

SOUTH AUSTRALIAN RAILWAY MODELLERS' ASSOCIATION INC.

PROMOTING THE HOBBY IN SOUTH AUSTRALIA
SINCE 1957



*The Overland travelling Northwards
through Goodwood Junction*

INSIDE

Goodwood Junction

Design for a Fast Clock

Visit to SCT

Barrie Valley Railway Update

Painting a Teak Effect

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 2013 – 2014

Joining Fee:	\$10.00	Country:	\$45.00
Full (age ≥ 18):	\$55.00	Student (full time; age ≥ 18):	\$45.00
Family:	\$55.00	Corporate:	\$90.00
Junior (age ≤ 17):	\$30.00		

The Membership Year runs from 1 April to 31 March.

Quarterly pro-rata rates apply to new members after 30 June each year.

All correspondence and membership enquires should be addressed to:
The Honorary Secretary, SARMA Inc., P.O. Box 4, Prospect, S.A., 5082.
SARMA Telephone InfoLine: (08) 8411 5500

Visit our web site at <<http://www.sarma.asn.au>> for more information and a membership form.
Webmaster: Peter Michalak <petemichalak1987@gmail.com>

“Buffer Stop” Contributions

Email address: peterp23@bigpond.com

We welcome contributions from members. Articles and photographs may be emailed to the address given above; they can also be submitted on paper. Members who forward articles written by, or photographs taken by, a third party need to obtain permission for their publication. Contributions may be subject to editing. Neither the Association nor the Editors accept any liability for the content or presentation of notices, articles and advertisements submitted for inclusion in the Buffer Stop other than those submitted by the Committee on behalf of the membership. Nor do the Association and the Editors necessarily subscribe to the views expressed or implied by contributors. The Editors reserve the right to refuse acceptance of any material considered unsuitable for publication. Material may have to be held over to a later edition.

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

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

Committee Members 2012 – 2013

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<p>Librarian: Allan Norris Phone: 8346 1742 email: addnor@optusnet.com.au</p>	<p>Matt Lavista Phone: 0477 271 575 email: lavip51@gmail.com</p>

AMRE Representatives: 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

8–11 Mar	Long Weekend in Victoria – Sandown Exhibition
Wed 13 Mar	General Meeting plus ?
Sun 17 Mar	Swapmeet (see page 19)
Wed 20 Mar	Modellers night
Wed 27 Mar	Modellers night
Wed 3 Apr	Modellers night
Wed 10 Apr	General Meeting plus ?
Wed 17 Apr	Modellers night
Wed 24 Apr	Modellers night
Wed 1 May	Modellers night
Wed 8 May	General Meeting plus ?
Sat 25 May	Birthday Dinner @ Hampstead Hotel



Down the Track
& Over the Hills;
Exhibitions, etc

March 8-11
Sandown, Vic

March 9-11
Kyneton, Vic

March 17
**SARMA Swapmeet
Windsor Gardens**

March 23-24
Canberra, ACT

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

Cover Photo

The Overland passes through Goodwood Junction on the last full day of operation prior to a complete rebuild. Noel Potter's article starts on page 14.

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

Welcome to the March Buffer Stop.

In response to the complaints that some of the prizes in the swindle were unmitigated junk; I've been asked what should be done when you receive something which, while being an acceptable model or other item in general, is not your cup of tea. My thoughts are as follows: Sell it at a swapmeet;

Offer it to someone who will appreciate it (Whib will turn almost anything into something);

Put it in next year's swindle;

Add it to the monthly raffle at the GM;

Some items can be converted to a suitable load or scrap and put in a junk yard or a scrap wagon;

Turn it into a feature in your boxfile competition entry.

Further to my comments at the February GM re the boxfile competition entries, here are a few thoughts which might give you some inspiration for a topic or some content for your entry:

Take a favourite or unusual model and construct a scene around it. E.g. a sheep or cattle yard alongside a sheep or cattle wagon (an alternative might be zoo/circus animals instead); a container facility with a container wagon or two; a sawmill, furniture factory, etc with wagons loaded with timber; a railcar or short passenger train decanting into a bus, a park or tourist facility. Almost anything could be put into a wagon or boxcar and a scene constructed around it.

To reiterate and clarify what I said at the Feb GM about why we all should have a go at the Boxfile comp:

To show the general public that there is more to railway modelling than a full-size layout;

To demonstrate that we are a dynamic club and have many strings to our collective bow;

To attempt to win some of the money that the club has put up;

To practice and, therefore, fine tune our skills for scenic work before embarking on a layout (it's easier to scrap and redo a micro layout than to do the same with a full size layout).

I have been asked to mention that the AMRE show in June has trading (selling) tables. These may or may not be any better than our swapmeet but what is certain is that there will be many potential customers who don't go to swapmeets. There will also be many families with children who will be keen to spend some pocket money or coerce dad or mum into buying an item for their model railway. The requirements are much the same as the SARMA swapmeet except that you must have your goods submitted at least two weeks before the event. The easiest way is to get the appropriate forms in the next couple of months and give them, with your goods, to Allan or me prior to May 16th (the last AMRE meeting before the exhibition).

At the Feb GM we showed some footage from Frank Kelly's layout; here's a still.■

Peter P (Ed)



The Buffer Stop

EDITED MINUTES OF THE GENERAL MEETING HELD AT DERNANCOURT ON 13th FEBRUARY 2013

Meeting opened at 7:32 pm chaired by Roger Wheeler

Members in attendance: 45

Apologies: 8

Visitors: Malcolm Greenslade, David Armstrong and Ryan McMahon

That the **Minutes** of previous meeting be accepted. Moved: D. van der Linden Seconded: Iain Kennedy. Carried

Outstanding Actions and Business arising: None

Correspondence in:

Account from Telstra

Gift voucher from End of the Line Hobbies

Model Railroader March 2013

Motive Power Jan/Feb 2013

Train Talk – Darling Downs MRC Jan 2013

AMRA Journal Jan/Feb 2013

Invoice and statement from Datacord

SCRMA Membership renewal.

