

SOUTH AUSTRALIAN RAILWAY MODELLERS' ASSOCIATION INC.

PROMOTING THE HOBBY IN SOUTH AUSTRALIA



Peter Michalak's Scratchbuilt 620 on Liralau

INSIDE

Scratchbuilding a pair of 620s
Making Tarps with Wet Ones
Swapmeet & End of Year BBQ
Mystery Trip
Kris Kringle's Kinky Kwiz Answers

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.

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

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Diary

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
Sat 16 Feb (& 23 Feb?)	Suggested visit to new SCT facilities at Penfield
Wed 20 Feb	Modellers night
Wed 27 Feb	Modellers night
Wed 6 Mar	Modellers night
8-11 Mar	Long Weekend in Victoria – Sandown Exhibition (?)
Wed 13 Mar	General Meeting



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

March 2-3
Forestville, NSW

March 3
Thirlmere Exbn & Steamfest

March 8-11
Sandown, Vic

**March 17
SARMA Swapmeet
Windsor Gardens**

March 23-24
Canberra, ACT

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

Cover Photo

**Peter Michalak's scratch built 620 poses for a photo-shoot
complete with SteamRanger liveried steel cars.**

Article starts on page 7.

JOHN'S HANDYMAN SERVICES

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



0428 294 859

ABN 89 954 074 379

**Don't forget
the Boxfile
Competition**

Editorial

Well, it's January and a new year. It's time to wish each other a safe, healthy, happy and prosperous new year. While the last of these is likely to be the most wished for, it's probably the least important. While prosperity may lead to a happier life, the most prosperous are often the least happy. It's all a question of balance.

I seem to be a bit short of calendars for this year so I'll just have to go through my calendar drawer for 2002, 1991, 1985 or 1974 calendars.

Because there was no General Meeting in December and, therefore, no GM minutes or Show and Tell, that frees up a few pages for other things that happened in late November and December. On top of that we have two model construction articles which are very welcome.

On page 12 we have a black and white picture sent in by Peter Michalak; it make a nice change. I'm interested to see how it reproduces in the printed Buffer Stop. Certainly, it has a character of its own when viewed on a screen alongside colour pictures.

How did you go with the quiz? I've no doubt that one or two members knocked it over within an hour or two, while others might still have been struggling at the end of the month or given it up as incomprehensible. The answers, along with the occasional hint as to what the links were, will be found within these pages. If you're still struggling, feel free to bail me up (or send me an email) for an explanation.

Barrie, who is also a member of SANGS,

popped into the ice-creamery almost next door and asked if he could purchase some ice cream containers. They agreed a price but when Adelino, the proprietor, discovered that they were for SARMA, he immediately refunded the money. Now there's a gentleman for you. So if you're in that neck of the woods (visiting the SANGS layout, attending an AMRE meeting or just visiting Semaphore), pop in and check out his wares.

Our President, Hugh Williams, has drafted a program for 2013. While the individual events will pop up on page 2 as they get closer and/or are confirmed, I thought it worthwhile to show it here so that, in some cases, you can plan ahead.

February 16 & 23: Suggested visit to new SCT facilities at Penfield - if more than 10 people want to go, arrange two Saturday a.m. visits.

March 8 – 11: Long Weekend in Victoria – Query Sandown Exhibition (Mar 11th is also Adelaide Cup day)

March 17 (Sunday) SARMA Swapmeet at Windsor Gardens Vocational College.

March 29 -April 1 Easter

April 12,13,14 Friday to Sunday - RailShow at Golden Grove Recreation Centre

May 11 Saturday morning visit to Coromandel Valley to see progress on the construction of a full size Z Class SAR narrow gauge 4-4-0 (that will no doubt eventually run at Pichi Richi)

May 25 Saturday Night - Birthday Dinner

June 8,9,10 AMRE long week end exhibition

August 31 Saturday - all day Model Railway Convention (www.mrsac.com)

September 6-14 Royal Adelaide Show - Man the Grain Board exhibition - 2 sessions a day

September Weekend - NRM Miniature and Model Railway display at the Museum

November 3`Sunday - SARMA Swapmeet at Windsor Gardens

November 30 Sat. Night – Christmas Dinner. ■



Peter P (Ed)

From the Buffer Stop Archives



50 Years Ago: January 1963

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.

Editorial: (Editor, Tony Edwards wrote:) As your Editor, I wish all the committee, club members and their families a happy, healthy and prosperous New Year and may you all enjoy better railway modeling in 1963.

As you know, the Association is about to build an exhibition layout that is to be exhibited at the Wayville Showgrounds for the Royal Adelaide Exhibition from March 28th, 1963.

The committee would like sincere club helpers on this project to help make our display an outstanding success. The layout will be 18' x 21' and be on portable tables 6' x 1.6". In addition to the association layout, we can anticipate at least one other working display layout. Numerous static models will be on display and films on railroads will be shown during the Exhibition.

The Association hopes to have well known firms display the model equipment they have for sale and it is to be hoped, and I feel sure we will, have good press and TV coverage. Our exhibit will have its own weather-proof and lock-up building, so members equipment should be as safe as possible.

All in all, the Exhibition should be a huge success and give model railroading the boost it needs in this state.

Hint: Masking tape set on a card roof, starting from the roof gutters and working up slightly overlapping as you go, and painted a dead flat black, makes a good tarred roof.

