7th Heaven

Issue 5 April 2005 $3.00

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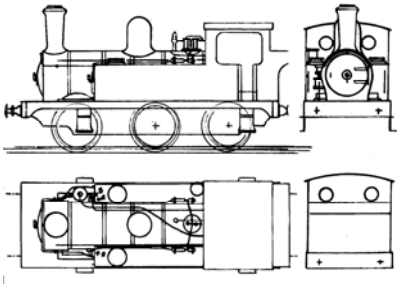
Build an 18 Class Part 2



Fitting it all in

BDO Report

Aus7 Modellers Group

Newsletter of the Aus7 Modellers Group

AUS7 MODELLERS GROUP NEWS

Forestville Report

The North Shore Modellers Club invited our group to their 2005 Model Railway Exhibition on the weekend of March 5th & 6th. Phil Badger, Tim Ryan & myself were there to fly the banner, and we did so with great enthusiasm, and excitement.

Phil had just put together a few items, to show what was happening in 7mm, to the excitement of many how wandered past. The main item being the etched brass Morts Dock Tender that he had been working on. See Commercial News for information on this project.

This certainly attracted a "WOW" factor and was a great draw card. Many people took application forms with them, with at least 3 new members joining on the day and many more joining on the proceeding weekend at the BDO (which was also published at Forestville).

Tim was being taught how to solder, so that he could feel like he was "doing something" on the weekend, and by the Sunday he had soldered the rungs in a 7mm ladder, and partially completed a small "N" scale narrow gauge passenger coach. He also learnt a valuable lesson about heat transference & fingers when soldering brass sheet, spending an hour or so with one finger in a cup of very cold water. (lesson learnt)

I had a couple of Z20 class items on display, which led to discussions on 7mm in general, and how the scale seems to have grown recently. The enthusiasm was absolutely electric with both the general public and modellers alike.

This type of display is certainly the way for us to promote the scale, the group and modelling railways in general, and I would encourage members to promote the group and 7mm generally at any opportunity. We will certainly be attending more model railway exhibitions in the future, and this will lead to more awareness of what we are doing, more members in the group and more models, both in kit from and ready to run.

All who attended had a great weekend, and we will be doing similar things much more often. So if you know of any exhibitions being conducted locally, contact me on 02) 46772462, and we can see about obtaining an invitation for the Aus7 Modellers Group to attend

Happy Modelling

Fourth NSW 7mm Forum Report

For a report on this successful day see the BDO Report on page 8.

Everyone found Marcus Ammann's DCC talk gripping, look at the concentration on Keiran's face!

Future Exhibitions

The group will participate as an exhibitor at the following exhibitions. If you are able to help out please contact the person mentioned;

April 30th May 1st and 2nd Brisbane Miniature Train Show contact Peter Krause

September Taree contact Keiran on 02 46772462 or 0409952874

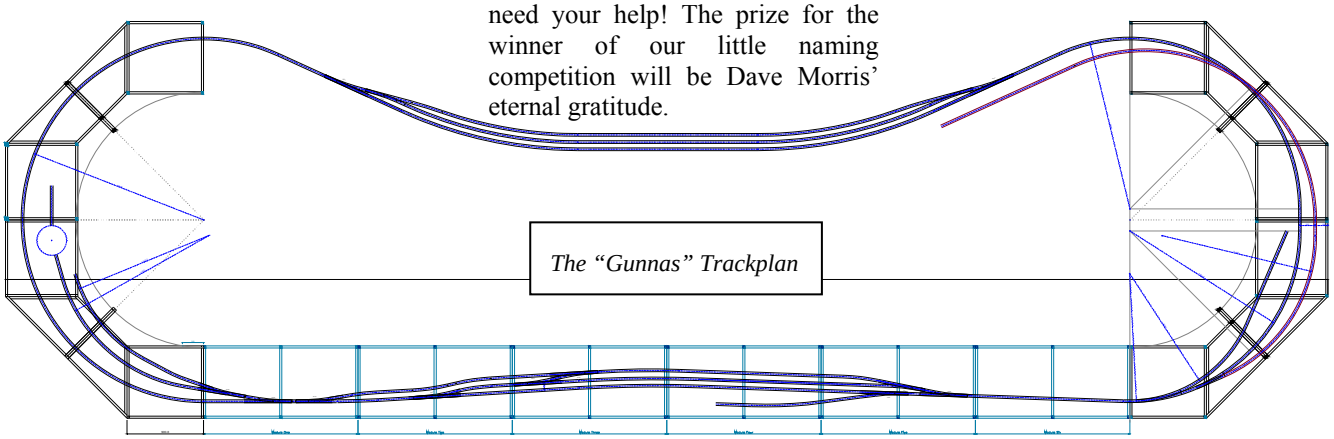
October 1st, 2nd and 3rd Sydney Exhibition contact Keiran on 02 46772462 or 0409952874

Looking for names in all the wrong places?

The "Gunnas", known through song and legend for their layout building efforts, can't seem to agree on a name for their new layout. Most of you will have seen sections of this enormous project in print in **7th Heaven** and in person at the BDO

.Kim and Trevor, the editorial staff of **7th Heaven** and both "legendary" stirrers, have decided that members of the Aus7 Modellers' Group should step and help the Gunnas out. So we're asking members: what should the name of the layout be? Come on members, the Gunnas need your help! The prize for the winner of our little naming competition will be Dave Morris' eternal gratitude.

The best suggestions may be printed in the next issue, that is if Dave doesn't get his hands on us in the mean time.



The "Gunnas" Trackplan

EDITORIAL

Nick Sheridan

As organiser of the NSW 7mm Modellers Forum, Trevor Hodges and Kim Mihaly asked me to canvass a little bit of the history of the event and take a look at where we might take it.

I'd helped a bit with John Lee doing the last O-Gauge Modellers Workshop, an annual event that ran up until about 2003. The instigator for the Forum was Graham Holland and he wanted a focused gathering every 6 months to energise NSW prototype modellers. It was my wife who had the wonderful idea of using North Sydney Leagues Club as the venue – a very good choice as I'm a lazy %$&@ and as it is close to my home it made it much easier to arrange. To keep things simple I didn't want a formal structure and committee meetings and, as this first Forum was scheduled for 2 months after Graham's suggestion, it allowed me to organise the event quickly.

So has it been a success? I think the answer has to be yes – but there's still a heck of a lot I'd like the Forum to achieve.

Its been great fun and has seen new modellers and manufacturers get involved and this has happened in a sustainable way for me so that it can be organised by one person, namely myself – although if you'd like to help out, just call give me a call!

I'd like to see more models brought along by attendees, more hands-on workshops and probably more prototype information that relates to the fantastic new kits coming onto the market. If you're like me, this will inspire and help us to do a better job in putting them together and make better use of our valuable hobby time.

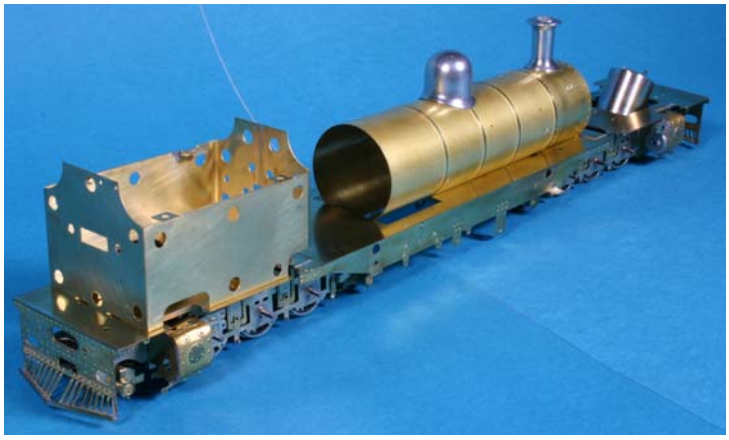
When I modelled in On3, the best time I had was when Chris Harris put together 2 "semi-kits" of a gondola wagon – it was a 'way-cool' initiative and a following convention inspired me to finish and show-off my model (I got no sleep the night before getting the final details bolted down).