Invoice from NRMI for Mystery Trip catering

Confirmation of attendance at Sandown 2013

Invitation for the club to exhibit at Caulfield this year.

Correspondence out:

Letter of thanks to Colour Tech for new certificates

Confirmation of Hire for the Windsor Gardens hall.

Business from correspondence: None

Finance: Financial statements presented – see attachments

Accept financial report: Moved G. Chaplin, Seconded: Peter Pickering. Carried

Reports:

Exhibition Layout – Bob reported that the progress is going well. The name has not yet been settled on and there are always plenty of helpers on both Tuesday and Wednesday.

Club Layout – Dean has no more track or points for the new club layout as they were transferred to the exhibition layout. Dean remarked that he can now use code 83 for the club layout.

Social – Barrie reported that the birthday dinner this year will be at the Hampstead Hotel at 6:30 pm on May 25th.

The planned trips to the SCT complex at Penfield are set to go ahead on Sunday 17th Feb and Saturday 23rd Feb (since changed to Sunday 24th Feb at SCT's request). Only ten people are al-

lowed per visit. Names were taken for both days.

Bufferstop – Peter encouraged members who display models at the meetings to use the cards provided as it helps him identify models and their owners for the magazine.

He thanked Richard Ash for assembling this month's magazine (identifying the day as Ash Wednesday) and called for all articles and submissions for the March edition to be in early. Peter also spoke about the box file competition. He encouraged members to enter.

Library – A book donated to the library that was a double for one already held has been added as a second copy.

Bruce Maclean has donated six boxes of Model Railroader magazines and Des McAuliffe has donated a large number of magazines also.

Maintenance – Insect bombs have been deployed in the shed.

Bulk buys – Iain reported that there are only two bottles of white glue left but there are plenty of other items in stock like bogies and couplers etc. Iain asked for people to let him know if they want more of the foam rolling stock trays. He will order another lot when the numbers are satisfactory. New shirts are coming into stock soon albeit with a small price increase. New jackets should be ready to order at the March meeting.

Special Projects:

Swapmeet – Terry reported that he has bookings for twenty five tables. After the 1st March there will be a late fee for bookings.

The newsprint ads will commence from the 16th Feb

Terry encouraged anyone with items to sell to get their commission sales forms in quickly and reminded the meeting that there will only be one more General Meeting before the Swapmeet. He also asked for flyers advertising the November Swapmeet to be available.

Railshow 2013- Iain has bookings coming in. He asked for people to take on specific tasks at the set up and during the show in particular the exhibitors lounge and meals.

The website was questioned and will be updated. Matt La Vista is assisting with some of the coordination this year and others will need to volunteer to help move exhibitors in on the Friday.

Colin Barnes and his team have the sausage sizzle under control but are happy to accept help from others.

January Minutes continued

The Buffer Stop

TV ads will go to air as made and not be cut in half as they were made for 15 second slots.

AMRE – Peter reported that the amended rules have nearly been finalised with just some minor fine tuning.

Peter Carter asked what has happened regarding changing to a bi-annual show. The response was that the committee is in agreement to keep it an annual event. Some general discussion took place after that.

Premises – Hugh informed the meeting of the results of the council vote on our request for an extended lease. The vote was unanimous to proceed with community Engagement. Hugh then introduced Ryan McMahon, the Chief Financial Officer at Tea Tree Gully Council, who spoke about the process of community engagement and how and when it will take place. He provided some documents for members to look at explaining the process and who can contribute or make comment. A number of questions were asked by members and suitably answered by Mr McMahon. The members thanked Mr McMahon for his time before he left the meeting.

General Business:

1. Peter Carter talked about the Life Members Donation Scheme. Some monies have already been donated and Des McAuliffe has donated a series of SAR rolling stock which were on display at the meeting.

2. Alistair Whibley told the meeting a rather abstract story about rejuvenating a wooden model plane.

3. An email has come to the club about a collection of rolling stock, locos and track. It was decided that if no-one showed any interest the email would be forwarded to CTC.

Break: Meeting suspended at 8:50pm

Show & tell:

Peter Carter showed his modified BGB Bluebird 280 class with a custom built brass chassis with bogie towers from a T class. The roof was glued into place and the chassis now attaches from the bottom. He has a couple of other Bluebird models set up as dummy units so the 280 should pull, or push, them around quite well.

Peter Pickering brought a little green engine. An O gauge Hudswell Clarke 0-6-0 Contractors Tank. The model is ready to run but he

has nowhere to run it. He also displayed a CE Victorian brake built by Dwayne Norris. The model has been well built and includes some extra detail bits.

Whib had a story with his display, of the man who put back all the stuff that was removed from his property to make way for the railway so when the train came along it could go no further.

Andrew Timmins showed an OB that he has modified with a custom made tarp and decals. The detail includes the ropes that tie the tarp down. The model belongs to Hugh Williams.

Dane Filander brought his scratch built 250 Bluebird. He used a postcard image as a reference. The model is weathered.

Bob Houston brought a commemorative plate that celebrates a charity weekend for series of preserved colliery railways.

Barrie Mackinnon's display was a MAN bus from Orient Express. The route number was 145 which was the route that ran near where Barrie lived in Dulwich.

Hugh left a couple of model kits on the display table which he said were for the exhibition layout.

