

SOUTH AUSTRALIAN RAILWAY MODELLERS' ASSOCIATION INC.

PROMOTING THE HOBBY IN SOUTH AUSTRALIA
SINCE 1957



Y133 and K190 at Castlemaine



INSIDE

Mystery Trip

'R. Vest Implements' Fence

Goldfields Railway 'South of the Border'

Clubroom Layouts Report

Noel's Pottering & Kemp's Kontribution

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Diary

8 - 12 Jan	Tea Tree Gully Library Display
Wed 10 Jan	General Meeting/
Wed 17 Jan	Work night
Wed 24 Jan	Work night
26 - 29 Jan	Corio exhibition
Wed 31 Jan	Work night
Wed 7 Feb	Work night
Wed 14 Feb	General Meeting
Wed 21 Feb	Work night
Wed 28 Feb	Work night
Wed 7 Mar	Work night
Wed 14 Mar	General Meeting
Wed 21 Mar	Work night
Wed 28 Mar	Work night
March 30 - April 2 Easter	



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

January 13,14 Warrnambool (Vic)
& Phillip Island (Vic)

January 21 Arundel (Qld)
Gold Coast MRC Open Day & Buy n sell

**January LWE 27,28 Corio
(Belmont)**

February 17,18 Ararat (Vic)

March 4 Thirlmere (with steam festival)

March 3,4 Forestville (NSW)

March 10-12 Sandown(Vic) & Kyneton
(Vic)

Mar 31/Apr 1 Bendigo

**Activities for January are the
Tea Tree Gully library display
and the Corio exhibition**

Front Cover: PeterP

On Victoria's Goldfields Railway, K190 has uncoupled from Y133 and is running around. The Y will soon do the same, couple up to the front of the K then attach to the other end of the train, giving a clear view of the scenery from the Parlour Car

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. Work nights are held on other Wednesday nights in the clubrooms adjacent to the log cabin. See the Diary on Page 1 for details.

UBD Map 96 Ref D12 or Gregory’s 148 J12

Membership rates 2016 – 2017

Joining Fee:	\$10.00	Country (BufferStop posted):	\$50.00
Full (age ≥ 18):	\$60.00	Country (BufferStop via internet):	\$45.00
Family:	\$60.00	Student (full time; age ≥ 18):	\$45.00
Junior (age ≤ 17):	\$30.00	Corporate:	\$100.00

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: Ben Adamson via webmaster@sarma.asn.au

“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. Articles may not be copied or reprinted without the permission of the respective authors. Original articles in this publication may not be copied or reprinted without the permission of the publisher.

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

The deadline for the February issue is FRIDAY 19 JANUARY

COMMITTEE MEMBERS FOR THE 2017 – 2018 YEAR

President: Fred Leaper Phone: 8263 1107 email: fleaper01@gmail.com	Layout Director: Dean Schluter Phone: 8336 1802 email: dean.schluter@bigpond.com
Vice President (Special Projects): Richard Ash Phone: 0488 000 791 email: dickyboyz99@gmail.com	Exhibition Layout Director: Bob Houston Phone: 0428 816 812 email: bobhouston5@bigpond.com
Vice President (Administration): Roger Wheeler Phone: 8356 9044 email: rawheeler.grange@hotmail.com	Maintenance Director: Don Worby Phone: 0408 855 038 email: atmrg@live.com.au
Secretary & back-up AMRE Rep: David van der Linden Phone: 0419 847 619 email: david@vanderlinden.id.au	Social Director: Matt Lavista Phone: 0429 070 084 email: lavip51@gmail.com
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Librarian: Kelvin Brinkley Phone: 0408 854 020 email: kbb@picknowl.com.au	

Other positions held by SARMA members:

AMRE - Club representative: Allan Norris Phone: 0401 239 942 (note: no land line) email: addnor@optusnet.com.au

AMRE Deputy Convenor: Richard Ash Phone: 0488000791 email: dickyboyz99@gmail.com

AMRE Secretary: Chris Symons Phone: 0407 975 110 (after 2.30pm) email: c-symons@hotmail.com

AMRE Treasurer: Tim Leach Phone: 8289 5574 email: tim.leach@qbe.com

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

Editorial & Miscellanea

*Welcome to the January Buffer Stop
The Very Best Wishes for the New Year*

I'm pleased to have another constructional article in this month's Buffer Stop. There are a couple of tricks that I would probably have never thought of in there. However, the most important lesson is to make sure you know the size of the thing you're making!

If you are doing any sort of modelling, please take the time to take pictures and notes as you go along so that other members can benefit from your experiences.

On page 5, you'll find an interesting note from Noel Potter about a railway display centre being put together in Crystal Brook. Let's hope that it is successful.

Another Mystery Trip has come and gone. The most important attribute is the happy smiling faces that were evident all evening. Well done, Matt

Page 14 continues my trip 'south of the border' with a ride on the Goldfields Railway'. We were very fortunate with the weather; it turned quite sour on the following day.

The clubroom layout is coming along nicely with the Tuesday mob doing an electrical and mechanical/physical shakedown. As you would expect from a project of this size, there are plenty of bugs to iron out. However, operation will be challenging and will always demand utmost concentration if you don't want to run foul of the other operators; very much like a full-size railway.