New Year Greeting: (The older members will remember this member!!). **Len Opie**, of the Da Costa Book Shop, wishes all club members a HAPPY NEW YEAR and is at your service in 1963.

40 Years Ago: January 1973

DW

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

Cover: Sketch of 350 class diesel elec. shunting loco no 351 built by SAR. at Islington 1949.

A collection of station names and their origin.

A list of work cars and their uses such as overhead line cars, breakdown cars, scrubbers and sprinkle cars, weed killer cars and others.

Drawing of Mt.Barker goods shed and a Fageol rail passenger car 3' 6" gauge.





30 Years Ago: January 1983

PP

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

Cover: CF Cattle Wagon - *no caption*

Picture Parade: A 42 wagon coal train in the Hunter Valley

N class locos of SAR: History and description to go with the pictures and drawing by Hugh Williams of the previous month!

Carriage Drawings: Glenelg carriages and (*what appears to be*) a compo dog box.

Advertisement for “Hills Railway Grand Opening Re-enactment” on March 13th 1983.

20 Years Ago: January 1993

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: Bryan Leaney; Social Director: David Thomas; Librarian: Vikki Barnes; Editors: Dean Jackson, Peter Carter

Cover Photo: Two model buildings presented for Master Modellers – one a weatherboard house with backyard, the other a weatherboard station building.

Layout Report: Major works have been halted until news on club room security comes to light. In the meantime; the timetables are being prepared, and the sockets for the controllers are being fabricated.

Article: Building an AOX car body carrier by Paul Brooks – main materials are North-Eastern timber sections, however styrene can be supplemented where required.

Article: The Penfield Signal Cabin by Barrie Mackinnon – a reprint from the August 1971 BS.

Drawing: Penfield Signal Cabin (reprinted from Nov 1968 BS)

Article: Broad Gauge Brakevan Construction dates by Vic Kollosche

Article: A Modellers Lament by “Modellers Wife”- discussing the joys of cleaning out ones workshop!

Article: Turning Garrett 403 by M. Church

Drawing: OAX Motor Body Transport Wagon

10 Years Ago: January 2003

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.

“Steam on a balmy spring day”: The title of two images of 609 at Murray Bridge in October 1941 and F251 at Angaston in November 2003?

Photos, on page five, of snow falling in the yard at Daylesford in Victoria which was the home of the Central Highlands Tourist Railway but now called the Daylesford Spa Country Railway.

From Keeping Track.

“.....Before recapping those tiny tins and jars of Humbrol and Floquil paints, put some plastic cling wrap over the opening before replacing the lid. Apparently it forms a gasket that seals better and also stops the paint from ‘gluing’ the lid in place. If it’s a colour you’ve mixed yourself, daub a little on the plastic for easy identification. Try it, maybe you’ll be Glad you did!”

January 2013

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)

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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.

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

LIBRARY REPORT - *Recent Additions to the Library*

Australian Railway History January 2013

Model Railroader January 2013

AMRA Journal December 2013

N Scale Modellers Aust Bulletin No 13 Dec 2013

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

Allan Norris

Building Loco 621 “Duke of Edinburgh” or why build just one, when you can build two? Master Modellers Competition 2012

Peter Michalak



621 waiting for its next turn of duty

Where do I start? I have long had plans to build a 620 (which eventually became a pair of 620s), however I was concerned about the lack of a proprietary mechanism, and a lack of skills to scratchbuild a mechanism myself. This article, covers the construction of my model of 621; Nick’s model of 624 was built 6 months earlier, but follows the same build sequence.

While browsing a second hand book store in Strathalbyn, I came across the book “The Art of Miniature Steam Locomotive Construction”, which laid out all the theory required to take on such a project – I should point out that it is theory only – putting that so-called knowledge into practice was a whole other problem.

And so, a copy of the book ‘621’ was purchased and Hugh’s drawing contained therein reproduced to HO scale. Stuart Gamble also kindly provided me a terrific set of HO Scale drawings for all variants of the class – these drawings had been prepared for the PSM brass model that never made it into production. Some basic measurements were taken and a parts list written and costed out.

Then came the challenging part – finding supplies!

First port of call was Nigel Gardiner, who sourced the driving wheels and axles from Romford for me. Then onto Narrow Planet for 621’s name board’s – thanks to Matt La Vista for the contact details. I then also purchased two gearboxes and two Mashima motors from High Level Kits in the

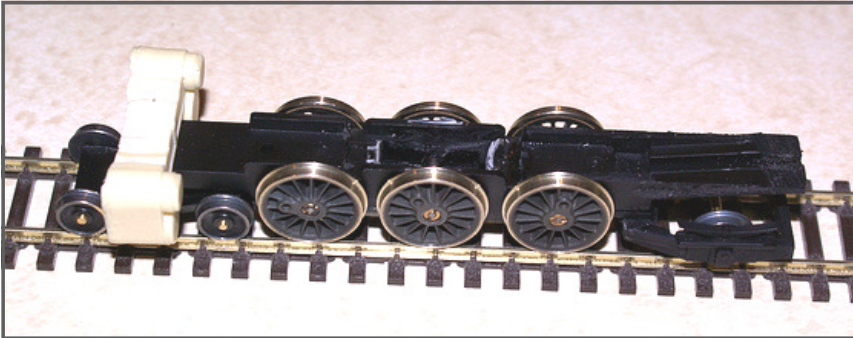
UK. Junction Models supplied SEM wheelsets for the pony and trailing trucks, as well as the SEM TT bogies for the tender.