That's probably the key aspect I'd like to emphasise with future Forums – lots of friends suggesting and working on projects with the Forum acting as an opportunity to show off our work and share our interests (and works-in-progress). The Gunnas are a prime example of this type of effort – I really loved the way everybody used their module to show off their efforts!

So what do we need to make this event even better: a BBQ the night before, longer breaks, getting a few engine drivers to deliver talks, maybe a different location – the list seems endless….

These are your events as much as they're mine, so I need to know what you think. Give me a ring and let me know if you have any ideas and we'll take it from there. I think this scale has a big future and I'd like to think the NSW 7mm Modellers Forum has a part in that future.

Nick Sheridan



Rick White's Garratt is progressing nicely Displayed at the BDO.

7th HEAVEN

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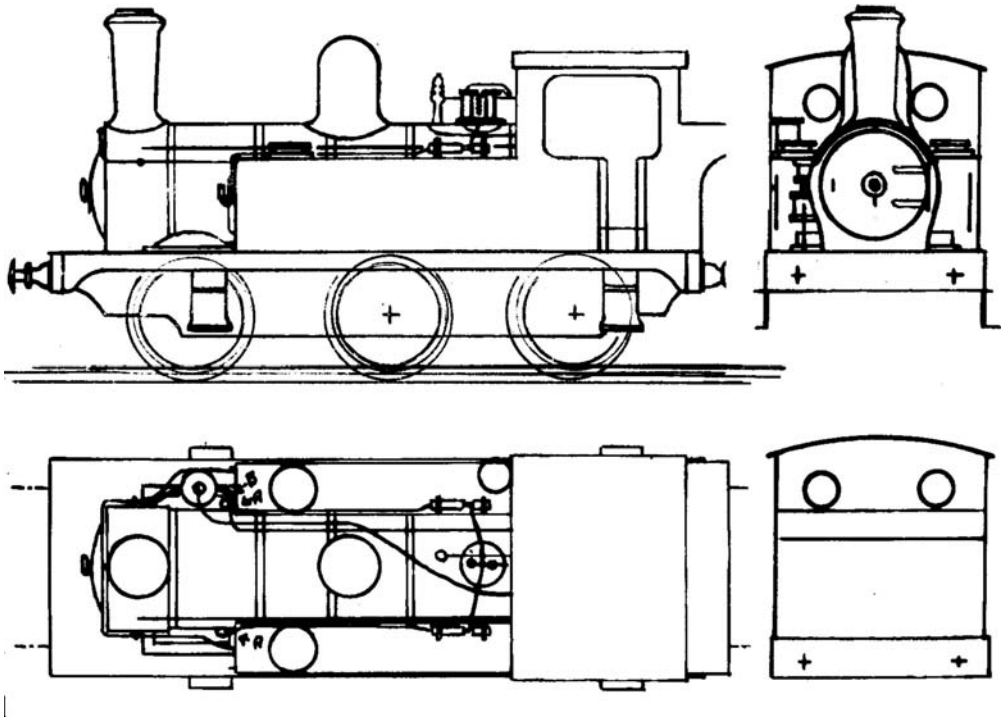
On the cover :
Roger Porter's glorious ACM 2047 was built from an Aust-O kit and has full interior detail including seats.

BUILDING NSWGR 18 CLASS PT 2

David Taylor



Approx half size for 7MM

Kim Mihaly collection

Platework

In addition to being an 0-6-0 with inside cylinders and valves, the Z18 class has about the easiest platework to model of any NSW locomotive.

Almost everything is straight and there are very few pieces required to get things to the point where you can see the outline forming (at least if you're not fussy about details!)

FOOTPLATE

I imagined the footplate would be relatively simple to create, being flat and rectangular. What I had not considered was how difficult it can be to file long straight edges, or how important it is to not put holes where you don't need them. A lack of forward planning is evident in the footplate of this particular model – a case of wanting to get on with it and worry about the details later.

I found a large rectangle of brass in what seemed to be a suitable thickness (something along the lines of 15 to 20 thou) and marked out the footplate. This was done during an earlier holiday in Orange so a bandsaw was available to make the cuts, but a hacksaw with a 32 TPI blade or tinsnips would have been used in my shed.

Not having a motor and gearbox at the time the footplate was cut, I guessed at how much space they would need, and where they would go. I marked out where I thought the wheels would come through the footplate, allowed for sideplay and cut that much out of the middle.

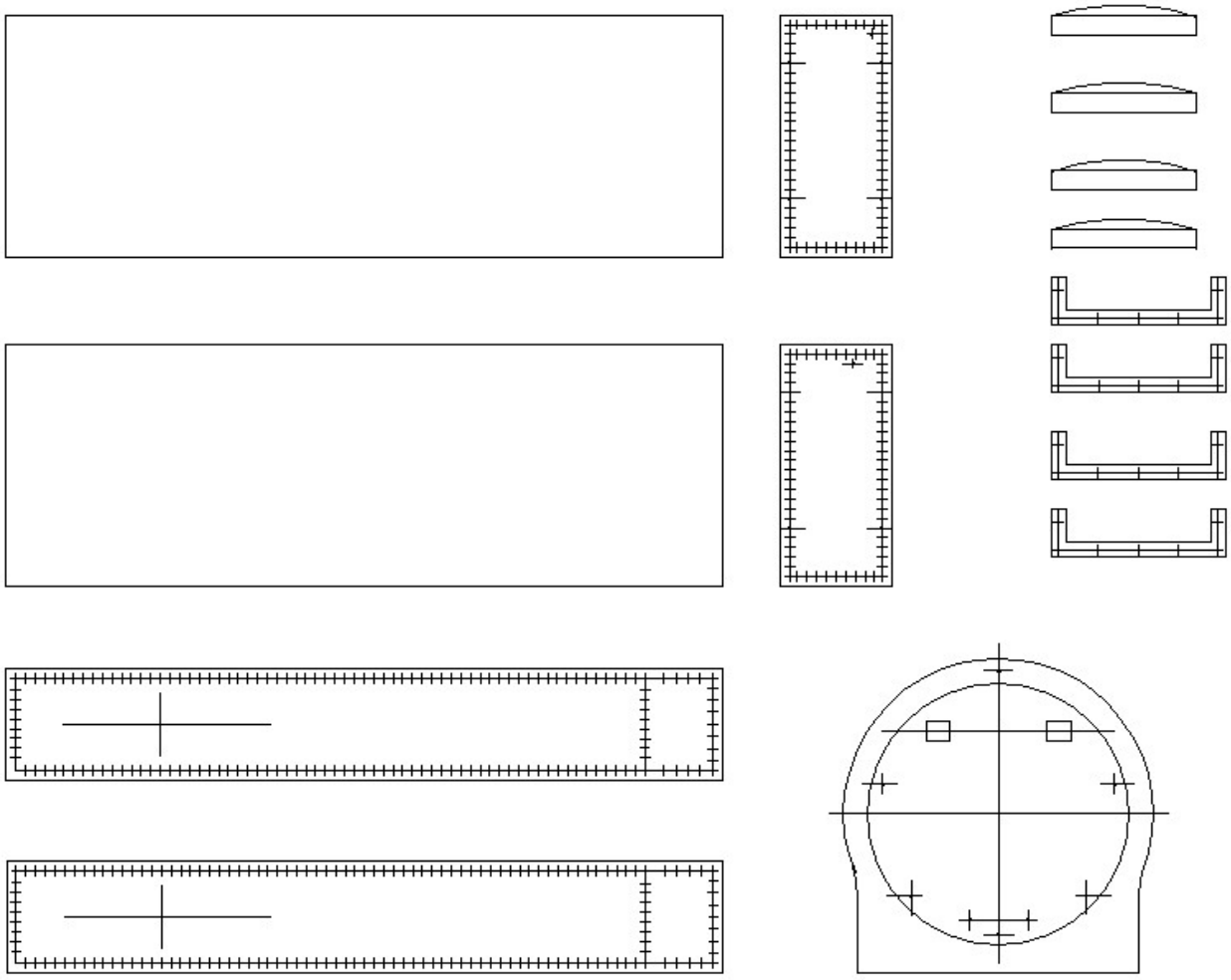
After marking the material to be removed I drilled a series of holes around the inside of this mark, the holes being large enough to fit a round needle file in. Then I used the round needle file to join the holes, and finished with a flat needle file to clean up the edges. A jeweller's saw(aka piercing saw) would have been a much quicker way to do this but I did not have one at the time.