As a page filler, right, you'll see a few of the clubroom layout photos that I have taken recently.

In last month's Buffer Stop, I said that this month's would include Master Modellers and imagineered models. Due to space constraints in the print version and lack of information, they are deferred to February.

PeterP



UNEXPURGATED MINUTES OF THE GENERAL MEETING HELD AT DERNANCOURT ON 13th DECEMBER 2017

Meeting opened at 7:33pm. Chairman: Fred Leaper

Members present: 191

Apologies: 191

Visitors: Hon. Archibald Peake

Minutes of the previous meeting: Moved to another time.

Outstanding Actions and Business arising:

Furthermore and notwithstanding the abovementioned motion there were none.

Correspondence in:

A letter came from the Canadian National Railways informing us that their new cantilever bridge over the St Lawrence River is open for rail traffic.

Correspondence out: Yes that's right.

Business from corres: A day trip was discussed to visit the new bridge.

Finance: Financial statements presented; both sets including the ones in pencil.

Accept financial report: Moved by G.T.N.G.T.W. Chaplin and seconded by B.I.W.B.I. Houston; Carried away.

Reports:

Club Layout –

A discussion centred on whether it would be possible to use miniature trains as the full size ones were damaging the baseboards.

Social –

Matt notified the members of the change of venue for the Christmas Dinner which will now be held at the Buckingham Legs Hotel. Mystery trip has been cancelled as he can't remember where it was.

BufferStop –

Peter pointed out that the names of the new committee were their stage ones only. He also encouraged members to read the President's message and then poke fun at him.

Library – The scrolls have all had new ribbons fitted.

Maintenance –

A power point was installed which means we can stop bringing our electricity in with a bucket.

Special Events –

December 28 – Ellis Clarke, President of Trinidad and Tobago will be born

AMRE – Held a train show

General Business:

Roger Wheeler is after some of the club coasters.

Terry Meads mentioned that he spotted an H class tram at a school in Glossop. He was informed that it had been there to learn French.

Raffle:

93196, Roland Pinto, Club Coasters

93116, Trevor Carter, Club Coasters

93194, Roland Pinto, Club Coasters

93285, Michael James, Club Coasters

93279, Steve Curtis, Club Coasters

93101, Roger Wheeler, Club Coasters

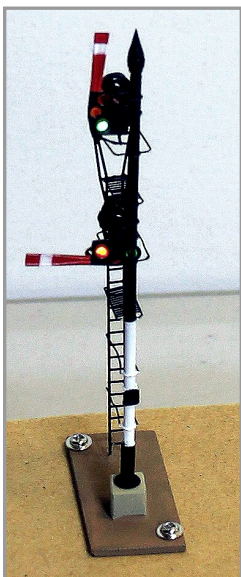
93043, Chris Mutton, Mystery prize (Club Coasters)

93083, Andrew Timmins, Club Coasters

93238, Michael James, Club Coasters

Meeting closed at 8:23pm

After meeting activities: H.K.A.L. Williams presented a film reel showing the fundamentals of walking around your layout and not bumping your head.



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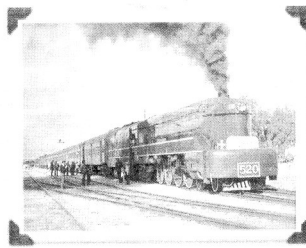
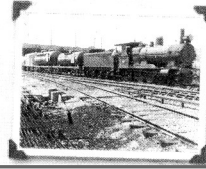
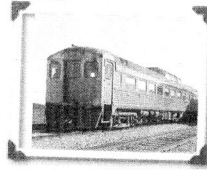
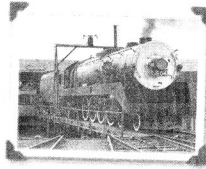
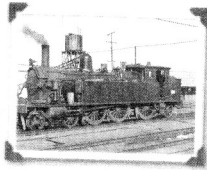
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Historical photo displays



MON WED FRI
10.00 - 3.00

Crystal Brook is located 197km north of Adelaide off Highway 1. The town is a popular place for train spotters. It is the junction for the Adelaide / Broken Hill / Perth / Darwin lines. Up to ten trains or more pass through the town each day - most during daylight hours. There are numerous photographic locations in the area giving great diversity to your photos. Accommodation is available at either of the hotels or the caravan park. Other railway towns of interest nearby include Gladstone & Peterborough.

CRYSTAL BROOK RAILWAY WORLD



Bowman Street, Crystal Brook

CRYSTAL BROOK RAILWAY WORLD

Bowman St Crystal Brook S.A

W: www.oztrains.blogspot.com

Whilst in Crystal Brook I bumped into Andrew Young who is planning a railway display centre in an old shop next door to the Crystal Brook Hotel. (Andrew arranged the two exhibitions at C.B. over the past two years) He intends to display photos, magazines, etc with a railway theme, with refreshments for train buffs and the public alike. A TV will play railway theme videos, etc.

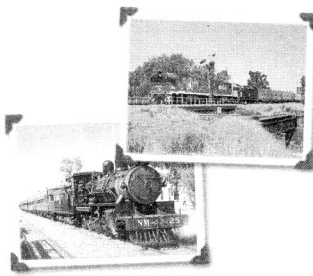
He hopes to also have a range of photographs of S.A.R. steam, etc from

Crystal Brook and surrounds (perhaps modern as well) some of which will be available for sale. They will be A3 in size.