Chassis

A handful of old Mehano USRA Light Pacific frames were acquired, along with cylinders (I made a polyurethane casting from the original plastic ones – but discarded them, when some extra cylinders turned up). These frames were then sliced up and re-assembled (with plenty of reinforcement to prevent cracking later on) to give the correct wheelbase for a 620. Once re-assembled, the frames were drilled for fitting brass bearings and the wheels were assembled, and valve gear fabricated from left over Nickel Silver rail and brass stock. This task in itself took well over 5 months (of pain) to get right, and even then required new driving wheels, after a contact “offered to assist” – and drilled out the wheel hubs on the rear of each driver – unfortunately, this didn’t fix anything – it just made it worse. It turns out the wheels hadn’t been perfectly formed, and wouldn’t seat correctly with the axles – an expensive mistake but, again, with

Building loco 621 "Duke of Edinburgh" continued

Nigel's support we managed to get the mechanism complete.



Mechanism – ex Mehano USRA Pacific frames, with temporary cast cylinders

The trailing truck came from the Mehano mechanism, however it was shortened to bring it to the correct length, and its wheelset was replaced by an SEM replacement. Likewise, the pony truck came from the same source, however it had its pivot arrangement changed and wheelsets replaced by SEM wheels.

Cab, Boiler and Smokebox

I went back to Stu and he arranged through Peter Carter for a couple of RRM 720 cabs to be cast, along with a handful of detailing parts and two tender tanks that were seconds, but well suited for slicing up later on.

The cabs were modified by cutting in the staff exchanger recess in the fireman's side of the cab, a new floor and new rear cab wall.

The boiler was fabricated by using some PVC conduit, which was then coated in MEK and wrapped tightly with some 0.25mm styrene sheet. Boiler bands were then added using Evergreen strip.

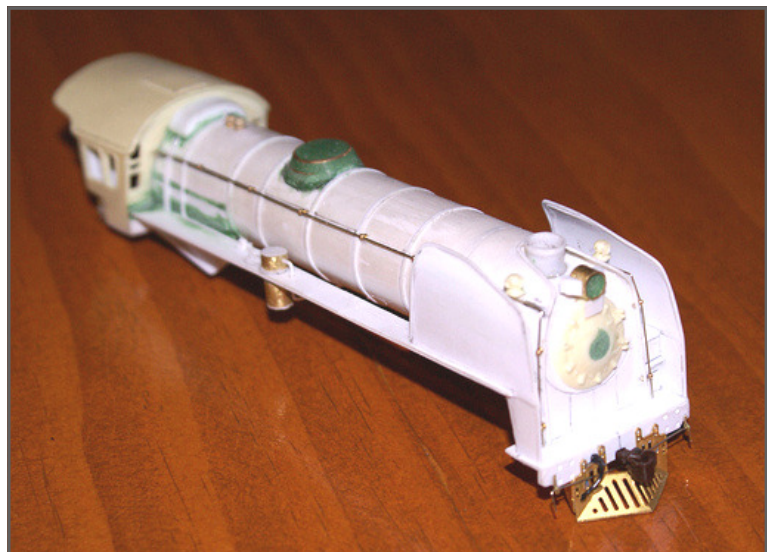
The boiler was then filed to an angle, and the smokebox fabricated from 0.25mm styrene sheet. This, along with the streamlining took some time to get correct, requiring some significant use of cardboard templates.

To create the funnel, a length of styrene tube was then fitted onto an old paint brush handle and placed in the drill press, where I then filled it down (while the drill was under power), to create the slight lip around the top of the stack.

The whistle was made from a short length of styrene tube of 1mm dia. which had a track pin inserted and glued into the top. Once dry, a small notch was ground out of it using a cutting disk in the Dremel; this was then glued into place atop the smokebox.

The 720 class smokebox door was then filed down to the correct diameter and glued into place on the then flat smokebox front. The doors below (covering the turbo generator) were then fabricated from more styrene sheet and the front deck also fabricated and installed, along with the front steps. A headlight was fabricated from brass tube and styrene then glued into place.

Once this assembly was complete, the cab and boiler/smokebox assemblies were glued together, ensuring that all was level and square. The cab and boiler was then set aside for a week to



Boiler cab and smokebox assembly complete

Building loco 621 “Duke of Edinburgh” continued

harden, before the running boards were fitted, and the smokebox and firebox cladding installed and bogged up, ready for final sanding.

The loco's pilot was then filed to shape from 2mm styrene sheet and installed on the front deck. A nice brass pilot was provided by Nigel for my 620, while Nick's ended up with a thinned down RRM 720 class pilot.

An old plastic coupler (off an Auscision B class) was then cut down, and fitted, along with a Model Etch brass air hose. A coupler lift bar and associated brackets were fabricated from Nickel Silver wire and glued into place.

Handrails were next, and I used Nickel Silver wire, threaded through Romford handrail knobs. These were then installed into pre-drilled holes in the boiler.

Next were the smoke deflectors; these were fabricated from .25mm styrene, and were edged with some fine evergreen rod. Likewise, the edges of the smokebox streamlining were edged with this



Early shot of 621 (with 624's mechanism) during the valve gear fabrication process

rod. I gave these some time to harden, before I installed them onto the running boards.

