

SOUTH AUSTRALIAN RAILWAY MODELLERS' ASSOCIATION INC.

PROMOTING THE HOBBY IN SOUTH AUSTRALIA



SARMA Visit to Clare Valley Lakeside Railway

INSIDE

Brisbane Model Train Exhibition
Clare Valley Lakeside Railway Bus Trip
Exhibition Layout Progress
Frankenstein's Layout
Some colourful Locomotive Nicknames

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 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 (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.

Committee Members 2011 – 2012

President: Hugh Williams Phone: 8271 5327 email: hswilliams@optusnet.com.au	Layout Director: Dean Schluter Phone: 8336 1802 email: dean.schluter@bigpond.com
Vice President (Special Projects): Iain Kennedy Ph: 0417 844 214 email: sarails@bigpond.com	Exhibition Layout Director: Bob Houston Phone: 8268 7813 email: bobhouston@adam.com.au
Vice President (Administration): Roger Wheeler Phone: 8356 9044 email: rawheeler.grange@hotmail.com	Maintenance Director: Dave Holmes Phone: 0417867486 email: dave_a_holmes@hotmail.com
Secretary: David Vander Linden Phone: 0419 847 619 email: david@vanderlinden.id.au	Social Director: Barrie Mackinnon Phone: 8298 8571 email: barrie@picknowl.com.au
Treasurer: Gordon Chaplin Phone: 8261 9736 email: gordon.chaplin@bigpond.com	Editors: Peter Pickering Phone: 8344 7625 email: peterp23@bigpond.com Matt La Vista Phone: 0477 271 575 email: lavip51@gmail.com
Librarian: Allan Norris Phone: 8346 1742 email: addnor@optusnet.com.au	

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

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

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Diary

Wed 13 Jun The GM will be followed by members presenting their 10 best pictures & movies. The "show & tell" is non-railway models.

Wed 20 Jun Construction Night

Wed 27 Jun Construction Night

Wed 4 Jul Construction Night

Wed 11Jul General Meeting- John Venning will show some of his videos.

Wed 18 Jul Construction Night

Wed 25 Jul Construction Night

Wed 1 Aug Construction Night

Wed 8 Aug General Meeting



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

June Long Weekend AMRE Train Show

July 7-8 Stawell VIC,
Grampians Model Railroaders
SES Hall Sloane St

Aug 25-26 Caulfield Race-
course VIC, Station St
Ph 03 9563 8238

**Sep 7th-15th
Royal Adelaide Show
Grain Board Layout**

**Sep 8 MRSA Convention
Flinders Medical Centre**

**Sept 29/30
Noarlunga Model R/R
Seaview High School**

Cover Photo: After months of organising, the visit to the Clare Valley Miniature Railway on April 28th went off without a hitch. A splendid time was had by all, a repeat visit is assured! Towards the end of the day, several lucky SARMA members were allowed to drive the massive 7 1/4in CLP14. Colin Barnes can definitely handle the controls of SARMA's BBQ, but he's also a dab hand driving a miniature diesel! Prior to this photo he had been pursuing his grandson Thomas who was madly pumping at the controls of the mini Kalamazoo— see inside for the big report!

Introductions

Welcome to the first all British edition of the Bufferstop! Kidding aside, I am privileged to be able to assemble my first magazine. September sees my third anniversary of joining SARMA (joined 9/9/09!) and it seems like longer than that already. For those who sit listening to me at the GMs probably a *lot* longer.

Too late for the May magazine was my report on the Clare Valley bus trip, a total of 25 SARMA members enjoying beautiful weather, train rides and gourmet sausages among many delights at the Lakeside Railway. We have already pencilled in a return visit for 2013. I could not fit all the pictures in this month!

By the time members are reading this, the June AMRE exhibition at the Greyhound Park is over, and with it the debut of the N scale "Barrie Valley Railway" layout. Whatever lessons we learn from this first display will be absorbed and used to improve our layout for the September exhibition. We hope everyone who attended enjoyed themselves! Look for a write up and photos of the various goings-on in the July issue (special 200 page edition). Hopefully we made Barrie proud! The club's 55th birthday dinner at the Goodwood Hotel has also passed and we're sure Barrie put on a good show as always!

This month's issue also sees a write up of Steve Curtis' Monster layout, news from our Queensland Correspondent Chris Marlow on the Brisbane Model exhibition, Bob Houston's report on SARMA's new exhibition layout Noel Potter's regular feature and a coach kit that gives even the daftest beginner kit builder no excuse to not have a crack.

Happy Modelling! Matt L

June 2012

NEWS COLUMN

SAR HO MODEL RELEASES

Trainorama, SAR 830 Diesel.
Due July-September 2012

Austrains SAR SOC Ore Car.
Due June 2012

End of the Line Hobbies, SAR Semaphore Signal kit, single blade, upper quadrant from Strath Hobbies. Out now. Double Blade version to come.

Orient Express Reproductions, RTR SAR OBf and Of 4 wheel open wagons,
2 varieties of doors, 6 colour schemes.
Due June/July 2012.

OPEN DAYS

Alexandra Timber Tramway, VIC;
Open day 24 June. Ph 0427 509 988

Roger Wheeler

ANNUAL GALA

"A Day out with Thomas"
National Railway Museum July 7th-15th

"Put Yer Back into it laddie!"



The Buffer Stop

EDITED MINUTES OF THE GENERAL MEETING HELD AT DERNANCOURT ON 11th APRIL 2012

Meeting opened at :19:30

Chaired byHugh Williams

Members in attendance:

Apologies:

Visitors:

Minutes of previous meeting:

Moved ...Bob Houston, Seconded Dave Holmes,
Carried

Outstanding Actions and Business arising:

Correspondence in:

Telstra Account for Message Service

End Of line voucher for \$18.90

Kanga Coaches account

Model Railroader – June 2012

Membership renewals for; Bill Lewis, Alan
ThomasBill Dick

Correspondence out: nil

Business from corres:nil

Finance: Financial statements presented .