As it happens, the current chassis has much less sideplay than the earlier version so too much space has been allowed for this. The only place this is really a problem is with the front wheels because the holes there were bigger than the splashers, which is another of the details I had decided was too difficult to think about early on. When I finally decided to tackle the splashes I had to cut pieces of brass to fill these holes as neatly as possible and solder them in. Most of the added material is hidden by the splashers but some of it shows at the front. I will just have to call this running repairs on the footplate.

After adding this new material the footplate had no holes for the front wheels. Even though the wheels are 1mm too far down from the footplate I decided to be safe and cut holes for the flanges. I carefully measured and marked the holes I thought would be required and drilled a hole at each end large enough to take the jeweller's saw blade. I then used the jeweller's saw to join the two holes removing the material from the middle (breaking two blades), and finishing up with a flat needle file. Somehow I still measured incorrectly and one of the holes is directly behind the splasher, visible if you look in the right place. I put the footplate back on the chassis and gave it a trial run before deciding that the wheels didn't touch the footplate, and as there is no suspension they are not likely to so I have not fixed this error.

I have used code 100 flat bottomed rail to strengthen the footplate. This is soldered just back from the long edges, with enough space left outside for the decorative valances when I make them.

I am not sure what I will make the buffer beams from but I think it will be square brass bar suitably filed. This should really strengthen the footplate up.



Cab, water tanks, and bunker

The cab ends are relatively simple to produce. After selecting two square pieces of brass of a suitable thickness, I soldered them together ensuring two edges with a 90 degree corner were matched and pasted the cab end from the datasheet onto them. I drilled the cab windows so they would line up and then filed the curve of the roof and the side that was not against one of the straight edges. The bottom was along a straight edge so did not require any work.

After this the cab pieces were separated and the different rivet patterns marked and embossed with a scriber. A cut out for the boiler was created in the cab front and the coal door opening in the cab back was cut out.

The rear screw holding the chassis to the footplate comes though right where the coal door is (yet more absence of planning), but I think this can be easily covered by some coal falling through the door into the cab.

The boiler cutout is a mess, as I have not mastered the art of filing circular shapes. Trying to get the correct curve led to the cutout looking less and less like a curve until far too much material was gone from some places and far too much left in others. I removed the excess and filled the gaps with offcuts of brass when installing the boiler. This looks very messy when you look closely but I am hoping the pipework around this area will hide the worst of it.

There is no detail in the cab yet as I am not sure what a Z18 cab contains. I have left the back of the cab and bunker off until I have decided how much I want to do in this area.

The cab will require a false floor too, as the footplate has been almost entirely removed in this area and the gearbox shaft is at about cab floor level.

The cab, water tank, and bunker sides are in a single piece of brass on each side. The basic heights and widths were measured and marked on the brass, and two sheets were held together and cut in a bandsaw at the same time as the footplate. Again, a hacksaw or jeweller's saw will do just as well. I originally put more code 100 rail on the inside of these pieces as bracing but found it was not required and removed it.

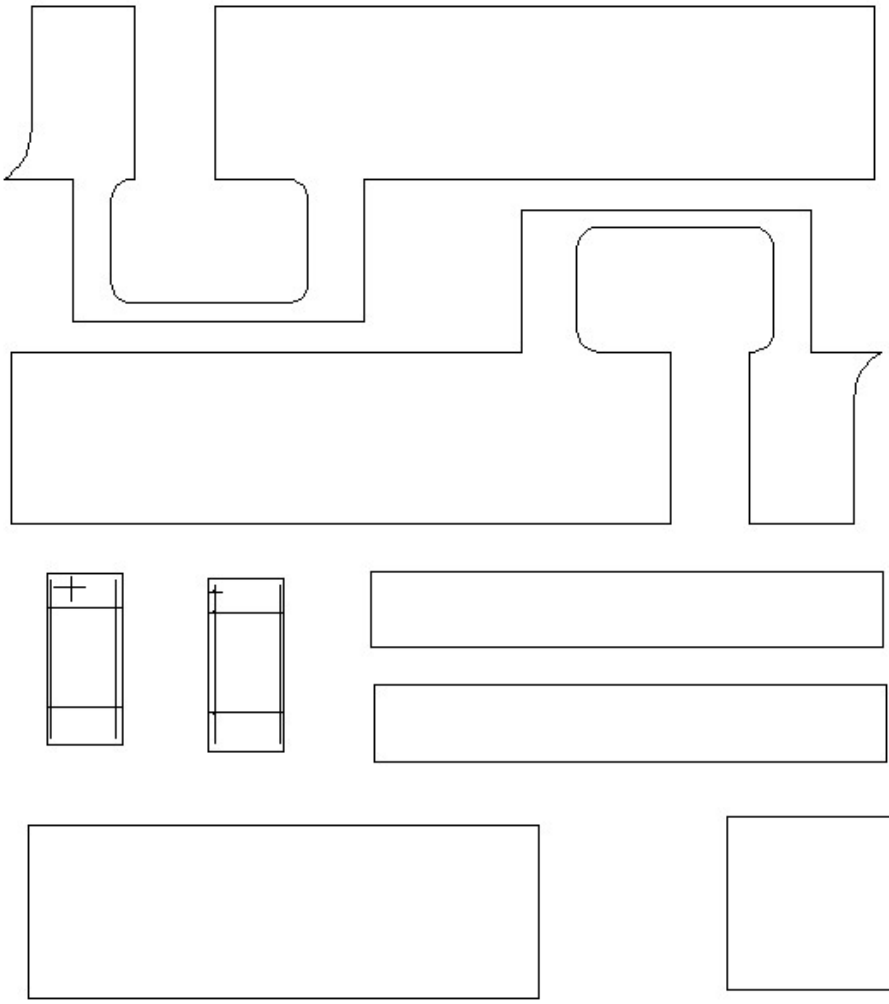
After being cleaned up with a file the rivet lines were marked and embossed which took a very long time. The opening in the cab sides for the doors and side “windows” were cut out the same way as the footplate – lots of small holes joined together with a round needle file and finished with flat and round needle files.