He hasn't said as much but I think he would be open to any donations that one saw fit to give at the time of your visit.

He still has some work to do but I thought the train community would be interested in his new endeavour. Draft flyer attached.

Noel



Railway photos and other railway souvenirs for sale.

Railway related books / magazines / photos albums for reading.

ARTC freight timetables and detailed map of local area showing photo locations available.

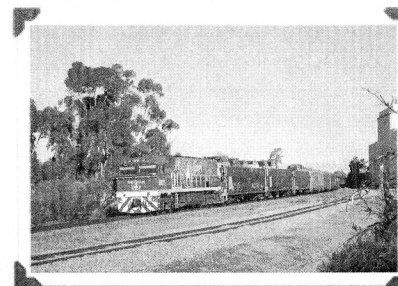
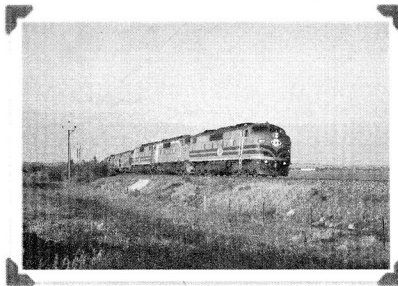
Rail dvd's & VCR's to watch.

Information on other rail related places of interest in South Australia.

Display of historical photos of the railways around Crystal Brook / South Australia / Australia.

PHOTOS TAKEN AROUND THE CRYSTAL BROOK AREA

Here are a selection of photos taken around the Crystal Brook area.





50 Years Ago: January 1968

PP

President: Bob Irvine, Vice-Presidents: *not listed*, Secretary: Trevor Carter, Treasurer: Stan Filsell, Librarian: *not listed*, Committee Members: Bill Coles, John Page, Tony Hill, Geoff Barnes, John Gordon, Eric Milne. Editor: Lawrie Edgar, Sub-Editor: Paul McDonald

Cover: At a guess, the end of an American clerestory car, similar to those used to make Centenary cars - I don't think Centenary cars had a chimney - Ed.

Working the **Hammersley Iron Railway**

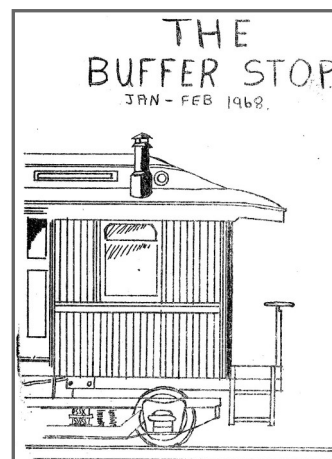
Pressure Vessels move by Rail from Sydney to W.A.

Anti-glare windows fitted to new suburban railcars (Redhens)

Non-metallic brake blocks fitted to suburban railcars.

S.A.R. – Construction of **SLX Standard Gauge Louvre Vans**.

Happenings with **British Railways**: Special run from Paddington to Birkenhead hauled by Castle.



40 Years Ago: January 1978

TS

President: Trevor Carter, Vice-Presidents: Allan Kitto, Vic Kollosche, Secretary: Bob Irvine, Treasurer: Don Snow; Librarian: Tony Sitters, Layout Director: David Jameson, Maintenance: Alistair Whibley; Entertainment & Records: Len Redway; Editors: Rob Burford, Geoff Pearson

Programme:

Wednesday, 11.1.1978 – General Meeting Night – Mini Lectures on 600 and 700 Steam Locos.

Model Display – Flat Cars with loads.

Wednesday, 18.1.1978 – Model Construction Night

Friday, 20.1.1978 - Layout Construction Night

Sunday, 22.1.1978 – Official opening of the Beltana Extension

Wednesday, 25.1.1978 – Layout Construction Night

Wednesday, 8.2.1978 – General Meeting Night – Film courtesy of Len Redway

Model Display – Brakevans and Work Cars

Editorial:

A plea from Geoff Pearson, our Editor, for more articles and also a thank you to those Members who provided articles throughout 1977. On behalf of the Club and Committee, thanks to Rob Burford for his work over the last few years, and we look forward to a monthly summary of work on the new line (to Alice Springs) from our Tarcoola Correspondent!

WHIB'S PAGE:

Continuing the sorrowful saga of The Red River Valley.

30 Years Ago: January 1988

PP

President: Rob Burford, Vice-Presidents: Austin Balnaves, Steven Masters, Secretary: Tony Sitters, Treasurer: Don Snow, Layout Dir: David Jameson, Maintenance: Brian Woods, Social: John Willmer, Librarian: Dean Jackson, Editors: Don Bishop, Terry Jomartz, Special Projects Coordinator: Geoff Pearson,

Cover: Wallaroo coal tower photographed about a month before it was demolished - Photo Dean Jackson.

A small turntable: Reprint of an earlier article.

Lookerabout: Various photos from John Looker including condemned locos 904 & 933 (at Mile End 19/1/83) which were used in a mock accident training exercise; since scrapped.



