

# 7<sup>h</sup> Heaven

Issue 6

July 2005

\$3.00



**In this Issue :**

**Build an 18 Class Part 3**



**Track Planning**



# AUS7 MODELLERS GROUP NEWS

## Inaugural Aus7 Modellers Group Award

Some members of the Aus7 Modeller's Group feel that it is high time some of the outstanding achievers in our hobby working in O scale were publicly recognized. The idea for the award originated from a suggestion by Lindsay O'Reilly, and the Aus7 Modellers Group has agreed to sponsor this worthwhile project.

Because it is not possible for any one person to know all of Australia's O scalers, nominations are being called from all members of the Aus7 Modeller's Group. We want members to nominate a recipient for an inaugural Aus7 Modellers Group Award. There are a few simple criteria to consider when making your nomination:

1. The nominee must have made or be making a significant contribution to the promotion of any of the 'O' scales in Australian prototype railway modelling. Some areas of contribution are listed in (4)

below.

2. The nominees can be individuals working in standard or narrow gauges, in 7mm or 1/4" scales.
3. Anyone resident in Australia and working in O scale Australian prototype modelling is eligible to be nominated. Nominations of individuals from states other than NSW are specifically encouraged. The state in which the recipient resides will play no role in the judging. This is specifically intended as an *Australia-wide* award.
4. Your nomination can cover the entire range of possible contributions across all possible fields: manufacturing, modelling, organising, retailing, writing, photography, administration (clubs, committees, exhibitions etc), research, publishing, painting, plans etc. The recipient need not have contributed in all of these areas to be considered.

5. You must be prepared to support your nomination with a brief (no more than 50 words) statement of support for your nominee.

The award recipients will be chosen from the nominations by Lindsay O'Reilly and Phil Badger, who have been delegated this task by the Aus7 Modellers Group.

The announcement and presentation (where possible) will be made by Lindsay and Phil at the next NSW 7mm Modellers Forum, at North Sydney Leagues Club in September 2005.

**Please use the nomination form enclosed with this issue of 7th Heaven.** Nominations can only be accepted from current members of the Aus7 Modellers Group. The award is planned to be an annual event, so there will be opportunities for further awards to be presented in the future.

**Entries close on 31 July 2005**

### Notice of Aus7 Modellers Group

## ANNUAL GENERAL MEETING

Venue: North Sydney Leagues Club, Saturday the 3<sup>rd</sup> of Sept 2005, 12.00pm

### Agenda Items

1. Election of officer holders
2. Presentation of financial accounts
3. Incorporation of the Aus7 Modellers Group. The proposition will be put that:
  - The committee should investigate and make proposals to the membership regarding the incorporation of the Aus7 Modellers Group with the NSW Dept of Fair Trading.
  - The committee should develop a set of rules, to be put to a formal vote of the membership for adoption at a date to be set at the AGM, governing the operation of the Aus7 Modellers Group.
  - The committee should register the Aus7 Modellers Group's name and logo with the Dept of Fair Trading
  - The committee should investigate the necessity of taking out insurance by the Aus7 Modellers Group after incorporation and make recommendations to the membership regarding this.

#### 4. General Business

Note: The group has been allocated exactly one hour for the AGM so the time available for general business is likely to be very short. Any financial member of the Aus7 Modellers Group is entitled to vote at the meeting. Proxy voting will be allowed. Any member wishing to vote by proxy may get a form for this purpose from the Secretary and have their vote used at the AGM by another financial member. Any one member attending is limited to using a total of no more than five proxy votes.

# ONE MODELLER'S VIEW

Trevor Hodges

## Where to From Here?

No one could be more pleased with the recent growth in 7mm scale modelling than myself. More people than ever seem to be taking a serious look at the scale as a viable modelling proposition and the number of new products coming onto the market augurs well for the future. Two events I believe have helped spur this growth are Keiran Ryan's establishment of the 7mmAusModelling Yahoo! Group <http://groups.yahoo.com/group/7mmAusmodelling/> in September 2003 and the formation of the **Aus7 Modellers Group** in the middle of 2004. Maybe I've just been busy throughout the last 18 months but the time seems to have flown by.

I strongly believe that things have developed nicely for the average Australian 7mm modeller over the last 18 months and I'm pretty sure most of us would like to keep it that way. However the question now arises: where to from here? My vision about where the Aus7 Modellers Group will be in one, two or five years is no clearer than anyone else's but there are some issues I think the Group will need to address in the near future and the office holders all feel that members should have a say in the direction we take. The decisions made will always be made in the best interests of members but these are bound to incur costs. Let me highlight just three of these looming issues for you:

## Incorporation

For the legal protection of all members I strongly believe that it is now time the Aus7 Modellers Group moved to become an incorporated entity. However there are costs associated with this process. At the moment the yearly

membership fee is \$15 however this may need to rise with any move to incorporation.

## 7<sup>th</sup> Heaven and membership numbers

Some of you may not be aware that Kim Mihaly prints **7<sup>th</sup> Heaven** at home on a domestic printer. If the membership of the group were to grow much beyond one hundred members - we have eighty-eight members at present - we will probably need to think seriously about how the magazine is produced. Printing 7<sup>th</sup> Heaven at home is not without its costs but if we do need to begin using a commercial printer the costs of production are not likely to be lower than at present.

## Membership services

Currently the group produces a set of track gauges, endorses the sleepers sold by Ross Verdich through the ARHS and has shirts and caps available for sale. In addition to these items consideration is being given to producing a small range of helpful information pamphlets and the production of a track/standards gauge. All of these items should eventually produce modest profits for the group and thus help bring down overall operating costs. Does anyone else have any bright ideas?

There are plenty of opportunities to contact the office holders of the Group to discuss your ideas about these and other issues. One such opportunity is the AGM to be held at the next NSW 7mm Modellers Forum on the 3<sup>rd</sup> of September at the North Sydney Leagues Club. Please attend and let your voice be heard.

Trevor Hodges



## 7<sup>th</sup> HEAVEN

Editor : Kim Mihaly

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## Editorial Address

120 Folkestone St Stanthorpe Qld  
Ph 07 4681 1031

[kim.mihaly@tpg.com.au](mailto:kim.mihaly@tpg.com.au)

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## Aus7 Modellers Group

### Moderator

Keiran Ryan  
39 Coachwood Cres Picton, NSW,  
2571  
(02) 46772462  
[krmodels@iprumus.com.au](mailto:krmodels@iprumus.com.au)

### Secretary

Trevor Hodges  
10 Stafford St, Warren NSW, 2824  
(02) 6847 3453,  
[trevorhodges@dodo.com.au](mailto:trevorhodges@dodo.com.au)

All opinions expressed are those of the respective authors only, and do not represent any official view of the Aus7 Modellers Group.

### On the cover :

1975 built by Graham Holland Photo  
Trevor Hodges.

Paul Chisholm & Roger Porter  
are constructing these shops for  
Stringybark Creek – the layout  
formerly known as 'Gunnas'.