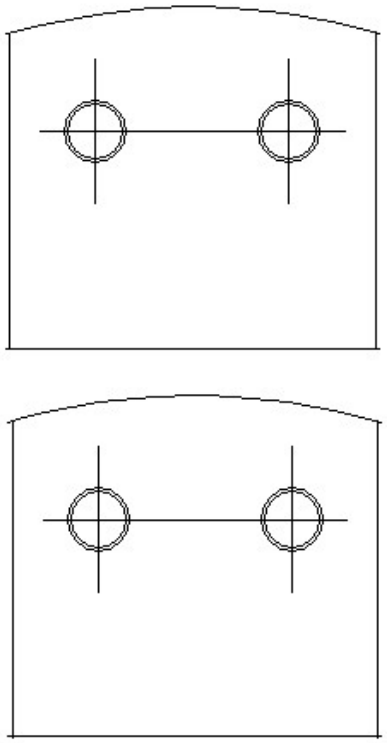
The tops and fronts of the water tanks were another area that required a couple of attempts. My first idea was to fold the top, front, and a representation of the inside wall of the tank from a single piece thin brass. The rivets were marked and embossed and the piece folded to form the tank with the inside/front seam soldered. Thicker material was added to the inside of the front and top panels to add strength. These folded tanks were

then soldered to the tank side, footplate, and cab front.

This worked, but I had forgotten to drill holes for the handrails on the front of the tanks. I tried drilling these but found the job almost impossible with the boiler and smokebox in the way, and the thick backing material was too thick to drill through by hand. Broken drills and holes that were too big and in the wrong place convinced me to scrap the idea. The rivet detail was also very uneven so I wanted to improve that aspect of these very visible parts.

It was at this point I decided to use a CAD program to create working drawings that I could stick to the brass sheet, rather than photocopying the datasheet and cutting it up. I drew outlines of most of the flat parts of the locomotive in 7mm scale based on measurements from the datasheet(Note: datasheets are available in 7mm), then added small crosses in the rivet positions and larger crosses for holes to be drilled. The CAD program (TurboCAD 2D 6.5) was freely available a couple of years ago but seems to have been removed from the web site now. After all the drawing and marking was done I made a mirror image of the drawing that would be suitable for putting on the back of the parts and using to cut, file, emboss rivets, and drill holes. I print as many of these as I need on a cheap inkjet printer. I find this a very useful technique and will use it in any future models I build.





These drawings can also be sent to a laser cutting company to have the parts profile cut. I think this may have some application in scales as small as O scale if I can find a place that will cut thin enough material. Certainly frames and some platework could be done this way.

Getting back to the water tanks, I cut the tops, fronts, and inside walls as separate pieces using my drawings in material that was thick enough not to need internal bracing. I embossed the rivets and drilled the handrail holes. I put the handrails onto the front of the tanks by bending thin wire to shape and soldering it from behind the holes in the tank front, using a piece of scrap material to hold them parallel to the tank front. I now soldered the tank parts together as straight as I could. This was not easy!

I did not like my chances of being able to solder this subassembly in place with the tank (out)sides and boiler in place on the footplate. I dismantled all the platework and boiler, and soldered the tanks together on the bench. Again, this was very difficult because the joints I had already made kept wanting to come undone and I have no advice on how best to do this sort of work except to say keep going with it and use whatever you have to hand to hold bits in place. In my case this is generally a couple of pieces of scrap wood (I have only two!) and various handtools.

I also remembered I had no way to hold the handrails in the cab door. I took this opportunity to solder Slaters handrail staunchions to the inside of the cab sides to hold the handrails in place, although the handrails themselves have not yet

been installed.

At the end of this I had both sides of the cab with complete water tanks in front of them. Having been built past this point already and dismantled, the model was starting to look pretty good to my eyes. I soldered it all back onto the footplate with some regret, as I thought the parts probably looked better sitting on the bench in isolation than risk having them come apart being put back on the model.

BOILER

The boiler is rolled from 10 thou brass with the seam soldered along the bottom. About half of the bottom of the boiler has been cut away for the motor and gearbox. The back of the boiler goes through the cab front where firebox and backhead detail can be added in future. This joint is soldered. The front of the boiler rests in the smokebox as a tight fit, but is not soldered.

While all the platework was apart during the water tank exercise I rolled a second boiler with the thought of making a new cab front and screwing the two together to allow easier disassembly in future. I annealed the brass before rolling this time and found it much easier. In the end, I did not used this new boiler, but believe it may be handy for use in a later model as the drawing of the Z18 boiler a the archives shows it was also used in other locomotives.

Both boilers were hand rolled around a piece of 16mm mild steel bar held in the vice jaws.

I did not do anything so farsighted as marking the top centreline or where the handrails and clack valves should go while the boiler was flat, so placement of safety valves etc will be by eye.

I have not modelled the firebox, grate, or ashpan either. This did not occur to me and I think the frames are such that the detail won't be missed.

To be continued.

NSWGR 1957 built by Graham Holland from a Century Models kit as displayed at the BDO

NSWGR S Wagon 1989 with tied timber load built from an Aust-O Kit by Bruce Lovatt

BDO REPORT

Trevor Hodges

Where should I start in writing about the latest NSW 7mm Modellers Forum, affectionately known to us as the "Big Day Out"? What should I talk about first? If you were able to attend then you don't need me to describe what happened and if you weren't then you'll probably be bored if I rave on too enthusiastically. Well I'm going to rave on anyway, but mostly I'm going to let the photos do the talking.

Weather wise Saturday the 13th of March was a beautiful day but I doubt those of us who made it to Nth Sydney Leagues Club were taking much notice. The day started very early for Dave Morris, the proprietor of Waratah Model Railway Company and myself, because we wanted to get to Nth Sydney before 8.00am and Revesby is a "good stretch of the legs" from the venue. We got to the venue and set up and before we could look around the whole place was buzzing with activity as retailers and presenters set up their gear and got ready.

The day kicked off with a presentation by the manufacturers and retailers who attended and the details of these talks can be read in the commercial news section of this issue of 7th Heaven. The day consisted of talks from several different presenters and the these ranged across topics such as DCC, building and operating a 7mm exhibition layout and making trees, interspersed with plenty of free time to shop and talk. I've been to a lot model railway seminars and I can say without qualification that the quality of the presentations at this event were of the highest calibre and all the presenters are to be congratulated.

A highlight was watching Phil Badger microwave a piece of Privet: don't ask, you had to be there!

The NSW 7mm Modellers Forum started a couple of years ago to fill the gap created by the demise of the O-Gauge Modellers Workshop. It still doesn't attract the numbers of these earlier events however I feel they are a positive development in several respects, not the least of which is the explicit focus placed on the modelling of local prototypes. The positive atmosphere of these events has to be experienced to be believed and is a reflection of the marvellous group of people involved in this scale: we're all enthusiastic about 7mm modelling but we're even more convinced that this is the best hobby anyone can be involved in.

Nick Sheridan, who organises the event should be congratulated for his efforts and you can read a short piece by him about the future of the BDO elsewhere in this issue of 7th Heaven.