20 Years Ago: January 1998

PM

President: Trevor Carter, Vice President (Administration): Peter Carter; Vice President (Special Projects): John Doherty; Secretary: Brian Leaney; Treasurer: Don Snow; Layout Director: John Willmer; Modular Layout Director: Peter Saunders & David van der Linden; Maintenance Director: Bernard Martin; Social Director: Tony Sitters; Librarian: Barrie Mackinnon; Editors: Paul Mackinnon and Bill Button; Seniors Representative: Dean Schluter

Front Cover: 964 and a first series 930 on death row at Simms metal. Photo Justin Cheary.

Layout Report: John Willmer reported that it won't be long before trains are running. As Grosvenor Yard was salvaged from Mile End, it will require a few scenic changes, and a number of buildings off the old layout will be dusted off and installed in various places around the layout in due course.

Article: Trains on the 'Net – TGV Accidents

Photos: 930's being scrapped at Simms Metal by Justin Cheary.

Photos: Re-railing of loco 603 at Manoora, using SAR breakdown crane No.2

Photos: Scrapping of loco 534 at Simms Metal by Justin Cheary

Article: V/Line Freight's RTL is a short-haul winner (Re-produced from Network Rail Magazine May/June 1996)

10 Years Ago: January 2008

DVL

President: Hugh Williams; Vice Presidents: Roger Wheeler, Iain Kennedy; Secretary: Peter Pickering; Treasurer: David Jameson, Layout Director: Dean Schluter; Exhibition Layout Director: Bob Houston; Social Director: Barrie Mackinnon; Maintenance Director: David van der Linden; Librarian: Allan Norris; Editors: Chris Marlow, Harry Rush.

Big kids riding at Penfield

Mystery Trip report by Chris Marlow

More of **Roger Wheelers** modelling aids he can't do without

Last Train to Rhyder by Peter Pickering

Re print of a **visit to Mt Gambier** by Tony Sitters

A very young **Thomas O'Donnell** at Penfield



M
E
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R
K



The Saga of the 'R.Vest Implements' Fence Graham Phillips



If you have visited the club rooms recently, you will be aware that the layout scenery is now being undertaken. There is a general concept of what buildings and industries are to be installed, but nothing specific concerning the areas surrounding them.

Having finished assisting with the Southend wiring and signal installations, I was looking for a another task and wandered down to the northern end of the layout near the corner which has that impressive bridge. At the time that Len was making one of his visits, he suggested that I could do the scenery in this area and gave me a basic idea of his vision with comments like “a few rock outcrops here somewhere and a wheat field with some trees, an engineering factory there with some sort of fence around it, also the track needs to be ballasted.” As it’s been many years since I’ve done any scenery work, I started slowly and chose to do ballasting, this being a task I had never done before - and it showed. When we vacuumed the layout in the recent clean up, sections of the ballast disappeared as I had not used sufficient glue. Anyway, once I had finished the ballasting (or so I thought) I started to tone down the existing very brown dirt and merge it

into a lighter sandy colour to the southern side of the creek. I then realised that the engineering building and the fence was needed before I went too far. Luckily for me someone had already constructed the building and a pencil outline was marked on the layout. The building had been taken away and was being repaired so unknown to me the pencil outline was not accurate. Oblivious to this fact I took measurements and made a template for the fence and constructed it. When the building was available It was obvious that the fence was not going to suit, so I added a few extra poles, changed the shape, relocated the gateway and remade it. Then it was just a matter of the final fitting of the last pole and attaching the building to the base that the fence was fixed to.



For those interested, it is mounted on 3mm MDF. I used 0.8mm wire cut to 42mm long for the posts. To bend them I drilled a 0.8mm hole in a 6mm thick piece of ply and pushed the wire into this and then pressed the remainder down to the ply. With the natural spring of the wire this gave a good angle and was very consistent. A Dremel was used to get rid of the sharp edges left by the cut and a dab of superglue was placed on the exposed end to simulate the end cap of the posts.

The post supports were made the same way and then trimmed to the required length. I used a Dremel and a cutting disk to make a trench in the MDF base to sit the supports in and superglued them in place, soldering them once the glue had dried.

For the gate posts I used 1.5mm x 0.225mm brass tube and put a wire post down the middle. I used the same tube to make the gate hinges with the idea that the gate would swing, but when I fixed them to the gate post, I managed to fix the gate as well.

For the top, bottom and middle wire strands I used 32g beading wire which I found less prone to breaking than copper wire. I used the same for the barbed wire twisting two lengths together with a pin vice. I twisted the wire around the first

and last posts and glued them and the rest with superglue. The barbed effect was achieved by running a trace of glue along the twisted wire and then, using a fine sieve, I scattered PECO field grass over it so some pieces stuck to the glue.

The chain link fence is made from Tulle (bridal veil), DO NOT iron unless there is a cloth between the Tulle and the iron. I cut this to a scale 8 feet using a rotary cutter, I did not have a problem cutting it but it is very thin and, unless you are careful, your cut can go astray. I was later told it is easier to cut if stuck to contact. Fixing the Tulle was the most difficult part of the construction. As it was on a base, I was able to clamp this in the vice so the section I was fixing was horizontal. I used superglue and fixed one end. When this was dry I ran glue along the wire strands and posts, then laid the Tulle along it with a small weight (clamp) tensioning it. I had to load the Tulle with washers so it pressed down onto the wire & posts. Once all the sides were done it was just a matter of a light spray to give the desired colour, I used Humbrol 67 (Matt Tank Grey) with a 3:1 thinner to paint ratio.