Photos: Paul Chisholm



# BUILDING NSWGR 18 CLASS Pt 3

David Taylor



## Smokebox

As with most things I have built the smokebox twice now. While I was thinking about becoming more than an armchair modeller I decided I would model pre-1900 NSW in 7mm scale for something different. Of course, this meant I was guaranteed to build the later smokebox by mistake and have to take it off and start again.

The early smokebox on the Z18s seems to have no rivet detail, and a door that hinges up, not at the side. This style is much better for someone like me who will have difficulty making a standard smokebox door.

The first smokebox was made by measurements off the datasheet, all the rivets embossed etc, however I could not get the smokebox wrapper to solder around the smokebox front. In the end I used a piece of copper pipe I bought from a scrap yard as the inside of the smokebox - it was almost the right diameter, which is close enough when you're desperate. I soldered the smokebox front to this and managed to solder the wrapper around it. The copper pipe soaks up the heat very quickly so this wasn't as easy as I would have liked! I did not have a back for the smokebox, and it did look quite bad back there but I hoped the splashers and handrails and westinghouse pump would hide most of it.

The second smokebox was made from my CAD drawings with the locations of the handrail and locking bar holes marked on the drawings. This made cutting and drilling easier, but I could not get the wrapper to solder to the copper pipe this time. I remembered reading Araldite doesn't mind a bit of heat, so pre-rolled the wrapper and used Araldite to attach it to the pipe. Then I soldered the

reverse curves at the bottom of the wrapper to the smokebox front and a small cradle I made for the back. This didn't go well and some very unpleasant fumes came from the Araldite, as well as the wrapper still not being neatly soldered at the reverse curves.

The bottom of the copper pipe had to be drilled and filed through to allow space for the screw that holds the chassis to the footplate, but this presented no great problems.

The front and sides of the smokebox are soldered to the footplate, holding it in position.

I have since seen a picture in MRJ of small engineer's clamps being used to hold the smokebox wrapper in place at the bottom where it flares out, and will try this next time (after purchasing some clamps!).

## Details

If the chassis is difficult because it must be square and level, and the platework difficult because it wants to fall apart each time you solder a new part on, the details are difficult because they are so small!



## Splashers

I left the splashers off as long as I could because I had no idea how to make them. After the smokebox was done I thought the end was in sight and was determined to get the detail between the water tanks and smokebox started.

I tried filing them from brass but after about 6 hours and a lot of failed attempts I was resigned to the fact this was not going to work. Reading books and articles told me to either use a lathe or get better at filing, cutting, and soldering. I could not see either of these options coming about so gave up on the model for a while.

One morning I had the idea that the same copper pipe I used for the smokebox would be about the right size for the splashers. The diameter is a bit too small but I decided it was good enough. I cut a slice about 5 or 6mm off the end of the pipe, and then cut two parts out of that ring – one for each splasher.

I soldered brass rods to the top of these parts to use as a handle, and then filed them down on a piece of coarse wet and dry tacked to the bench until they were about the right size for the splashers.

I soldered small rectangles of brass to the outside face of each splasher and filed this down using the splasher itself as a guide. This was far easier than trying to file the outside profiles first. Then I cut the small plates that go around the splashers on the footplate, embossed the rivet detail and filed until they fit around the splashers. This was all soldered to the footplate. One of the splashers doesn't quite sit flat but I am happy to have them on at all and am going to ignore it.

## Clack valves and injectors

The next job was the injectors, water pipes and clack valves. I had no idea how I was going to make these, but still feeling confident from solving the splasher problem I started looking through the scrap box.

The clack valves themselves are made from copper wire 2.25mm in diameter, cut to about 5mm length. The top and bottom of these short lengths are filed in a square shape to represent nuts or bolts, and the bottom is drilled to accept the 1.2mm copper wire I am using for the water pipe. A small pin of 0.5mm brass wire is put into the boiler side of the valve for locating and supporting the valve next to the boiler, using a 0.5mm hole drilled in the boiler in the correct location.

The round flange below the valve with the four bolts in it also posed a problem. I could not find any metal bar of the correct diameter (I only have 3/16th" rod used for the dummy axles, and very fine wire). I noticed a wooden kebab skewer was about the

right size and tried to cut thin discs off the end but could not make clean cuts.

I then put a length of 3/16th" brass rod in the pillar drill chuck and used various files to reduce its diameter. I cut thin disks from this using the razor saw and mitre box. A pin vice and very small drills were used to drill five holes in these discs – one in the centre that was gradually opened out to 1.2mm for the water pipe, and four around the outside to 0.5mm to accept "bolts". I broke about three drills doing this, so this sort of work must be done gently. Short lengths of 0.5mm brass wire were put through each of these and a blob of superglue put on the lot of it. After this dried the "bolts" were filed down to what looked like a good height, the water pipe hole cleaned up and the water pipe put though this with the clack valve put on top with superglue.

As already mentioned, 1.2mm cooper wire is used for the water pipes themselves. This is quite kinked in the scrap box, but annealing over a candle flame and gentle taps with a small peen on the back of the vice has it straight enough for use and easy to bend to the required sharp curves.

This wire is simply bent around anything of about the correct diameter to form the necessary bends, temporarily fitting the clack valves on the boiler to see everything is going in the correct place.

The water pipe clamps that hold the pipe behind the water tanks are made from the thinnest brass I had, cut into strips about 1mm wide by 6 - 8mm long. These strips are then bent around a spare piece of water pipe wire, keeping one side straight and bending the other side hard around the pipe to form a "P" shape. The two ends are soldered together.

Looking at the drawings and photographs I had available, I could not think of a way to make the injectors except by fabricating them from various pieces of bar and wire.

The main part of each injector is made from turning 3/16th" brass rod in the pillar drill using 6-inch and needle files to create the profile. The water inlet pipe connection is a 12 BA brass nut glued on the side and filed down so it is an appropriate thickness. The connection from the

injector to the safety valve assembly is a washer made the same way as the round flange below the clack valves, but without the bolts and also filed to reduce the thickness. The front of the injector has bolt and pipe holes drilled the same way as done below the clack valves. The rear of the injector is made from two pieces of wire, the thicker one soldered onto the back of the main turning, the thinner one soldered to the top. The injector turning stands on a small pedestal made from thin copper tube with a cradle filed into it. This tube has a piece of wire stuck in it to act as a spigot that fits into a hole drilled into the top of the water tank to locate the injector.

I cannot express how exasperating these were to fabricate. It took more than two days by the time I had experimented with turning in the pillar drill, making the various parts that need to be soldered onto the turnings and soldering them all together (many, many times). The injectors are small enough that putting a soldering iron near one part of it will heat the other parts enough to make them fall off!

After trying to solder the injector to the tank top and having the entire injector assembly fall apart I decided to use superglue to attach them.

I am not sure what I will do next time but I will not make fittings like this again if possible.

The injectors are glued to the end of the water pipe and also glued to the top of the water tank.

The controls for the injectors comprise two thin rods that go through the front of the cab for each injector. To accurately drill these I measured how far in from the cab side and how far up from the footplate the holes had to be and then made a small drilling jig that could be placed against the inside of the cab and used to start the holes..