Raffle Results:

John Gordon, Buff C19, Kibri containers
Jeremy Kemp, Buff C25, Junction Models voucher

David Armstrong, Green F17, Binocular Magnifiers

Terry Jomartz, Purple D35, Bogies

Andrew Timmins, Green F52, Needle file set

Richard Ash, Purple D1, Pin vice

John Henderson, Buff C21, BGB Railex container

David Boyce, Buff C5, Hobby Knife

Stephen Curtis, Green F35, LED kit

Peter Michalak, Purple D25, Aztronics pen torch

Gordon Chaplin, Purple D41, Flashlight

After meeting activities: The entertainment started with a slide show of member's faces and also a series of layouts. This was followed by a video and commentary from Frank Kelly made on his own small layout.

Meeting closed at 10:10pm



50 Years Ago: March/April 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:) This month or issue shown as March - April introduces a new era for the *Buffer Stop*. From now on the *Buffer Stop* will be published bi-monthly with a special Birthday issue (May) and a special Christmas issue (December), making eight issues a year.

I am hoping to tell the Association at the next general meeting about a new publishing medium, which if the Association can finance it, will in my opinion give us a first class publication, which I feel sure would be welcome not only to club members, but could go on sale all over Australia.

In any case, owing to paper costs, the issue dated for May (our Birthday issue) will be charged at 9d. (9c), but Association members will receive it at reduced rates in their annual fees. All subsequent issues will be 9d.

The Association Committee has reluctantly raised the club fees to Adult: 26/- (\$2.60) and Juniors: 15/- (\$1.50). This includes *Buffer Stop* fees.

Tank Cars and Some Uses: During times of large livestock runs when meat by-products are plentiful, tank cars are used for storage in anticipation of a rising market. Practically all of these cars contain steam coils to facilitate the removal of lard, edible and inedible tallow, glycerin and neatafoot oil, most of which harden or semi-harden when cold. Now you can park tank cars at a meat packing plant, and know why.

40 Years Ago: March 1973

DW

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

Cover drawing: T44 hauling an up Peterborough freight Dec. 1969.

The final design of the club layout has been decided upon and the green light has been given by the committee to proceed.

Construction of rolling stock using Silastic rubber moulds & castings. Article by Bob Burton.

30 Years Ago: March 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: 835 in ANR "colours" in Serviceton yard.

Picture Parade: Rx hauling car carriers in Mile End yard (1963) and dead locos awaiting torch 1948; both Noel Potter pics.

CL loco: A short (one page) description by Rob Burford of a Main West body kit and detail additions, the fitting of an Athearn mech and the modifications to this.

(Just 7 pages in this issue)

The Buffer Stop

From the
Buffer Stop Archives
continued



20 Years Ago: March 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: Narrow Gauge composite brakevans and Da vans in Gladstone yard.

Layout Report: All work is now complete to enable operating sessions.

Construction Article: “The SAR DA Class Steel Louvre Van” building a DA van from north-eastern strip wood and Bristol board.

Article: “To determine tractive effort” – calculating the tractive effort of a two cylinder steam locomotive.

Article: “Bridge Construction” by R Burton

Article: “The SAR X class Steam Locomotives”

Article: “Burlington Northern Today” by Richard Ash

Drawings: SAR DA Van, and drawings to aid in assembly of the above mentioned construction article.

Drawing: SAR Fageol Railmotor

Drawing: Cast Iron bridge, as per prototype in the Pichi Richi Pass. Drawing by R. Burton

10 Years Ago: March 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.

The John Looker Special

Front cover has CLP14 leading a consist past John’s back fence.

“Shunt with a Difference” on page 5 showing 705 (diesel) pushing 6 x AHGX hoppers, 847 & 846 dead, 3 x empty flat cars and 6 x Tarcoola Fuel tanks wagons back into the ASR yards at Dry Creek.

Lots of links to vacuum forming and casting in the “On the Internet This Month” page.

Keeping Track asks the question: When did railway stations become *train* stations? And, for that matter, when did goods trains become *freight* strains?

Gadstone Galloper “Preview” by John Looker. Some observations John made regarding the movements and make-up of the Gladstone Galloper and Murraylander.

**It really is time you got started on
your Boxfile Competition entry**

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
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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.

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Web: www.endofthelinehobbies.com.au

When making a purchase, identify yourself as a member of SARMA,
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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	March 2013
AMRA Journal	Jan/Feb 2013
Model Railroader	March 2013
AMRM	Feb/Mar 2013
Motive Power	Jan/Feb 2013
Train Talk	January 2013

Thanks to Des McAuliffe for the books and DVD donated to the club

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

Allan Norris

Barrie Valley Railway News

Matt Lavista

There has been an upsurge in work on the N gauge layout so far this year, with track work on the two new modules now fully installed. Work on ballasting and wiring is progressing, with consultations being made about the construction of the major scenic addition: the tunnel and hill. Changes are also being made to the existing modules with more scenes being added. Paul Mackinnon has very kindly constructed masses of trees which has made our task of decorating much easier. We are adding further 'cameos' as the existing ones have proved so popular; look out for the billboards featuring surprisingly familiar names and faces, a modelling club-rooms; Lord Barrie now has a suitable steed and the line for the toilet is longer than ever.

The layout will be on show at RailShow in April and it is once again representing SARMA at the June Long Weekend Show, and will possibly attend a special weekend at the National Railway Museum later this year. As always, we would love to have the help of fellow SARMA Clubbers to help with working on the layout and attending exhibitions, and please feel free to make suggestions to

the team for additions to the scenery; we've had a few gems over the time we've had the layout and I look forward to hearing more.