At this stage the loco now resembled a 620! Some more detailing work, including installation of marker lights, smokebox door hinges, air compressors, injector pipe work, safety valves, etc were all fabricated from various pieces of scrap lying around the workshop.

Tender

The RRM 720 class tenders are massive in comparison with the 620's. And so, they required four cuts vertically to remove the excess length (while retaining the correct tender deck and coal space lengths), as well as two cuts through the tank horizontally to reduce the tank's height. Once complete, and matching the drawings, the tender was bogged up and sanded smooth.

Once this was completed, the tank was edged in some fine Evergreen strip, and the tank given a light coat of Floquil SP Lettering Grey to check for any join marks etc. Those found were re-bogged up, and sanded smooth.

The tender underframe was fabricated from some 1mm styrene sheet, along with Plastruct 'C' channel for the underframe.

A pair of SEM VR TT Bogies were then installed. Some .25mm styrene sheet was then cut and filed to fabricate the buffer beam and, again, coupler lift bars were made from Nickel Silver wire, along with a Model Etch brake hose to finish.

Tender steps were then made from more styrene sheet and strip and installed, with some brass wire used to reinforce the joint, as they are susceptible to damage.

The back of the tender was then detailed

with conduits, marker lights, and a modified Model Etch 710 class tender ladder. The destination board came off a Trainorama 930 that is currently being modified on my workbench.

The water treatment equipment, in 621's case, a 44 gallon drum mounted horizontally in a cradle was a white-metal casting (from an unknown supplier), while the cradle was made from brass offcuts.

Building loco 621 “Duke of Edinburgh” continued

Painting and Final Finishing

The mechanism was separated from the engine unit, and the whole loco and tender was washed in warm, soapy water, before it was primed with Floquil Primer.



Engine unit, glossed, and awaiting decals

The locomotive was then given two coats of Floquil Dark Green as a base coat. A second bottle of Floquil Dark Green, was then mixed 90:10 with Floquil Engine Black, in order to deepen the colour. This was then applied with three coats, each coat being rubbed back with some wet and dry sandpaper.

Once I was happy with the finish, the whole loco (now looking very green) was given two coats of artists gloss sealer. The smokebox was then picked out in Floquil Grimy Black, the cab roof in Floquil Graphite, and the coal space in the tender, along with the rear tender deck, in Floquil Engine Black.

Again, the loco and tender were given another coat of gloss.

While all this was occurring, Nick had completed the decal artwork for me, and I'd sent it away to Wayne and Nicole Parlor (Signs of All Kinds) for ALP's printing.

Once the decals arrived, the loco was lined out, the chrome SAR Emblem fitted to the smokebox door, and other bits and pieces lettered as required from left over decal sheets. Then the etched name

boards, produced by Narrow Planet, were fitted.

When this tedious task was complete, it was just a matter of applying another two coats of gloss to the loco then, once that was dry, applying a liberal coat of Testors DullCote to the model to remove the sheen.

The mechanism was then placed under power, and sprayed with the darkened green. Once this was dry, again with the mechanism under power, the tyres, valve gear, and cylinder covers were picked out with Floquil Old Silver. At this stage, the tender steps and hand-rails were also picked out in silver/black as appropriate.

From here, it was a matter of re-assembling the loco, adding KrystalKleer to the windows, marker lamps and headlight, and test running on DC track power to confirm all was well.

At the time of writing, the loco had yet to have been fitted with a decoder, but this will occur as funds permit.



Conclusion

On completion, I was very happy with the end result, particularly as these two loco's were my first attempt at completely scratch building a steam locomotive. Give it a try sometime – certainly it's not a simple task, but taken in small steps, and with support of other modellers, it's entirely possible to prove to yourself, that you CAN build something that you never thought was possible.■

Reader's Pictures



Dave Holmes

NR106, NR and DL40 on the bridge at Murray Bridge, 03 Nov 12



John Venning

QR National loco on 7-12-12 at Belair with new name one day after QR Annual General Meeting that approved name change. Loco on train 5MP1 at Belair at 10 in the morning.



One Kyneton garden got just the best Chrissy present, a former Overland coach which the new owner plans to restore. Sure beats the bottom-of-my-garden fairies and garden gnomes!