Another pipe comes from the top of each water tank to the injector. I created the fitting on the top of the water tank using Slaters axle bearings for 7mm wagons I bought by mistake via mail order. These bearings look like top hats, so I filed the rim down and then filed most of the top off so the fitting is about 1mm high. This is glued to the top of the tank next to the injector and a

small piece of wire put in place to join up to the 12 BA nut on the injector.

## Safety valves

The safety valves have not yet been made. I am thinking to use two resistors with a small home-made coil spring between them, mounted on some piece of brass rod filed to fit the top of the boiler. I did see some castings by a manufacturer in the UK that looked suitable.

## Westinghouse pump

I purchased a brass casting from Slaters for the westinghouse pump. I have removed a lot of the cast-on details because I can't see most of it in the few photographs I have. Small holes for locating the various pipes are drilled in what seem to be the correct places. The plumbing is made from different thicknesses of brass wire, annealed to make it easy to bend to the required shapes and held on with superglue.



## Steam dome and chimney

Like the smokebox, the early Z18s make the steam dome simple to model – in this case because they don't have a steam dome.

I have purchased a plastic or resin casting of the chimney from Bruce Lovett.

## Couplings

Screw and link couplings have been ordered from Slaters. I will build a match truck to allow other people's rolling stock to be coupled onto the locomotive.

## Conclusion

I hope this article has shown that anyone can scratchbuild without having to go through the RTR, plastic kit, metal kit, locomotive kit apprenticeship the UK modelling magazines seem to push so often. Putting etched brass kits together probably does give some useful insights on how parts can be fitted together but then the etching process allows things that are not terribly

easy to hand cut and file. These kits will also be more expensive to ruin than plain brass sheet.

This locomotive won't be up to standard for some people, but I believe the parts that were made during summer 02/03. So things are looking up if I build another model! There has also been a discernable improvement in problem solving and the elegance of the solutions since I started.

In addition to patience and skill I think more planning and research would be required for a better model, and I didn't do much of either this time around. I think the planning part will come with time as I am a hands on learner and no matter how many times I read books and articles telling me to plan where the motor/gearbox

will go or where the footplate mounting screws will be I will not do it until I've made the mistakes and seen what they cost in time and effort. Given this is a personal project this isn't a problem. The research will probably take a bit longer – I am far too lazy to go to reading rooms and archives very often when I don't know exactly what I am looking for or what they have. I tried this a couple of times and didn't really enjoy the experience.

The attraction of scratchbuilding for me is the knowledge that I have made most of the model myself, so the good parts I can be proud of and the not so good parts I can put down to experience.

I look forward to getting this model finished and putting some couplers

on for a test run at one of the O scale running days that are held around Sydney.



### Left-overs - What to do?

Martin Hartley

After cutting out wood and copper-clad sleepers for making points, I found that I had a number of short lengths of copper-clad left over. The most numerous length was about 41~42mm after cutting the 105mm sleepers to length for the 9-foot sleepers under the switch blades.

I discovered possible uses for them completely by accident:

1.) Narrow gauge. They come out as scale 6-foot sleepers which is just right for 2-foot gauge lines. I'm sure that a local narrow-gauger will be more than welcome to take these 42mm long left overs off your hands. Otherwise now you have the materials at hand for a tiny narrow-gauge length of track.

2.) Catch/Trap points. On the Yahoo! Groups site, I have seen pictures of Michael Moore's work where there are trap points which are not built with long sleepers but have shorter length sleepers attached to the main running rail and to the rail of the catch point.

3.) Fiddle-yards. In none-viewed fiddle yards, the 42mm length of the sleepers is plenty to solder the rails on. Since there doesn't have to be as many sleepers required as a viewing section would need, after building about 5 points you would have enough sleepers to lay some 3.5 to 4 metres of fiddle-yard track, with sleepers at about 70~75mm spacing.

Just goes to show that an impoverished modeller will find a use for anything.

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# TRACK PLANNING

Lindsay O'Reilly

*At the first 0 Gauge Modellers' Workshop, on Saturday October 7th, 1995, I presented a talk on Small Layouts. This was something I had made a study of, but it was kind of ironic, as I had never built a layout. But I have a fertile imagination, and the ability to draw, and had a collection of railway photographic albums to draw inspiration from. So I put together some of my sketches, and some inspirational photos, and*

*gave my presentation. It was repeated a couple of years later, and then in 2003 I spoke at the first North Sydney Leagues Club 7mm Modellers Forum about a design for a cruciform (cross-shaped) layout I had developed which permitted viewing from both sides. I understand that our editor may run that in a later issue, but for now I offer you an adapted version of that 1995 talk. In its original form, it reads as a*

*historical document, from the days of the genesis of NSW 7mm finescale. I have modified it a little, and added, in bracketed italics, some comments which describe the current modelling situation in 2005, which may be of use to recent converts to O scale. I hope you enjoy these musings.*

Lindsay O'Reilly.



Two views of Wallsend



LOR Collection

*You don't have to model a colliery to model a colliery railway. Wallsend had a goods and passenger service operated by the NSWGR, and a simple track plan*

If one studies the overseas railway modelling press - especially the British magazines - it doesn't take long before the realisation dawns that 0 gauge is currently enjoying a huge revival, with many complete layouts and hundreds of kits on offer. Here in Australia, things are somewhat different. Most modellers getting into 0 Scale "do just a bit to see what it's like", and, of course, get hooked. Unless they have big super payouts, or big collections in another scale which can be disposed of to yield lots of cash, they are then faced with the difficulty of how to afford the necessary bits to get a layout under way. In Australia, if modelling Australian prototype, this situation is hugely complicated by the almost complete lack of anything but some rolling stock kits with which to get started, and these are, by comparison with overseas products for big markets, beautifully complete but very expensive. There are no items of trackwork for sale, a couple of

structure kits from brave pioneering manufacturers, and no loco kits actually available at the time of writing. So, should we despair? Of course not! *[Certainly not in 2005! Ten years later, in NSW outline, there are kits for the 19 and 50 class steam locos available now. By Christmas, you should be able to add the 18, 20 and 30T class steamers, and the 48 class diesel. There's a VR T class available now, in two variations, plus narrow gauge locos and stock from Victoria, Queensland, Tasmania and other states. Wagons and coaches are on sale, or in the works; and genuine Australian vehicles, lineside accessories and structures continue to appear. A feast of Aussie models!]*

The first simple solution is not to model Australia. If so, we can model another country, or some flight of fancy. This will enable us to tap into the (often vast) range of products available overseas, but of necessity worsen our nation's balance of payments at the same time. *[This, at least, is still true. But the growth of O*

*scale in the US and UK has seen a continuing growth in both those markets, making OO and HO much much less obviously THE choice for modeling those prototypes.]*

The second option is to scratchbuild everything. This is feasible for the skilled, the dedicated, and those with lots of time and patience.

The third option, if only for the wealthy, is to have other skilled modellers construct all that you need.

