

SOUTH AUSTRALIAN RAILWAY MODELLERS' ASSOCIATION INC.

PROMOTING THE HOBBY IN SOUTH AUSTRALIA

SINCE 1957



Progress on the Exhibition Layout

INSIDE

Christmas on the Nullarbor
Clare Valley Lakeside Railway
Kris Kringle's Kinky Kwiz
Modular/Exhibition Layout Report
More Liverpool Exhibition Photos

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 or Gregory’s 148 J12: the red Scout symbol marks our clubroom.

Membership rates 2012 – 2013

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: <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 need to obtain permission for their publication. Contributions may be subject to editing. Neither the Association nor the Editors accept any liability for the content or presentation of notices, articles and advertisements submitted for inclusion in the Buffer Stop other than those submitted by the Committee on behalf of the membership. Nor do the Association and the Editors necessarily subscribe to the views expressed or implied by contributors. The Editors reserve the right to refuse acceptance of any material considered unsuitable for publication. Material may have to be held over to a later edition.

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

The deadline for each issue is MIDDAY on the LAST WEDNESDAY of the previous month but contributors of material for a particular issue are urged to supply it by mid-month.

Committee Members 2012 – 2013

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

Contents

3	Editorial	15	Kris Kringle's Kinky Kwiz
4,5	Minutes of Nov Gen. Meeting & AGM	16	Junction Models Ad
6,7	From The Buffer Stop Archives	17	SARMA, Inprotrans & Aztronics Ads
8	Library report, , EOTLH Ad	18,19	A Bit of SAR in Qld & Qld Weather
9	Sec. Annual Report	20	Qld Model Railway Show
9	"A Christmas long past"	21	Modular Layout Construction Report
10,11	Christmas on the Nullarbor	22	On Distant Rails
12-14	Clare Valley Lakeside Railway	23	More Maikha photos from Liverpool
		24,25	Show & Tell

Diary

Wed 12 Dec	Mystery Tour & Swindle
Wed 19 Dec	BBQ (BYO)
☺ ☺ ☺	Christmas/New Year Break
Wed 2 Jan	Diehard modellers night
Wed 9 Jan	General Meeting and Master Modellers Show & Tell
Wed 16 Jan	Modellers night
Wed 23 Jan	Modellers night
Wed 30 Jan	Modellers night
Wed 6 Feb	Modellers night
Wed 13 Feb	General Meeting
Wed 20 Feb	Modellers night
Wed 27 Feb	Modellers night



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

**12/13 Jan 2013
Warrnambool (Vic) M.R.E.**

**12/13 Jan 2013
Cowes, Phillip Isl (Vic)
M.R.E.**

**26/27 Jan 2013
Corio (Vic) M.R.E.**

**17 March 2013
SARMA Swapmeet
Windsor Gardens**

**12-14 April 2013
SARMA RailShow
(including box file comp)**

Cover Photo: Len Redway with Bridge

Len travelled to Cambrai to make sure that his model of the required bridge and the surrounding terrain are authentic.
Bob Houston's write-up of layout progress is on page 21.

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**Don't forget
the Boxfile
Competition**

Editorial

Well, it's December and that means Christmas for most of us. And BufferStop is no different.

This month I have been inundated with material; extra stuff like AGM minutes, an Annual Report, material from our two interstate correspondents (John Doherty & Chris Marlow), pictures from our regular contributors plus left-overs from last month. There are also few Christmas articles that I have been saving up. It's a great position for an editor to be in, other than the unenviable task of deciding what gets left out.

While I am still trying to catch up on the material received over the last few months - mainly photos, I'm still looking for modelling articles so, if you manage a project over the Christmas period, send a bit of a write-up and a picture or two. Alternatively, the write-up can be replaced by expanded captions.

Over the last six months or so I've been compiling a special quiz to challenge your grey matter over the Christmas period. I am sure that, unless you have a penchant for this type of thing, it will take you most of the month to complete it. All the answers are railway/SARMA/model railway related, so it won't be as difficult as it would be for non-members.

Now a message from Matt:

Over Christmas, don't forget about the Box File Competition!

With this year almost at a close RailShow is edging ever closer! So it's timely for a reminder about SARMA's LAYOUT IN A BOXFILE competition! When it's too hot to work in the shed or go outside this summer, stay indoors and work on your entry! This is your chance to show off your diorama building skills and be in the running for prizes. The more entrants, the better the prizes will be. So far we have had lots of interesting ideas for displays, but remember that you are not restricted in what you can model- as long as it fits the rules. The full contest rules can be found on the club website (www.sarma.asn.au) and you can always talk to or email me if you have any questions. **Matt**

During the November General Meeting we had the pleasure of celebrating Bill Coles impending ninetieth birthday. Matt supplied a magnificent pavlova (below) which Bill partially cut through in time-honoured tradition. There was just enough to go round. ■

Peter P (Ed)



The Buffer Stop

EDITED MINUTES OF THE GENERAL MEETING HELD AT DERNANCOURT ON 14th NOVEMBER 2012

Meeting opened at 7:41 pm. Chairman Hugh Williams

Members in attendance: 46

Apologies: 7

Visitors: Ashley Brown was welcomed to the meeting.

Minutes of previous meeting: Moved Secretary,

Seconded Bob Houston, Carried

Outstanding Actions and Business arising: none

Correspondence in:

Account from Telstra

Gift voucher from End of the Line Hobbies

Model Railroader December 2012

Correspondence out: none

Business from corres: none

Finance: Financial statements presented.

Accept financial report: Moved Treasurer, Seconded Bob Houston

Special Welcome

At this time Hugh congratulated Bill Coles on his 90th birthday. Hugh shared a little of Bill's history with SARMA, his contribution to the club over the past fifty five years and the early days of railway modelling in South Australia. Hugh then presented Bill with his own souvenir copy of the BufferStop. Bill responded with thanks and a few words of his own.