Several things stand out in my mind when I think back over the March 2005 Big Day Out and I make no apology for the random and personal nature of these observations. After saying hello to Rick White I asked him whether he was doing anything that day, to which he replied, "having fun". I sat with Phil Badger, Rick and several other modellers at lunch and this turned into an impromptu seminar on soldering: not bad value when you consider the fish and chips were cheap too! Finally I was staggered by the number and quality of the models brought along by attendees. I remember last year when we had a BDO at the same venue and there were only four or five models on display. This scale has come a long way in a very short time.

If you can I'd get myself along to the next NSW 7mm Modellers Forum, it is quickly becoming one of the *must attend* events on the railway modelling calendar.

For more photos see page 14

Model of 84XXX 4MT 2-6-2T No. 80043. Built from a DJB kit by Michael Wilkinson for Mark Fisher

A selection of Rolling Stock displayed at the BDO

FITTING A SCHOONER INTO A MIDDY POT

Martin "Mad Marty" Hartley

A while ago on the Aus7 Modelling Yahoo Group I asked people what was the size of their garage/shed/spare bedroom or other place which may possibly house a model railway. I am fortunate and unfortunate at the same time to have a mother who does not drive very well. She won't dare to try and fit the car in our single garage - she has enough trouble just getting it out of the driveway sometimes!

I had previously considered the garage to be a suitable site for an O scale model railway, but dismissed the idea as I believed that I would not be able to have enough length to effectively model even a small station, and any curved section around the garage would eat up too much space to be worth it. I nearly went straight back to HO for that reason.

A while (about 4 Karaoke nights at the RSL) later I decided to actually measure up the garage so I could draw up my plan for a HO scale model railway. I was surprised. In HO I would have been able to model a branch line with 2 stations, a bit of open countryside and have a fiddle-yard, which would accommodate a 3-coach train and tender engine. The garage turned out to be 5.4 metres by 2.9 metres. I then pondered… could I just squeeze an O scale layout in this space?

I had previously been designing a layout to meet Trevor's challenge of taking up no more than 2.5 square metres of floor space (more on that to follow). I had found it possible to compress a station and fiddle yard into just 6 metres using a series of 1.5 metre baseboards. Examining the situation I found that I could get a 125cm radius curve to go the 180 degrees around on end of the garage and this would give me 3.9 metres to model a station and 2.8 metres on the other side for a fiddle yard (there is a door at the fiddle-yard end).

Completely by accident I discovered a set of dimensions to make the four baseboards which go around the 180-degree turn at one end of the garage. Using the dimension of 600mm for all sides except the inner face which is 650mm results in a five-sided shape which creates exactly 45-degree angles.

Queens Wharf on the Morpeth line – the ultimate in minimum space stations ?

If I could, I would most probably put another metre into the middle of the layout to extend the length of the goods siding as much as possible (the goods siding at Kurrajong could handle 14 S trucks. This plan gives you a goods siding which is about 750mm long. Ideally this should be about 2 metres long, but I don't live in an ideal world. The plan is flexible enough to allow for such an expansion if ever there is enough room for one to exist (this shall be considered when I design and build my own home!).

My own personal version of this layout has an extra dead-end siding running off the goods loop to open up the scene to make it look less cramped. The layout is very much designed to be a tramway, somewhat modelled after an odd mixture of Kurrajong, Rogan's Hill and Yass.

This plan gives you a goods siding just over 107 scale feet long and a main which is clear for 226 scale feet. These dimensions are good for short trains similar to what might have been found on the Yass line or other light branch lines. The Goods siding is very short and will only take about 5 4-wheelers at most. I probably would not have even that many on a train to such a small station. I have left a 60-foot release road, which is fairly generous for a branch line station this small. 60-feet seems to be the longest overall length for most locomotives typically found for this sort of traffic.

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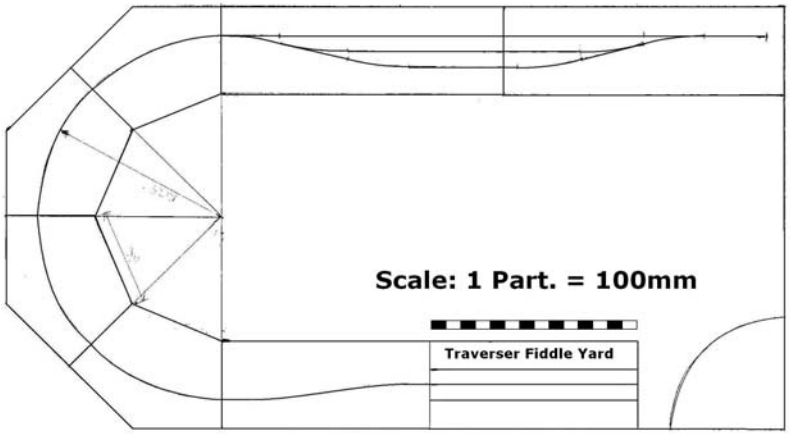


Plan 1:: Overall view of plan. Overall Dimensions: 5.25 metres by 2.90 metres. Minimum Radius: 125cm

Indeed, the release road could be shortened so that it would just accommodate your longest

locomotive and then the sidings and main line lengthened accordingly. The tight radius of 125 cm makes smaller locomotives ideal for this layout. A continuous check-rail would be appropriate on this curve. This all fits into a 5.4 metre by 2.9 metre single garage. I have allowed a 15 cm gap at one end for clearance from the garage door, which would undoubtedly become very hot if in direct sun on summer afternoons .It is possible to turn this into a small exhibition layout by simply leaving the 180-degree-turn modules at home and having the straight modules at the bottom of this plan simply attached to the end of the main station ones. The addition of one or two more scenic modules to lengthen the run would be appropriate. By the way, that curved line in the bottom right corner is where my door opens into the room.

Buildings

Buildings for this layout would have to be kept fairly small in keeping with the small overall nature of the station. Standard Station designs such as the A3, A4 and A5 timber stations and their prefab concrete Pc2 and Pc3 counterparts are most suitable. Take your pick!

Small goods sheds such as the G1a or G1b sheds, which were 20 and 30 feet long respectively are suitable.

The usual loading bank and 5-tone yard crane would complete the scene. What ever else you put on the layout is entirely up to you. Get creative.

A short platform on one of the curved modules and a shelter could add interest to the operation as a small halt, very common along many country branch lines. A timber-faced platform and a small shelter such as an A1 or Pc1 building would be appropriate. It could also act as a point for a local farmer to load his milk or other produce onto the train in the morning.

Trains

A small line like this would probably not have that many train services running each day. That said, six or seven passenger trains a day would not be too unreasonable, as well as a daily goods and or mixed trains.

Passenger trains could consist of something as small as a single carriage. This might be a CCA, HCX or ACM (the ACM is available as a good-looking kit from Bergs – although the ACM would only be appropriate for a longer branch located some distance from Sydney). A mixed might be this same carriage with a BHG or HG four-wheel brake van and a covered or louvred van. I have seen a photo where the "mixed" consisted of a 19 class hauling a HCX, and a wooden log on the footplate! A composite carriage and a bogie brake van may create a more believable mixed train.

Kurrajong or Rogan's Hill for inspiration?

It would not be too unreasonable to try and use this plan as a basis to model the Kurrajong Branch. Rogan's Hill had a short (72 foot) platform and minimal facilities. These were both very small stations. Although by comparison this plan is extremely compressed, an image of the station could be built up. John Oak's Book "Sydney's Forgotten Rural Railways" is an excellent source for more information on these lines

If you wanted to model some more non-railway specific buildings, you could turn part of the curved modules into a scene like what may have been found at Yass, where the line went right down the main road. A bit of modeller's license here because I highly doubt that I will find a country town with a curved main road.