John Doherty 30.12.12



RC60 at Mt Barker



RC428 with RC60 at Strathalbyn

RC428 at Strathalbyn



Kris Kringle's Kinky Kwiz - Answers

On a corner in Counterdarn? (Dernancourt)	SARMA or Log cabin
Editor's home town is <u>rough</u> and then some?	Peterborough
He makes the containers to put Christmas plants in?	Noel Potter
What very large wet area really has a dozen?	Pacific (Ocean; 4-6-2)
Spider's trapp from America brought us what Japanese arrangement?	Mikado (Webb)
More than 1.6 km to the finish?	Mile End
The winner's refuge with an American slant?	Victor Harbor
Who's the <u>prospectiv</u> occupant of this container?	SARMA (Prospect 4)
You'd expect to find this on the ark?	Log Cabin
Climb onto your noisy dog?	Mount Barker
Enter the car park from where with a roar of pride?	Lyons Rd
Little red BoBo, D class?	500 (D = 500 Roman)
Which direction does most of our <u>in-house</u> braking come from?	West (inghouse)
Early busses and railcars – start with a cigarette, <u>end</u> <u>over</u> limit?	Fageol (Fag e o l)
Are you in, Bill; come for a ride?	Brill (R in Bill)
<u>Reassure</u> some of the passengers of the 1920s of reliable railcar travel?	Saurer
Around the place for incarceration; almost crazy? (loopy)	Gaol Loop
Write your name, Allan?	Signal (sign Al)
Extends a forefinger?	Points
Finish up on your bum; not once but twice?	Double Slip
Club down south named after a crossing nose?	FROG
Investigate the efficacy of the flat bottom or bullhead?	Check Rail
Drink on the eighth, ay?	Port Augusta (Port August a)
Is this drink <u>ripe</u> , I wonder?	Port Pirie
100H3L73NH4M	Cheltenham (C = 100 Roman)
<u>R giant</u> model railway manufacturer?	Triang
The distinctive feature of a Unicorn, <u>by</u> golly?	Hornby (Horn by)
Sounds like a local surgeon starting an operation?	Auscision
Ay you, the street is getting wet?	Austrains (AU st rains)
I have it, mainly NSW models?	Eureka Models
Something you put tea leaves in; couple a thousand maybe?	Kadee (caddy; couplers)
Heavy electrical cable?	Powerline
Local inhabitant; a representation; train tracks; weapon store?	Australian Model Railway Magazine
In the nude; <u>er</u> , please refrain?	Buffer Stop (nude = buff)
Little one sings in the past?	SANGS
Going south, when the city is almost <u>no longer</u> in earshot, you've reached the end (but not for long)? Noarlunga	
<u>Low and</u> behold; a bird of bright plumage is a'cummin soon.	Lowan (Bluebird, Cummins engine)

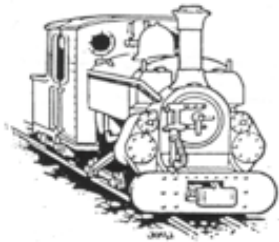
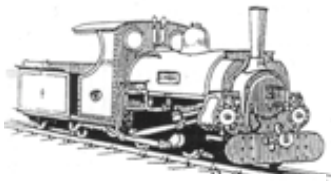
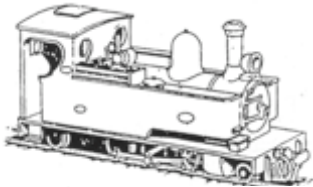
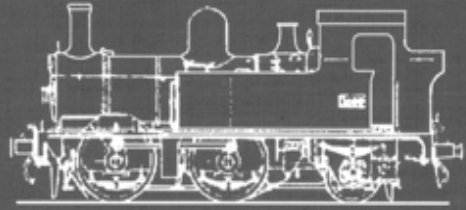
Junction Models

Shop 4, 449 Main North Road, Enfield Plaza, Enfield 5085

Phone 08 8349 7464 Fax 8349 7463

Email: brian@junctionmodels.com.au

Web site: junctionmodels.com.au



Specials for January 2013

Bachmann Train Set "McKinley Explorer" HO DC \$185.00

„ „ „Southern Belle" N DC \$165.00

Magnifier, Large illuminated, multi-position \$119.00

„ Junior „ "bendy stalk" \$50.50

Pace controllers-Powered single \$114, or dual \$179.00

„ „ - Single Hand held \$48.50

Bachmann Class 411 EMU 4 car set \$199.00

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Good Selection of TCS Decoders from \$31 to \$50

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Brian, John & Vic

The Buffer Stop



SARMA SALES



See Iain Kennedy

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W Car Bogies	\$11.80	6 mm	\$8.00
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“Wet Ones” Tarps

Andrew Timmins

Several members have asked how I make the “Wet Ones” tarps for the OB, OBf and QR open wagons so I thought that it would be of interest to see how I make them. This is my way but I'm sure there are hundreds of ways for modellers make their own tarps.

Materials used:

Dried out “Wets Ones”. Cut to HO scale 14 feet x 32 feet, you'll get about 5 out of each tissue.

Diluted water based filler/sealant, I use “No More Gaps” however a silicon sealant can also be used, (haven't tried this yet). Add only enough water, so that it looks like thick PVA/ Elmer's glue.

Soft paint brush, which can be thrown away when you can no longer get the sealant out.

Paint: Floquil CSX yellow F110356 & Burl.No Green F110035 for OBs and OBfs; Floquil Rail Brown F110007 for SEM QR.

1mm Wire and Matchsticks or Paper clips.

Super glue, knife, needle point tweezers, scissors and steel rule.

Cotton wool, foam or any packing material and Cotton thread are optional.



Attaching tarp to Orient Express' OB

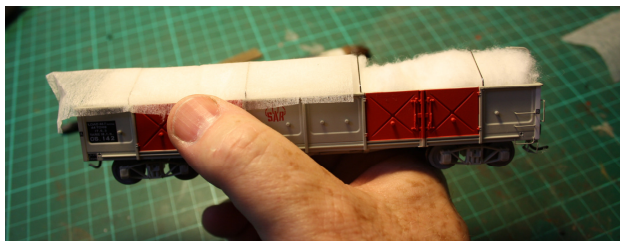
If you need to add extra weight to the wagon, do it before you start.

I've also added cotton wool to give the tarp some support and the loaded look, as pictured.

