend. Members were reminded to be careful when poking around in nooks and crannies.

Bulk buys – New into the shop are DVD's of prototype Narrow Gauge Steam in SA. There are also plenty of the new "whisker" Kadee 158 couplers and bogies of various persuasion.

Iain also responded to a question regarding the documentary filmed at the 2009 RailShow. The DVD is due around August this year. Names will be taken closer to the date.

Special Projects: No special projects under way at this time.

Swapmeet – Terry Meads needs some assistance for the November swapmeet so Peter Pickering will step in to take on some of Terry's normal duties.

RailShow - Nil

AMRE – Those members attending the upcoming show were reminded to bring a mug or cup of their own for coffee or tea or they could continue to add to their collections of AMRE mugs.

The Buffer Stop

ABRIDGED GENERAL MEETING MINUTES (continued)

There will also be a book at the show for people to sign in honour of Rob Burford. Rob played a large part in the organizing of the show for many years. Peter Pickering encouraged members to attend the Sunday night dinner as Lesby Burford will be presenting the inaugural "Rob Burford Award". The club is usually not very well represented at the dinner.

General Business:

Barrie Mackinnon reminded those members that have not yet paid their annual fee that this will be the last month they receive a club magazine.

Show & tell:

Peter Carter presented a couple of 720's on Athearn Genesis chassis along with a BGB resin bodied 900 riding on a Proto 2000 PA1 chassis, complete with DCC and fibre optic lighting. He also displayed two prototype bodies of 520 class locos of the SAR. The body will be polyurethane and destined to go onto custom designed, Nigel Gardner manufactured chassis. The engineering for them is done but Nigel's Rx project needs to be finalised first. The decals were prototype but will include historic and modern era. Peter also indicated that the next project may use a ready made chassis again.

Trevor Carter displayed three different types of car carrying rolling stock. The first was Pennsylvania Triple Deck models scratch built from strip wood. The next was a Walthers Gold Line Tri-Level Enclosed Auto Carrier. The last was Athearn's 141ft Auto Max. There was also GATX 60,000 gallon tank car, Trevor's being one of only two brought in to the country.

Steve Curtis showed off his original silver and grey liveried Big Boy. The display was accompanied by a plethora of statistics and facts relating to the immense size of the locomotive.

Matt La Vista presented another look at his 320 class (fictional) locomotive of the SAR. He also found time this month to cover a snow blower with cocaine. In reality it was cream of tartar (Potassium bitartrate) which was mixed with water into a paste then liberally (higgledy piggledy) spread over the

model to resemble snow.

There were a number of books as well, one of which, titled Worlds Locomotives by Charles S Lake, contained pictures of an SAR S class and a Narrow Gauge 440 of the SAR.

Peter Michalak showed off his nicely weathered third series Victorian X class from Austrains. He has added some detail parts to complete the model.

Andrew Timmins had his fresh off the workbench Red Hen. All the electrics are done including DCC and additional pick-ups from DCC Concepts. Just to do is the flicker free interior lighting.

Hugh then showed us an old Triang steam locomotive that has had the oversized flanges reduced in a unique way by Dean Schluter. Dean used one of the bits in his Dremel toolkit that normally has a sanding drum on it to drive the wheels while he uses a file to re-shape the flanges. A reminder though was to remove the side rods, disconnect the motor and lubricate all the axles first. He commented that it might be a little rough and ready but it's better than having a loco that doesn't work.

Break: Meeting suspended at around 9:00pm

Raffle:

GreenD27	Jeremy Kemp	Junction Models voucher
Red D5	Tim Leach	Couplers
Black B78	Don Worby	Knife Set
Black B81	Dean Schluter	Hobby Knife
Red D38	Brian Woods	Coca Cola glass
Black B90	Peter Carter	Stickers
Red D31	David Vander Linden	Coaster Set

After meeting activities:

We were treated to some old footage of rail movements in and around Adelaide from the age of steam.

There was a video record of the Birthday Trip to Goolwa and Clayton Bay just gone and Andrew Timmins showed a small number of the thousands of images he seems to have of his trip to Germany and in particular the Märklin museum.

Meeting closed at 10:39pm

Note: This version of the minutes may be subject to minimal editing for privacy or security reasons



50 Years Ago: July 1961

DAS

President: Norman Scanlon, Vice-Presidents: Bill Coles, Stan Filsell, Secretary: Don Snow, Treasurer: John Datson, Committee Members: Peter Beck, Kev Loughhead, Max Starrack, Len Venus, Editor: Tiny Edwards, Sub-Editor: Trevor Carter

Editorial: Editor, 'Tiny' Edwards, says, "I think it is about time that we, the modellers of Australia, took stock of the prices we pay in Australia for imported equipment. Take the Japanese equipment for example. We pay three times at least the Tokyo retail price (it is known that the Japanese export at a special low wholesale price). In Hong Kong for example, the price retail is below the Tokyo retail price! At one time here in Australia, a certain Japanese point motor sold about 700% above the Japanese price!! So I say this to the importers of railroad equipment – How about giving the average modeller a break and bring down prices to a realistic level!!"