I am realistic enough to recognise that I am none of these. I am not especially skilled and, with four small children *[not small anymore; the eldest is 18! But, curiously, they're no less expensive to keep...]* most certainly not wealthy. And as a Visual Arts teacher, I do love the light and colours of Australia, and would much rather produce a little slice of home than anywhere else. But within a house and garage full of books, bikes and bits, I have so little available room.



studying everything. Detailing was learnt by the hit and miss method, and layouts were commenced (and subsequently discarded) in ALL

And so it is that, since my first adult purchase of a model railway magazine (the September 1988 *Railway Modeller*), I have been fascinated by so-called minimum space layouts. In that first magazine was a brilliant article on a startling little layout. *Dallington Road* was 7mm scale, and fully self-contained within 8' x 2'. I had never even heard of O gauge, but the story and photos convinced me that it was something I needed to know about. And so I read everything I could lay my hands on. I discovered AMRM, and chased up back Issues to no. 88. I bought anything from anywhere that even mentioned the words "small" or "minimum space" or "O" or "cheap". I bought kits in HO, N, and finally O scale. I re-learnt my high school and art school skills in airbrushing, and set up almost permanent residence in the local hobby shop, [*Barnes' Cycles and Model Trains*, in New Lambton;

the scales mentioned above

And now comes the time for my most difficult admission. I have never built a layout. [*This, at least, is no longer true. But it wasn't an O scale layout.*] But, here are my thoughts anyway.

### THE SMALL LAYOUT – DESIGN & PRESENTATION

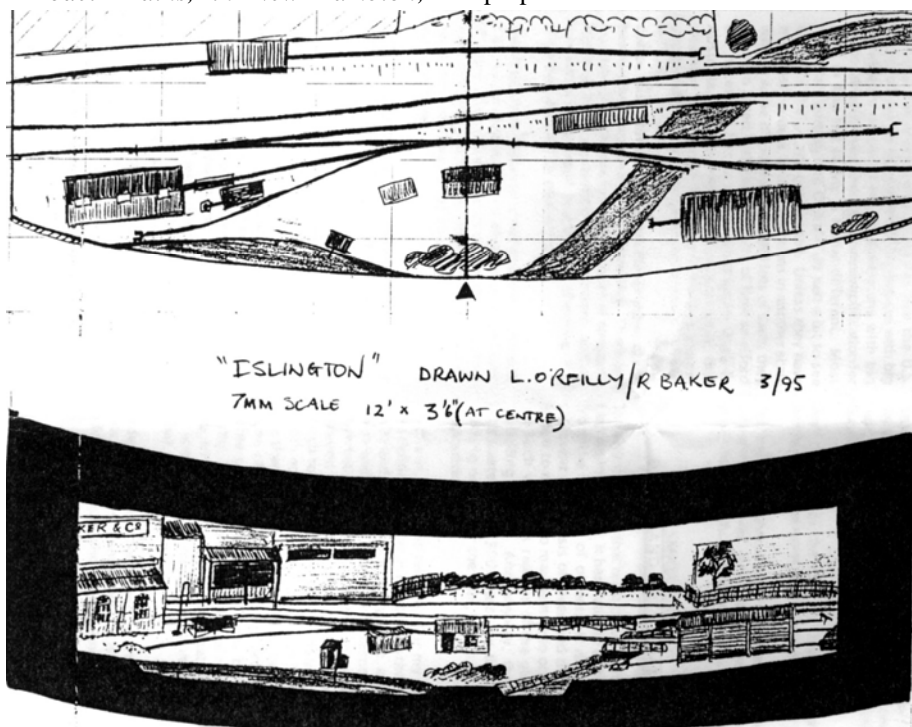
The very first thing that must be said is that nothing I am saying here is new. It has virtually all been gleaned from the writings of others. It does, however, represent a synthesis of ideas and theories which appeal to me and so may be new to others who are not such voracious readers of the global railway modelling press. And anyway, the writer of Ecclesiastes said 2500 years ago that there was "nothing new under the sun", so I'm following in a long tradition.

Of course, "small" is relative. For my purposes. I have defined it insofar as it

budget which apply to me, and to lots of others with whom I have had correspondence and conversation. In practical terms, it means a scenic modelled area of not more than 12' x 3' (near enough to 3.6m x 0.9m), with fiddle yards at either or both ends, resulting in an overall length of not more than 18' (5.5m), which is typically the length of one of the walls of a modern project home's double garage. This seems to be my typical maximum site, though I suspect that a garage layout when built is more likely to have a maximum length of 15' (4.6m). The designs here are drawn according to my own needs and interests.

I have always been frustrated by the lack of a ready to-lay readily-available track suitable for Australian railways. For my purposes, PECO bullhead code 125 will do so long as it's buried in plaster as per the sample, and the new PECO code 143 flatbottom may be OK, but the huge Atlas stuff is no good visually. [*Good Code 100 track and points can now be had from Old Pullman in the US.*] Hand-building track is time-consuming, but entirely possible in the context of the small layout, so long as you can cope with (gulp) pointwork. [*Now, Keiran Ryan is doing Code 100 point frogs, and ARHS sales have NSW scale sleepers.*] I have assembled pre-machined Marcway pointwork from the UK, and found it relatively easy. And these were the first things I had ever soldered in my life! But I can't say they were the best-running turnouts I'd ever seen. I know others have had success in this area, but so far I have been assuming that I will have to buy pointwork, and it's expensive. So I have mostly drawn schemes using a minimum of pointwork. There are some dodges that can get round it, and these are used on the *Islington* design. I must say here though that I know almost nothing about prototypical permanent way arrangements; I just put things down so that they look logical, and the operation looks interesting.

But here is a great danger; often when designing small layouts we concentrate solely on the track plan. We fiddle with templates and



thanks Vic, Glenn and Nathan],  
7<sup>th</sup> Heaven

describes the restrictions of site and  
July 2005



clearances and try to squeeze a quart into a pint pot. Rarely have I seen Australian modellers grappling with the now common idea (overseas at least) that the model railway can be perceived as a totality – a complete picture – and designed accordingly. Controlled sight lines mean that our trains enter and leave our layout 'stage' by ducking and diving behind buildings or trees or cuttings, rather than by the traditional tunnel mouth or road overbridge. Buildings placed in front of the track as well as behind means our view of the train is broken up and our curiosity tantalised. Glimpses of rolling stock are had between "view blocks", and the whole experience more closely resembles our lineside train-watching experiences. Because of my art training I suppose I automatically arrange things to be visually balanced and to 'frame' the scene. As I'm only 36 [46 now!] I'm not old enough to remember the steam age (except for one fuzzy memory of standing on the footbridge over Cootamundra yard in about 1971 up the road from our house watching black engines shunting), but I do have indelible memories of 48s hauling lines of clanking non-air coal hoppers past the platform at Beresfield as I waited for the train home from school. It's that side-on view that is so realistic, and so rare in the displayed layouts that I mostly see at exhibitions. [*Sadly, this is still true.*]