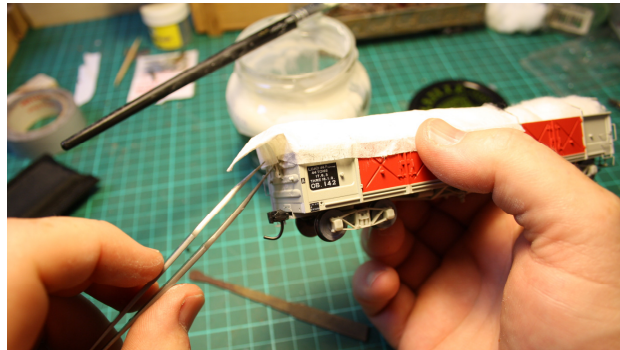
Glue all the wire supports and stan-

chions in place.

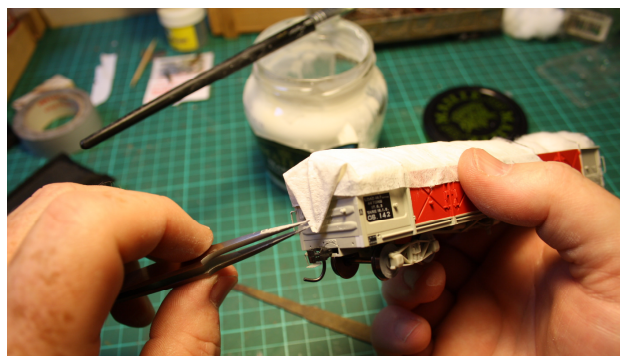
Fold the tissue in half, length wise, to form a crease. Hold onto wagon from underneath, then place the crease of the tarp onto the centre of the wire frame and so that it is almost under the 3rd wire frame from left and is even down both sides, as pictured.



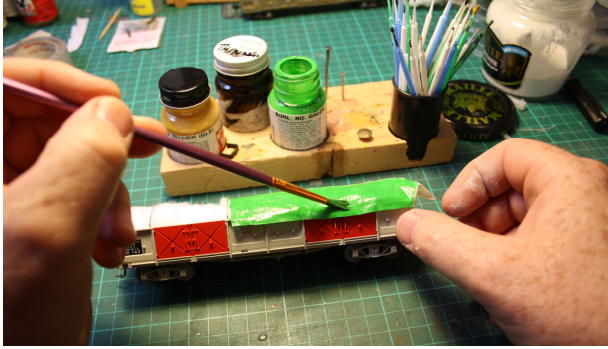
Pull tarp taught with fingers and begin to apply the “No More Gaps” until the tissue begins to soften and is easy to mould to shape. Start from the centre and work to the sides and end. You can either leave the tissue attached to the sides or lift it away, it depends on the effect you're after.



I start to fold the ends, by pulling the sides together then fold the top flap down.



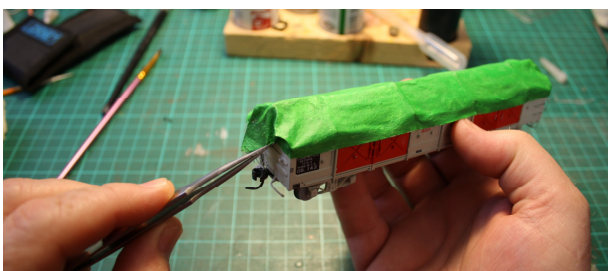
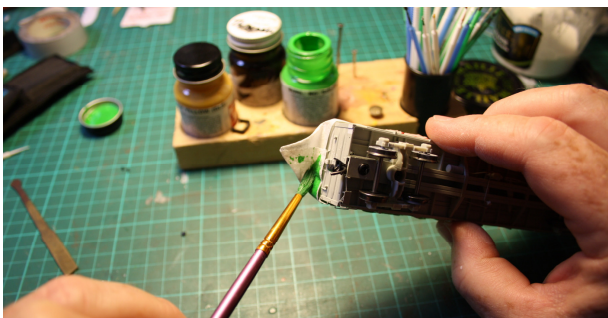
"Wet Ones" Tarps continued



The first applied tarp is painted once the sealant has dried and then apply the 2nd tarp and then paint it. This model's tarps were only painted with the Burlington Northern Green.



The paint can also soften the tarps, which allows you to make changes to the end folds if you're not happy with how they look. The sides can be left attached to the sides or lifted.



The tarps here are free in some places



whereas below, they are all free from the sides.



As an option, I like to add repair patches and ropes. The ropes are black, brown or tan thread, cut to length, and then super glued to the underside/outside of the tarp and then round the tie down bollards. The repairs are cut up tarps that didn't work.



For Orient Express' OBfs, a paper clip was straightened then slightly bowed to length, then bent at both ends so that they can be put through the eyes of the 2 stanchions for added support.

“Wet Ones” Tarps continued

I broke 2 stanchions while attempting to attach them; the ends where they were to clip on to were not properly moulded.

The tarps shown are, in places, glued to the sides.

For BGB's OBs, matchsticks were cut to length then super glued to each end and bowed wire was then glued to the top of the matchsticks. The Stanchions were glued down when I bought this model. Nylon wool packing was added.

The Tarps here are free from the sides.



On SEM's QR, foam was cut to form the desired shape.

The tarps here are glued to the wagon sides.



The “Wet Ones” tarps are flexible, strong, tear resistant and forgiving to a point. You can reproduce the stretched and loose canvas looks depending on how tightly you pull down/hold the tarp to the wagon when applying the sealant and paint. I tried to remove 2 tarps from an OB without destroying them but to no avail.....ended up having to cut them away and start again.