Hints: To paint a car or structure two colours and get an even, good-looking line between the colours, lay a bit of fine white nylon thread along the line of demarcation during the application of the priming coat. This works better on straight lines, of course, but can be used with little care on contours. You can paint right up against this thread and get a nice job. No. 50 thread is about right and will be inconspicuous after the finished coat has been applied.

An easy way of drilling spring-tempered steel is as follows: Select a drill of proper size and heat about ¼" of the cutting end to a good cherry red over a Bunsen burner or torch, then quickly dip the hot end into a drop or two of mercury. This will harden the drill so it will cut through the spring steel like cheese.

40 Years Ago: July 1971

DW

President: Eric Milne; Secretary: Hugh Williams; Treasurer: Roger Wheeler; Librarian: Tony Sitters; Magazine: Peter Fehlberg, Phil Curnow

Buffer Stop printed using recently bought Banda 15 Spirit Duplicator.

Hugh Williams transfers to Darwin.

Arrival of first 700 Class Diesel Loco - arrived at Mile End 6pm Friday 11th June.

30 Years Ago: July 1981

PP

President: Tony Sitters, Vice-Presidents: Vic Kollosche, Alistair Whibley, Secretary: Noel Potter, Treasurer: Barrie Mackinnon, Social Secretary: Dean Jackson, Layout: David Jameson, Maintenance: John Looker, Librarian: Bill Lewis, Editors: Trevor Carter, Paul Mackinnon.

Front Cover – Close-up of one end of a rather "weathered" second class steel car.

Track plan of the first club layout in the institute building. The track was Wren zinc plated steel. Scenery was never added.

Modelling hints including making shunters' steps, weathering tyres by running them through talc, restoring old decals by spraying with Dullcoat before cutting out decal, blanking out some windows in an illuminated building as rarely do all rooms have lights on at the same time, improving paint adherence on metal surfaces by wiping with vinegar before painting.

Drawing for a fruit loading platform by Tiny Edwards.

OAX motor body transport wagon Construction article plus drawing for an by Tony Brooks.

A handful of photos from the collection of Malcolm O'Brien-Rogers showing Iron Knob ore operations in the 1930s.

From
The Buffer Stop
Archives continued



20 Years Ago: July 1991

PM

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: Brian Woods; Social Director: Terry Jomartz; Librarian: Steven Masters; Editors: Dean Jackson and Michael Partington

Product review: Interstate fuel and oil depot by Walthers RRP \$45.00.

Product review: Broad Gauge Models narrow door U Van RRP \$23.65.

Articles:

The vanishing M Van by Dean Jackson.

Model truck detailing by Peter Carter.

Colomba railway station by Dean Jackson.

Modelling green grass by Stan Filsell.

Various 800 class diesel locomotives - photos by John Looker.

10 Years Ago: July 2001

DVL

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

Building Electronic Light Kits - meeting entertainment with a display of electronic kits.

44th SARMA Birthday dinner photos - held at the Paradise Hotel.

“Memories” by Rowena Lewis - recollecting tit-bits from the September 1979 Buffer Stop.

“About Mallard and *that* record” - John Doherty article.

The SARMA shop had Axles for \$1.10 each, Kadee #5's for \$4.10 per pack of four and coasters , \$1.00 for a pack of ten.

Vale to John Page who passed away on 26 June 2001.

The magazine had only 13 pages.

Bluebird
251 trails a
100 class
car, as it
departs
Stewarts
at the
recent
AMRE
show



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and receive a 5% discount.

In addition, SARMA will receive a voucher to the same value.

LIBRARY REPORT

Recent Additions to the Library

Australian Railway History	July 11
A M R A Journal (W A)	May June 11
Model Railroader	July 11
Motive Power	May June 11

The following books are overdue; can they be returned please?

Line Clear

A N Locomotives 1982 (SA/NT)
Little Coastal Railways of the Adelaide Plains
Railways in the Adelaide Hills

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

Allan Norris

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

Florey Springs is now in Semi Retirement

Dean Schluter

When I was asked by the Committee of the time to form a team to design and build a new Exhibition layout back in 1997, it was originally intended that it would change slightly in appearance every 2 years by replacing modules with different scenes. I never thought at the time that, due to lack of suitable premises to build a new one, this layout would still be around 12 years later. Of the original team, all I can remember who are still club members are Peter Pickering and David Vander Linden. Karl Eichinger helped me with the wiring and David Jameson joined in later.

To finish the layout off, the magic touch and skill of Des McAuliffe and his friend, Steve Cranwell, made the layout the scenic sensation that it became. Peter Pickering came up with the name Florey Springs honouring a famous South Australian

year, it received third in the people's choice; not bad for an old girl.

The layout was constructed at our, then, club room at Islington under cramped conditions. For a long while we could only work on a limited number of modules at a time due to the fact that we were using the meeting room to work in. Because Des went down to the club on Fridays to do some scenery work on the clubroom layout, I took the opportunity to get my wiring done in the peace and quiet as well. I think this is where Des saw that I was racing the clock to get the work done and offered to do the Florey Springs scenery. Thank goodness, because that is what made the layout the success it became.

Later on we were given space in another part of the building where the layout could be put together as one and I can remember that, on this particular day,

we had a lot of rain that flooded over the floor and both Des and I were paddling around in water trying to finish the layout on time.