To this end, I have been convinced by the ideas of English modellers like Dave Rowe and Iain Rice that the

realistic viewing height – I think between 4'6" and 5' (1.4m - 1.5m) – and presented and lit like a theatre stage, is as good a way as exists to view our models if our space is restricted. Our American counterparts have known this for years, and layouts where the track level is only a metre off the floor are few and far between on the other side of the Pacific. Those of you who had the pleasure of seeing James McInerney's *Lambing Flat* on the exhibition circuit in the late 1980s may have experienced the absolute delight that I felt at, for the first time, not having to stoop and crane and peer to be able to properly see great models. Next time you go to an exhibition, take a moment to observe the observers rather than the models. Watch how often they bend and bob and kneel down, trying to get a better and more realistic viewpoint, and how often these efforts remain unrewarded due to the dark hall and the indifferent (or non-existent) lighting of the model railway. How simple it would be to make it higher and brighter! And if you need to

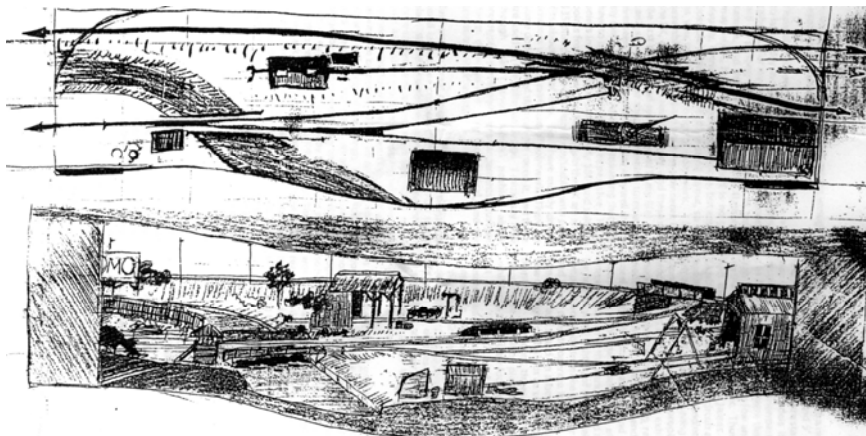
operate from the rear, do what James did and stand on a box! And if the layout's now too high for the kids to see, make a box for the front too! In recent times we have had some magnificent exhibition pieces on show. I get to few exhibitions except my local one in Newcastle, but even there I have been captivated and mesmerised by Warren McLean's On3 *Carson River Lumber Co.* (fantastic trees), anything by Gerry Hopkins, and Graham Holland's *Binnabri* which is so

only has one turnout! All of these were or are beautifully presented, lit, and they run without prodding and poking. Rodney James' *Wingham* is also superb, but it's too low Rodney! [*Gerry's and Rodney's layouts no longer grace our exhibitions, but they are sadly missed, not only by me.*]

In the context of the small home 0 gauge layout, good lighting, diorama-style presentation, and a holistic view of how all the elements of the design go together can only enhance the modelling skills we try so hard to develop and take such pride in achieving. I would argue that a little done well and within a reasonable time and budget, can be more satisfying than a lot done to an inconsistent standard, or over such a long time that we lose enthusiasm. In the domestic environment, it must also be a positive to be able to show off our work sooner, and to a higher standard. How much more do we get done in those first hours or days after we have basked in the praise of others!

## A POSSIBLE SOLUTION

For the modeller who wants to do something small and Australian, I can only relate my own experiences in hunting out suitable subjects. For me, the answers lie in the private railways of the Hunter Valley, and the industrial and port railways of Newcastle and the Illawarra. It's here that we find a bewildering array of non-government locomotives and rolling stock. The fantastic thing is that lots of these locos were bought from Britain and were "off-the-shelf" standard designs, and kits for them are available from the UK which means that a fair dinkum representation can be made of real scenes with if not actual ease, then at least with a minimum of difficulty. For the creative however, the possibilities are unlimited. 'Might-have-beens' and 'nearly



*Detail of the bridge at Lambton on the Wallsend Line* LOR Collection

*Bridges like this one can be used to control sight lines and attract attention in their own right*

diorama-style layout, raised to a

beguiling that it's easy to forget that it

were's" can be had by the wagonload. For the sceptic, some of the locos which are prototypical for these areas, and their models which are available now, are:

*Manning Wardle 0-6-OST* (Waratah Colliery, Newcastle) - Kit from Slater's.

*Hudswell Clarke 0-6-OT* (PWD Nos 28 'Kembla' and 29) - Near-enough, kit from Agenoria Models

*Manning Wardle 0-4-OST* (Sydney MWS&DB, Coffs Harbour jetty) - Slater's kit.

*Peckett 0-4-OST* (Newcastle industries' 'Corby', South Maitland Railways) - ABS Models kit.

*LSWR 0330 Class 0-6-OST* (AIS, Wollongong & AACoy No1 Newcastle) - ABS Models kit.

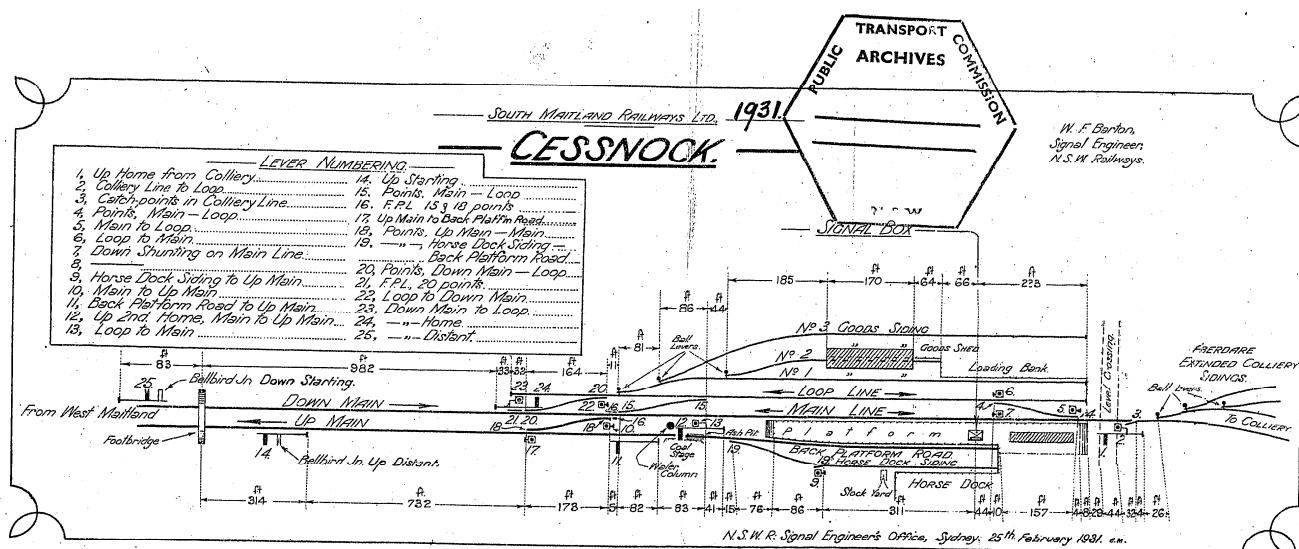
*Ex-GCR Robinson 2-8-0 ROD* (Richmond Vale Railway) - Gladiator Models kit. [See photos of Roger Porter's ROD in the last issue of 7<sup>th</sup> Heaven]

*Andrew Barclay 0-4-OST* (PWD loco) 'Easy-build' starter kit from Tower Models.