Reports:

Premises – Hugh reported that he has another meeting scheduled for the 19th to discuss the terms of lease.

Exhibition Layout – Bob Houston reported that scenery is already beginning. All other tasks are progressing well also.

Club Layout – Nil

Social – Barrie reported that there are 23 names on the list for Christmas dinner. The next event after that is the mystery trip.

The trip to see the loco under construction in the Adelaide Hills has been postponed, possibly till February.

Another visit to Penfield is being discussed.

BufferStop – Peter Pickering spoke about this months magazine. Plenty of pictures this from members. Dean Schluter reported that the printer has been serviced and is now in tip top condition as evidenced by the clear pictures in the magazine.

Library – Nil

Maintenance – Nil

Bulk buys – The foam tray inserts to hold rolling stock are in and available for \$40.00 a length.

Special Projects: Noel Potter is producing an Overland cafeteria car kit to be released by Christmas hopefully. Kit will include bogies, underfloor and interior detail and sell for approximately \$100.00.

Swapmeet – Terry Meads presented his final report before the swapmeet.

General Business:

Trevor Carter informed the members about the Model Barn at the Ingle Farm shopping centre. The shop has numerous HO scale vehicles.

Show & tell:

Peter Pickering showed three models of steam locomotives. An N class from a Wills kit. A repainted Hornby Dublo 0-6-0 tank in the livery of the Southern Railway and an E2 0-6-0 again in Southern Railway colours. All quite old but still run well.

Ashley Green showed off one of his two Kato SD80MAC locomotives in the Conrail scheme just before the split to Chessie Southern and Norfolk Southern. The kit has been super detailed with wipers, ditch lights, MU connectors and working couplers. window tinting, lift rings and headlight covers; brass horns and detailing on the wheels finish the model off. Unfortunately, the model has never yet had a run.

Hugh invited the American Railroad lovers to drool over the fine model and suggested Commonwealth Railways fans they could cut it in half and use the mechanisms under a couple of 0-6-0 shunter's which produced some laughter from the floor but not from the American fans.

Jeremy Kemp brought along two Bay Trams he has constructed. One is powered and the other just acts as a trailer. The models were hand painted and look quite good.

Matt La Vista started off with two Metcalfe kits of a signal cabin and an N scale church to which he will add weathering and N scale pigeons that need to be painted using a cats whisker..

He has purchased an N scale narrow gauge American steamer on a Märklin chassis.

The last model he showed was a streamlined steam locomotive he is working on. Based on a Schools class steam engine with a wooden streamline box dumped over the top of it.

The Buffer Stop

EDITED GENERAL MEETING MINUTES (continued)

Paul Mackinnon brought along his Christmas cheer in the form of a nice biscuit tin with a train on it. He also brought his Barbie Doll which he “won” at the swindle at the Noarlunga Rail Show. For his birthday recently he received a spectacle case from his father which contains a tiny TY scale layout that operates by pulling a cord. TY scale is 100:1.

Break: Meeting suspended at 8:37 pm

Raffle:

Orange D47	John Gordon	Junction Models voucher
Blue F61	Hugh Williams	Coasters
Red C41	Karl Eichinger	Hobby Knife
Purple B18	Dave Stokes	Aztronics voucher
Blue F35	Trevor Carter	Timber stack scenic kit
Orange D14	Max Lane	Track rubber

Blue F72	Terry Meads	Torch
Blue F31	Matt La Vista	Playground scenic kit
Red C6	Paul Mackinnon	LED kit
Orange D37	Tim Leach	Stickers
Orange D12	Max Lane	Stress cube & Inprotrans photo

The scores of the Master Modellers Competition were read out without knowing whose models they referred to. The results will be announced at the January General Meeting.

Meeting closed at 9:06 pm

After meeting activities: The members watched a video of railway activity in New Zealand including modern diesel and tourist steam.

Note: This version of these minutes may have been subject to minimal editing for privacy, security or other reasons

Minutes of the ANNUAL GENERAL MEETING held at DERNANCOURT on 14th November 2012

Meeting opened at 9:06 pm. Chairman Hugh Williams welcomed those present

Apologies: No apologies were put forward.

Accept Minutes of previous meeting: Moved secretary, Seconded Peter Pickering, Carried
Outstanding Actions and Business arising: Nil

Secretary's Annual Report was presented and is attached.

President's Annual Report was also presented.

Treasurers Report was presented and is attached.

Adoption of Treasurers Report: Moved Trevor Carter, seconded Don Snow. Carried subject to audit.

Appointment of Auditors: Terry Jomartz was appointed as auditor for the 2012-2013 club year.

Election of Management Committee: The chair announced all positions vacant.

Peter Michalak, as returning officer, read out the nominations for the new committee which are recorded below.

President: Hugh Williams. Nominated by Bob Houston, seconded by Dean Schluter

Vice President, Admin: Roger Wheeler. Nominated by Hugh Williams, seconded by David van der Linden

Vice President, Special Projects: Iain Kennedy. Nominated by Dave Holmes, seconded by David van der Linden.

Secretary: David van der Linden. Nominated by Dave Holmes, seconded by Iain Kennedy.

Treasurer: Gordon Chaplin. Nominated by Don Worby, seconded by Dean Schluter.

Club Layout Director: Dean Schluter. Nominated by Dave Holmes, seconded by Iain Kennedy.

Exhibition Layout Director: Bob Houston. Nominated by Dean Schluter, seconded by Peter Pickering.

Social Director: Barrie Mackinnon. Nominated by Dean Schluter, seconded by Dave Holmes.

Librarian: Allan Norris. Nominated by Dave Holmes, seconded by David van der Linden.

Maintenance Director: Dave Holmes. Nominated by Iain Kennedy, seconded by David van der Linden.

Editor 1: Peter Pickering. Nominated by Dean Schluter, seconded by Bob Fleet.

Editor 2: Matt La Vista. Nominated by Richard Ash, seconded by Jeremy Kemp.

As there were no further nominations for any of the positions, all those nominated were accepted by the members present.