There are a couple people to I'd like to thank for their help:

Ross Hurley, for his off the cuff remark about trying dried out “Wet Ones” for tarps. I had mine for years and was about to throw them out when Ross mentioned his idea.

Noel Potter, for giving me the paint colours.

Hugh Williams for the loan of his OB, which now has 2 new tarps.

The internet webpage: <http://www.militarymodelling.com/news/article/making-realistic-tarps/3310/>

Happy tarp making, Andrew Timmins ■



SARMA End of Year Barbeque

Matt Lavista

On the 19th of December the club held its official 'last meeting of 2012' with the traditional cook-it-yourself Barbeque, about 30 people attending and cooking up a storm. Annoyingly a slight rain started and people moved the tables hurriedly under the verandas of the Log Cabin. Inside Jeremy Kemp unveiled a mini Exhibition of his Lego trains, demonstrating his engines and the interesting points of the system, including Lego Flexitrack.



Maikha Ly (at his first club BBQ) brought his girlfriend Rosi all the way from Victoria, this being her first introduction to SARMA, no doubt she appre-

ciated having other girls (Pete's fiancé Sarah and my girlfriend Sherree) to talk to. The usual pavlova dessert finished the dining (thanks to Sherree and Rosi for helping me cut it up.) As usual there were plenty of laughs to be had and people stuck around until well past 10 o'clock.



The last Wednesday of 2012 (not an official meeting night) fell on the 26th so only a few diehard members of the committee no doubt turned up. It will be *very* interesting, however, to see what happens next year when Christmas Day falls on a Wednesday (a whole new level of die-hard SARMA member).■

20th Swapmeet Report for November 2012

Terry Meads

Held again at the Windsor Gardens Vocational College, there were 30 traders, using 55 tables. The date was changed to the 25th as in late August we found our original date of the 18th clashed with the massive Bendigo swapmeet. Although interstate and mainly a 'full size' car parts swap meet, it is now popular with sellers of model cars and trains and it was going to draw at least 17 tables away from ours. Even holding ours on the 25th it was found that at least one of our regulars who normally books 4 tables was staying in Bendigo

another week! One or two other regulars failed to book in time and one who had been with us at every event from the start in 1995 had another event on the same day. Other non-attendance comments were that 'they' had family or other commitments being close to Christmas.

Thoughts are now turning to a date early in November next year as, at this time of year (when first organizing swap meets in 1995), we thought that there would be extra money from Christmas Clubs

The Buffer Stop

Swapmeet Report continued

paying out, but over the years it has been found that this is not really the case.

Again we advertised in the Saturday paper for 5 Saturdays leading up the event, with 4 small 'ads' and the larger 'ad' the day before the event, again using the large titles. We also had the usual flyers in at least 17 hobby/toy shops. As always, Tony Sitters kindly arranged for the event to be mentioned on the local radio station. Our thanks go to him again.



In closing I would like to thank Peter Pickering, for his assistance, and all other members for their help (school liaison with keys and security etc, flyer delivery and table set-up/clearing up etc). The Barnes team (including Di and Steve) out the front provided their



ever popular sausage sizzle. Also others who were at the front desk and not forgetting a number of members who helped on the commission sales" tables.

Again, a big thank you to everyone involved.■



Mystery Bus Trip December 2012

Matt Lavista



Bob gets the Swindle under way

I wonder how many times over the years of Barrie Mackinnon organising the Mystery Trip has he managed to fool *everybody* as to where we were going. Certainly, on my previous three trips someone always got it right, but this time not a single winning entry was pulled out of the 'guess where we are going' box. For the record, we turned up at the clubrooms of the Noarlunga Model Railroaders where we were treated to a well ordered bbq, plenty of running trains, the Swindle and some good old fashioned modelling talk between the club members.

Firstly, the date deserves a mention: 12/12/12. As usual, people turned up at the clubrooms by 6pm, deposited their swindle prizes and picked a bus to sit on, this years' drivers being Bob Houston and Dave Holmes. A total of 55 SARMA members were coming together for this trip although some needed to drive. The weather was fairly warm which meant that once we were under-way the bus soon began to heat up and the air-conditioning was not coping well. The mini fleet

headed down North East Road and ended up going all the way round the city past Keswick before ending up on South Road. As we ended up further in the hills towards Reynella, people confidently stated it was the Morphett Vale miniature railway we were heading to. However, instead of continuing on Main South, the buses veered off at Old Reynella and in a few minutes we pulled into a car park housing a large green shed.

Most people headed straight away into the considerably cooler NMR Clubrooms (thanks to their being lucky enough to have an air-conditioning system) where we were welcomed by the Noarlunga members who were out in force. A few familiar faces from the recent exhibition popped up: David and Judith Morley,