Typical trains on a rural branch line like this may consist of:

Goods Vehicles: ABV/CV, MLV/MLK, LV Vans, S and K Open Trucks and HG or BHG Brake Vans

Passenger Vehicles: CCA and FO End-platform suburban Coaches HCX and CX Dog-Boxes ACM Branch-line/Sleeper coach.

Tender Engines: Z12, Z17, Z19, Z24, Z25, C30T Classes

Tank Engines: Z13, Z18 (At a stretch) Z20, C30 Classes Diesel Engines: 48 Class or CPH Rail Motor

Passenger trains may consist of as little as a single coach and engine. Mixed Trains would most probably be urgent traffic that couldn't wait for the goods. Goods Trains could be made up of any general goods vehicles. The yard is so small on this layout you may wonder why bother with a dedicated goods service.

Please note that I have kept to smaller vehicles and engines. I somehow doubt that larger locomotives such as the Standard Goods classes or the ex-express passenger locomotives would find their way onto such a small line.(The 50 class certainly were seen on the Dorrigo line – Ed)

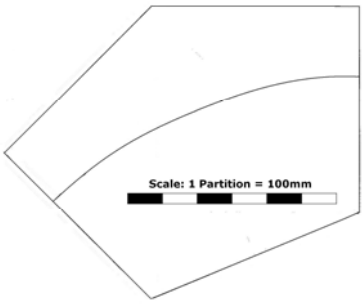
Detail of Baseboard Construction

I hope that this article has helped inspire you in some way. If nothing else it does demonstrate how I do like to squeeze a quart into the proverbial pint pot! (or as said in Australian Terms, putting a schooner into a middy pot).

The four rectangular baseboards can be built using any conventional techniques that you have tried or read about. In the above plan the two longer boards are 1900mm long whilst the two shorter are 1400mm long. These are somewhat odd measurements, come to out of a desire to minimise the number of track joints across baseboards. However, all modules are made in matching pairs which allows them to be packed back to back for transportation. They are not portable in the sense that they won't fit into the back of just anyone's car and you will probably require two people to move each board, but they are "transportable".

My advice is that if you do build this to fit a single garage, make sure that if you move house you have a room at least the same size or larger! I also recommend having a 50mm square batten screwed into the wall so that the back edge of the layout can rest on these. Given the opportunity I would build a shelf on the two long sides of the garage for the baseboards to rest on, with the curved modules being built on legs and may be taken down more easily.

Diagram 2: Outline of curved module



The most interesting part, however, is the construction of the four modules which carry the curved section of track. These are pentagonal in shape (ie. they have five sides) and are actually not as difficult to build as you may think. Completely by accident I discovered the easiest dimensions for these modules which happen to exactly fit into the space I have. All sides are 600mm long except the inner face which is 650mm long. Simple Pythagorean Geometry explains this, but is beyond the scope of this article (I don't want to sound like an engineer already as I am only in my second year of the course!)

A Model Railway Game?

The Terminus to fiddle-yard scheme is a clear indication of my history of OO scale Great-Western Railway railways. However, it is a proven design which works well and is suited for one man operation, or with a couple of mates.

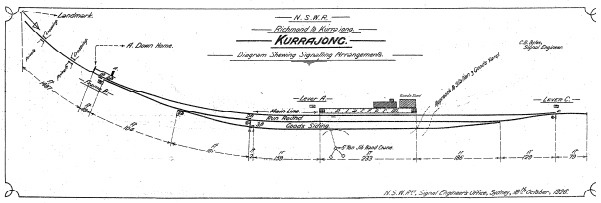
A bit of a game can start going here. The fellow at the fiddle yard makes up a train and writes down on a card what is going in and out. He then hands it to the train driver (whilst the train is making the run around the curve) who then has to shunt these trucks into their proper places and make up the outgoing consist.

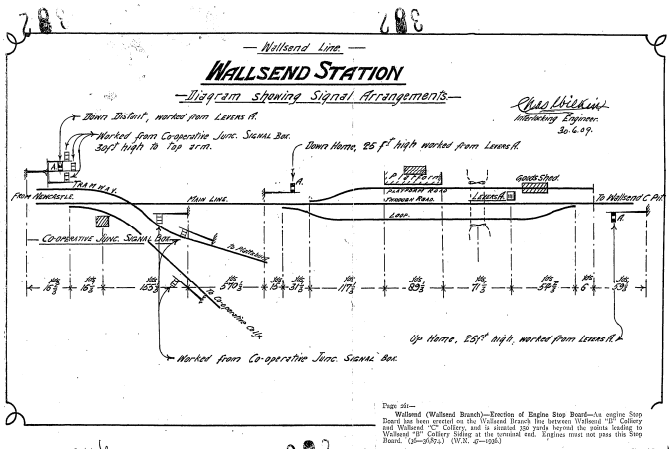
Conclusion

None of the ideas in this article are set in stone. They are merely to act as a source of ideas and inspiration for what could be possible for you. Trevor Hodges was modelling bits of Morpeth in less space than this, lets see what you can come up with!

Track Diagrams for Kurrajong & Wallsend.

Wallsend makes an interesting prototype in that it is a passenger terminus, but located on a through coal line and features another colliery junction and a tramway crossing within the yard limits.





FROM THE ARCHIVES

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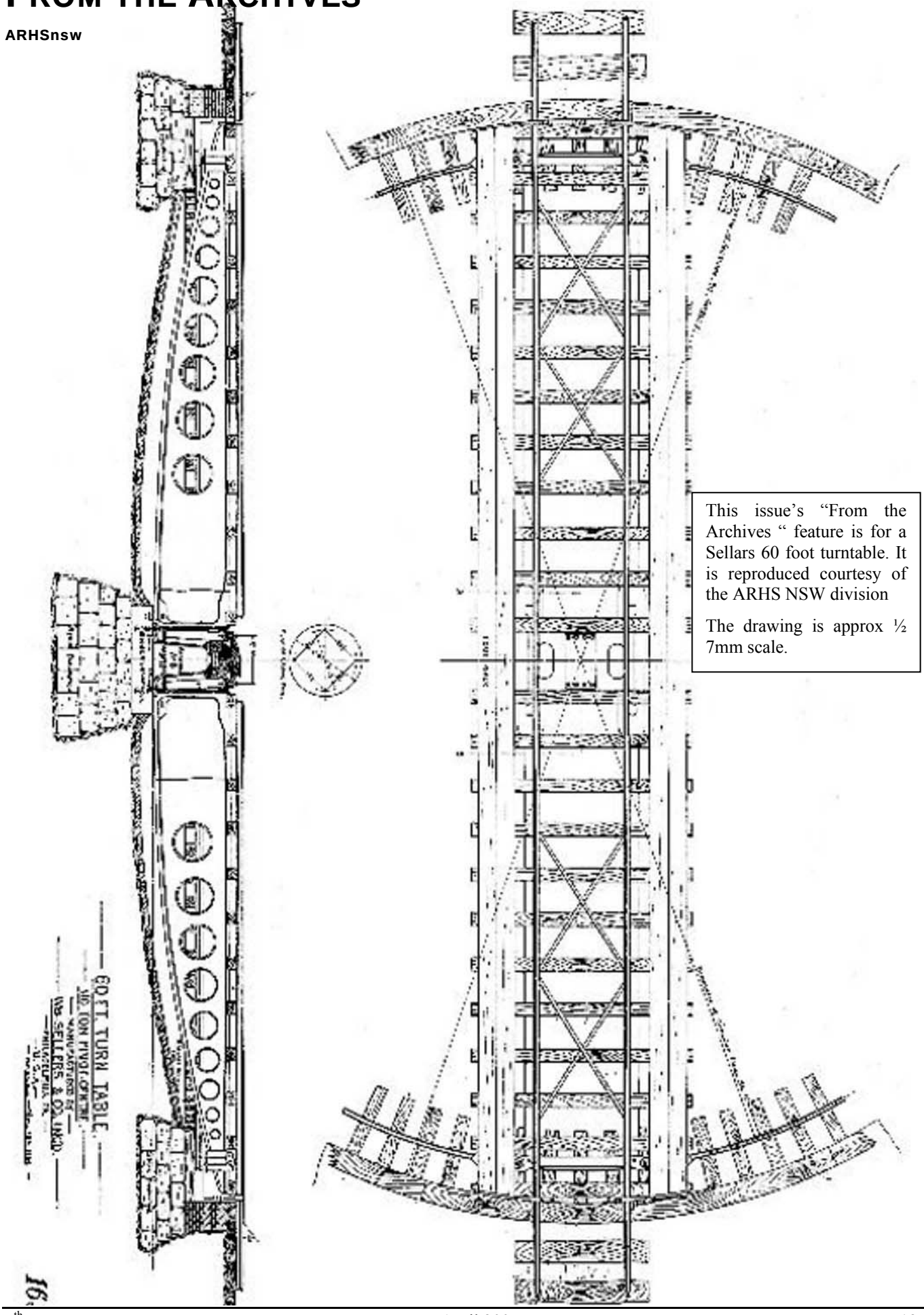