The original idea was to have two mainlines operated by four people plus a shunter in the station yard, therefore I had two block sections on both the outer main and the inner main and four cabs to run them plus a yard cab. But it became obvious very early that this was impractical because block switches were forgotten to be changed and bedlam resulted. We then changed to one operator on each main and one shunter. Look at all the wiring that would have been saved origi-



Des, Peter, Dean & Steve at the final show

We were lucky that we had a full set of 16 new module frames and legs that were expertly put together by Allen Kitto; it shows his skill in that the basic frames that he put together, after twelve years of travelling in the trailer, are still as rigid as the day they were made. Where we let ourselves down a bit was that we used MDF for the road bed but we did not seal it all round with paint, so we have had problems on the module joins with swelling. We gave ourselves two years to complete the layout, and we just made it for its first showing at Greyhound Park in 1999 where it achieved second place against Gaven Thrum's new layout, Terowie North. However, Florey Springs has achieved numerous first, second and third prizes, both at Adelaide and in Victoria, and, on its last show at Greyhound Park this

nally (and even more) if we had gone full DCC as I wanted to then. After the inner track's recent DCC conversion, the original concept of two operators has been achieved, at least on the inner track. We even had three on the inner main a couple of times.

After a couple of years of showing it was decided that we would add a straight module in each end, making it an 18 module layout. I still had a set of moulds for bridge pylons and buttresses that I had made for my own layout some years before, so I suggested that one module be a river and bridge theme. A module frame was made which lowered the river level approx 6 inches below track level and, after the basic scenery work was done, we had Des blend in the scenery to match the modules each side. The other end, it was decided, would be a pair of main lines plus a simulated mine depicting empties in, loads out.

The Buffer Stop

Florey Springs is now in Semi Retirement (continued)

The other end, it was decided, would be a pair of main lines plus a simulated mine depicting empties in, loads out.

After a couple of years, a further change was made to the mine end by making three new modules; two corner modules each side of the straight end module, to depict a better mine area and a processing plant the other side, still keeping the empties in, loads out theme; this is how it remains. Due to the lack of space at Islington, this work was done on the second floor of a building in Hindley Street owned by an associate of Karl Eichinger.

In later years, so that it would look different and not take up too much room in some Exhibition venues, and because we had moved to our present location, minor changes were made to convert it back to a sixteen module layout plus a change in the station yard and buildings with a name change to Golden Plains, a name that proved to be unpopular.

Two years ago it reverted back again to eighteen modules and was renamed Florey Springs so as to thrill the Victorians at Sandown Park. Just before this happened, we found that something had been placed on the edge of the bridge module that was stored against the wall of the shed and it had been knocked off, very badly damaging the two bridges. I was a little angry so I had Bob deliver it to my house where I repaired the bridges and had the thought of animating the scene with a work crew complete with an operating welder. I think this has worked well, listening to the comments from the public.



The Buffer Stop

Florey Springs is now in Semi Retirement (continued)

To increase the action on the layout for this year's showing at Sandown, the SARMA Rail Show and AMRE, I re-wired the inner track and station to DCC with the help of Don Worby, Gordon Chaplin and Bob Fleet. After a steep learning curve for some members, we had successful runs and converted some non-believers to believers.

Through the years the layout has been under the capable direction of Karl Eichinger and Bob Houston but it has been like my baby to me.

Florey Springs is not dead yet; it is to be used as a club-room layout at the shed. To achieve this, the bridge module has been left in the trailer and I have made a drop-in legless board with track so that, when the layout is not in use, we have access to a work area in the middle.

Now at last I have a clubroom layout to direct, and I envisage that we can have organised running



nights or weekend sessions (depending on temperature) under the control of interested Committee members or approved special interest groups. Nothing has yet been set. We will have to wait now on, hopefully, having our plans approved by council so that we can build two new layouts.

For several years, Dean has been our clubroom layout director without a layout. Almost before the AMRE show was over, he claimed Florey Springs like Scrooge counting his money. As you see above, he quickly made a drop-in module so that the layout and work tables can both be accommodated and accessed. Ed.



John Venning captured this very late running SCT Logistics freight with 58 cars and loco SCT004/ 422s2/8026/SCT007 stopping at Belair on Friday 10/06/11 for a crew change

The Buffer Stop



How many does it take to fold up a module - two reckons Nixio



Nixio and Fast Bob a step ahead



Andrew skilfully locates the last light pole



It's mine; no it's mine



All packed away until ???

**FLOREY SPRINGS
FINAL PACK-UP**
A few of the many pics from the camera of Iain Kennedy

The Buffer Stop

A Trip to the Seaside - A Short Pictorial Essay of the Goolwa/Clayton Bay/Strath Trip Peter Pickering (Pictures by PeterP & Matt)



We arrived at the Goolwa depot just in time to see Rx207 pulling out past the water tower with its short train, leaving 507 to bask in the sunshine.



Having reached Goolwa station, 207 runs around and is seen here backing onto the train under the guidance of guard, Bill Lewis, plus, apparently, a few good natured but unwanted "assistants". Coupling up is completed under the watchful eyes (and cameras) of a hoard of SARMA members.



Back at the Goolwa depot we took morning tea in the FROG clubrooms while looking over their lay-outs. Highlight was a rendition of Goolwa wharf. Hiding in a shed outside was a Brill railcar #60 undergoing restoration.