Motions to be put to the AGM : Nil

Any other competent business

Richard Ash took the opportunity to thank the committee for their work over the year.

Meeting closed at 9:21 pm

The Buffer Stop

From the Buffer Stop Archives



50 Years Ago: December 1962

DAS

President: Bill Coles, Vice-Presidents: Norm Scanlan, Don Willshire, Secretary: Don Snow, Treasurer: John Datson, Librarian: Trevor Triplow Committee Members: Bob Irvine, Geoff Murdoch, Ray Stratton Editor: Tiny Edwards, Sub-Editor: Trevor Carter.

Monthly Trade Report: After Christmas it will be possible in Adelaide to buy TYCO and MANTUA. Mantua Metal Products make everything from freight cars to locomotives. Their streamline cars are beauties. Also LINDBERG and ATHERN should be on the market in full supply. KURTZ-KRAFT will have their flexible code 70 NS track mounted on plastic sleepers on the US market shortly.

PECOWAY have produced a foam plastic ballast inlay strip to suit their streamline track. It is coloured light grey and photos show extreme realism. The inlay has neatly preformed edges and continuous recess to take sleepers. It comes in rolls of five yards and sells in the UK @ 7/6d (\$0.76c).

FORMAWAY by Graham Farish are on the market with an improved track. The new track has plastic sleepers with NS rail and the sleepers are to BRMSB recommendations. The new points give a BR correct 6' way when placed for a crossover. The price in the UK is 5/11 (\$0.61c) for track and 8/6 (\$0.86c) for points.

Crossing Sign: A sign placed at a railway crossing in the US reads something like this:

The average time taken for a train to pass this crossing is 3 seconds - whether your car is on it or not.

40 Years Ago: December 1972

DW

President: Eric Milne, Secretary: Bob Irvine, Treasurer: Roger Wheeler, Librarian: Tony Sitters, Editors: Bob Burton, Bill Jolley.

Cover – Drawing of CL17 COMrail “William McMahon” on opening ceremony of Whyalla Railway October 6th 1972.

A three page editorial by Tony Sitters on club excursion to Taillem Bend.

A collection of ideas from Paul Brooks, Phil Curnow, Rob Burford and Bob Burton on nine-thirtying a LIMA NSW 44 class D/E Loco.

30 Years Ago: December 1982

PP

President: Noel, Vice-Presidents: Don, Tony, Secretary: Bill, Treasurer: Barrie, Social Secretary: John, Layout: David, Maintenance: Allan, Librarian: Vic, Editors: Rob, Trev.

Cover: Brill 75 railcar hauling a Long Tom (?) brake van and sheep (?) van - *no caption*

Picture Parade: Front-on view of GM16 in AN livery sporting sign:

“FIRST DIRECT SERVICE 21October 1982 SYDNEY ALICE SPRINGS”

N class locos of SAR: History, description, pictures and drawing by Hugh Williams.

Penrice railway station: Australia’s smallest

Kit bashing a VR C class diesel: Seven page article (with sketches) by Dean Schluter.

44ft Side-door Carriage: Drawing by Hugh Williams.

The Buffer Stop

From the
Buffer Stop Archives
continued



20 Years Ago: December 1992

Not supplied

10 Years Ago: December 2002

DVL

President: Peter Carter; Vice Presidents: Bill Lewis, Trevor Carter; Secretary: Greg Donhardt; Treasurer: Don Snow; Layout director: John Wilmer; Exhibition Layout Director: Bob Houston; Social Director: Barrie Mackinnon; Maintenance Director: Richard Fisheris; Librarian: David Rayson; Editors: Paul Mackinnon, Harry Rush.

Pictures of loco 504, Tom Barr Smith, at Murray Bridge station 1961; Steam Motor Coach No 1 (Coffee Pot) at Hawker circa 1906 and Wagga Wagga Railway Station.

From Keeping Track: *Railroad Model Craftsman*, that august journal we haven't reviewed for some time, is up to the nineteenth episode of "Demystifying Command Control" in its September issue. Entitled 'Wiring interfaces and wireless cabs', it also revisits some DCC basics. But the article that caught my eye was "Installing sound decoders in diesel locomotives". The story runs to six pages, but half of the space is given over to good, clear photos showing how and where components can be fitted, and explains why oval speakers mounted in baffle boxes more effectively produce electronically simulated sounds. But then American modellers have the luxury of non-powered B units to mount them in.

The back page contained an ad for the SARMA Modelling Group that met on the fourth Thursday of the month with "helpful assistance and advice". Currently working on Centenary centre-loaders and baggage cars.

The magazine was only fourteen pages with four pages dedicated to the AGM minutes.



*A couple of Noel's
photos of the bridge
over the Onkaparinga*



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Email: shop@endofthelinehobbies.com.au

Web: www.endofthelinehobbies.com.au

When making a purchase, identify yourself as a member of SARMA,
and receive a 5% discount.

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

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

LIBRARY REPORT - *Recent Additions to the Library*

Australian Railway History	December 12
Model Railroader	December 12
AMRM	Dec / Jan 12/ 13
Train Talk	November 12
Dispatchers	Oct /Nov 12

DVD Trains Around Adelaide Adelaide Hills 6 Vol 16 by John Venning

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

Allan Norris

Secretary's Annual Report 2011/2012

This past year has seen our membership drop by five from last year even though we have had five new members join. Most of those not renewing were country members.

The most exciting thing this year is the progress being made on our new premises. After such a long time of uncertainty the barriers are steadily falling down. The last major one being the negotiations regarding the terms of lease. These negotiations, and the bulk of the communication and coordination, have been more than capably captained by the president of the club, Hugh Williams.

Our exhibition layout, Florey Springs, was finally mothballed and the construction of a new layout has been underway for some time. The new layout, which is yet to be formally named, will be a more engaging layout for both the operators and the viewers with more scope for operations as well as the usual "Long Trains" that kids seem to love. The layout will also be the first SARMA layout to be exclusively DCC.