Accept financial report: Moved Gordon Chaplin,
Seconded, Bob Houston, Carried

Reports:

Premises –

Application still in progress with the council, a 6
week turnaround is expected from the council

Question from floor (Trevor Carter) What about the
Scout hall that was on offer which the scout group
has moved out of?

Answer : This hall is now a multi user building and
has other users that are currently using the hall, so it
is not available to us.

Exhibition Layout –

Modules are getting completed, testing showed that
a complete circle when connected. Painting of the
modules has started, all timber will be painted in an
effort to reduce timber movement.

Club Layout –NTR

Social –

Next dinner should be in the Buffer stop – no con-
firmation at this time on what the movie is. Barrie
has been advised that the movie ticket can be taken
for another night if desired.

Barrie thanked Matt La Vista for organising the
Clare trip.

BufferStop –More Articles required

Library –There are some magazines in the club
rooms that are free to take.

Maintenance –NTR

Bulk buys –Down to the last bottle of Glue

Special Projects:

CF cattle wagons have the wrong wheel size, please
return to Iain for replacement with the correct size

Swapmeet –NTR

AMRE –More people needed for Door task, please
see Alan to advise your ability to assist.

General Business:

Brian Woods advised;

Powerline 48's are due in to the store 16th May
2012

Bob Burton Kits are now in stock

John Hansford:

Railmotor models Big W cars are due in August

SCT locomotives are due in January 2013

On the look out for Austrains Lima couplers that
came in the older boxes

Austrains G/BL is due November 2012

Alistair “Whib” Whibley:

Has a copy of the Ozark models freight kit cata-
logue if anybody wants it. It could be as old as
the 1970's?

Hugh Williams:

Advised that some club members went to assist the
Pirie crew, they were a day early but helped setup
anyway then went back to run on the Sunday

The Pirie club runs on the 1st Sunday o f each
month.

Club members John Gordon and Hugh Williams
were in the latest SA Life magazine within a train
related article.

Show and Tell:

Matt La Vista displayed Delprado N Scale locomo-
tives of NSW 38 class locomotive, South African
Railways “Snake”, A French Mikado, A German
Class 01 Pacific, A collection of rail related books:

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EDITED GENERAL MEETING MINUTES (continued)

The Island of Sodor by Rev Awdry, A stupid undertaking by Ralph Holden, Locomotives that never were, and an original painting of a Commonwealth railways locomotive from this book of a Hawthorn Leslie Parson donated by Robin Barnes.

Phil Curnow with photo's of the "current" trains through SA showing images of G&W, PacNat, QR locomotives and rolling stock

MEETING CONCLUDED: 22:20pm

Whib displayed a figurine of a tool to save railway police mans lives which was copied from a pencil drawing.

Graham Nixon displayed a Pilipino Jeepney which is the usual form of transport in the Philippines

Also consumed was a Birthday Pavalova to celebrate the 55th birthday of SARMA, donated by Matt La Vista

At ...20:10.....pm the meeting took a break.

The meeting re-convened at about ...20:30..... pm for the raffle which saw the following winners.

Col-our	Num-ber	Winner	Prize
Yellow	B69	Allan Norris	Junction Models
Green	C91	David Jamieson	\$30 Voucher
Yellow	B76	Graeme Nixon	Pin Vice
Red	F99	Brian Woods	Torch
Red	F71	Richard Ash	SARMA Coasters
Green	C96	David Stokes	Torch
Yellow	B24	Trevor Carter	520 Photo
Red	F58	Bob Fleet	LEDs
Green	C69	John McCallum	Aztronics Voucher
Yellow	B47	John Gordon	SARMA Stickers
Green	C88	Trevor Barnes	SARMA Fridge Magnet
			Modelling Knife

Entertainment:

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



On Tuesdays and Wednesdays the exhibition layout construction team has been making rapid progress.

All the modules have been constructed and were recently laid out in the Log Cabin.



See Bob Houston's layout report on page 20!

Pictures by Gordon Chaplin

JOHN'S HANDYMAN SERVICES

- General Home Maintenance
- Gardening
- Painting
- All Odd Jobs

0428 294 859ABN 89 954 074 379

The Buffer Stop

From The Buffer Stop Archives



50 Years Ago: June 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: Peter Beck.

Peter Beck new sub editor (replacing Trevor Carter)

For Those Bored with Their Present Layout: This article compiled by Tony Horsman says:

Before wrecking your present layout why not add these features:

1. Model rolling stock from your favorite railroad.
2. Add special sound effects.
3. Add special lighting system (to represent day and night).
4. Add super detailing to your scenery (rockwork, roadways, footpaths, etc).
5. Add a more elaborate wiring system.
6. A timetable using a speeded up clock.

This may seem impossible for some members but, it is done in the USA, so why not here? I am sure it could be done with a little thinking and ingenuity and would not cost as much as a new layout. It all adds interest and added realism to a layout as well as giving it something special.

I am only 14-years-old and not as skilled as the older members; so they should make a really interesting display, if ambitious enough to attempt these tasks.

40 Years Ago: June 1972

DW

President: Eric Milne, Vice-Presidents: Stan Filsell, Phil Curnow, Secretary: Bob Irvine, Treasurer: Roger Wheeler, Entertainment: Allan Kitto, Librarian: Tony Sitters, Maintenance: Len Redway, Committee Members: Wally Bennett, Bill Coles, Editors: Bob Burton, Bill Jolley.

ARTICLE ON ADDING HIDDEN WEIGHTS on flat cars and making removable side stakes.

TREVOR CARTER describes making various types of loads.

A method of **REMOVING OLD PAINT** from plastic body shells.

Five pages of **S.A.R. ACTIVITIES**.

30 Years Ago: June 1982

PP

President: Noel Potter, Vice-Presidents: Don Snow, Tony Sitters, Secretary: Bill Lewis, Treasurer: Barrie Mackinnon, Social Secretary: Dean Jackson, Layout: David Jameson, Maintenance: Allan Kitto, Librarian: Vic Kollosche, Editors: Rob Burford, Trevor Carter.