All the above are gleaned from advertisements in the Gauge 'O' Guild Gazette, which must be required reading for the local 0 gauge modeller. It really does open up an Aladdin's cave of kits and bits for all sorts of useful things. Appropriate rolling stock can easily be constructed out of the bits mentioned above. I have made (and sold) a very passable non-air coal hopper on a Slater's 10' Midland Railway wagon chassis which took out second place in a modelling competition some years ago

(beaten by one Phil Badger!), and some RVR Way and Works wagons on PECO wagon chassis which were near enough for me, and I have spoken to others who were making coaches and wagons and brake vans out of the same sorts of bits for the same sorts of railway prototypes.

[Here in the original article I included a list of useful books, but many are now out of print. I still enjoy designing "might-have-beens", but now it's not necessary to try and solve the problem of representing something Australian. Modelling our prototype railways is easier than it has ever been. Buy a kit, support our local manufacturers, and get modelling!]



*Cessnock on the South Maitland Railways – an example of another private Terminus*

### Private Sale

The following 7mm items are available for private sale:

Scratchbuilt Spirit of Progress Set comprising CS, AS(x2),BS(x2) Diner, Parlour Car , unmade DS Shell. Lima Bogies and wheels. CS is powered with a Lima motor bogie \$300 + freight

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Send 2x50c stamps for photos if required

Keith Vanstan 4 Robyn Pl Delacombe Vic 3356 Ph 03 53 359 847

# BRISBANE REPORT

Kim Mihaly – Photos Anthony Veness

The 28<sup>th</sup> Annual Brisbane Miniature Train Show was held as always over the Long Weekend 30 April to May 2 2005 at the Brisbane Exhibition Grounds.

In order to broaden the appeal of the show, this was also the Brisbane Miniatures and Doll Houses Show.

Some of the trade operators were commenting that numbers seemed down on previous years, and some local traders attributed this to the clash of dates with the 2005 Brisbane Craft Expo held at Southbank over the same weekend, and the glorious autumn weather. This clash of dates actually worked in my favour as I was able to convince my wife to come to Brisbane with me (3 hour each way drive) and visit the craft show whilst I did my train 'thing', and we agreed to spend the same

amount of money !

Over 150 exhibitors were present including a good mix of local and interstate – sadly this Brisbane exhibition is the last that Lloyds will attend – they will be missed.

The O scale fraternity was represented by the following; **Queensland 1/4" SIG** displaying their 'kit helpers' (ie coach and wagon sides and ends), and a partially assembled pilot for a 2-6-0 that operated in all states and a Walkers DH (aka 73 class).

**O-Aust** displaying examples of his kits including the 48 class. Anthony Veness displayed a module from his layout, as a backdrop & Graham Holland was present on the Saturday and was showing his 19 & 50 class kits, and talking about his next project (see Commercial News). There

was great excitement when the 48 class got its first run on the 3 feet of track that was available. Peter Krause also kindly hosted the Aus7 Group to sell back issues and attract members. Four new members were signed up over the weekend – Welcome gentlemen !

**Robyn Taylor** exhibited her On30 Passionfruit Creek layout based on Victorian NG prototypes.

**Anthony Veness** won the Rodney James Memorial trophy for Best Rolling Stock for model of an S wagon. Congratulations Anthony.

Several of my favorites made an appearance, including Bolivia and Exeter Bank showing the NSW prototype and Esk and Caintode Flats representing the home state.



*7<sup>th</sup> Heaven Qld – 1/4" SIG & O\_Aust*



*The O-Aust/Bergs 48 class certainly looks the part*



*Century 50 class on modules by Anthony Veness*



*Award winning 'S' by Anthony Veness*



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(From our large magazine stock)

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<b>Finescale Railroader</b> (USA)	\$15
<b>O Scale Trains</b> (USA 1:48 scale)	\$13
<b>Model Railway Journal</b> (All popular UK scales incl 7mm)	\$12.50
<b>Narrow Gauge Downunder</b> (Australian NG)	\$10.50

## INTERESTED IN RESEARCH?

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Located on the ground floor at 67 Renwick Street REDFERN NSW 2016

The Railway Resource Centre maintains the archives of the Australian Railway Historical Society, NSW Division and is home to a collection of thousands of documents, periodicals and books on Australian railway history that the Society has acquired over the years. The collection, which the Society makes available to its members and the public for research purposes, contains many records not readily available from any other source.

A series of **Railway Resources Guides** are being produced to assist all railway / tramway enthusiasts and researchers to locate information on the various aspects of the railway and tramway systems in NSW. The following guides are currently available. Prices include GST and postage.

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BLH-03	Glenreagh to Dorrigo Branch Line	\$4.00	BLH-11	Fassifern to Toronto Branch Line	\$4.00
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Enquiries can be made by phoning 02 9699 2736 or email: [resources@arhsnsw.com.au](mailto:resources@arhsnsw.com.au) Research material can be provided (at a small charge) by post.

# GUNNA'S PROGRESS – STRINGYBARK CREEK

John O'Neil

Progress by the Gunna's group has been steady since the last update and the team has actually achieved several milestones, most significantly by agreeing on a name for the layout.

The layout has been christened Stringybark Creek, receiving Dave Morris approval after much banter during a lunch break at the last working session. Of course, those familiar with (model railway) groups will recognise the significance of a unanimous decision actually occurring!

The primary purpose of the work session was to assemble all the front modules, thereby allowing the track plan to be marked out in preparation for track laying. As Stringybark Creek is owned by a number of group members, the front 6 modules are being constructed by 4 people, with the end 4 modules by another 2 of the team. Rick White's scale track plan printout was rolled out, aligned and glued down. Thus allowing another achievement, the commencement of track laying. It is 'crossed fingers' from here till the next assembly re the accuracy of track laying

across the joins!

Up till this point in time, the layout has physically existed as parts (modules) and whilst the overall dimensions have been discussed, agreed and documented in Rick's scale drawing, it was an amazing sight to see the front modules consuming three quarters of Dave Morris' driveway when assembled end to end. When the end modules are added, we'll need a road closure during working session!

Recently the group assembled for a social session at Phil Badgers home for a review of scenery techniques and discussion on DCC. Phil had the team wandering around his yard collecting scenery materials and reviewing his rock collection. This has helped with the early formulation of the scenery concept for Stringybark Creek, with the focus on achieving the right look and feel for a layout based on the NSW North Coast area. North Coast native gum trees where also discussed and their physical size when modelling as the 'old growth' type in 7mm is daunting. Binnabri experience indicates some lighting challenges with shadows on backdrops and the associated

considerations needed for photography of SBC. Varying lighting sources where considered and the need to model shadows per the north coast was even discussed! Do the curtains fade up there? Roger Porter and Paul Chisholm impressed all with their excellent progress on two of the layout buildings. More impressive is the skill and expertise of these gents when considering they have designed and built both structures from calendar photos.