In the interim, our N scale special interest group ably represented the club at a number of exhibitions. The Barrie Valley Railway seeing operation at the AMRE and Noarlunga shows. With an expansion of the layout on the horizon and the skills the group is developing, we look forward to the next shows it attends.

This year the Grain Board layout at the Royal Show received a little makeover thanks to the dedication of a number of members. The show was a great success and thanks must be given to

the members that manned the layout for the week especially as it fell on the same weekend as the Modelling the SAR Convention.

SARMA was also represented at the Port Pirie Model Railway in March. Some rolling stock and locomotives were donated to them at that time.

Our social outings this year saw members attend dinners at the Newmarket Hotel, Port Adelaide for Christmas and the Goodwood Park Hotel for our birthday. There was also a mysterious trip to Platform One Heritage Farm Railway and a wonderful outing to Clare to visit the model engineers there.

The clubrooms continued to be a hive of activity on most Wednesday nights with modellers and others filling the shed to capacity. More so later in the year with the construction of the new exhibition layout. The passion for modelling in the club has been reflected throughout the year by the number of items being displayed at our General Meeting every month. The Master Modellers saw ten entries with Peter Michalak being awarded a Master Modeller for his SAR 500 Shunter.

All in all the year has been a successful one with the building fund being boosted by another successful swapmeet in March and a well stocked shop and fridge.

The management committee would like to thank everyone that has supported the club and us over the past year. It makes our jobs so much easier.

David van der Linden

Secretary

A Christmas long past

*'Twas a Christmas long past when we crept round a shed,
finding nothing in steam, everything dead.
Those hulking great Mountains, an Rx or two,
the dozens once were, became just a few.
All dumped in a line, showing more rust than paint;
such thoughts melancholy might make us feel faint.
For those of us feeling quite long in the tooth,
we're yearning the steam we enjoyed in our youth.
It's thoughts such as these that make us feel sad,
but we'll always remember those steam days we had.*

Christmas on the Nullarbor

Hugh Williams

(WAGGA WAGGA EXHIBITION DIORAMA COMPETITION NOVEMBER 2011)

Based on the ONE87 – 1 SCENE Diorama Competition Rules, this diorama is built to 1/87 scale and is 87 square inches (11" x 7.9").

The scene in the diorama is representative of the picture (right) which illustrates the isolation of the fettle settlements across the Nullarbor Plain.

For 36 years Alf Harris acted as Santa to bring Christmas joy to the children in the settlements. He ended his railway career as an inspector and continued to play Santa after he retired. A "Santa Car" was put on the Tea & Sugar Train for him in December every year.

The model of the laundry wagon photographed at Forrest in 1975, compliments the scene.

Components used in the diorama include:

- Micro Engineering code 55 weathered track.

- Scratch built laundry on modified Powerline wagon

- Lima S Class diesel modified and repainted as weathered GM diesel

- Sentinnel whitemetal Hills clothes hoist

- Preiser HO figures of Santa, his helper and children.



Santa arrives on board the Tea and Sugar Train somewhere on the Nullarbor Plain in 1989.



The Buffer Stop
Christmas on the Nullarbor continued



CL14

Tea &
Sugar



SCT freight 5MP9 at Glenalta with SCT007 / 008 / 006 at 8:30 on 19 Oct

*John
Venning
Photos*



QR National 5MP1 with 6022 leading CLF1 & VL359 at Belair at 8:45 On 12 Oct

Clare Valley Lakeside Railway Biennial Invitation Run

In October, I received an invitation for SARMA members to attend a special event at the Clare Valley Model Railway Engineers' extensive 7¼" gauge railway which we had visited in April. The group were holding their Biennial Invitation run on Saturday the 3rd of November- there would be visiting locos from other miniature railway clubs as well as a bbq lunch and a dinner. Given the distance involved in a day trip to attend my girlfriend Sherree and I decided to stay in Clare for a few days and take the opportunity to look around Clare Valley. Asides from the miniature railway there are several railway attractions to look over in nearby towns, we saw those in Auburn and in Riverton. Other than ourselves the only other SARMA member who attended was Maikha Ly who, it turns out, is also a member of the Roseworthy Model Engineers.



ANR AL

(room for a full stereo for onboard sound according to Maikha).

Since our April visit, further work on the railway had been carried out. Clare MRE President Don Springbett pointed out a few of the changes: earthworks were underway for a new section of track outside the station approach which will eventually lead to a miniature of Murray Bridge's railway bridge, the double slips awaiting installation in the yard, a passing loop nearing completion, and ongoing brickwork on the tunnel entrance (the tunnel mouth is finished and looks superb). When asked about how his NR is coming along, he replied "very slowly."

By a strange coincidence, Penfield was holding its own 'Invitation Run' on the same day as Clare which meant that a fewer people attended. However two other clubs visited: Roseworthy and Kadina, bringing with them several interesting 7¼" gauge locos including one steamer. A superbly painted CFCLA 'EL',



Maikha on speeder

Happily the weather on Saturday was very nice, the only annoyance being the flies! Maikha beat *everybody* to be the first person there; by 11 am when we arrived, the Clare crew were in action and locos being tested. A new addition to the stable, in its first proper outing, was an AL class, which proved to be a superb runner (and very quiet). Still in maroon undercoat, it will be painted in ANR Maroon/Silver. There is a *copious* amount of space under the 'bonnet'; due to a mix up with the dimensions for the motor, there is more room than was needed



CFCLA EL

The Buffer Stop

Clare Valley Lakeside Railway continued



several freelance diesels and a USRA 0-6-0 steam engine were the visiting locos, as well as a very fast 'section car' speeder. The operation of multiple trains throughout the whole day was run exceptionally well considering the lack of signalling along the line and trains following one another! Given the number of diesels running on occasions, the sound made me think of a fleet of lawnmowers.