I would like to say a special thankyou to Barrie and Paul Mackinnon for donating two further modules to the N gauge team which means we'll be considerably different from last year - definitely we prefer to keep it 'fresh.' ■



Jeremy, Chris, Dane & Steve at work



A Cheap Analogue Fast Clock

Dean Schluter

At a general meeting during 2012, Hugh showed us the workings of his ABLO operated system layout using a six times fast clock with a digital display that enables a 12 hour model operation session in 2 real time hours.

This led me to rethink my not applying a fast clock on my own layout, but using a clock with an analogue face like a real railway clock of old. I searched the Web for circuits but only came up with the most complicated circuits that involved programmable chips that did everything but boiled the coffee, so applying the KISS principle I designed the circuit below.

Without regard to great cost I purchased a battery clock with a 200mm face for \$3.00 from

Kmart. This of course could have been upgraded to a more expensive \$10.00 one from Spend a Penny or similar but, had I not been able to get it going, I would have not been too far out of pocket. Of course they are all made in China so one may assume they are all made in the same factory, so internally they will be the same. The clock runs off of a small chip powered by a 1.5V cell. Everything clips together so disassembly was easy but the sequence of the gears is important so pull it apart gently. The mechanism is simple; a coil magnetically turns a gear 2 half turns every second, the coil receives a short positive voltage and a short negative voltage every second. This therefore needs to be multiplied to six times every second by a bit of electronic skulduggery.

The circuit was built on a piece of Vero Board, the parts list is as follows 2 x 560 ohm, 1 x 1k ohm, 1 x 100 k ohm resistors 1 x 500k trim potentiometer, 3 x BC548 transistors, 1x 0.01uf, 1x 2.2mfd

capacitors 1x NE555 IC 1x DPDT toggle switch and a case to put it all in. I used a neat small case approx 90mm W x 145 mm D x 30mm H Part no H 0288, AA battery terminals H 0299 from AZ Electronics. Total cost of all, \$19.69 + clock, and 4 x AA cells.



Method : After accessing the inner workings of the clock very carefully remove the battery terminals, isolate the chip from the terminal pads by cutting the track, be extremely careful and unsolder the coil wires from the printed board and resolder them to the terminal pads, connect two 170mm long, very small multi core PVC covered wires to the same pads, reassemble the clock mech.

Build the circuit below on a piece of Vero board 35mm x 65mm, **if you need help yell**. Mount the switch on the exposed face of the case but clearing when the case is screwed to the body of the clock (avoid the battery compartment of course). Also the circuit board must be accessible when the case's cover is removed so as to time the clock. Setting the clock speed takes a little time; it helps if the clock face has minute markings because the minute hand will advance 6 minutes in one real minute. The trim pot is used for this; start with it set mid range, either side of centre will give you a faster or slower time, to check full accuracy check over 1 hour real time this will give you 6 hours.