Cover: Aerial view of Callenmodah diesel depot near Gladstone, Qld.

Picture Parade: From the collection of J Looker (No captions but they look like an Rx emblazoned with flags, a low sided bogie wagon, 953 and 951).

H class (4-4-0) of SAR – article, pictures and line drawing.

Wollongong & Southern Highlands: Electrification.

Islington builds new coal hopper wagons for Tasmania.

The Buffer Stop

From
The Buffer Stop
Archives continued



20 Years Ago: June 1992

PM

President: Brian Woods; Vice-Presidents: Trevor Carter, Dave Zietz; Secretary: Austin Balnaves; Treasurer: Don Snow; Layout Director: John Willmer; Modular Layout Director: David Jameson; Maintenance Director: Ian Wade; Social Director: David Thomas; Librarian: Vikki Barnes; Editors: Dean Jackson, Peter Carter

Cover Photo: Drawing of Beachport railway station by Bill Button

Layout Report: The remaining points have been installed in Peelinna. We have run out of grey ballast 2/3rds of the way through Peelinna yard. If anyone can help, let John know. Warraparinna yard's control cabs are complete, making it the second yard now operational. The port work is continuing.

Article: "Detailing for effect Part 1" by Peter Carter

Book Review: Model Railway News, 1951 – there was a metal shortage in the England in 1951 and model railways were not seen as a top priority (how dare they???). Austral Railway Models advertising NSWGR Riverina Express coaches and baggage cars in O and OO scales.

Article: "Specifications for signalling the club layout – part six"

...that's all there is at only 10 pages – a far cry from today's "massive" Bufferstops.

10 Years Ago: June 2002

DVL

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

Front cover photo of Steam Tram Motor No 7 taking on supplies at the Fairymead Museum, Christchurch, NZ.

Library report includes old Bufferstops for sale at 10 cents each.

A random check of some of the links on the Internet Page found one site no longer active and another that had been moved in 2003 and was last updated in 2010 but still has lots of photos that you can buy on CD.

John Doherty's Keeping Track told us that the Fete Layout is to make it's first formal appearance at the Gawler Show in August but not before it gets a minor 'titivation'.

If you want to know what locos ran in SA and when then page 14 has the information you need.

Page 16 contains a Bill Lewis article on **building a cement works** for your layout. With all the cement wagons being constructed by members of late it seems practical to include one on the new Club Layout?

By now the registration forms for this years **MODELLING THE RAILWAYS OF SOUTH AUSTRALIA CONVENTION** at Flinders Medical Centre on **8th September** have been sent out to those who previously attended. For those who have not been to the Convention and would like to attend this year or see the program, visit www.mrsac.com. Remember, get your registration in early to save \$5 off the cost! Some of this years' presentations include: Bluebird Railcars, Islington Workshops, Passenger Carriages/Brake Vans and Race Trains. There will also be the usual comprehensive notes, traders, raffles, morning & afternoon tea, lunch and an after convention dinner for those inclined.

End Of The Line Hobbies

80 Ocean Street, Victor Harbor

Wednesday thru to Sunday

10:00am to 4:30pm

Ph: 85527900 Fax 8552 7933

Model Trains, Track & Accessories

DCC controllers, decoders (inc sound)

Model Kits (Trains, Planes, Ships, Boats, Military Vehicles, Cars & Trucks)

R/C Vehicles (Gas & Electric), R/C boats & yachts, R/C Planes & Helicopters

Spare parts & Fuel

Scalextric and Die Cast Collectable Cars

Books, Magazines and DVDs

Model Paints, Brushes & Air Brushes

Scratch building materials, balsa

Modelling equipment, tools and glues.

For all ages beginner to expert

Come in and have a look around; chat to Paul and Rodney about your modelling needs.

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.

LIBRARY REPORT

Recent Additions to the Library

Australian Railway History	May 12
A M R A Journal (W A)	May/June 12
Dispatcher (SANGS)	April 12
Model Railroader	May 12
Train Talk	May 12

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

Allan Norris

DONT FORGET!
The BufferStop is
always looking for
articles or photos on
any topic.

Built a kit? Been
chasing trains?
Write it up and
send it in!

Its your mag too!

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

SARMA Bus trip to Clare Valley Miniature Railway

MLV

After my organizing of trips to visit the Penfield Gauge 1 day and the 'Three Amigos tour' met with success I found a posting on the Railway forum 'Railpage' which showcased a miniature railway located in Clare Valley. From the pictures alone it looked a perfect place for a days diversion, however given the distance I felt it might not be a good place to go by car. Then the idea came to me of a club trip in the style of our Goolwa visit. Initial enquiries to the Lakeside Railways' secretary, Mr David Lloyd, were encouraging, and so I asked Robert Houston whether it would be possible to organize a bus if we got the numbers. He affirmed, I put it to the membership and from there things progressed!

So on the chilly morning of Saturday 28th of April at 7 o'clock a small group gathered at the SARMA clubrooms where we boarded the bus driven by Bob H. Among the group being picked up from the clubrooms were half of Clan Barnes and all of Clan Mackinnon, the Jamesons, Dean and our treasurer Gordon (to see where our money was being spent no doubt) and David Vander Linden brandishing Apple products (how high is your commission?). My girlfriend Sherree also joined us for her first SARMA bus trip, though at least she has met a number of our members before so she knew what to expect!

To Bob's incredulity everyone we were waiting for was on board and we left early! (is that a first?) Our next stop was the Brahma Lodge Hotel to pickup Trevor Carter and his mate Wayne Etherton, Jeremy K and Dane Filander. On the way Dave VDL took some pictures of the passengers, yelling for Dean to lean in 'Facebook style'. When Bob reached the turn off for Main North Rd at the Peter Engel Centre in Salisbury he suddenly realised he had forgotten to go past the Hotel! A hurried left turn was completed and as we drove on we saw the waiting quartet looking down the other side of the road at the bus stop. A quick

beep alerted them to our position! After some shenanigans in the car park as Bob tried to u-turn the bus (which seemed to scrape every part of the underside) and got out of a dead end we boarded the waiting travelers and set off back down Main North Rd. Our last stop before Clare was the Smithfield Hotel, where we collected the Bevans and the other half of Clan Barnes, which including three members (the Whibleys and Paul Farr from Jamestown) who were driving brought our total to 25 people.