The Buffer Stop

A Trip to the Seaside (continued)



We then moved on to Peter Lucas' 1:22.5 empire at Clayton Bay and were greeted by a couple of GWR gems, a very smart pannier tank and a beautiful steam rail-motor, both running on 63mm gauge



On the other side of the garden was the 45mm gauge layout consisting of two loops joined by a single track over a bridge. Here a narrow gauge train loops around a small village at the house end of the layout.



Inside a shed was a varied collection of locos. This little Garratt photographed best in the difficult dappled light.



No more than a kilometre away was Curt's place where a substantial shed housed a gauge 1 layout. Whib is obviously discussing a technical point with Curt while Edward and Jeremy look over, at or behind the engine shed. The coffee pot seems to have a choice of fuel.

The Buffer Stop



SARMA SALES



See Iain Kennedy

SARMA Pin Badges	\$7.00	Delrin Bearings	\$5.30
"Rails and the River" Medallion	\$15.00	11'6" Underframe Kits	\$8.80
Bogies:		PVA Glue, 2 litres	\$20.00
40 ton Round Lid, Solid Wheels	\$11.80	No. 2 self tapping screws, packs of 100:	
ANR XC	\$11.80	4.5 mm	\$7.00
W Car Bogies	\$11.80	6 mm	\$8.00
SEM Axles 10.5 x 25 mm	\$1.10	9.5 mm	\$10.00
Decals for SAR M, MG	\$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	SARMA Shirts (do you have one?)	\$30.00
Kadee #5 Couplers	\$4.60		
Kadee #158 Whisker Couplers	\$5.20		

**GENERAL MEETING NIGHTS
PRE-MEETING DINNER**

Members and visitors are invited to join us for dinner from 6.00 p.m. at **RAGGIES BISTRO** in the **Athelstone Football Clubrooms, 150 George Street, Paradise,** on each meeting night while we still meet at Dernancourt.

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

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

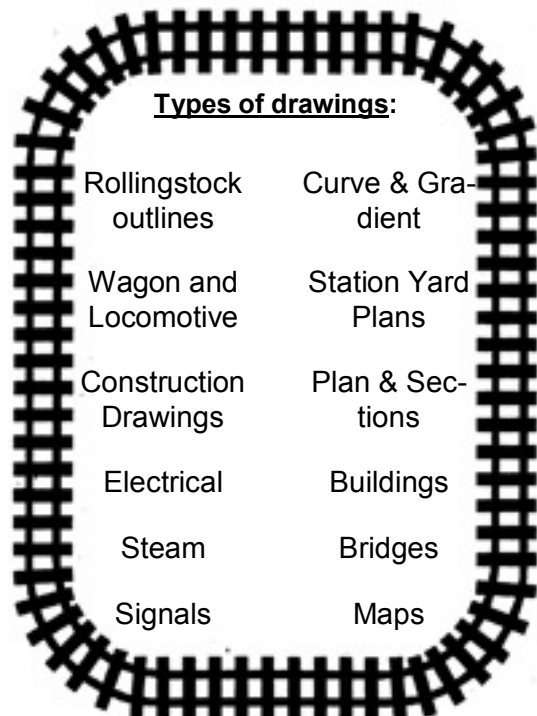
Non-regulars please ring 8298 8571 no later than 11.00 a.m. that day.

Barrie Mackinnon,
Social Director.

Australian National Drawings

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

Types of 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 Email: mark@inprotrans.com
Phone: 8343 5349 Fax: 8343 5354

The Buffer Stop

Scenes from Show & Tell at the June General Meeting



Peter Carter's 720s on Athearn Genesis chassis

PeterC's BGB resin bodied 900 on a Proto 2000 PA1 chassis



Trevor Carter's car carrier

PeterC's prototype 520 bodies



The Buffer Stop

Adelaide Model Railway Exhibition 2011: Greyhound Park Report

Matt Lavista

At 4:04pm on Monday, June 13, a short freight rumbled through the station of 'Florey Springs' - 6 trailer-rail coaches headed by red Ghan liveried NR74 and Pacific National Blue DL46. The short consist heralded the end of 12 years of exhibiting and the end of an era for the South Australian Railway Modellers Association, for this was the final train to run on 'Florey Springs' at an exhibition. Fittingly, the layout was displayed at the biggest event in the SA modeller's calendar, the Adelaide Model Railway Exhibition, held at Greyhound Park. With such an important milestone for SARMA as the backdrop, would everything live up to anticipations?



Last train on Florey Springs

There were 58 displays present at the Show ranging from stalwarts like 'Florey Springs' and 'Paradigm' to new ones like 'Stewarts' and 'Wellingford and Bakewell Bridge Railway'. Happily there was a great deal of variation in both layout types and era/country modelled, with representatives from large scale narrow gauge to Z scale in different settings. Trade stands were well represented with the major SA model shops and many others in attendance. The Mt Barker MRC, as usual, helmed the second hand stall with piles of models and paraphernalia covering their tables and, as usual, sifting through the junk netted some quite pleasing bargains!

On display in the cabinets promoting the Modelling the Railways of South Australia Convention were many superbly detailed examples of SAR rolling stock- some of them star pieces by SARMA members such as Peter Michalak's

'Superchook' and the BGB Brill railcar set built by John Gordon and Hugh Williams (who was also found presenting a friendly face at the stand). The eagerly awaited Rocky River Models display piece of the upcoming 520 no doubt was a pleasant surprise.