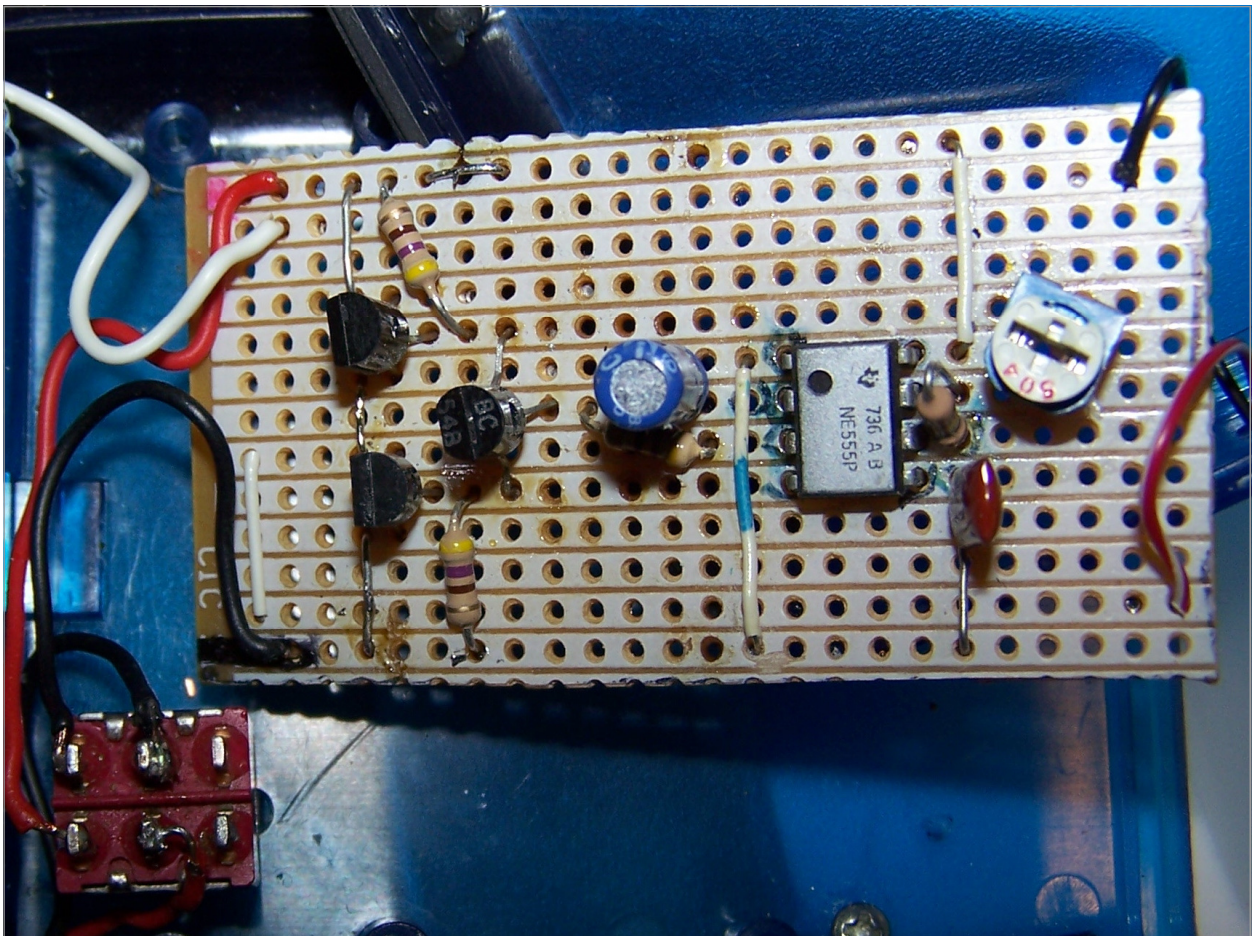
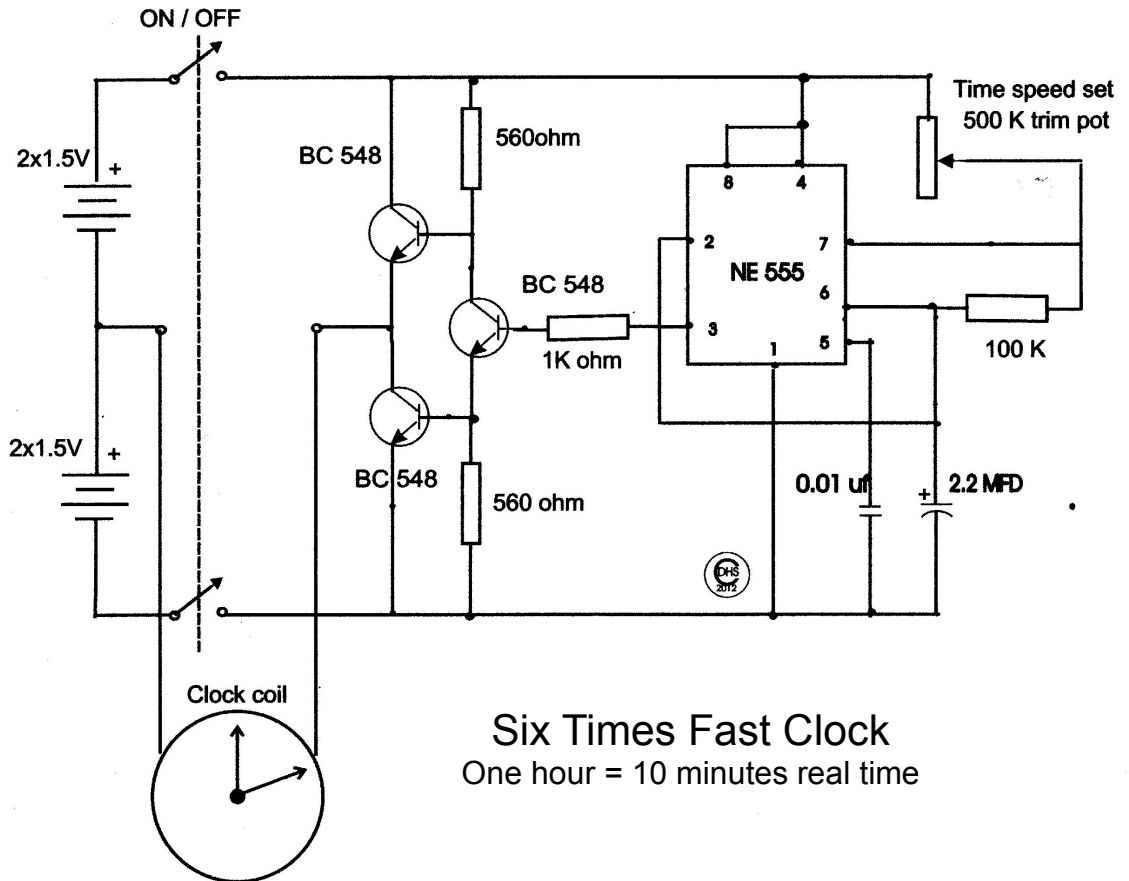
If you want to keep the second hand, cut it short so that it is equal in length to the back piece otherwise it will cause over swing, stuffing up accuracy.

Happy ticking.■

Circuit & layout on next page.

**Fast Clock
continued**

The Buffer Stop



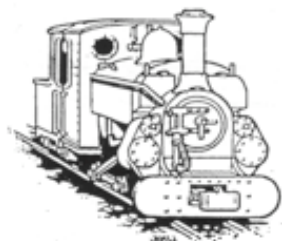
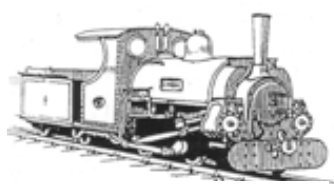
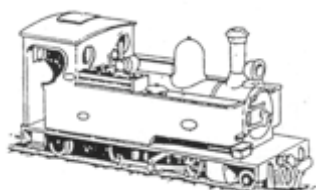
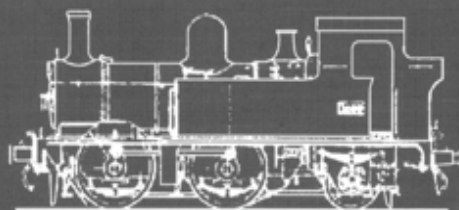
Junction Models

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 March 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
Hornby NSE Class 423 EMU	4 car set \$250.00
Good Selection of TCS Decoders from \$31 to \$50	
Trackrite Foam underlay in HO, N and metre gauges.	
Woodland Scenics "Mod-U-Rail" Straight Module Kit	
SARMA SPECIAL <u>UNREPEATABLE PRICE</u> \$166	