I had not been able to drive a train on our previous visit excepting a little shunting; this time I was fortunate enough to do a full lap of the line with CLP14. The casual observer would think



December 2012

the line is relatively flat, however there are many dips and rises which are not obvious, which in turn makes driving a train more interesting. Since the track also parallels the road near the tunnel there is an opportunity to overtake cars driving by! (on at least one occasion I noticed a car hurriedly pull over as we passed it, I half-expected to see the driver jump out with a camera). Because the line winds through the public park and a playground, there were plenty of onlookers throughout the whole day. A stray cat on the bridge over the creek got pretty startled when the train came towards it!

There was only one incident during the day: while Sherree and I were passengers behind the green Roseworthy diesel driven by Maikha, the loco seemingly derailed partially on a bridge which knocked the coach and in turn both of us were thrown off! Fortunately neither of us were seriously injured though poor Sherree received a number of cuts and bruises thanks to me landing on top of her!

As we had been forewarned, the whole event was exceptionally relaxed, with no real planned format beyond running trains and having a good time. A BBQ lunch was had, every bit as good as that which SARMA enjoyed back in April.

By about five o'clock people began thinking about dinner, which was to be held at the Clare Hotel (known as the 'Middle Pub'); about 18 people would attend. Sherree and I had enjoyed the food around Clare during our stay and were interested in seeing how the pub shaped up. It turned out to be a very nice meal with reasonable prices, with plenty of camaraderie among the diners (a highlight being Maikha expressing in no uncertain terms his hatred of Ham Steaks).

Following dinner a brief return was made to the railway for some twilight running though the steam loco was ruled out from operating in dark because it had no headlight. Finally, with the night winding up, we decided to call it a day and headed off at about 8:30 with the prom-

The Buffer Stop

Clare Valley Lakeside Railway continued

ise of a return sometime in 2013. Given the SARMA's busy schedule in the early part of the year (RailShow and AMRE) there might be the possibility of a club trip in the second half!

Besides the miniature railway, Sherree and I managed to get to some 1:1 scale artefacts during our stay. After playing miniature golf at Auburn we found the town's station, which has been restored into a café (which is only opened on weekends, so I can't attest to the quality of the food) Besides the station building itself, the somewhat overgrown platform still exists, as well as a station name board. The railway line's former path through the nearby trees can be still clearly seen, and a gate is still extant.



Auburn Stn

Though we weren't able to have a look at what was left at the Clare site, we made up for it by visiting Riverton on the way home. Someone had bought the station yard which contains a number of buildings (signal box, goods shed, station and water tower was all I could see) and some Red Hens which sit forlornly with an odd



Red Hens at Riverton

yellow four wheeled van. Apparently several had been gutted for B&B accommodation; this is obviously no longer operating as the advertising board was covered with grasses and the station gated off. The whole scene was very depressing, and it feels to be such a waste of heritage stock and buildings. Nearby, the level crossing was overgrown completely on one side, though the track still seems to be there. The neglected and overgrown railway line is echoed along the way back to Adelaide at Roseworthy, Tarlee and the line out of Gawler to the Barossa Valley. One hopes eventually someone will do something with these still extant (barely) lines, though who has such a wad of cash and willpower available?

I have already mentioned many superlatives about the Lakeside Railway in my previous report, though I will again encourage people to take a drive up one weekend and enjoy a ride at what is a very relaxed and scenic spot. As for a day or two's stay, if you are a wine aficionado (or just like drinking it) then you will enjoy a stay in Clare Valley, if, like me, you don't drink, then the food isn't bad either! ■



Riverton Goods Shed

Kris Kringle's Kinky Kwiz

(Names & places associated with railways, model railways or SARMA)

On a corner in Counterdarn?

Editor's home town is rough and then some?

He makes the containers to put Christmas plants in?

What very large wet area really has a dozen?

Spider's trapp from America brought us what Japanese arrangement?

More than 1.6 km to the finish?

The winner's refuge with an American slant?

Who's the prospectiv occupant of this container?

You'd expect to find this on the ark?

Climb onto your noisy dog?

Enter the car park from where with a roar of pride?

Little red BoBo, D class?

Which direction does most of our in-house braking come from?

Early busses and railcars – start with a cigarette, end over limit?

Are you in, Bill; come for a ride?

Reassure some of the passengers of the 1920s of reliable railcar travel?

Around the place for incarceration; almost crazy?

Write your name, Allan?

Extends a forefinger?

Finish up on your bum; not once but twice?

Club down south named after a crossing nose?

Investigate the efficacy of the flat bottom or bullhead?

Drink on the eighth, ay?

Is this drink ripe, I wonder?

100H3L73NH4M

R giant model railway manufacturer?

The distinctive feature of a Unicorn, by golly?

Sounds like a local surgeon starting an operation?

Ay you, the street is getting wet?

I have it, mainly NSW models?

Something you put tea leaves in; couple a thousand maybe?

Heavy electrical cable?

Local inhabitant; a representation; train tracks; weapon store?

In the nude; er, please refrain?

Little one sings in the past?

Going south, when the city is almost no longer in earshot, you've reached the end (but not for long)?

Low and behold; a bird of bright plumage is a'cummin soon.