A new attendee was Fallen Flags, displaying the 2012 edition of the well known Trainz Simulator computer software, showcasing new features and operational consists. Computer sims are not for every modeller although the program was well detailed and looks more realistic with each new edition (the sound quality was an annoyance at times - did anyone else mistake one of the diesel sets for a vacuum cleaner?)

Nestled in a corner was the 'MNWR', a small HO layout controlled by DCC boasting smooth slow running (*very* slow running) and an operational container gantry. Australian Railroad Photography pitched a gigantic photographic collection available for purchase in print, slide or electronic form (everything but the SAR S class! Which one do you think I asked about?). End of the Line Hobbies

sat opposite, with the usual wares for sale (we hope 'Sparky' is enjoying his new Austrains CL paid for with a some notes and a *lot* of small change).

The walkway section around the 2nd hand table and End of the Line was quite restricted and constantly crowded - perhaps its better Train World weren't present! In its place SANGS had set up two of its self drive N scale layouts opposite the help desk, which helped alleviate the boredom of those manning it by watching the Kato trains blitzing around. One noticeable difference to the 2010 show was an increase in interactive layouts



Wellingford and Bakewell Bridge Railway

- whereas only 2 had been at 2010, this time the children and *bigger* children present had about 7 layouts to muck about with, which was a great success and, importantly, might result in a few prospective future modellers!

Two familiar layouts returned fronting much older and larger models than most - with sound (and ozone smell!) to boot. 'Streamliners' with a large collection of three rail O gauge models with pieces from companies such as Bing, Marklin, Lionel and Bassett-Lowke. Perhaps the best was a model of the LNER's famous P2 2-8-2 'Cock o' the North', sporting two massive light bulbs blazing away at the front and a *very* bright bulb in the cabin blinding onlookers as it clattered past. Not as bright but very noisy was the display of 'Pre-war American Toy Trains' - most members with know it solely by the incredibly annoying clangs made by the constantly operating crossing!

Nearest Florey Springs were two returning layouts and two new attendees. The 'Hide Away' ran kit-bashed SAR steamers such as 500Bs and 600s and rolling stock in a small space. Accompanying the layout was a nice display which showed how it was constructed, and the notes on the locos especially being useful for SARMA members looking to kit-bash their own models. 'Dingo Crossing' had undergone a rebuild since it was last displayed, running a large variety of modern or earlier stock through a detailed station section (I liked the 700 class on the roadway with the tender being hauled away by a semi-trailer!)

'HO Compact' was the smallest HO layout present, being only somewhat bigger than the SARMA U-drive layout. Cleverly sporting an up-and-over format to maximise the space utilised, it was opened up for the young attendees to play with - it was quite a sight to watch the diesel navigate through the tight curvature and proves HO can be as compact as N scale! I hope it also survived being dropped with a big thud during packing up on Monday! 'Broughton Bay' was another 'first timer', DCC controlled N-Scale in an Australian setting. It sported a fantastic array of ANR and SAR rolling stock, most kit-bashed or kit-built. Among the locos could be found BLs, DLs, ELs and 830s. One very encouraging point that I noticed at this years show was that there was a great deal more Australian N scale in evidence, a sign that it is becoming more widespread and evermore capable.

Directly behind Florey Springs were Ready-To-Run with 'Wapita'. A very busy layout to watch, you could see a Triang 'Blue Pullman' to a German streamliner to a Pullman set to a Great Western freight! It was great having the group as part of our area - I'm sure many members enjoyed a chat with them as I did and take a break from watching our prototypical running to their all-out flat-chat mayhem.

Returning to the show was 'Australia on Track', a very busy layout with The Ghan competing for space with The Indian Pacific and The Southern Spirit. This group won the 2nd place in the Public Vote award which many felt was deserved as it was an appealing layout manned by a small number of exhibitors. Nearby the NMRA showcased layout construction and scenery techniques as well as DCC locos. A very impressive presentation of DCC was held nearby by DECCA (much more interesting than the 2010 trams exhibit!). Aside from allowing modellers to see DCC in operation and test out their own locos, a great range of digital sound equipped stock was also on display - sadly the background noise of the exhibition dulled the audio of the 520, PA1 and Red Hen (recorded live at SteamRanger). If you missed it don't worry as they'll be giving a presentation at the Convention!

Furthering the excellent Australian N Scale presence was Yinowie Bore, a simple layout set up to run long trains through minimalist landscape. It's unknown if this layout will be exhibited again as it somehow ended up in the hands of SARMA's own Paul Mackinnon. His rejigged 'Thomas @ Brighton' was on display this year with large scale Percy and Thomas whizzing around (with famous tea light candle lamps) delighting onlookers. James sat tender-less in a siding, having been a very naughty engine and disgracing himself by fouling the station early on the weekend.

The new Trainbuilder stand displayed its well-known Overland coaches (well known for the wrong reason!), Heavy Harry and S Classes for sale to the gentleman modeller with the wallet to match (any takers?). Somewhat more affordable was Phil Badger's N Scale Gopher Models 48 class/830s; well detailed with liveries running the gamut. No doubt many an N Scale modeller added them to their list. T-Track had several running on their display - built in sections each covering a different country and showing how modular and easy they are to put together.