Bye-the-way, if anyone is after a small amount of Tulle, let me know; with donations from Dean & my wife I have enough to last me years! ■



January 2018 Club Layout Report

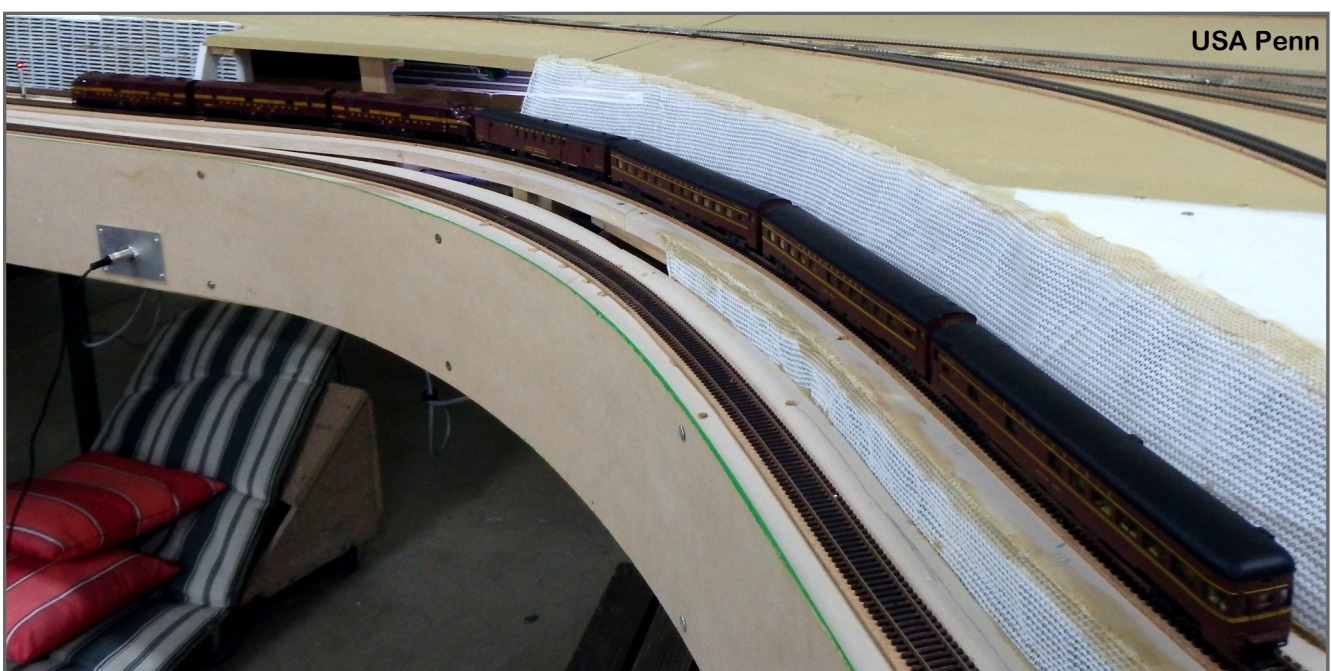
Dean Schluter

As I reported in the December report the layout was ready to have trains run around. The Tuesday workers who had done most of the hard yakka were given the first run on the layout. This had a three-fold purpose: One, they deserved it. Two, to find any faults electrical or track. Three, to confirm that I will need to make some rules on operation and have tutorials for the individual prototype groups to familiarize their operators on the geography of the layout. This was proven on the day we had people run without rules and knowledge of where they were heading.



The honour of the first train to do a full run around the layout was given to SAR steam loco 506 hauling a string of Centenary Cars (Orient Express). There appeared a variety of USA, British and Victorian trains to follow. A couple of days prior to this while checking all of the electric/electronics I found that a switch motor power supply was delivering too high a voltage to the northern peninsula. I had to rebuild the supply as I could not find why and refitted, luckily before the running day.

To be able to run information tutorials I asked the Committee if the club could purchase a good-sized pulldown projection screen, this was agreed to and a 90-inch screen has been purchased from Office Works this will mount on the ceiling just in front of the Northern Peninsula. It will prove useful if we ever have to hold meetings in the layout room and also if needed for modelling demonstrations on modelling nights etc. In the new year we will form the different prototype groups. I hope you all had a good Christmas and are looking forward to roll trains in the New Year. ■