During our drive someone would shout out upon seeing a pub (usually T.C) 'good pub that one!' Look out for the *SARMA Touring Guide to Good Pubs and Restaurants* in a future issue. Occasionally someone would spot railway relics or we crossed over them, a mysterious and knowledgeable voice behind me spouted information about the various routes of the Roseworthy line and all sorts of tidbits concerning whatever we just saw. Meanwhile Jeremy tried to see out of the fogged up windows on the left side of the bus, 'Sparks' brandished a 'Silicon Chip' magazine at nearby passengers and my tray of biscuits disappeared between my row and Paul Mackinnon's, who let me know this in no uncertain terms. The whole group had a cheer after Bob finally managed to overtake a pesky Woolies' truck...

Having arrived in Clare I was awoken by a chorus of voices hollering my name, directions were needed! Bob found the place without too much trouble. Finally we drew into the car park of the 'Lakeside Railway' with most of the eyes either on the nearby lake or on the diesel engines which were undergoing testing on the mainlines! Everyone piled out and stretched their legs with relief as our hosts ambled over.

After I shook hands with Mr Lloyd, finally meeting him in person after countless emails and phone calls, and with Mr Don Springbett,

The Buffer Stop



The superb Lakeside Station canopy

David the Secretary met our Secretary David. After the setting up of chairs and tables Don welcomed our group from the PA System (we need this for the new SARMA clubrooms!) and directed them to tea, coffee, biscuits, the toilets and the fact that we were free to wander around the grounds and facilities.

Dave Vander Linden somehow managed to find his way to the front of the people making for the Refreshments, while in the background someone yelled 'Fridge is open!'. As morning tea was had, Don told our group about the history of the railway which began 14 years ago. The Clare Valley area council has a contract with the society allowing them the use of the land on condition they maintain the surrounding parklands and lake- the railway forms part of the Melrose Reserve. Inchiquin Lake was originally built by a couple entrepreneurs who attempted to set up a hotel complex. That fell through but the lake remains. The total area under the railways management is approx 10 hectares. Volunteer numbers stands at an impressive 30, bolstered by a number of 'boaties' who helm the remote control boat section, unfortunately they were not present and as such we missed seeing them in action.

Don also explained a number of the railways' features, and the reason why the signals are reversed (green under red)- that's the way they're done on the road traffic lights

President of the Clare Valley Model Engineers, there was an amusing moment where

and it keeps it simple for members! Following his informative speech the group was asked if they had any questions- in typical SARMA fashion there was complete silence. A golden opportunity missed for someone to play the sounds of crickets chirping...

Shortly after the day's train rides began, with the two diesel engines being first of. A free-lance style blue diesel 'Rosie Mae' was the first to head off (Sherree being one of the first riders) with the massive CLP14 the next to follow. This loco was painted in the ANR Silver/Yellow livery, and we were delighted to find this was the exact number/scheme of the model CLP Jeremy had brought with him! Unsurprisingly we had a number of photos taken with the HO model and the 7 1/4 version...the larger model aside from being exquisitely painted was host to 'Woody' and 'Buzz Lightyear' in the driver's cabin and bore a name plate 'Poppa Don'. No surprises as to which Clare Valley member it belonged to! The CLP had two passenger cars and a large number of freight cars. Most interesting was the car with meerkats sticking out of it and a lemur on the back!

The complete circuit of the line takes about 5-6 minutes. The train took a small loop back to



CLP14 'Poppa Don' streaks out of the tunnel

the station, then through a much larger run right through the park and over some impres-

The Buffer Stop

Clare Valley continued

sive girder bridges, then into a tunnel. As with many parts of the railway improvements are being constantly carried out, and so there was surprise when upon exiting the tunnel one looked up to see a man standing on a plank to the side of the portal! This gentleman was throughout the day working on the tunnel stonework on the exit portal, with his plank across the exit. When a train hooted at the other side he would remove his plank and stand to the side! There is a 'signal box' in the station itself in a tiny little room with a control board looking like the one off Florey Springs! One of the other noticeable objects is the operating 'Wig-Wag' signal at the station crossing, according to Mr Lloyd one of the only operating ones in Australia. It was formerly on the Riverton-Clare line at a crossing near Sevenhills.



Mr Lloyd and the working Wig-Wag signal



The meeting room– ex Ghan car panelling!

The clubrooms themselves were well worth a look. Apart from the train shed housing more engines and carriages and the workshops, the meeting room was also part of the building.

This was a sumptuous wood panelled room with fittings taken from old Ghan carriages! The ceiling detail and even the seating came from other railway sources. Part of an SAR steel car compartment seating was even present. Our group walked in and stood with awe. T.C remarked such a room would be fantastic for our club but that we were too big to have one!

Meanwhile in the 'steaming up' elevated bays Don's new steam engine was being 'charged up' ready for use. 'Helena' was a green 0-4-2 tender engine recently acquired. As it was



"HELENA"

'oiled up' and prepared for the day's work it drew many admiring comments and looks from a pack of SARMA members, among whom the benevolent Dean stood proudly commenting on how there was 'nothing like a real steamer!'

Once the engine was ready it was coupled to two carriages and stood ready in the station. I was lucky enough to be on the first run! With a toot of the whistle we rolled out smoothly...only to stop shortly after about 10 metres! Evidently there had not been quite enough steam raised... it was not long though until we were on our way again and once more steam was built up *Helena* did very well for the rest of the day.