The Buffer Stop

AMRE Report (continued)

Several SARMA members expressed interest in acquiring an HO version; hopefully this will follow.

Meanwhile SANGS had been busy since the April RailShow and had partly transformed 'Portland' into 'Generica', featuring some mighty impressive new additions - the working drive in screen (portable DVD player) and enormous skyscrapers being a big highlight. The Bullet Train racing was fun to watch, though the Japanese multiple units are getting weirder to look at! The layout won 3rd place in the Rob Burford Memorial Trophy (although our new spy Plau Camnikonn states that this



Look carefully! There's a train there

did not come as happy news to a number at the dinner who didn't take it well!)

Flying the flag for Australian large scale (1:24) was Glencoe, sporting radio controlled stock and a turntable. Of note: the Brill car, the Y Classes, the replica of Glencoe station and the rebuilt Y class 2-6-2T which was an unusual sight. However pity those who were directly behind the speakers making the bird noises for the whole show.

The Rev Cracknell's G scale narrow gauge Kangaroo and Cockatoo Railway was also present, with more additions to its wonderfully varied and often bizarre locomotives. The 4-2-0 converted steam lorry based off a picture in a magazine was marvellous - the layout happily winning 2nd place in the Rob Burford Memorial Trophy.

July 2011

Pete Michalak and his crew brought us Liralau, always an impressive display to watch. Sunday night attendees would have seen the 67 vans hauled by 5 diesel locos; the consist was within one vans length of being nose to tail! Next door sat Dwayne and Allan Norris' new layout, 'Stewarts', a freelance rural SA layout set in the SAR-ANR changeover era. Many were impressed by the excellent scenic work, rolling stock and smooth prototypical DCC running.

Heading up the downstairs section, Junction Models (we hope Brian and co managed to empty their supply) and nearby- the star of the show: 'Wellingford and Bakewell Bridge Railway' by BRMA and the affable Gavin Thrum (known for the mighty 'Terowie North'). This time the layout was English OO (cue disgust from certain SARMA members) set around the late 30s on the London Midland and Scottish Railway. Unlike the massive, busy Terowie North, this time the emphasis was a smaller, easier to run layout. Unsurprisingly the rolling stock was of top quality with a mixture of RTR and kits - the locomotives consisted of classic LMS types - 'Royal Scots', 'Patriots', '2Ps', 'Jinties', 'Black Fives' and many more; even one of the notorious fiasco 'Flatiron' 0-6-4t (was any loco with that wheel arrangement successful anywhere?). Of course the accuracy of the layout was impeccable - bar one *small* point! An ex-LNWR loco, *Snowdon*, was present - despite being withdrawn in Oct 1934. This wouldn't have been a problem except that the 'Black Five' 5055 which was operating was not built until early 1935. Gavin said he included it as it was a favourite and was impressed that it had been found out! (two very enthusiastic - or bored - schpys on the helpdesk early Sunday morning being responsible for ferreting out the truth).

Upstairs the Marklin Club had its well-sized 3-rail HO AC layout, with European locos of all shapes and sizes to match. Of particular interest was the speedy ICE set and the smoke/sound equipped German steamers. Perennial exhibitor 'Little Oaklands' by David and Vikki Barnes was also on display. Happily this year it was given a special recognition for its continued presence - the inaugural 'Convenors' Encouragement Award' which, in the words of Arthur O'Connell, is meant for all the 'one and two man' layouts which rarely win any prizes but

which turn up faithfully year after year.

The P4 group had their English layout 'Burford' named after a village in the Cotswolds and given the seal of approval by the late Rob Burford. Rich in the classic Great Western branch line atmosphere, 'Burford' boasted operational semaphore signals (from plastic Ratio kits) and even an automatic uncoupler for those pesky tension locks.

The Boy's Brigade had two layouts; '1983 Centenary Express', which included an Intercity Diesel Electric named after the organisation for its 100th Anniversary; and a Tomy Thomas layout. It was constantly busy with young attendees enjoying the trains and using remote control Harold the Helicopter to load crates.

For those of us who were on the Goolwa bus trip, it was great to see the Fleurieu Railway Operators Group's N Scale layout 'Foreperang' with both modules and buildings added; many were surprised how much better it looked. Because it was designed to be modular and easily expandable it means further sections will soon follow. We look forward to seeing the work of the FROGmen soon!

One unusual new layout was 'Coorowa'. It had two modules; one with a small rural passing loop, the second a country station in a night setting! The nocturnal effect is eye-catching and not a very common exhibition sight. Still under construction, 'Southern Central Division 2' by Adelaide Modelrailroaders Inc showcase impressive slow DCC running up sharp gradients with multiple trains occupying the same track, though it took a closer look to work this out.

On Sunday night the buffet dinner was held upstairs and was very well attended. The food was top notch and I doubt there was more than a fair share of leftovers! Particularly the dessert was very popular although *some* people had a little difficulty using the ice cream scoops. For those who don't get to the dinner, perhaps next time consider it!