Some of the Aussie stock



Fleet special

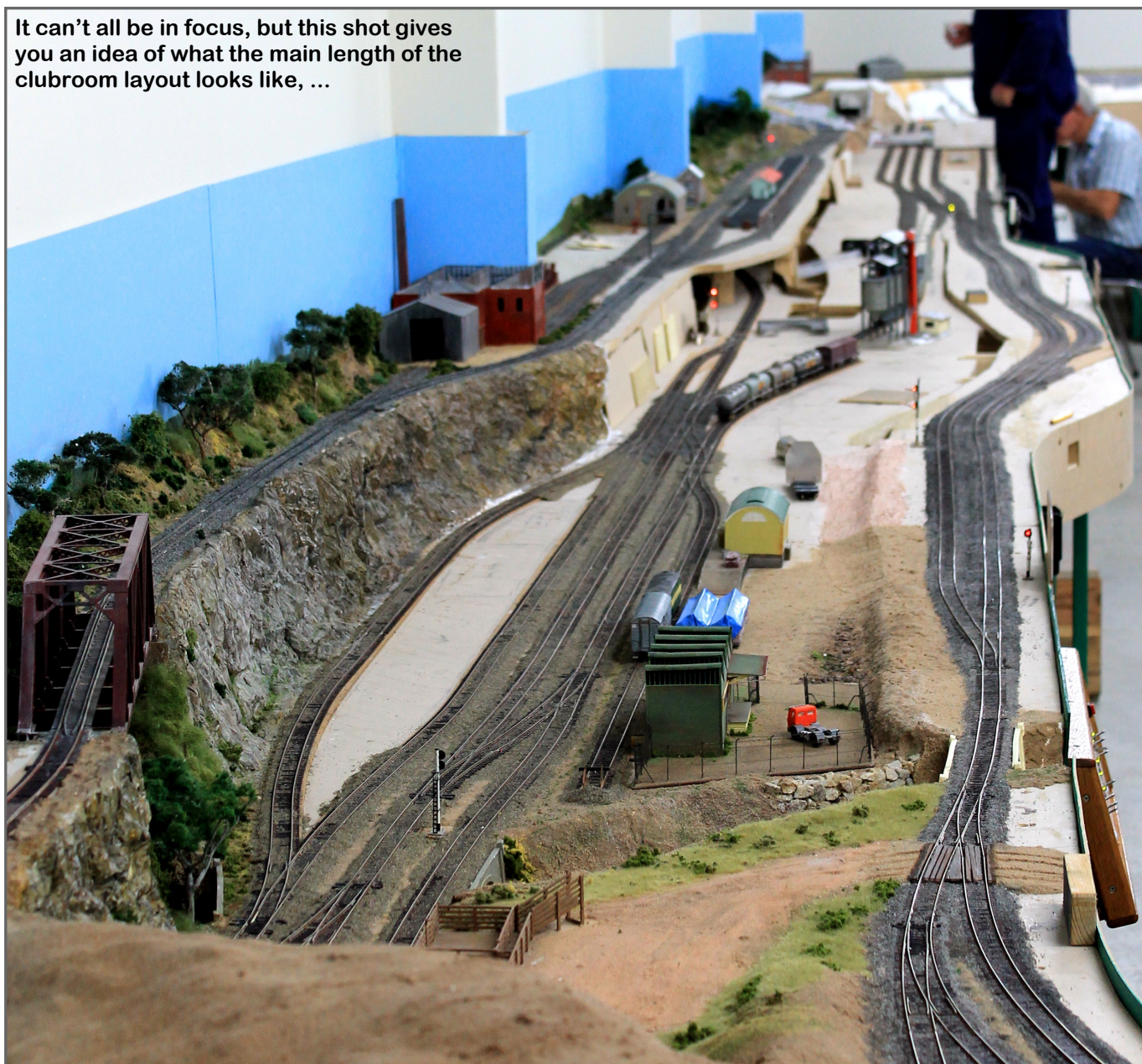
Terry studiously working away, ignoring the trains running around



January 2018

The Buffer Stop

It can't all be in focus, but this shot gives you an idea of what the main length of the clubroom layout looks like, ...



... and this shot shows the treatment around the second pillar.



Christmas Mystery Trip

PeterP

As is SARMA tradition, the second Wednesday in December is reserved for our Mystery Trip. Matt had promised us two things; We would go where we had never gone before and nobody would guess where. He was right on both counts; in fact, very few people on the bus were aware of the Aviation Museum just outside Greenock.

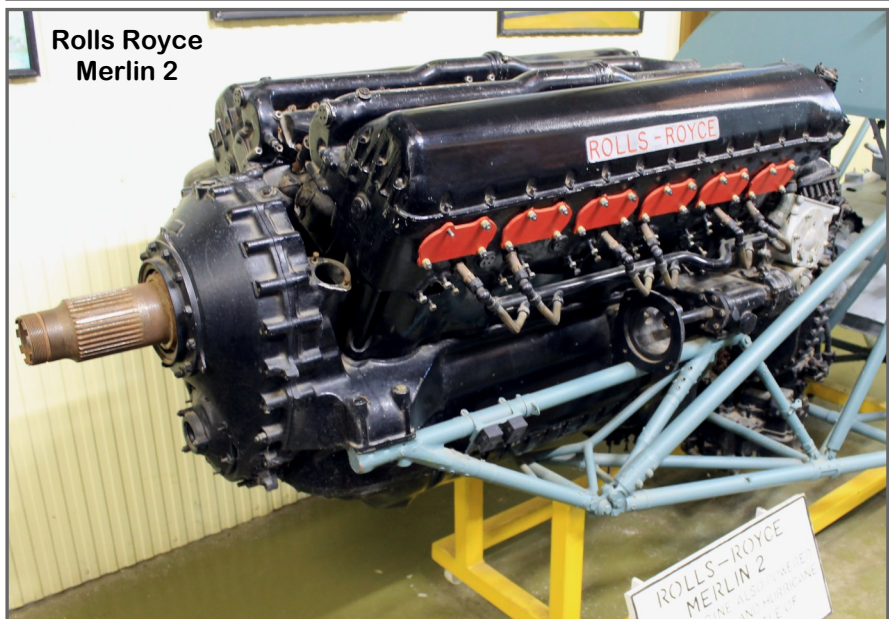
Just to tantalise us, the driver took us on a slightly tortuous route, taking in some of the roads within Parafield Airfield and getting close to Penfield and Edinburgh Airfield. Even after leaving the main road to the Riverland, he appeared to be headed to Seppeltsfield before making a last-second correction towards Greenock. Not until the last hundred metres of our journey did the destination become apparent.