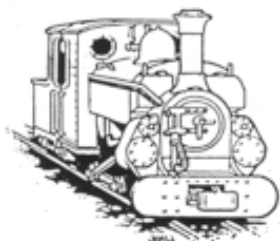
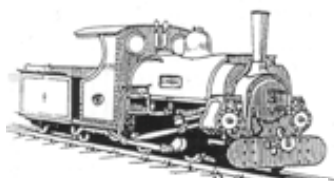
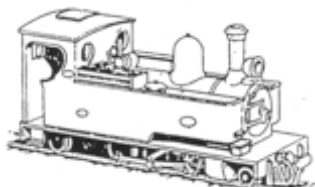
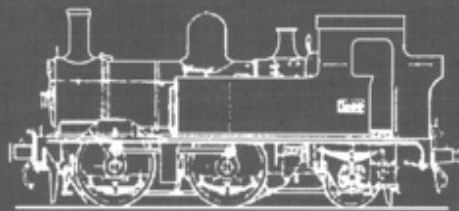
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Magnifier, Large illuminated, multi-position	\$119.00
„ Junior „ "bendy stalk"	\$50.50
Pace controllers-Powered single \$114, or dual	\$179.00
„ „ - Single Hand held	\$43.50
Bachmann Class 411 EMU	4 car set \$199.00
Hornby NSE Class 423 EMU	4 car set \$250.00
Good Selection of TCS Decoders from \$31 to \$50	
Trackrite Foam underlay in HO, N and metre gauges.	
Woodland Scenics "Mod-U-Rail" Straight Module Kit	
SARMA SPECIAL <u>UNREPEATABLE PRICE</u>	\$166

DCC Concepts- OO Station Lamps and OO Train Marker Lamps available.

Southline Railway Models Switches (for Peco PL10 point motors)	\$13.50
Heljan English Diesel Locos - only one left	\$175.00
Bachman Hong Kong Tram (last one remaining)	\$127.00
Ixion On30 Coffee Pot (Supplier's price reduction)	\$175.00
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Atlas Trainman HO locos various	\$105.00 to \$119.50
Powerline VLEX wagons, 5 variants,	\$49.95
Powerline Tuscan 48 Class back in stock	\$325.00
Weico 1950 Royal Blue Duple bus (1:76 scale)	\$72.00
San Mateo Line signals kits and ready-to-place	
Agents for "MyLocoSound" units for DC	\$69.00
Steam Only DCC Sound Decoder (Generic adjustable)	\$75.00
Railscenes Australian Diesel Loco Mugs	\$12.00
Road Ragers HO Australian cars	\$15.50
SAR Model Co Redhens,800 & 860 car kits back in stock.	

Brian, John & Vic

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		
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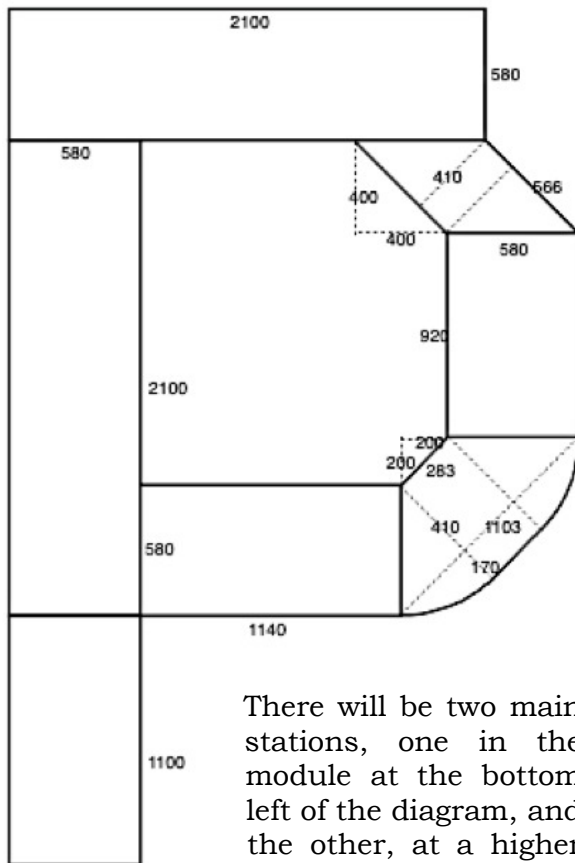
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A Bit of SAR in Qld - Part 1 of an Occasional Series Chris Marlow

I've started work on my new layout. As with the rest of our move to Brisbane, it is downsized from what I had before.

I had hoped to base the layout on an interesting plan (#43) in the Kalmbach book *101 Track Plans*, which had the line climbing over itself in a number of figure 8s, but this would have resulted in unrealistic tight curves in the space available.

The layout will occupy one side of my study. I finally arrived at the configuration shown below, measuring 3.8 x 2.5 metres.



There will be two main stations, one in the module at the bottom left of the diagram, and the other, at a higher level, in the module across the top of the diagram. There will be a track climbing from bottom to top, for point-to-point running between the stations. To allow for the possibility of grandchildren wanting to drive trains, there will be two round-and-round tracks, one at the bottom level and one at the top level. DCC will be used.

The layout will be made so that it can be dismantled if necessary, but it will

not be readily portable. The module width of 580 mm was chosen so that the modules, some with backscenes, can be placed with two side-by-side at each level in my trailer.

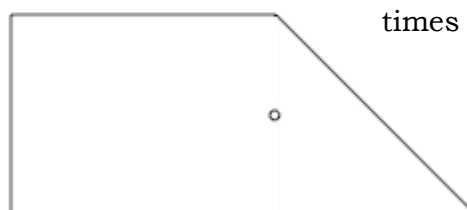
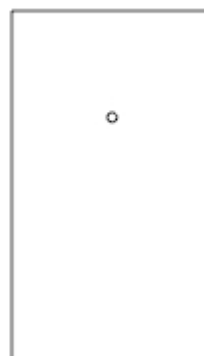
The timber framework of the modules has been completed. There was not enough workbench space in the garage, so much of the work was done on a sheet of MDF, which later will become part of the layout, on top of our outdoor setting. The modules were marked on the MDF in pencil, and scraps of timber were nailed along the pencil lines to form a template for construction. The legs were made in the same way.



The timbers were painted before final assembly, to try to reduce the effects of humidity. (As I type this, it's a beautiful spring day, blue sky, no clouds, temperature 23°C, humidity 84%. Different from Adelaide).

When fitting the legs and struts to the module frames, I

made some cardboard templates and punched holes in them with a compass point to mark where to drill the holes for the screws. It saved making the same measurements twenty times over.



A Bit of SAR in Qld continued

The basic modules are finished. Nearly there! All that remains is to fit the baseboards, adapt the track plan to fit, lay the track, do the wiring and make the scenery. 12 months?