For the next few hours until lunch our group chatted, rode the trains and wandered the grounds. Things were made even more lively when someone got a miniature Kalamazoo

The Buffer Stop

from somewhere in the shed (I hope you asked first!). Soon enough the whole Three Amigos team and other young/not so young SARMA members were enjoying themselves propelling the machine up and down the yard and on the main line. You could always tell where the contraption was by looking for Sparks running after it with a huge smile on his face. As Jeremy took his turn and pumped past the mainline someone on a passing train could be heard shouting "PUT YOUR BACK INTO IT!" Dave Vander Linden and Paul Mackinnon put in some very fine efforts! Dean Schluter however topped everyone when he pumped the handle while sitting *backwards*!

As a small contribution our group brought along a number of models to display. The fine work of Whib, Dave VDL and Dean was on show along with offerings from myself, Sparks and Jeremy. Meanwhile my girlfriend Sherree had brought along her electric R/C 'Mario Karts'. These were large size buggies featuring the video game character Mario and his green dinosaur companion Yoshi. She Alyssa and Jeremy quickly had them racing around a circular bit of the garden! One of the Clare group said he would have to look at getting some for his grandkids...

Sitting in the back of the shed was a very nice model of a Drop-Centre tram (with 'Lakeside' destination board) and Brill Model 75 Car 103. Many people wandered through having a look at the parked rolling stock and the well fitted out workshops. A curiosity was a barbeque that resembled a train— the hotplate as the boiler, the gas stored in the firebox! No doubt it is popular when kids parties are held at the railway!

Meanwhile Mr. Lloyd was showcasing an odd diesel loco that was sitting on the tray of his ute. While the body was conventional looking the motor inside was anything but— coming from a Honda 6hp lawnmower! Unfortunately the original 0-4-0 chassis design was unsuccessful, and the engine is now undergoing modification to an 0-6-0 with electric transmission.

At about 12:30 the barbeque was fired up and the Clare boys put on a terrific lunch of exotic local sausages & patties as well as salads. As soon as it was announced to 'Come and get it!' a line formed with mostly the women at the head, although our locksmith somehow got to the front of the queue. Dean shouted 'Nice to see the *ladies* all got their meals first!' 'Thanks!' said David while biting on a forkful. Behind me Colin Barnes stood in wonder that he was not the one cooking the sausages (I had promised Clan Barnes that they would be free from BBQ duty on this trip!) though I don't know if he imparted his critical wisdom on the Clare men! There was definitely not much food left over and everyone had enjoyed their serving.

After lunch the idea was floated of Kalamazoo races, and there was a general attempt to see who could get around the line the fastest. The record is 3mins something held by an English lady! Apparently she is a cyclist...our Sparks thought he had smashed the record by finishing in just over a minute and was disappointed to find out it was for the whole course not just for the first loop...

As pack up slowly commenced the last train rides were held but with a special twist— SARMA members getting to drive the CLP! Our BBQ King Colin Barnes was the first up to the plate, and performed admirably. There was a rather interesting moment towards the end of his run however, when in a breach of single line working somehow he ended up chasing behind his grandson Thomas who was madly pumping the kalamazoo! To a chorus of 'COME ON THOMAS! YOU CAN DO IT!' he managed to beat Grandad into the station although looked fairly 'puffed out'!

Next up was Eddie V, who took off with less aplomb and the ride was somewhat rougher! However once he got the hang of

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Yours truly puts the CLP to work!

it the CLP consist was soon barreling on at a surprising speed. (according to Don the maximum the loco can work to is around 18kph). Needless to say Sparks was grinning like the Cheshire Cat upon journey's end. This exchange followed:

Eddie: I treated it like I treat a LADY!

Me: Is that why you were so *rough*?

Thanks to Colin yours truly was the final learner driver for the day! (yes Colin I appreciate what you do for me) In this case it was bringing the CLP's train into the shed through the numerous points. For those who haven't driven a miniature diesel it is enormous fun and very amusing to onlookers no doubt..the horn button is very addictive.

Once all was safely packed away a quick re-grouping was had where a sincere thanks and presentations were made to our hosts. We hope the wine and chocolates were to everyone's liking! Hopefully drunk *after* a days running... so it was that around 2:30 we bid a happy farewell to the Lakeside railway and boarded the bus to head to our next destination– Don's Workshop!

If anyone was expecting a shed with a single spanner in as a workshop they would have been disappointed– Mr Springbett was equipped with

a very fine array of remarkable tools– lathes, plasma cutter, milling and drilling machines, and remarkably generators from World War 2 Lancaster bombers! What immediately caught every eye was the remarkable set of 7 1/4 inch gauge points– a double slip with self locking mechanisms. In the words of T.C: "that is some very schmick pointwork!" Bob Houston's offering was 'Is this going to be better than the pointwork on our layout?'"

At last the 'secret' loco I had heard was under construction was revealed– an NR class diesel. The chassis and engine were in situ, Don taking us through the details and specifications. Remarkably the engine is to be the same arrangement and type as the prototype, only smaller! Also to be seen lurking under a sheet was a second CLP shell, Don stating that he was avoiding making the mistakes made with the first loco! He explained that the points were for the next series of the club's track expansion. This would include a replica of the Murray Bridge. When asked how long it would be before the NR was ready he replied about 12 months.



Bob and Dean admire the NR's engine

"Stick that in your book Matt!" yelled out T.C (don't worry Trevor I had my pen writing as you said it!).

Next door was a paddock with some horses in the distance. Who was it who yelled "Look! Its Mr Ed!" Some of the group had opted to remain in the bus, probably a good

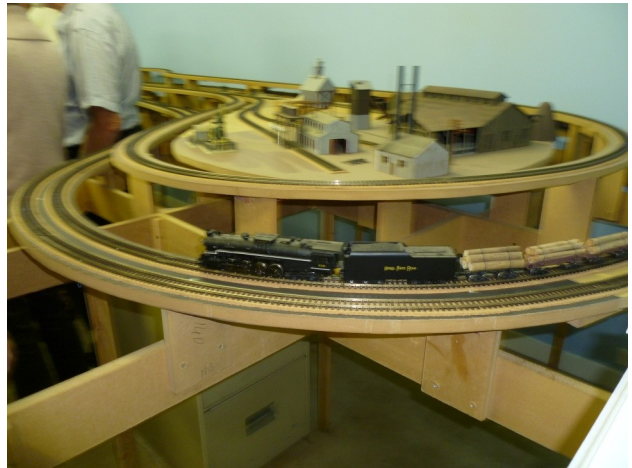
The Buffer Stop

thing as we were in the workshops for around 30 minutes! In any case after thanking Don again we piled back onboard and Bob began following David to the final visiting stop for the day.