Finally, the best was saved to last; how did Florey Springs perform at the show? Well, over the course of the judging period the rolling stock and locos were a marvellous mix of solely SAR types with some fantastic work on display (a welcome relief from the flood of 930s that we saw at RailShow!). Although we didn't take out the Rob Burford trophy, we were, happily, awarded 3rd place in the public vote; as Dean and

Bob H both said, 'Not bad for a 12 year old layout!'

Running after the judging was spirited and every member brought out his favourite stock to give Florey Springs a rousing send off. The Carters' Circus train, Aus diesels from CLs to T class and NRs crossed with sound equipped Garratts and a Pullman set hauled by a very obvious British steamer (but as one old gent watching said to me 'It wouldn't be a real layout without a 'Scotsman'! Hear hear). Again there was a sharp learning curve for those on DCC with trains stopping left, right and centre as the operators rushed around trying to figure out what they'd done wrong *this* time. Not that the DC was immune. (Watching my T class and 0-4-4 tank engine struggle on the incline was cringe worthy).

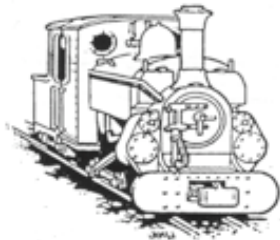
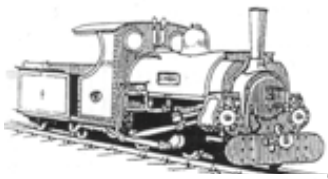
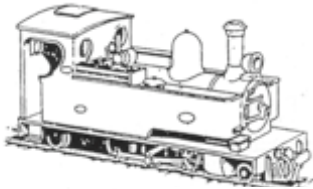
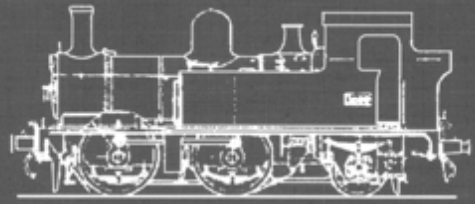
The last train on Florey Springs went by with no fanfare - for the record, it was John Looker's consist running on DC. Packing up was very spirited with Bill Lewis blowing his top at some twit in the car park who tried to back in despite his orders. A crowd of SARMA lads soon went to work on Florey Springs and had it all packed up and ready to go home just about 5:15pm. Many members had their cameras out and it was clear everyone was taking in the scene of Florey Springs' last exhibition pack-up.

There can be little doubt that this AMRE was a fine send-off for our layout, and everyone involved with keeping it running deserves high thanks (Bob H, Dean and all the regulars). Also to those who helped out on the door (Barrie Mackinnon, the Barnes Boys, etc.) or the help desk, thanks for keeping things running smooth. (I do apologise for my poor microphone work on Sunday morning - as 'Sparky' Varden said, I managed to scare a young lad away from the N scale layout. Mea Culpa!) And a shout out to those who ran the U-Drive layout - the kids had fun and loved the new signals and 'burning' Church - well done Electric Eddie! Finally, thanks to Arthur O'Connell and Bill Lewis for convening a great show and making things click together nicely.

As for SARMA... with our exhibition layout now retired what will our presence be next year if at all? Well there won't be any HO for sure; perhaps we can give SANGS a run for its money with our N Scale. In the meantime we look forward to hearing of the plans for Florey Springs' replacement!

Junction Models

Shop 5, 449 Main North Road, Enfield Plaza, Enfield 5085
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~~~~~

Brian, John & Vic. Please be nice to John, he's new at this job!

## The Buffer Stop

### NEW CLUBROOM BUILDING PROPOSAL LODGED WITH COUNCIL

Hugh Williams

For some years now, the club has been waiting to establish new Club Rooms in premises owned by the Tea Tree Gully Council. Following the building of new sporting accommodation in the Council area, it was expected that a few groups would move into accommodation that was more suited to their needs thus making a building available for our club. The question then was should we continue to wait for this building to become available or should we be pro active and try to put up our own accommodation now that we have had some time to save for it.

It was decided by your Committee that we would make an application to the Council to see if they would let us put up an additional shed next to our existing accommodation. The idea had been proposed a few years ago, but at that stage, the Council had other plans for the site, so nothing further was done. Recent discussions with the Council suggested that their plans had changed and that we should make an application. Soon after the last general meeting, the Club lodged with the Council, various plans and documents (around 30 pages) relating to our proposals. Attached in this month's Buffer Stop is one of four pages of plans that we lodged with the Council relating to our proposal.

The main features of the proposal are that we pull up the existing concrete where the shed is going to be erected, and after digging some drains, sewers, and footings for foundations, erect a new building between the shed currently used by us, and the log cabin. The proposal is for a new shed some 7.2 metres by 18 metres which would be opened up to the existing shed. A small toilet and storage area is also planned. A new flat concrete floor covering the entire area and that joined into the existing shed would be required. The committee proposes

to build a small enclosed area for the library in the back of the existing shed, and this work would be undertaken at the same time the sheds are lined and insulated. The remaining area at the back of the existing shed would house a sink, a couple of cupboards and our refrigerator.

The new shed would in part, house the proposed new club layout, and also give us extra space to run the regular Wednesday night activities. At the time we lodged the documents with the Council, we were advised that the building that we were hoping to move into may not now become available in the short term, as the present occupiers had reapplied for a further lease. This advice removed one of the questions relating to whether the club was doing the right thing by not waiting for the premises previously suggested by the Council.