Murphy Strikes Again

(1) I was pleased to discover that my construction skills are as good as ever, so I

know what to expect as the layout proceeds. I cut twenty legs. Nineteen of them were exactly 1080 mm long. The twentieth was exactly 980 mm long. I didn't have 1080 mm left over, so I had to cut 100 mm from an offcut and, with a dowel, glue the pieces together, daisy-chaining three clamps to reach from end to end. I was going to put this leg in a back corner out of sight, but after filling, sanding and painting it, I couldn't find it among the others.

(2) While making the seventh and last module, I needed about one more metre of the framing timber, which is 18 mm x 92 mm in cross-section. Over to Bunnings: "We changed our supplier a few weeks ago. It's now 19 mm x 89 mm." Rather than mess around with the 3 mm height difference, I found a couple of 18 x 92 offcuts, and similarly joined them together to make the last piece in the framework. ■

Queensland Weather!

The terms "summer season" and "storm season" mean the same thing in Brisbane. The *Courier Mail* recently included with its Saturday issue a booklet on preparing for, and surviving, a natural disaster.

We had some bad weather on the weekend 17th and 18th November. We were on the edge of a storm cell on Saturday morning, and got a gentle 5 mm of rain in half an hour. But 6 km away, a house was set on fire by a lightning strike, and elsewhere in the suburbs there were flooded streets and uprooted trees and a demolished street market.

On Saturday evening we copped a tremendous thunderstorm from 7 pm till 11.30 pm, which gave us 47 mm more rain.

Just before sunset on Sunday afternoon we went through the worst hailstorm we have ever experienced, caused by a "super cell." Our daughter has been here for 18 years, and it was the worst she had ever seen, too. In about 20 minutes

Chris Marlow

we got 32 mm of rain, and hailstones that were golf ball size on the hailstone rating; elsewhere there were hailstones the size of cricket balls and grapefruit. Our neighbours had a car outside in their driveway: it has many dents and a smashed windscreen.

I had intended to do some work on my new layout modules outside under the patio roof on Sunday afternoon. Just as well I didn't.

Glenys has a small lemon tree: it lost a main branch and most of its fruit. I had a rain gauge that radioed the rainfall to a receiver inside the house. It has been destroyed. Our solar electricity panels seem to have survived, but one of our two solar hot water panels was smashed. One tile on our roof has to be replaced; fortunately it's not letting water inside.

But we are luckier than those in adjoining suburbs with smashed windows, whirly birds, skylights and roofs.

Thursday's forecast: "Possible storm!" ■

Queensland Model Railway Show

Chris Marlow

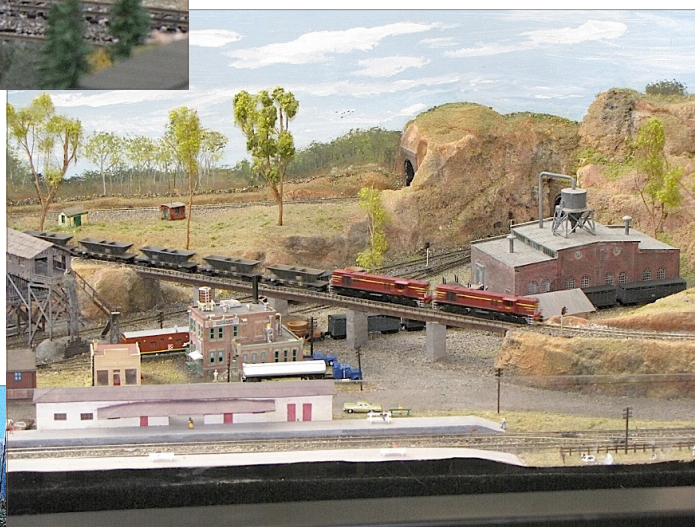
The Queensland Model Railway Show was held at the Workshops Railway Museum at Ipswich on the weekend of 27-28 October. Here are some photos.

1620 was giving real train rides



Lindale: a busy layout with British, US and Australian trains running simultaneously. One of two layouts on show with a house on fire.

Lakeside Coal



Mansfield Branch - Victorian mountain country

Modular Layout Construction Report #2

It has been six months since the last report in print form and I thought it was probably time for an update.

Construction has continued with the modification and extension of the yard, nearly completed by Don and his assistant Gordon. Gordon and Fleety have also been laying cork and rail for the main lines on the lower level.

While this has been happening, Dean has been mumbling and carrying on while wiring all of the modules, bus feeds and droppers, plus all the signalling wiring. He and Dave H have been manufacturing all the printed circuit board joiners for all the tracks that cross from module to module. Dave H has also been working on powering the small Turntable for the Branch station.

Andrew, when available, and I have made the top deck and then raised it all after thinking it looked a bit low, checking all the measurements and finding the height of the roadbed base had been overlooked. Better to find it before finishing all the scenery, and finding double stack containers and car carriers being wiped off on their first run through the tunnel.

Len Redway has excelled himself with the manufacture and installation of two bridges and the accompanying scenery.

Len undertook to travel and photograph the real bridges and their surroundings; he then made masters

and cast the segments of the bridges, before actually constructing them. Keep an eye open for future developments regarding the Bridges! Work is also progressing with profiling and scenery on other modules. Dwayne has been busy modifying and Australianising some trucks and buses that we have acquired for the layout. Richard Ash has also become the official cutter of paper towel to be used on the scenery work.

There has been some minor tweaking of the original design to accommodate better operations and overcome clashes of scenery components.

We are now getting to the stage where we will be asking people to donate some time and effort to construct, modify and manipulate the necessary buildings and structures that will be required.

I would like to offer my thanks to all these workers and any others I have missed.

So until the next informative missive, KEEP ON TRACK!!!