This issue's "From the Archives " feature is for a Sellars 60 foot turntable. It is reproduced courtesy of the ARHS NSW division

The drawing is approx ½ 7mm scale.

AUS7 MODELLERS' GROUP - OFFICE HOLDERS MEETING MINUTES 12/3/05

Present: David Morris (Treasurer), Trevor Hodges (Secretary), Keiran Ryan (Moderator)

1. Minutes from the last meeting (Aug 2004) were read and accepted.
2. It was agreed that the new name of the Newsletter was to be 7th Heaven and Kim Mihaly (editor of 7th Heaven) had raised some issues that needed decisions.
   - The cost of producing the most recent issue was $190. Based on this Kim wanted to know how much he should charge for an individual issue if one is to be sold to members or the public at an event like an exhibition. It was decided that $3 should be charged.
   - It was agreed that any new member would be provided with the previous four issues of 7th Heaven (1 years subscription) along with their membership. Any further issues would be charged at $3 per issue.
   - Kim wanted to know how many copies he was authorised to print off for the upcoming Brisbane exhibition and it was agreed that ten copies of the each issue would be a good number. If any more are needed then Kim could adjust the number the following year.
   - It was decided to formally thank Kim for the high quality of 7th Heaven and his work on the magazine.
3. AGM date. It was decided that the Aus7 Modellers Group needed to hold an Annual General Meeting this year and the agreed date was at the next 7mm Modellers Forum at the close of the formal proceedings of this event. Those members wishing to attend the AGM could then stay behind and participate in the meeting without it impinging on the Forum. Trevor said he would approach Nick Sheridan about this idea.
4. Standards Committee? This issue was discussed and the consensus was that it was a bit of a "dead" issue at this time and that the group should continue supporting the UK Gauge O Guild Fine and S7 standards as its preferred choice. This was something that could be reported at the upcoming AGM.
5. Where to from here? While it was felt that, at this stage, the group didn't need a written set of aims, the aims of providing information to 7mm modellers in Australia and promoting the scale and hobby were considered sufficient, it was felt that there might be space for some thought to be given to where we hope to take the organization over the next couple of years. The main idea in this field was the possibility of holding an exhibition or seminar or other event, which would be of benefit to the members and the group as a whole re, finances. One suggestion that was flagged was the possibility of holding an event with N scalers (as another minority scale) to help share the cost and organisational burden. Keiran suggested that he would look into having any such event at a suitable location in or around Picton and Trevor said that this could be flagged to members and then expressions of interest could be called and ideas canvassed at the AGM and at other gatherings of members.
6. General Business.
   - Keiran raised the issue of membership fees and the need for a rollover point or date. It was decided that April 1st would be the date for a rollover and that any member joining after this date would have their membership extended for the next full calendar year. Fees would need to be paid by July the 31st.
   - Keiran asked for authorisation to get another 25 sets of track gauges made up and for the group to pay for the manufacture of these. The cost would be approximately $600 and we only have 3 sets left (before any sales that might be made at the 7mm Modellers Forum). He was given authorisation to go ahead and have these made. Costs of development have been covered and the group was now making a profit on each set sold. He did say that it may take some time to sell them all but that the minimum order was 25 and we had plenty of money in the kitty to cover the cost.
   - Trevor asked Keiran about the cost of producing the laminated membership cards and other paperwork associated with memberships and he said he had not been charging the group for this. Keiran was asked to ensure that he did begin charging the group because no member should be expected to carry the cost of such an activity out of their own pocket.

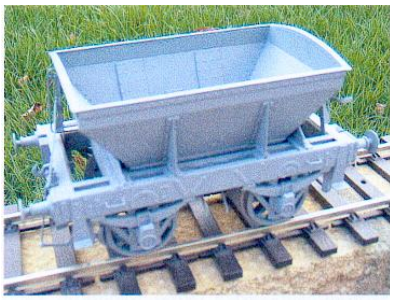
Model of BR Standard Class 7P Britannia 4-6-2 No 70050 "Firth of Clyde" built from a DJH kit by Colin Tyler for Mark Fisher

GLEANED FROM THE GUILD

Trevor Hodges

Invertrain, 33 Rose Gardens, Cairneyhill, Dumfermline, UK KY12 8QS make a range of 7mm scale line-side detailing parts and kits including the pictured Engine Shed Smoke Vents cast in resin for £3.50 pence. Another resin kit is the Plate Girder Bridge kit that consists of several parts and is 200mm long. This second kit retails for £34.95

Shedmaster, Gadebrook, 3 Green Lane, Hythe, UK CT21 4DY makes a broad range of detail parts for locos and rolling stock. Pictured are two of this company's excellent parts, two LNWR chimneys. These parts are really top quality items and would be well worth looking at if you're after such items for scratch building



I'm not sure whether the hopper wagon to be seen in the accompanying photo from Javelin Models, Allan Bullock, Weatherwise, Lucas Lane, Hilton, Derby, UK DE65 5FLwill be of any use in local prototype setting but I thought I'd include it anyway, simply to allow readers see the item and to judge for themselves. This hopper kit, mostly of resin parts, looks to be a very nice item.

This information is provided with the permission of the Gauge O Guild, the UK's premier O-Gauge modellers' organization. If you would like to find out more about the Guild you can do so at their web site http://www.gauge0guild.com or from their membership officer Peter Matthys, 1 Station Cottage, Ystrad Meurig, Ceredigion, UK, SY25 6AX.

MEET MARK FISHER

My first experience with O gauge was in 1949 when Dad gave me a clockwork Lionel train set, with enough tracks to spread into two rooms. I still have the loco and carriages, plus an identical set I purchased from an antique shop 20 years ago.