Upon disembarking from the bus, we were immediately ushered into the nearest of numerous sheds where bangers and salads were served and we were able to tuck in without much delay.

After tea, we were able to visit the museum proper where a surprising amount of aircraft parts, models, pictures, etc was displayed within a co-joined series of sheds. Out the back we discovered an ex-RAAF Canberra bomber and a F51 Mustang. Further still, a shed containing some agricultural machinery.



Above & below: A jolly time was had by all





Above: Two of the model cabinets. Below: The entrance area to the main sheds. Bottom: The Mustang.

The Swindle was then conducted by the usual crew with the usual winners and the usual complaints and with the usual good humour. Let it be said that some members should bring along a large box to accommodate their winnings.

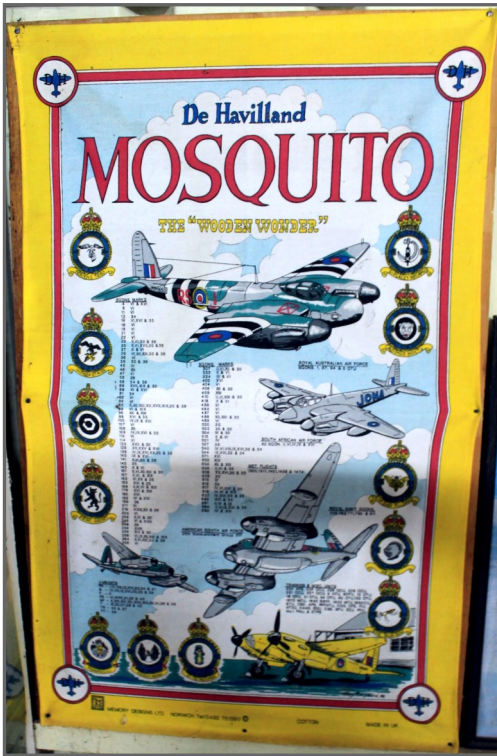
To round off the night, we were treated to the roar of a full-size aircraft engine; mounted on a frame was a Rolls Royce Merlin as used by Spitfires, Lancasters, Centurion Tanks and other applications where plenty of grunt was needed.

Then it was time to board the bus and head off into the night. There was general agreement that Matt had done it again – found a new and interesting venue which nobody guessed.

Well done, Matt. ■

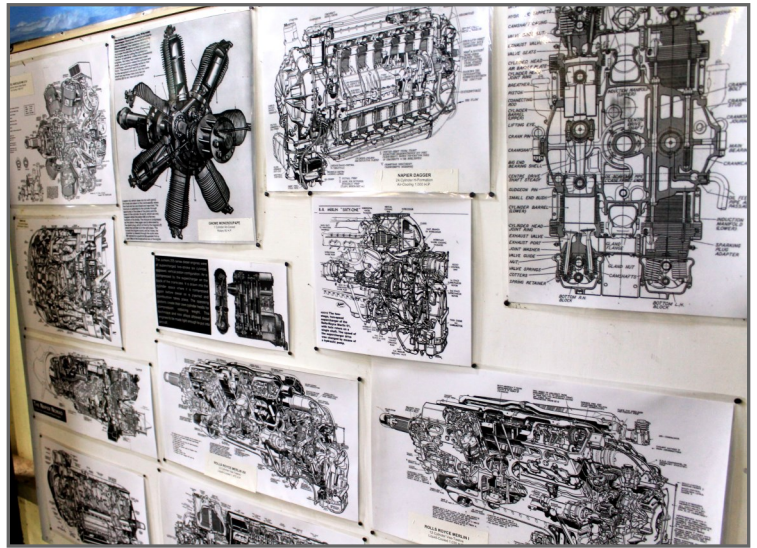


More photos from the Mystery Trip showing wall hangings, enclosed cockpit & display case.



Canberra bomber

More Mystery Trip photos including farm implements from the shed out the back



Continuing from last month...

We arrived in Maldon (Vic) on the Tuesday afternoon so that we could ride the Goldfields Railway on the Wednesday, the only mid-week day that it runs. After settling into our motel, the Eaglehawk and the



Eaglehawk Motel, Maldon

only one in town, we had a quick shufti around the railway station and loco shed and found a beautifully prepared J class simmering in the afternoon sun. However, this was not to be our motive power for the following day's run. This was to be a K class (K190) resplendent in red livery. While talking to the mechanic who was instrumental in restoring the J class, we were invited to look inside the sheds.



J549 at Maldon



F212 on shed

Look out!