Bob the Builder ■



Tuesday Regulars: Andrew, Don, Bob, Gordon, Len & Dean PHOTO: JAMMO

On Distant Rails

John Doherty

This month marks the seventh anniversary of the introduction of V/Line's Regional Fast Rail VLocity DMU railcars. It was on 22 December 2005 that VLocity set 1111/1211 ran their first revenue service to Ballarat, thus ushering in a new era for rural Victoria's train travel. Services to Geelong began on 3 February 2006, Bendigo on 24 February, Seymour on 22 August and Traralgon on 15 September 2006. Initially, they were 2-car sets, with some later upgraded to three cars – all powered, to maintain their power-to-weight ratio and hence their 160 km/h capability – while later sets, starting with VL19, have three. Depending on need, services can comprise 2-, 3-, 4-, 5- or 6-car sets. On the Geelong – since extended to Marshall – line, 7-car sets are used during peak periods. The other lines are restricted to six due to platform length. All units are broad gauge.

When weathering rolling stock we like to be confident that it will look authentic. The AMRM November calendar has a pic of a QR freight with a louvred van, where red dust highlights the roof, louvres and other bits where dirt and grime accumulate naturally. Then there are some loaded open wagons with basic-but-effective tarping.

The tiny town of Thallon, 570km from Brisbane on the now-closed Dirranbandi line in Queensland's mid-west, is named after James Forsyth Thallon, Commissioner of Queensland Railways from 1900 to 1911. Sadly, he died in office five months prior to the line's opening. I had the experience of working in the area in 1967 on a round-Australia working holiday. The first European to visit the Thallon district was explorer Thomas Mitchell, who carved his initials on a bloodwood tree near the Moonie River. The Victorian Railways' legendary S-class steam loco 301 was named after him. The 3-cylinder 4-6-2 streamlined S-class, of which there were only four, wrote themselves into the history books by hauling the famous *Spirit of Progress* non-stop between Melbourne and Albury.

The masthead on *Buffer Stop* includes the wording "Promoting the hobby in South Australia". Given that SARMA has been around for as long as it has, perhaps the phrase could be amended to include its formation

year, thus: "Promoting the hobby in South Australia since 1957".

Auscision is now marketing and distributing Bendigo Rail Models' products the first being an r-t-r H0 First Series T-class. Known as Flat Tops they come DCC- and sound-ready, in three variants of VR Blue and Gold, three eras, 16 numbers and cast steel or fabricated bogies, plus T413 with dynamic braking.

T413 – the real deal – built by Clyde Engineering at Granville, NSW, is a one-off that began its working life in 1956, Melbourne's Olympics year, as D1 on the private 3ft 6in/1067mm (Cape) gauge line at the Australian Portland Cement's Fyansford works near Geelong. It was equipped with dynamic braking to enable it to cope with their quarry's grades. D1 was on-sold to the VR in 1969, fitted with broad gauge bogies and re-numbered.

Those vinyl pencil cases, often a back-to-school special at newsagents or found at your local two-bob shop, make handy storage containers. I use them for storing my moto-tool, airbrush, digital calliper, scanner radio and so on. They come in several sizes and some include a set of alphabet letters so that you can add a label or your name.

According to Austrains' website the BL/G/81 is now due next March.

The AMRM now has a blog. For the uninitiated, a blog is a website that allows users to "reflect, share opinions and discuss various matters" in an informal environment. Readers may comment and entries appear in reverse chronological order.

The Railfan Shop has decamped from Melbourne's CBD to Churchill Street, in suburban Mont Albert, opposite the station. It's a Zone 1 ride on either a Belgrave or Lilydale train. The station layout is unusual in that there are three tracks, with a side Up platform and an island on the Down. Although the station opened for business on 11 August 1890, it wasn't until the 1960s that the island was created to relieve traffic congestion during the evening peak.

And from Carol: I never met a chocolate I didn't like.

Merry Christmas. ☺ ■

The Buffer Stop



**More of Maikha's
photos from the
Liverpool Exhibition**

Crocodile



Sydney electric suburbans on bridge



Quinton Oil - railcar

Thirty eights in O scale



The Buffer Stop

Show & Tell (See GM minutes (page 4/5) for more information)



Paul's Christmas collection including a biscuit tin, a TY scale layout in a spectacle case and the blonde that he wished for



Jeremy's Bay trams



The Buffer Stop

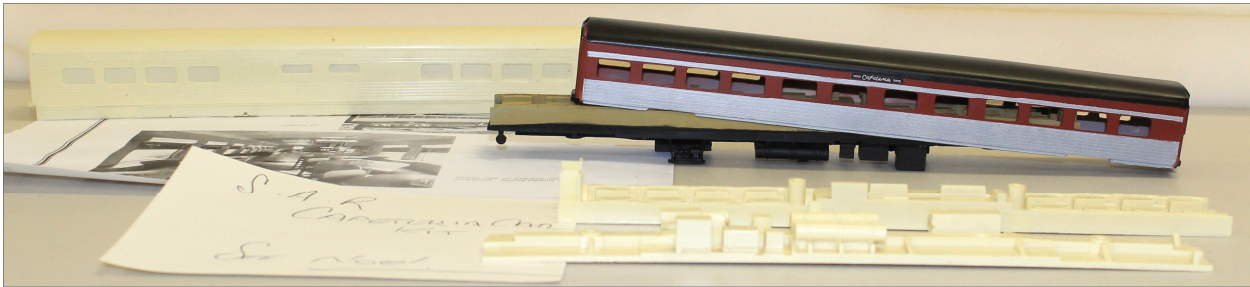
Show & Tell (See GM minutes (page 4/5) for more information)



Peter P's Southern locos



Matt's N scale church & American shunter & OO scale signal box & modified Schools loco



Noel's pre-production Overland cafeteria kit



Iain's Bulk Buys - Foam inserts for safely storing rolling stock



**Bonus page for web users
More of Noel's photos of
the Seaford extension**

From Seaford Meadows



Bridge over Onkaparinga



Towards Seaford



Workshops Seaford Downs

December 2012