The discussion on DCC from Gary Spencer Salt was fast and furious from a real advocate of the technology and the group thanks both Phil, his wife Liz and Gary for a great time testing out the new BBQ!

With the objective of having SBC ready for the AMRA October long weekend model railway exhibition, the team have a considerable amount of work to complete in the coming months. With Daves leadership, enthusiasm and drive for quality track laying, SBC will hopefully take centre stage and demonstrate what a group of gunnas can achieve in what is a remarkably short time.

## Century Models

*Manufacturers of 7mm scale NSWGR  
steam locomotives*

*In production: 19 class*

*50 class*

*Coming soon: 30T class*

*Next project: 38 class*



Photo: Trevor Hodges

To order or for information contact  
Graham Holland  
PO Box 631 Nelsons Bay NSW 2315  
(02) 4984 1774

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# COMMERCIAL NEWS

Trevor Hodges

I don't know about any of you but I always find the news section of magazines one of the most interesting parts and I hope this is true of this column. Customers of model railway products would be well advised to keep in mind that most of the commercial producers discussed here literally run kitchen table, or at best back yard shed, operations and for this reason they don't have the wherewithal to provide customers with glossy brochures at exhibitions or to take out expensive advertisements in the mainstream modelling press. That is why this column, and to a lesser degree 7<sup>th</sup> Heaven itself, exist: to provide small suppliers with a cheap and convenient method of informing customers about their products. You can help us out by simply letting the owner of a business know you heard about them in 7<sup>th</sup> Heaven.

Like everyone else involved in the production of this magazine I'm a volunteer and do the work involved in my free (read for this "modelling") time. I try to make the information provided here as accurate as possible but sometimes errors creep in and misunderstandings occur. The best way to have these corrected is to contact me direct and my contact details are at the front of every issue. One small change I've decided to make as from this issue is that I will only include an item if I speak directly to the producer or sole retailer of that item. I'm interested in any commercial news related to O-scale modelling and this includes non-scale specific items and 1/4" scale.

## O-Aust

Just after writing the Commercial News column for the last issue I found myself thinking that it was time I contacted Peter Krause, the proprietor of O-Aust to get some information about what he was up to commercially. One of the things that prompted these thoughts was the photo on the cover of the issue #5. The photo showed a model that was of one of Peter's ACM kits built by Roger Porter. At about the same time some members of the

Aus7 Modellers Group attended the Brisbane exhibition and had a chance to talk to Peter, who is also a member, while they handed out membership applications and spread the word about the group. A couple of messages came through loud and clear from these conversations and so I thought I'd better make the phone call I hadn't found the time to make up till then.

Peter made it clear that a couple of things were causing him some minor irritation and these were that many people, including myself in one of the photo captions in the last issue, get the name of his company wrong by calling it Aust-O not **O-Aust**. I noticed the same mistake in the most recent issue of AMRM so I'm in good company. Secondly the repeated use of the term the "Bergs 48" was also getting on his nerves. I can fully understand and sympathise with his concerns so let's put the record straight: the 48 class diesel is a joint venture between O-Aust and Bergs, with Bergs making most of the running on the motorising mechanism through K&M Engineers and Peter's O-Aust developing the body work and detail. In future I'll try to ensure that I don't let the "O" in the company name float to the wrong end and I'll also ensure that Peter Krause gets the credit his company deserves for its part in the development of the locomotive kit. Kim also feels this is partly his responsibility as editor and will endeavour to ensure such details are given his due attention. As for the rest of you, try to remember the fact that the 48 is a Berg's/O-Aust joint project and Peter might be able to sleep better at nights.

While on the phone I didn't miss the opportunity to talk to Peter about his plans and products. He told me that the 48-class bodywork was completed and the one area that is still being worked on was the motorising unit. Peter is very happy with the way the pilot built models look and he is as anxious as everyone else to see the kit on the market. He had some production samples on display at the Brisbane show and everyone seemed very

impressed with these according to Peter and others who I've spoken to. He has a lot of time and money tied up in this project and he wants to see the kit in modellers' hands.

The initial production run of the ACM carriage kit sold out and Peter says he is having a bit of trouble keeping up with demand. You can order direct from him or through Berg's in Sydney and currently these orders are taking about a month to deliver with the kits retailing for \$450 each. Because of the success of the ACM Peter has plans for the release of another NSW carriage and this is likely to be a CR. These carriages were used in NSW branch-line traffic in conjunction with ACM's on lines such as those to Nyngan, Brewarrina, Bombala, and Lake Cargelligo. Modellers would need to check on their application to their chosen prototype. No details were available on delivery dates and prices as yet.

Peter and I discussed the recent history of his company and possible future directions and he acknowledged that O-Aust had developed and changed in the last couple of years. When first starting out Peter generally worked to a philosophy that he was simply providing other interested modellers with kits of stock he wanted himself. This range of kits had now been released and recently his mind has turned to where he was going to take the company in the future. Increasingly he finds himself responding to market demand and as such O-Aust has developed into a supplier to the market rather than just as an adjunct to his own modelling. However one thing he made very clear was that market demand was the driving force behind a push for improved standards in the kits and this will necessarily mean longer production lead times. Future projects may include a BCH/BWH bogie hopper with the development of a correct 7mm bogie for this wagon. This would be a very welcome development, especially if the bogie was available separately because those used on these



wagons were of very common types and saw service under many different wagons. Also in the pipeline are a 4 wheel 3000 gallon Shell tank wagon and a 5000 gallon Shell bogie tank wagon. Finally Peter has recently been working on a range of QR bogie rolling stock in 1/4" scale which will run on S gauge track.

You can contact Peter at [pa-rl\\_krause@bigpond.com](mailto:pa-rl_krause@bigpond.com) or on 0419680584 anytime or on 07 33665307 between 7 and 9 pm or if in Sydney purchase his range of kits through *Berg's Hobbies*, 181 Church St Parramatta, NSW, 2150, (02) 9635 8618, <http://www.bergshobbies.com/>

### Prototype Model Engineers – PME

Prototype Model Engineering (PME), PO Box 644 St Ives, NSW 2075, is a recently established company, which brings together Ron Sebbens, David Peterson and Phil Badger in partnership. It is PME's intention to produce and retail a range of 7mm scale products for collectors and modellers of Australian railway prototypes. PME is aiming to provide products of high quality in which the detail of the prototype is replicated accurately. PME relies on extensive research of the prototype and, for kit and component assembly, will reference this research to provide detailed assembly information. PME is currently preparing kits and finished models to Fine 7 or S7 standards for the following NSWGR prototypes:

- The Morts Dock Tender as running circa 1950's. For those persons who have previously placed orders for the kit, it is anticipated that the body components will be available by July 2005. The kit will include revised detail at no additional cost. The running gear, including bogies and wheels, and detail castings will follow.
- The 2000 Gallon (Six Wheeled) Tender, as used with the 12, 15, 16, 19, and 25 Class locomotives. This kit will be made available in the early version, circa 1920's, and later

version forms and can be built to represent tenders manufactured by Beyer Peacock, Dubs or Atlas.