After a bumpy and gravity defying (for those in the back seats) ride we arrived at the home of Dave Allen (not the comedian!), master plumber, who took us to see his remarkable DCC layout. Boasting multiple levels, DCC sound on all locos and long trains it is the sort of setup many club members would dream of! So far scenery is still continuing as is trackwork (it was commented repeatedly on the high standard or track laying) but the general setting is 1950s American Steam era, Most of the locomotives bore the Norfolk and Western branding, with such steam engines as the Y6B Challenger, Shays, Heislars and little Porters. The layout will eventually feature a mill, logging set-ups and a large town. As yet no name has been decided on, Dave is welcoming suggestions! As the room was a bit cramped with several dozen guests in Dave decided to open his shed to allow our group to have a peak at his delightful collection of motorcycles and cars.

With time ticking onwards we made our final goodbyes to David Lloyd and the promise of a return visit and gratitude to Mr Allen for allowing our horde into his sheds! Running ahead of schedule meant that we had no problems with timetabling and everyone would get back early. The journey home seemed to fly and quite literally on occasion thanks to the enormous pot-holes! In any case we arrived back at SARMA HQ at about 5:45pm, well ahead of expecta-

tions even with dropping people off on the



Dave Allen's layout– showcasing a double level

way! A hearty round of applause went up to Bob the Builder for his fine work for the day and to yours truly.

Overwhelmingly the feedback I received was positive– there is absolutely no doubt about a return trip! Certainly it was one of the most enjoyable and relaxed SARMA events I have been involved in, helped greatly by our superb hosts for the day in the shape of the Clare Valley crew! My personal thanks to David Lloyd for putting up with the constant emails and organizing things so well, Don Springbett for the use of his loco and visit to his home and to Dave Allen for the grand tour of his sheds! And of course a big thanks to the other men (and ladies) from Clare who made our stay a memorable one. I hope everyone enjoyed themselves and we'll see you next year!



A final view of our group squeezed into Dave Allen's layout room. Just!

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TOP:

(Left) Happy SARMA members and wives on board 'Rosie Mae'

(right) Brill Car 106

MIDDLE:

(left) Mr Lloyd explains his 'lawnmower' powered diesel

(right) Thomas and the great train race! Colin Barnes is driving the CLP chasing him

RIGHT:

"HEYYYYYYY!"

Paul Mackinnon does his best Fonz impression while on the Kalamazoo as daughter Alyssa, Sparks and Thomas are in hot pursuit.



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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
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SEM GY Kit	\$15.00	Packs of 20:	
SEM UB Van Kit	\$21.00	2-56 UNC 3/8" pan head screws	\$4.00
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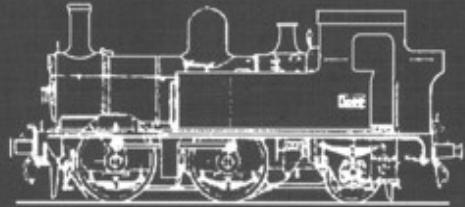
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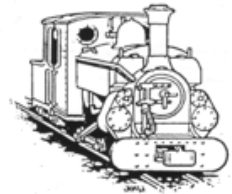
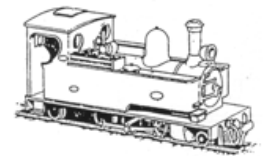
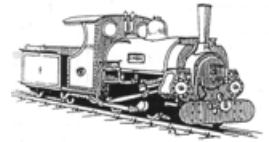
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Deposits now being taken for the Model Design Studio (Nigel Gardner)

HO Rx brass etched kit. Kit price \$550, \$100 deposit (available September)