Train World SCT wagons	\$59.95
DCC Concepts- OO Station Lamps and OO Train Marker Lamps available.	
Southline Railway Models Switches (for Peco PL10 point motors)	\$13.50
Bachman Hong Kong Tram (last one remaining)	\$127.00
Ixion On30 Coffee Pot (Supplier's price reduction)	\$175.00
Athearn SD45-2 Locos - DC	\$155.00
Atlas Trainman HO locos various	\$105.00 to \$119.50
Powerline VLEX wagons, 5 variants,	\$49.95
Powerline Tuscan 48 Class back in stock	\$325.00
Weico 1950 Royal Blue Duple bus (1:76 scale)	\$72.00
San Mateo Line signals kits and ready-to-place	
Agents for "MyLocoSound" units for DC	\$69.00
Steam Only DCC Sound Decoder (Generic adjustable)	\$75.00
Railscenes Australian Diesel Loco Mugs	\$12.00
Road Ragers HO Australian cars	\$15.50
SAR Model Co Redhens,800 & 860 car kits back in stock.	

Brian, John & Vic

The Buffer Stop



SARMA SALES



See Iain Kennedy

SARMA Pin Badges	\$7.00	Delrin Bearings	\$5.30
“Rails and the River” Medallion	\$15.00	11'6" Underframe Kits	\$8.80
Bogies:		PVA Glue, 2 litres	\$20.00
40 ton Round Lid, Solid Wheels	\$11.80	No. 2 self tapping screws, packs of 100:	
ANR XC	\$11.80	4.5 mm	\$7.00
W Car Bogies	\$11.80	6 mm	\$8.00
SEM Axles 10.5 x 25 mm	\$1.10	9.5 mm	\$10.00
Decals for SAR M, MG	\$2.50	Packs of 20:	
SEM GY Kit	\$15.00	2-56 UNC 3/8" pan head screws	\$4.00
SEM UB Van Kit	\$21.00	2-56 UNC nuts	\$5.00
SEM E Wagon Kit	\$22.00	SARMA Shirts (do you have one?)	\$30.00
Kadee #5 Couplers	\$4.60		
Kadee #158 Whisker Couplers	\$5.20		



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Goodwood Junction to be Rebuilt

Noel Potter



Goodwood Junction looking south with freight MP1 (centre) and suburban passenger to Noarlunga (bottom)

These photos are from the last day of operation at Goodwood Jct. prior to the system shut-down for rebuild. When finished, there will be a completely new configuration. The dual tracks heading off to the right (Noarlunga/Seaford line) will pass under the standard gauge track. The work is expected to take approx 9 months. In the meantime, the Standard gauge track will be repositioned across to what was the Belair line to give free access to the work site. The Standard gauge will regain its original alignment through Goodwood station which is to be demolished. ■

More photos on following 2 pages



The Buffer Stop

Goodwood Junction continued



Looking towards Goodwood Stn
(and Adelaide)



Goodwood Stn



Platform Sign

The Buffer Stop

Goodwood Junction continued



Departing for Belair
(note route indicator)

Standard gauge line
running behind
platform 3



Left Belair
Right Noarlunga

Painting a Teak Effect on Models

Matt Lavista

Most people would remember the rather ratty looking 'Teak' coaches that come with the Flying Scotsman in the old Hornby sets; they are a world away from the magnificent new versions which look the proper deal. Of course the ability to get a good teak finish in a model coach built from a kit is not easy. Even the manufacturers don't always get it right; consider the On30 'Coffee Pot' which has a plain brown coach detracting from its appearance. Even if there were few 'teak' wooden coaches in Australia the technique is useful for painting wooden buildings or structures. The actual method of painting a model in this livery is not as scary or unachievable as it might seem, anyone who has some weathering is well placed to succeed. While getting a finish as good as the Hornby or Pro-kit painter is a lot harder, this tutorial will give you a good start with plenty of scope to experiment.

Firstly start with an unpainted model; I used my JEM H class tram which happened to be on my workbench. I would of course advise practising on a scrap model or such.

Ensure the model is clean and then prime with a light coloured paint. I used Tamiya Acrylic Fine surface Primer which is a white colour and goes on very smoothly. There is a consensus that acrylic should be used for the undercoat regardless of which colour you use.

Pick one or two colours for your 'teak' colouring. Depending on which colour scheme you require, more than one brown or even a little red might be needed. Also think about whether you want your model to appear fresh out of the paint shop or weathered. Mine used a base coat of chestnut acrylic with a little bit of red, followed by darker Humbrol Brown on top.

Once the primer is completely dried, apply the first coat using the 'dry brushing' method. Anyone who has dry-brushed dirt on a model

will be familiar with this. Dip a soft sable brush in your paint and remove most of the paint using a tissue or kitchen towel, then run the brush along your model. It is very important to *go in the direction of the grain* for the extra wood effect. Remember your objective is not to completely cover the model unless you are using only one colour.

Dry brush further colours onto the model. Continuing to follow the 'grain', this will emulate the teak finish whereby there are many different shades of varying darkness. Remember the coaches often had darker corners to their paneling, and weathered coaches had a darker appearance.

Once dry, apply a varnish. This can be a regular satin or gloss coat; some modellers use actual teak varnish thinned down, others make a mixture for a wash of satin and black paint to darken the model. If you want to apply lettering or decals of course you will need to work out which method would help them adhere best. Feel free to add weathering powder etc after this step.

This is a rare case where hand painting a model is considered advantageous; further, more visible brush strokes are *wanted* to help bring out the wood grain effect.