- A dress up kit for the 19 Class locomotive produced by Century Models. This kit will include part or all of the following replacement components: a footplate assembly, frames, internal motion, and cab assemblies. The Cab assemblies will be made available in Porthole and Cut-away versions and are adaptable for early versions, circa 1920's, or later versions.

All of the above will be available for viewing as a sample or for purchase at the upcoming NSW 7mm Modellers Forum in September at North Sydney Leagues Club.

### Keiran Ryan Models

It sounds like Kerian Ryan, *Keiran Ryan Models*, 39 Coachwood Cres, Picton, NSW, 2571, (02) 46772462, [krmodels@iprumus.com.au](mailto:krmodels@iprumus.com.au), would like a dollar for every time he has been asked when the cast frog for point construction is going to be ready. If all this interest turns into sales the items should sell extremely well. The good news is that the master, to be used with code 100 rail, has been completed and dispatched to the caster and the castings should be back to him within the next six months. This should allow for the commercial release of this long awaited item within this time frame. Will the frog be available for the next BDO? I imagine Keiran would like to think so but he's not willing to commit himself at this stage.

One exciting announcement from Kerian is his intention to produce a range of components that will allow modellers to produce an accurate NSW 7mm lower quadrant signal. These components will include a lower quadrant signal arm, spectacle plates, counter weights and marker lamps and an etched post. The intention is to allow the modeller to use a tube post if this is desired following the methods outlined in Ian Millard's article in *Australian Journal of Railway Modelling* # 8. We might be able to convince Ian to produce

a construction article for 7<sup>th</sup> Heaven when these items are available. Now that would be good.

Work progresses on the 20-class. Methods of manufacture sound very cutting edge and should give accurate results. Extensive prototype research for the project by Keiran should enable the modeller to produce a locomotive from just about any era in which this class ran. This should allow the modeller to have a model that accurately reflects the era he or she is modelling and not be limited to a locomotive just from a later era.

### Century Models

Graham Holland of *Century Models*, PO Box 631, Nelson Bay, NSW 2315, (02) 49841774 spoke to me about his current and upcoming projects. He has set himself some ambitious targets and has been doing a lot of planning and is now ready to reveal some of these plans publicly. Of Century Model's current projects the 30T is coming to fruition and the 32's pattern work has been started. Estimates are that both these locos will emerge at approximately the same time. The reason for these releases coming so close together is explained by the use of a new pattern maker and in fact some overlapping in the programme will be unavoidable to start with. Firm orders will be accepted for the 32-class from June 2005.

The most interesting and exciting news is that Century Models is ready to jump into heavier power with the announcement that work is starting on the production of a programme of new locomotives and passenger stock. The first locomotive in this programme will be the NSW 38-class in both streamlined and unstreamlined versions. To accompany this release Century Models will also produce a five car HUB set of passenger carriages. These carriages will only be sold in sets of five with additional cars to follow allowing the modeller to make up a seven-car set. The patterns for the 38-class should be available for viewing at the next NSW 7mm Modellers Forum in September. Following these releases Century Model's plans for

2006 are to produce a 57-class, an AD60 Garratt followed by a Belpaire boilered NSW 36 class with a round top to follow if there is sufficient interest. However that is not all, there are also plans for the release of a range of other NSW passenger stock that will include 72'6", BS and FS carriages.

### Berg's Hobbies

Peter Berg of *Berg's Hobbies*, 181 Church St Parramatta, 2150, 02 9635 8618, <http://www.bergshobbies.com/> has passed on some interesting news. The NSW 18-class 0-6-0 tank locomotive project is very near completion. By the time you read this people who have filled out an expression of interest form should have been contacted about whether they intend to buy a kit. These kits are produced in small batches and it's essentially "first in best dressed" if you want to get your hands on a kit quickly. At the time of writing (late May) Peter said the first kits were only two weeks away from being ready for delivery with just a few minor parts still needing to be sourced. While all firm orders will be filled there may be short delays as each batch of kits is forwarded to customers after they finalise payment. Final pricing will be \$995.00 for a kit with rigid chassis. You can add \$29.95 to this price for one with sprung horn-blocks. This price is for the model with the options on display in the

shop. Some people who have placed orders have indicated they wish to have a headlight, rear light and generator, and these items will be produced over the next few weeks. Price of these options will be advised.

There's still no final word on delivery dates or costings for the O-Aust/Bergs 48-class diesel as yet but Peter wanted me to mention that the system of batch production mentioned above also applies to this kit. Delivery and production decisions for this and other kits are primarily based on the buying habits of customers and sales of the kits and he made it clear that only a very limited number of kits will be stocked for sale in the shop. The rubber moulds used in the production of such kits have a limited life and before a new one is produced enough orders need to build up to justify the cost of the next one being made. All firm orders will be filled however customers should be aware that they should get their money to the shop quickly when the kit is released because delays may be experienced in filling later orders after delivery begins.

### The Railcar

Finally I thought I might make a quick mention The Railcar, 17 The Breakwater Corlette, NSW, 2315, Australia, Ph/Fax: (02) 4981 0668, <http://www.railcar.com.au/> and email at [railcar@nelsonbay.com](mailto:railcar@nelsonbay.com), a

retailer who stocks an extensive range of mainly US source O-scale items. Not to put too fine a point on it I'm always in the ears of retailers trying to convince them to provide members with discounts. The following are the proprietor's own words:

"Whilst we do not offer individual discounts we do offer discounts on bulk purchases. For example, Mt Albert Scale Lumber can be purchased in bulk meaning a substantial saving to your members. For mail order, we require a minimum purchase of 20 lengths. For example, 20 lengths packaged 1 x 8 lumber (5 lengths per packet) would cost \$26.00. If you bought it in bulk (unpacked) the 20 lengths would cost \$12.00. Additionally, purchases of 10 or more detail parts from the same manufacturer attracts a 10% discount. By placing a combined order your members could attract this discount."

This sounds like a good deal and it may be something members can take advantage of, especially if they are working on projects together. I'm pretty sure Kim could find a space in each issue for any member who might want to contact others willing to join forces to purchase items at a discount. (Ed : Yes I can) Along this same line we could also probably find space for classified ads if members want to place them.

## O-Aust Kits

**Suppliers of O gauge Australian Rollingstock as kits or ready to run**

### Current release:

NSWGR ACM  
Branchline Sleeper

### Next Release:

NSWGR 48 class  
In conjunction with Bergs



### Also available:

NSWGR S wagon  
NSWGR MRC  
NSWGR MLV  
NSWGR UME  
NSWGR BCW  
NSWGR CW  
NSWGR BHG

### O-Aust Kits

PO Box 486 Ashgrove Qld 4060 or e-mail [pa\\_rl\\_krause@bigpond.com](mailto:pa_rl_krause@bigpond.com)  
Kits also available in Sydney from Bergs Hobbies 181 Church St Parramatta.  
(Note Ready to run rollingstock available to order only)