For the record, there were other proposals as to sites for the Club rooms. The committee discussed these and concluded that, as other model railway clubs were already situated at Mt Barker, Noarlunga, Semaphore, Salisbury and Outer Harbour, that we should remain in the North Eastern area where there are no other model railway clubs and where, now, a good percentage of our members come from.

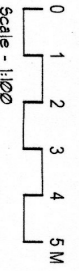
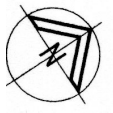
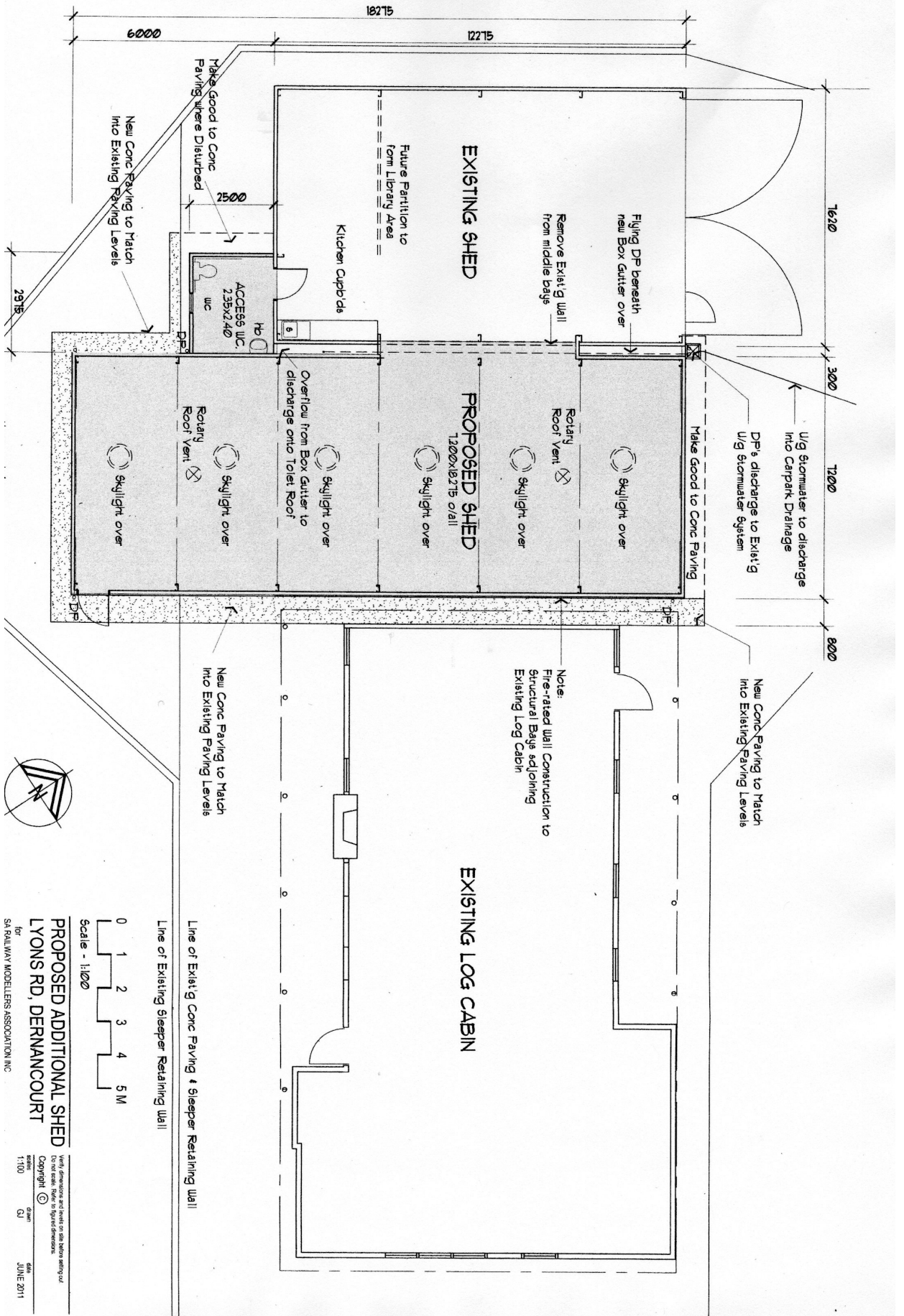
Despite being in the North Eastern suburbs, we still get one or two hardy members travelling from the Southern Suburbs and or Victor Harbour to our general meetings, so if our club rooms were moved another ten minutes further North East, the question asked was how many members from the South and West would we lose?

The proposal has not yet been approved by the Council, so all we can do now is to sit tight and wait for their deliberations which we understand might take another month yet.



Waiting for the trailer

# The Buffer Stop



**PROPOSED ADDITIONAL SHED**  
 LYONS RD, DERMANCOURT  
 for  
 SA RAILWAY MODELLERS ASSOCIATION INC

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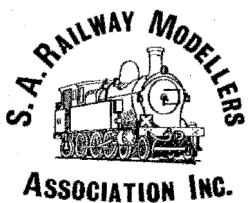


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