This first effort was relatively quick and rough, as a test for later application on some N gauge coaches. I was very satisfied with the results even I did not apply an overcoat varnish or decals (unnecessary as I will strip the tram down again). I can recommend for anyone who has the old Hornby coaches to perhaps give them the treatment, or pick up one at a swap meet and try it out. ■



The Buffer Stop

SCT visit

On Sunday, Feb 17th, a group of SARMA members visited the Penfield Provisioning Centre of SCT.

From the left, Bob Yates (our guide), David V, Peter P, Hugh, Jeremy, Dane (having trouble staying awake), John G, Steve. Noel Potter behind the camera.

The round thing in the middle of the SCT logo is a camera (both ends) to record any incidents. The video is only viewed if there are any reported incidents.

We spent more than half an hour checking out the cab and the rest of the loco.



SCT own a huge parcel of land at Penfield - almost as far as the eye can see.

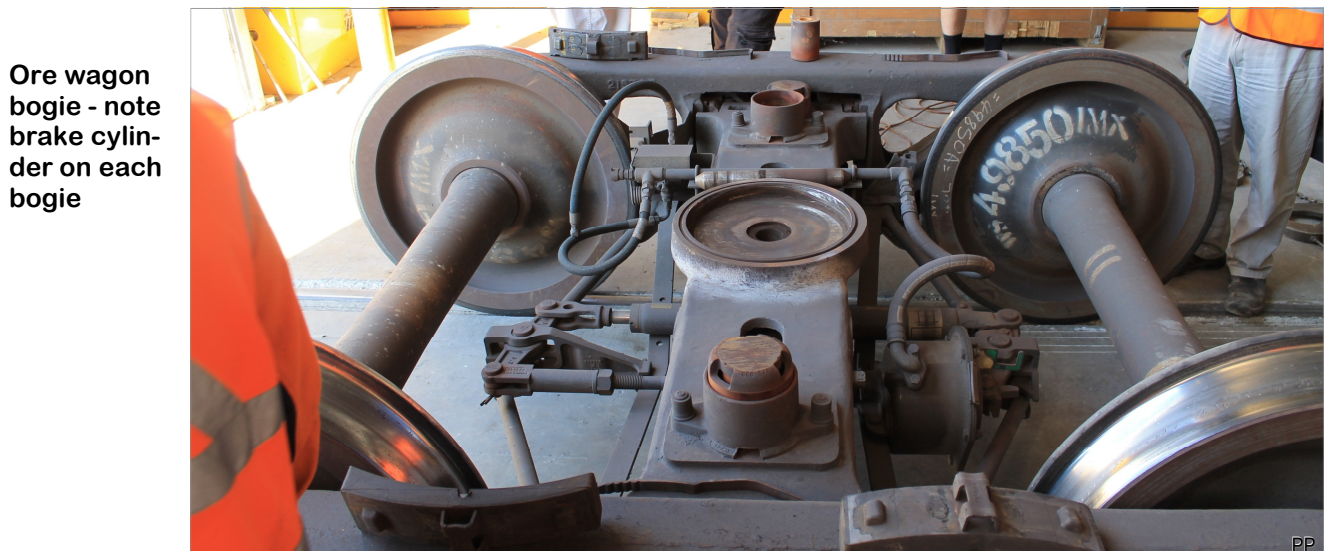
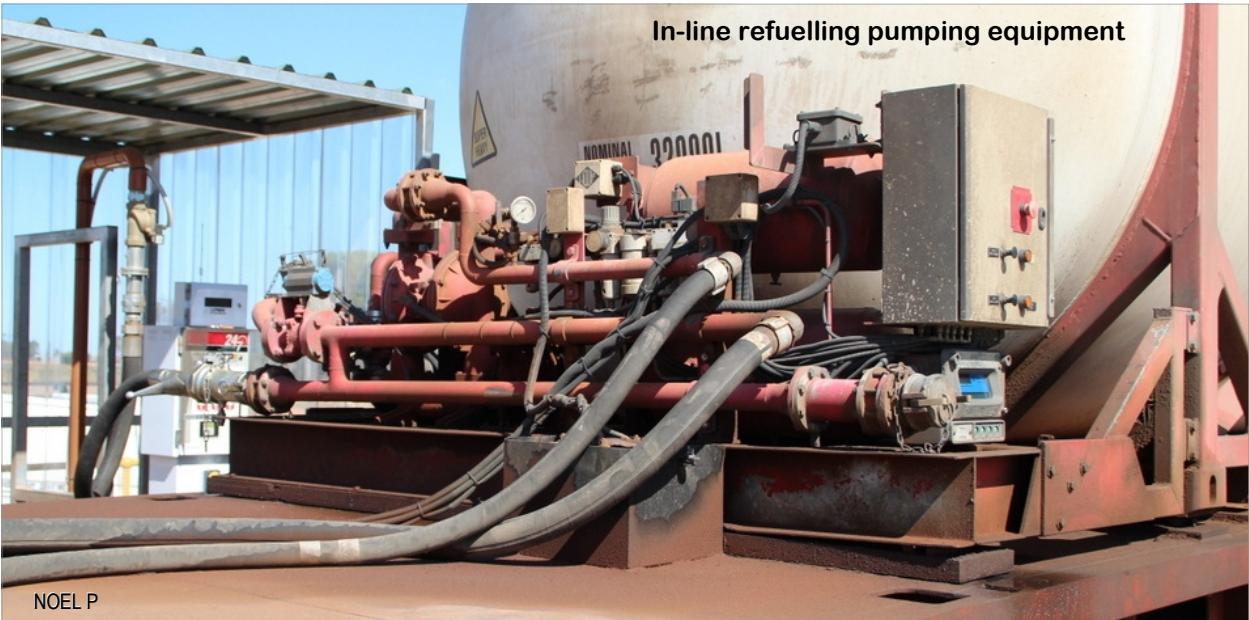
They rent off large areas to market gardeners and others.