SAR Model Co Red Hens, 800 & 860 car kits back in stock.

~~~~~

*Brian, John & Vic.*

## Locomotives nicknames– a selection

MLV

Whether steam, electric or diesel there are many locomotives and whole classes that have not received an unofficial nickname from either enginemen or enthusiasts (or even both!)

Presented here are a batch of colourful nicknames from all over.

**JOHNNIE DOUGANS** (some spellings are different) the London and North Western 'A' class 0-8-0 3cyl compound freight engine. Apparently coined after the driver of the same name remarked the front end of one of these engines looked like his missus!

**FRIDAY NIGHT** nickname given by Great Western men to the 'Star' class 4-6-0 no.4014 *Knight of the Bath*

**OLD HICCUPS** An 0-8-0T bought for the Kent and East Sussex Railway named 'Hecate' which was unfortunately a white elephant owing to being too heavy for the line. When sold to the Southern Railway it performed useful work around Nine Elms Depot. It received the nickname from a regular crew due to it having a faltering exhaust during light work.

**CARRIE NATION** After a North British express engine (no 595) ran away down a Glasgow bank and demolished the station bar it was given the name of this US Temperance Reformer notorious for smashing up 'speakeasies' during Prohibition...

**IRON LUNGS** This was bestowed on the somewhat spartan 'Austerity' 2-8-0s during WWII.

**THE LURCHER** A 20hp Petrol-electric railcar purchased by the Isle of Wight's Freshwater Yarmouth and Newport Railway in 1913. It could carry 12 passengers and mostly used in summer months. The railcar see-sawed hugely on the track regardless of the speed!

**PACKET OF WOODBINES** During the 1920s cigarettes were sold in packs of five. Some wag on the Lancashire and Yorkshire dubbed this onto 'Baltic' 4-6-4T no 11111...

**PNEUMONIA ENGINES** After the grouping of 1923 the ex NER shed of York received some of the famous '04' 2-8-0 freight engines. The NER men were used to roomy and comfy cabs and so the draughty exposed Spartan cabs did not endear the engines!

**OLD FIREWORKS**, a 'home-made' electric shunting loco used for shunting dead stock. Unsurprisingly given its Whib like construction it produced pyrotechnics in operation!

And finally, **THE WRECK**, a Weston, Clevedon and Portishead Light Railway *third hand* 2-4-0t! It had been named *Hesperus* by the famous Colonel Stephens, and the nickname was borne from the condition of the loco and the poem it was named after, *The Wreck of the Hesperus*....

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## HAVE YOU RENEWED YOUR SARMA MEMBERSHIP?

This issue of the BufferStop is the last that  
un-financial members will receive.

## Brisbane Model Train Show

Chris Marlow

The Brisbane Model Train Show was held at the RNA Showgrounds over the long weekend of 5 – 7 May.

I went there on the Saturday morning. Just six paces into the exhibition, I saw the familiar face of Don Worby, and we had a chat about this, that and SARMA.

There were 51 layouts on display, plus exhibits by preservation societies, the



Modelling the Railways of Queensland people, and many trade stands. One stand had a sign "Orient Express Model Railway Shop" on it, and I wondered if Fred knew about this one. He did, because he was there, along with Don, who had restored my O-scale model of 527 many years ago. They had some of their SAR OB wagons, so I bought a pair as an incentive to get on with my new layout here.

The exhibition was in two large adjoining spaces, the largest being about the same as the downstairs size at Greyhound Park. The aisles ranged in width from 3 metres to 5 metres, and although it was quite crowded, it was fairly easy to move around. All the trade stands were around the walls, with the exhibits in the middle. One layout caused me to think that my eyes were failing, until I read the sign. It was Nn3, using Z scale track. The layout has interchangeable scenery between N and Z scale, so they can run Z scale on it too.



I'd thought that Australia wasn't big enough to have two Whib types, but it does. One whimsical layout was exactly in Whib style.

It was Brisbane's big model rail show for the year, and, except that there was no SAR at all on display, it was very similar to AMRE.



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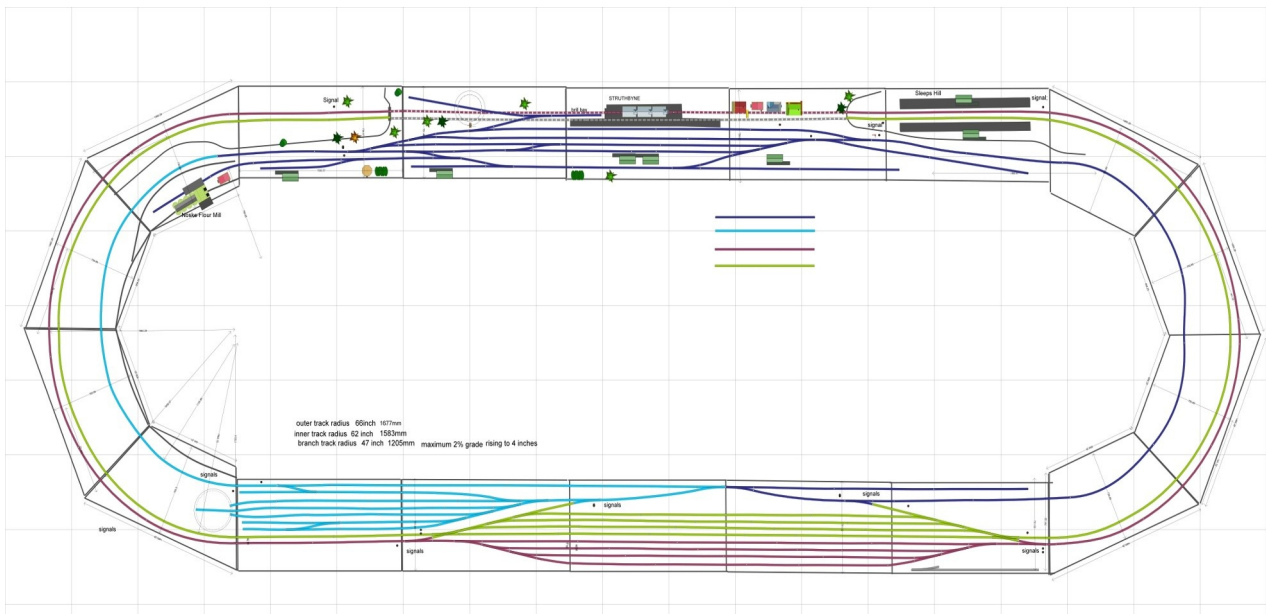
# Modular layout construction report

Bob Houston

After the pooling of several ideas, the new modular layout is to utilize the four modules from the old layout that comprise the multi track storage yard. The basic shape is altered to an extra straight module in each side without the straights at each end, the extra module on the original yard side is to contain a yard and turntable to supply a branch track and the mains. There will be two main lines to satisfy the public entertainment, and a branch that will rise to 4 inches above the main lines that will pass beneath giving the station area full module width. The branch will have a typical South Australian country single main through station with a railcar dock and turntable, and plenty of shunting opportunities. The branch will be accessible to both the inner and outer mains. It could support two operators if needed.

The layout will be DCC only, therefore we can have more operators than was possible previously, and maybe even a yard dispatcher. The mains will be fully signalled for safety reasons and have a passenger station. See the plan below for a general idea.

Construction of the modular layout so far has seen basic the timber work on the fourteen new modules completed by a team of four willing workers Don Worby, Gordon Chaplin, Dean Schluter and myself working on Tuesdays and Wednesdays. Thanks must go to Dwayne Norris and Dave Holmes for the welding job to construct the metal legs. It was suggested by Iain Kennedy that the modules could have a wooden 45 deg drop in addition to the ends of each module, so that, as the modules are assembled at an exhibition, starting with a four legged straight module the remaining modules are dropped in one by one and bolted together this means that there is no need for the new modules to have two sets of legs this is a great time and weight saving over fourteen modules.