Waiting for their numbers to come up

Mystery Trip continued

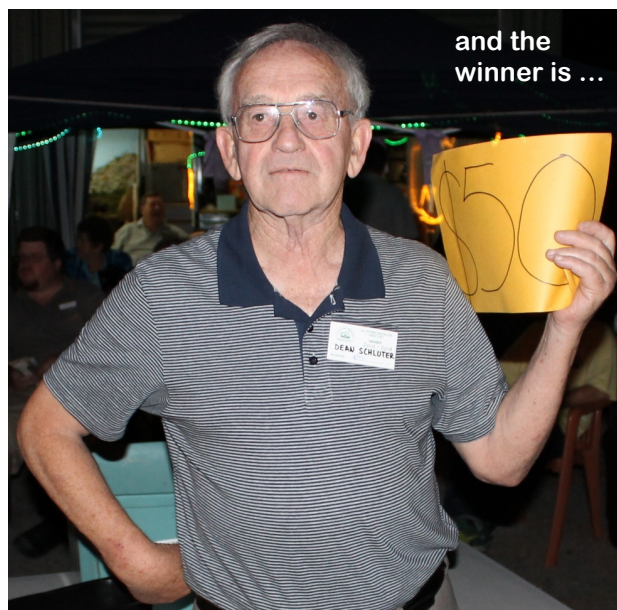
Vikki and David Barnes as well as John Stewart, a friend of my girlfriend Sherree's family, who I'd met at the Exhibition. He had one of his consists running on Paradigm, a rather nice 'Blue Hood' China Clay train behind a British tank engine.

Aside from the familiar Paradigm which was set up inside, we were able to closely inspect the permanent club layout. Like their exhibition layout, it is set up to run DC and DCC trains, and happily a number were operating during our visit. The sight of an Overland Consist across from a magnificent PRR T-1 and a big American Articulated (Chris Symons almost jumping over the layout in his haste to get closer), along with SAR steamers and some scratch built stock provided plenty of variation. Perhaps the T-1 could be painted as a might have been SAR Super 520? (1040 class would be suitable).

Across on Paradigm, 'Flying Scotsman' caught my eye the moment I looked at the layout and some very nice, mostly OO, rolling stock sat in a large display cabinet. One benefit of seeing this layout, or any layout, at its home ground rather than at an exhibition is that you can take time to fully overlook and examine all the details and scenic features, the movement of trains is a sideshow. My N scale team examined the tunnels, hillsides and water scenes especially, as the new modules under construction for the Barrie Valley Railway will have these features. I'm sure the HO boys were swapping notes with their NMR counterparts, especially as the exhibition layout currently underway has a few tunnels of its own.

A barbeque dinner was soon ready; the salads had been laid out already plate by plate so all everyone had to do was to line up for their sausages. As usual with our mystery trips, everyone enjoyed their meal, as well as the ice cold drinks and later on Cornettos for dessert.

A few of our mob took the opportunity of our visit to explore part of the old Willunga line,



now turned into a cycling track (not much of an improvement). The clubrooms itself stands on the site of the Old Reynella Railway Station; it is fortunate that it has, at least, something to do with railways.

The swindle was conducted outside in the car park, with the Swindlers being Bob H and Peter Pickering (with the two Mackinnon girls Alyssa and Caitlin delivering the goodies). Now the raffle gets enough calls of 'Rigged! Redraw!' at the General Meetings but this time it was considerably greater. It seemed as if every winner was drawn from the people sitting in the front rows facing the table; it got to the point where David Vander Linden told me he wasn't going to take anymore pictures of me going up to get prizes. I couldn't find Brian Wood's winnings for sale in the shop the next day, despite popular opinion. As usual, there were a large number of donations and



Mystery Trip continued

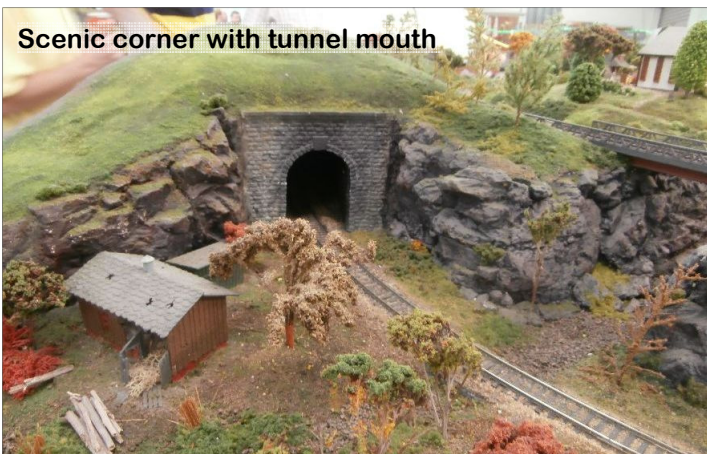


lights. We were back at the clubrooms before 11 o'clock; thankfully this year there were no punctured tyres.

One always sympathises with Barrie having to come up with something new every year for the bus trip; he deserves congratulations for succeeding once again and giving SARMA a great night out. Thanks also must go to Bob and Dave for taxiing us all over town, and to everyone from Noarlunga Model Railroaders who welcomed us into the club-

most people were happy with what they got, though those who won chocolate would had to have stuck them in the fridge before eating. When the Swindle finished, Hugh led us in thanking the NMR boys and girls for hosting our party.

After another hour or so it was time to board the buses back again. There was confusion driving out of the car park as Bob ended up in the dead end section of the interchange and had to do a 3 point turn! All the



rooms. The thirst for a bigger (aircon fitted) shed (and club layout) at our clubrooms has no doubt got greater. In the meantime if you find yourself in Old Noarlunga on a Tuesday, Thursday or Saturday, remember to pop in and say Hi ☺ ■

way home, Dave and Bob played a game of 'leapfrog' as each strove to overtake the other; at every traffic lights SARMA members would appear at the windows and make rude gestures. A pleasant diversion was the buses diverting past the West End Brewery