The logo on the 2nd loco is SBR (parent company, I think, maybe child - see inset)

SCT visit continued

The Buffer Stop

Fuel tanks - fuel company owned by SCT and remachined wheelsets ready for fitting.



SCT visit continued

The Buffer Stop



Ore wagon on jacks (left) and (below) underframe
PP



Crew car "Peterborough Boys" being cleaned and provisioned



NOEL P

PP

Readers' photos

The Buffer Stop

Locos NR72
NR99 DL46 and
SL39 on train
5MP7 at Fosters
Corner on Friday
31st January.



PHOTOS: JOHN VENNING

Loco ACC6032 leading 6008 and 6004 on train
5MP1 on 25th January. ACC6032 is on its way
to WA to work on the standard gauge iron ore
trains through Kalgoorlie to Esperance.



Blast from the past!
BL33, with an all-silver
GSR Overland, depart-
ing Keswick at 1917
summer time on
Tuesday 16 March,
1999.

John Doherty scanned
the print from a shot
taken with his Pentax
K1000 35mil SLR in the
pre-digital era.





Dane's scratch-built 250 Bluebird



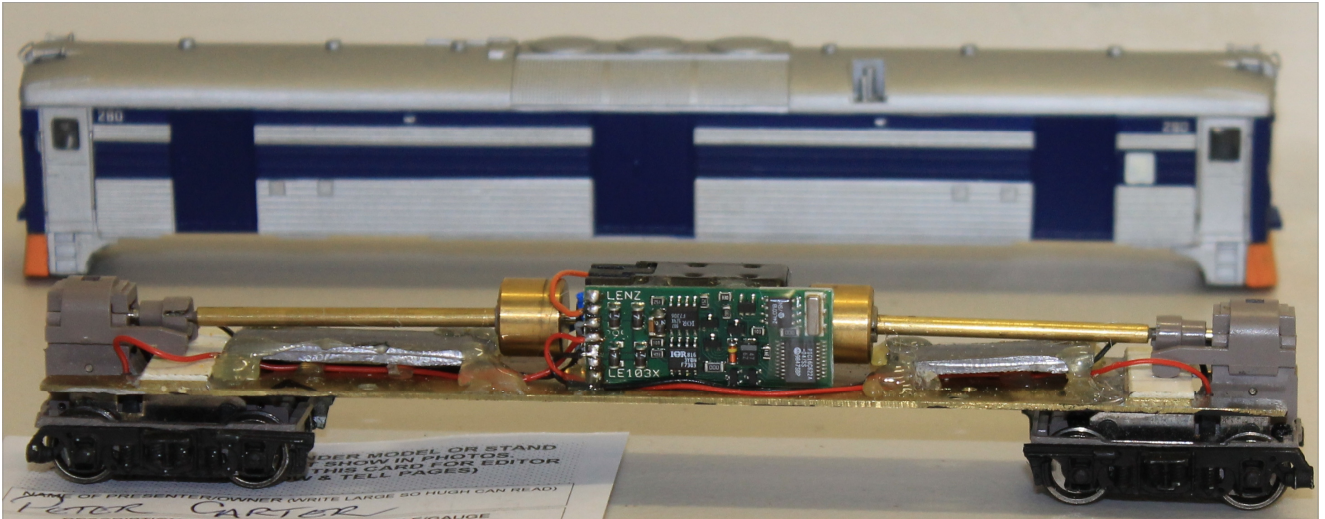
Peter P's O scale RTR
Hudswell Clarke
Industrial shunter



MAN bus - no card -
read the box

Whib's model of a
"deinstated" railway
through somebody's
front yard

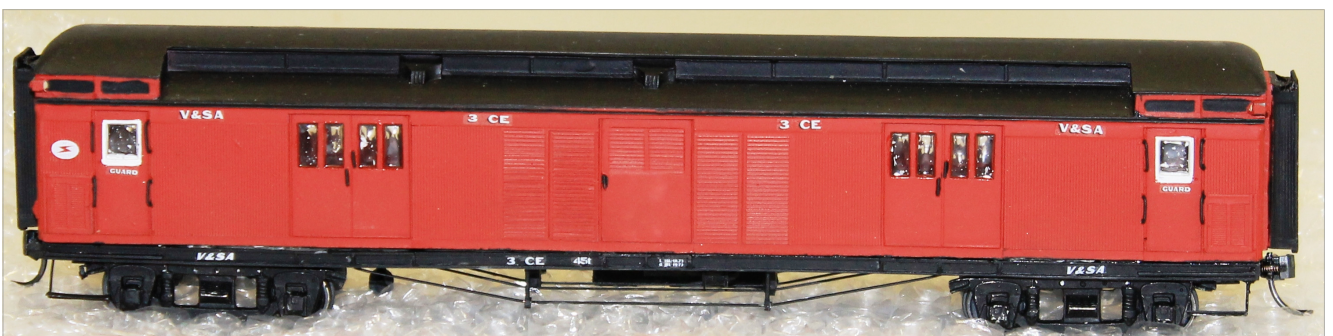




Peter Carter's HO Bluebird 280 - modified BGB kit on a scratch-built chassis



Hugh's OB wagon with tarps by Andrew T



Peter P's Joint Stock CE brake built by Dwayne

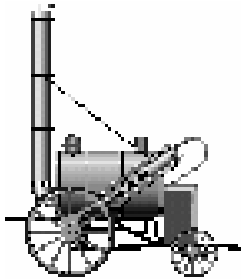


A collection of mainly SAR vans kindly donated to SARMA by Des McAuliffe under the Life Members' Donation Scheme (See page 5 of February Buffer Stop)

Don't forget the Swapmeet - setup from 7.00 - 7.30am

The Buffer Stop

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