Taking the experience gained from Florey Springs a better method was sort to capture the legs and strut when folded. David Vander Linden had an idea to have a spring loaded catch to lock them up so these were duly produced and they work well. Then another inspiration came to use angle aluminium for the leg struts that would be captured under the folded leg these are slotted on the top end so the total removal of the wing nut is not necessary, more time saving for assembly and disassembly. The module frames were locked together without legs on the floor of the log cabin to check that everything came together, and to every body's relief Mr. Pythagoras proved to be correct in that the cut angles of the timber for the corner modules would be 22.5deg and my drop saw was accurate to produce them.

All the new modules have now been painted by Dom Rembrant and Gordo Picasso, and all the legs have now been fitted. The backboards are now to be fitted, and work can then proceed on laying track bed and the base for the station.

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

**Bob and ghost writer.**

## ***Beginner's Column: The Simplest Coach Kit!***

How many modellers would like to kit-build their own rolling stock but are put off by the prospect of ruining or never properly finishing an expensive kit? That's without mentioning painting and decalling which can be equally daunting.

Happily there is now an option for the ultra beginner to build a coach rake without breaking the bank or advanced modelling skills. Dapol has released several OO plastic kits for LMS/BR Stanier 57ft non-corridor coaches. What is special about these is not just the simplicity of construction but that the parts are *fully painted and lined/decalled!!* One of the variants available is LMS maroon with gold lining. Everything needed is included, the supplied plastic wheels can be swapped for metal ones. Further kits of 60ft Coaches are soon to follow.

The best part is the price – a kit can easily be gotten from the UK for **under \$20!** There are also RTR examples available for a higher but still very fair price.

They



TOP: LMS Lined Maroon, BOTTOM: BR Unlined Carmine. *Courtesy Antics Online*



### **Another Clare Visit Shot!**

Some of our lads pose by Don Sprinbett's impressive welded 7 1/4 inch gauge double slip. Colin Barnes' grandson Thomas demonstrates how well the test bogie glides over the track.



## Members Layout Progress: Stephen Curtis' *Frankenstein*

My HO layout has undergone a number of changes (including a shift across the shed!) since its first inception. Currently and for the foreseeable future it is a G shaped baseboard carrying almost 180m of track.

In its early stages running of big locomotives (which I have many!) was hindered by small curves, so in its rebuilt form a minimum of 30inch radius has been laid. Aside from the two main lines there are also two yards, although trackwork continues. Control is by a H&M Duette meaning two operators, and there will eventually be a third operating the shunting yard. I am not interested in DCC control as I have no trouble running with DC. Track is Code 100 bought in bulk from the net, relaid mostly by Jeremy to a much higher standard. Points are long radius (also coming from early problems with short points) with PECO motors.



Though for the moment scenery is still being thought up one current feature is the enormous mountain tunnel of some 4-5m length and 1m high! It consists of plaster on top of chicken wire and braced with wood from inside, so far 60kgs of plaster have been used with barely half covered. (also a number of yellow pages books went in!) Most of the plaster work has been done by Dane. I have used foam as a base for a smaller feature near the yard which I will then cover with plaster coated chux cloths. To cover the mountain I have 1500 pine trees! Apparently a lake on the Puffing Billy only has 2000 such trees...

From John Badcock I acquired a Joeuf turntable and a half roundhouse. Other buildings will be built into a city, grain handling area, maybe even a port! The theme is mostly Yankee but also going to run a lot of VR stuff!

The layout has been designed to be pulled apart if necessary though the mountain perhaps not! Electrical connections are



### The Buffer Stop

all multi core cable, same as used on trailers. So far I am up to my third roll and nearly 90m all up of wire.

I am pleased with how far the layout has come along and although it is nowhere near completion it is coming along well and operates better than ever.

And the name? For a long time myself and the other operators struggled to think up a suitable title for the layout. The best we could come up with were 'Hanging Dog



Railroad' or 'Dead Dog Gulch' (due to dogs getting tangled up in the old wiring). The name came out of nowhere in May from a metal sign given to me by my cousin (a signwriter). I think *Frankenstien* is just right!

*The BufferStop is always looking to include articles on members' layouts. Why not send in yours?*

---

## Important notice from Infotrans

**Plans from the Islington Plan Room are being re-located.**

**They will be available again from 12th June 2012.**

**Please Contact:**

**Ian Sutherland 08 83523339 (leave a message)  
or [islingtonplans@bigpond.com](mailto:islingtonplans@bigpond.com)**



## **Potter's Page: Introducing the GWU**

Noel Potter

G&W had several of its new GE 'GWU' class diesels in a test train between Dry Creek and Belair on April 11. In the test train were GWUs 001/002/003, ALF21 and GWA 006/007.

(right) GWU 001 & GWA 006 at Fosters Corner.



(right) GWU 001 at Fosters Corner



(Left) At Mile End Crossing Loop



(below) on the left GWU001, on the right GWA006 with ALF21 behind



***The BufferStop regularly features photos from the membership. Why not send in pictures of your modelling work or your next train spotting trip?***



## The Buffer Stop

### May Show & Tell (See GM Minutes, pgs 4-5)



Matt's N scale static Del Prado Models (L-r: South African 4E, 3801, Belgian Atlantic, German Pacific, Chapelon Mikado), N Gauge Society Magazine, new release "A Stupid Undertaking" by Ralph Holden, "the Island of Sodor" by the Rev & George Awdry, and a painting donated to SARMA by artist Robin Barnes, of a proposed 'Paragon' petrol electric for the Commonwealth Railways.



Let's not forget the SARMA 55th Birthday Cake! Rest assured there was no wastage.

From Wizard Whib comes this device taken from a Heath Robinson drawing. It is designed to stop railway policemen getting run over on the job! Only static (for now)



Graham Nixon's model of the cheerful Phillipine 'Jeepney' bus.



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