By this time it was around 7pm (Mexican time) and time for sustenance at a local hotel before heading to our accommodation for shut-eye.

Bright and early next morning, before going to the railway station, we climbed (by car) the local lookout hill, then climbed (on foot) the lookout tower as far as the second landing to gain impressive views of the countryside.

Then back to the railway station to find that our train had provision for a whole load of young cyclists including their bikes which were to be picked up at the first stop. This required an extra passenger car plus a wagon for the bikes to be added to the train which meant that an extra loco was required, in this case a diesel, Y133.

We had opted to pay a bit more to ride in the parlour car, at the front of the train on the outward journey and at the rear on the return, so we had a great view down the track. The chairs were very comfortable and we had the option of going out onto the verandah.

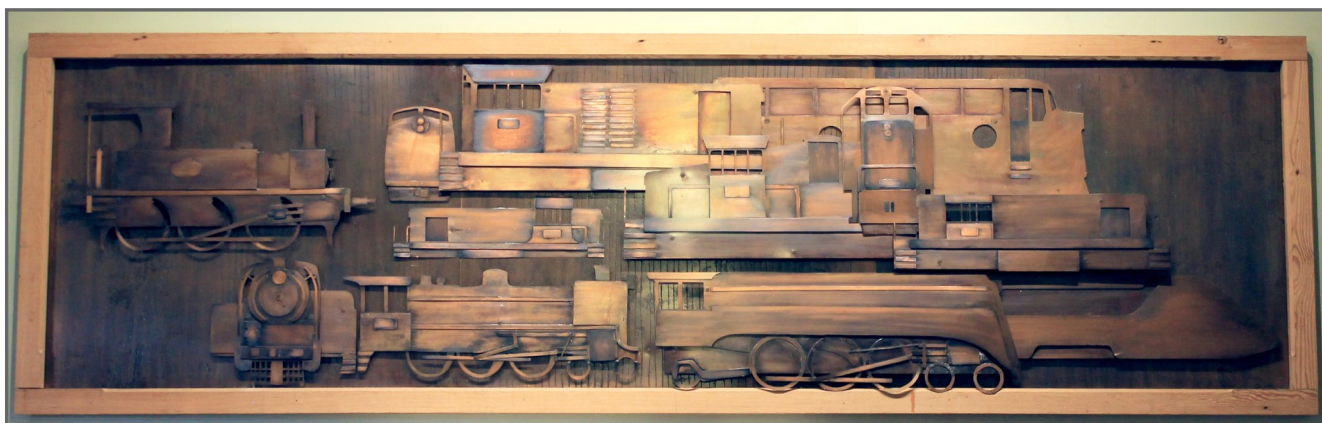
Goldfields Express ready to go



Interior of Parlour Car



It was a very pleasant ride to Castlemaine where refreshments at the station supplemented those on the train. A striking feature in the café area was a beautiful three-dimensional copper mural (if that's the correct description); obviously not very old but I thought it looked magnificent (below).





We spent our time at Castlemaine station watching and photographing the separate run-round movements of the steamer and the diesel. There was not enough time to look at the city of Castlemaine but we were able to spend a little time there when we drove through after the train trip. The unobstructed view on the return journey was very pleasant indeed on this warm Victorian afternoon. ■



Goldfields Railway Supplement





SARMA SALES



See Don Worby

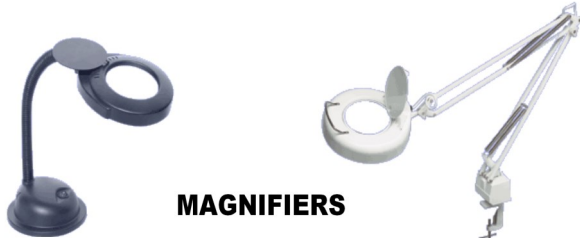
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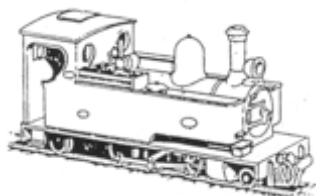
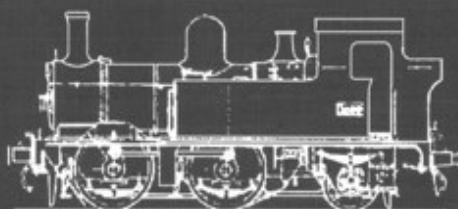
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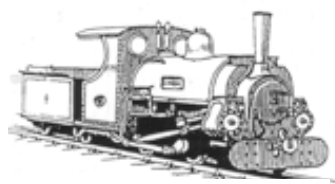
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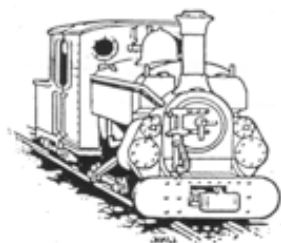
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4AM5 Clapham



Rail car Clapham



1 AP9 at Pt. Germein rd. xing

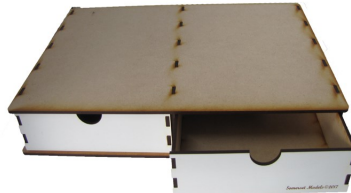




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Maldon at Maldon -
Goldfields Railway



Skippy on track
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