Twelve months ago I began searching the net looking at the new Lionel catalogues and also on the UK e-bay, to see what was around in O gauge. I had also fallen in love with a 2 1/2" gauge live steam Britannia on e-bay, which I managed to miss out on. In my searches on the net to try and discover another one, I finally stumbled on 'Home of O Gauge' in London. There, in the RTR models, I discovered the most detailed Britannia I had ever seen, together with two other BR standard locos introduced in the 1950s.

These three locos captured my heart; and so began my re-entry into O Gauge, this time in 7mm finescale. I have subsequently ordered seven mainline and 3 suburban coaches, from that era, that are currently being built in the UK for these engines. After I reached that point, I then discovered the Aus7 Modellers Group. I have since been bowled over by the abundance of existing and appearing models of NSW stock. My next decision will be a "how, what and when" for a layout. From what I have already seen in the Group, my decision will be made a lot easier to plan. I really look forward to being able to participate in Aus7's activities and projects in the future and look forward to finally being able to see my trains running on a layout.

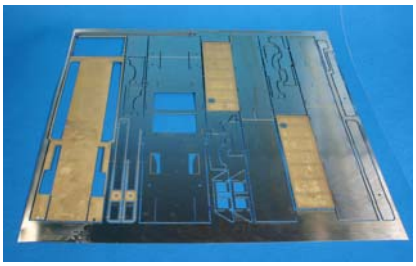
COMMERCIAL NEWS

Trevor Hodges

This issue's column is jam packed with information and photos I gathered while attending the most recent 7mm Modellers Forum at Nth Sydney Leagues Club on Saturday the 12th of March 2005. I don't think you can overstate the importance of this event at this stage of 7mm modelling's development in Australia. We may only be small in number however the life blood of the scale, and the best way of attracting and keeping adherents to the scale, is new product releases. If the Big Day Out is any guide 7mm scale modelling has a very bright future.

Keiran Ryan Models/Badger Bits.

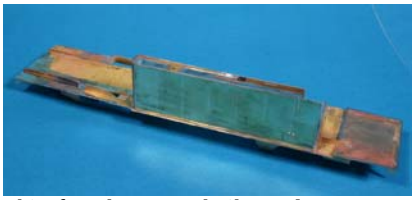
Keiran Ryan and Phil Badger are working on several projects and perhaps the most exciting is the steady progress being made on the 20 Class locomotive. Several etchings have been produced and a test boiler was being turned at the time of the BDO, however unfortunately this was not ready for viewing on the day.



One of the test etches done for the 20 Class project by Keiran Ryan and Phil Badger

Keiran had on display several segments of the bodywork for the loco made up from the etchings produced so far, along with several detail parts such as the smoke-box and steps. I'm told these etchings took about 7 days to produce, which speaks volumes about the progress being made on this kit. The quality of the work looks wonderful and the price for a single kit should be under $1000.00. With luck the kits should be available before Christmas.

Smoke box door, steps and buffers for the 20 class.



This footplate was built to demonstrate the quality and ease of construction of the proposed 20 class

Keiran also talked about the release of a NSWR outline ball lever and other associated point hardware. The ball lever is fully operational and can be used to throw points on a layout just like the prototype and is now on the market while the rest of the associated items should be out soon. Eventually a full range of products will be available so a modeller can produce highly detailed 7mm scale point rodding and cranks.

The drive for the production of these items is being provided by the Gunnas group, who need them for the point work on their yet to be named 7mm NSW layout (my suggestion is Gunnas Gully). Once again this demonstrates the nexus between modelling and manufacture: products aren't just produced on a whim but by demand. If you want a product to emerge then get modelling and let others know what you want at events like the BDO. There may be others out there who want the same things. I just happen to need 20 class locos for Morpeth and Kerian intends modelling the Camden line where 20's operated regularly too. The production of the 20 class is no coincidence.

Berg's Hobbies

Peter Berg of *Berg's Hobbies*, 181 Church St Parramatta, NSW, 2150, http://www.bergshobbies.com/ 02 9635 8618, was in attendance at the BDO for part of the day and had the most recent incarnation of the 48 class chassis on display. The 48 project has progressed steadily with some minor problems currently being ironed out of the body and the illustrated instructions were available for viewing.

If the instructions for the 48 are almost finished then it can't be long before the locomotive is released

The 18 class loco was not on display as it was having detailing parts made for its final release, however it is also progressing well as these photos received after the BDO show.

Peter had on sale some of the

wonderful Model Company road vehicle kits. These make up into fine models and they are great practice for those of us who aren't quite sure of our soldering skills. Peter also mentioned the possibility of the future release of NSWGR signal items. Watch this space for news on these items, which are going to be sourced from a company in Tassie. Of interest on the Bergs stand were O-Aust white-metal kits for pairs of AQA bogies. These retail for $39.95 and are good value as they are genuine 7mm scale items.

The model Company make a range of excellent truck and road vehicle kits

AQA bogie kit available from O-Aust through Bergs

Uneek

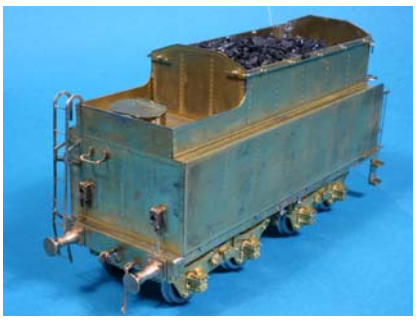
One surprising (to me anyway)

product I was shown at the BDO was some packets of detailing items from the well know company Uneek. I have long thought it would be wonderful if Uneek began to bring out some of their line of HO details in 7mm and guess what, they've done just that. Warren Backhouse had four packets of detailing parts with him at the BDO that had been produced to test the market. If you know and like the HO Uneek range and you'd like the 7mm range to expand then get in a buy a few packets. You can contact *CIL Distributors* at PO Box 236, Castle Hill 2154, (02) 96343475 or Warren Backhouse of *Brindabella Model,* 6 Krause Pl, Melba, ACT 2615 or at backie@iinet.com.au

Some of the Uneek range now available in 7mm scale

Century Models

Graham Holland of *Century Models*, PO Box 631, Nelson Bay, NSW 2315, (02) 49841774 made a progress report on his steam locomotive projects. While he mentioned that the 30T is about three months behind schedule he is definitely taking orders for this kit but won't commit to a final release date because in this business these are almost impossible to meet. However the masters for the 30T have been sent back to New Zealand for final approval so progress on this project is well advanced. After the 30T Graham will be using a new pattern maker and he intends beginning work on the next kit, a 32 class, in the very near future. This should mean there will be less of a gap between releases. He plans to release an etched kit for a 5000 gal turret tender for the 50 class. Because different tender options are now available for the 50 class Graham tells me he is prepared to sell the loco in a "tender-less" state, in other words you can buy the loco on its own without a tender. This will allow



the purchaser to choose which option he/she wants to go with by purchasing any one of the three alternatives that will be available in the near future: Morts Dock tender (see next section), T class tender or the proposed 5000 gal turret tender. Contact Graham for prices and availability.

Morts Dock Tender

On display at the BDO was a Morts Dock tender, which is the result of a cooperative effort between Ron Sebbens and Phil Badger and can be run in conjunction with a Century Models 50 class locomotive. Ron has produced a wonderful model from etches done for him by Phil and these will be available for sale as a kit by the time you read this. You can contact Phil Badger at (02) 96269273 if you're interested and the cost should be around $270.00 and will include Century Models details and bogies.