

# 7<sup>th</sup> Heaven

Issue 8

January 2006

Price : \$3.00



**In this issue :**

**A (st)Ring of Pearls :**  
An approach to designing  
modules for exhibitions

**Light of My Lifestyle**



Official Newsletter of the Aus7 Modellers Group

---

# AUS 7 GROUP NEWS

## Big Day Out

The NSW 7mm Modellers Forum is on again on Saturday 25th March 2006. Registration will commence at 8:30am, with a 9:30 start for the presentations.

It will again be held at the Noth Sydney Leagues Club -12 Abbott St, Cammeray.

As always it promises to be an interesting day with several traders attending and speaking to their new

and planned products.

Rodney Barrington will be talking about the Tumut to Batlow branch including tips on planning the layout.

Phil Badger and Ron Stebbens will present an etching workshop after lunch, and the day will conclude with a shunt off comparing how couplers from different manufacturers compare.

Entry cost is a \$20 donation on the

day + a model to display (works in progress are GREAT).

For further details contact Nick Sheridan a/h 9956-6552, w/m 0421-058-945, [nick\\_sheridan@hotmail.com](mailto:nick_sheridan@hotmail.com)

RSVP TO NICK ASAP – even if you're not sure, give him a call!

---

## Articles Wanted

The Editor welcomes contributions of any type to 7<sup>th</sup> Heaven, be it a photo, or diagram, a couple of paragraphs or a small book – of course do not submit anything that you have submitted elsewhere !

### What to write about

In a nutshell – anything to do with modeling in O scale that interests you.

Examples include; scratchbuilding locomotives or rolling stock, construction notes for building a kit or a module, layout photos, discussions on electronics, track planning, or a prototype trackplan, or photo that has inspired you.

### Submission Guidelines

Submissions may be sent by email to [kim.mihaly@tpg.com.au](mailto:kim.mihaly@tpg.com.au) or by mail to The Editor, 120 Folkestone St Stanthorpe Qld 4380.

Handwritten contributions are welcome.

If submitting electronically please supply text and photographs separately.

### Text

Text should be in either Word, rich text (.rtf) or plain text(.txt) format.

If you are using Microsoft Word please use the 'normal' style for the body and the predefined heading 1, 2 & 3 styles, and if you are using Word please run the spell and grammar checkers (press F7).

Please do not try to format the page into columns. The software used to produce 7<sup>th</sup> Heaven does not understand Microsoft's columns and it takes valuable time to sort out the problems that creep in.

Do not include photos or diagrams in the body of the text. Please put a reference to a photo where you think it should go eg <<Track plan 1 here >>. There is no guarantee that diagrams will be placed where suggested because it may not fit when the page is formatted.

### Photographs

You must have permission to use a photograph if it was taken after 1952 (copyright lapsed on all photos taken before the end of 1952).

Ordinary film photographs are welcome, the editor can scan them – please include a SSAE if you would

like them returned.

Please supply any photograph at the highest resolution the camera takes them at. Quality does not suffer if I reduce the size to the size needed, but if I have to enlarge the photo to fill a space then the quality may suffer.

If sending digital photographs please include a separate document with a suggested caption and the file name – it would help if you rename the photos before sending them eg 'Front ¾ view O-Aust 48 class' rather than 'dsc0034.jpg'

All articles, illustrations and photographs remain the property of the author, and must not be reproduced without his/her permission.

---

### Membership Reminder

All memberships lapse on the 1st April.

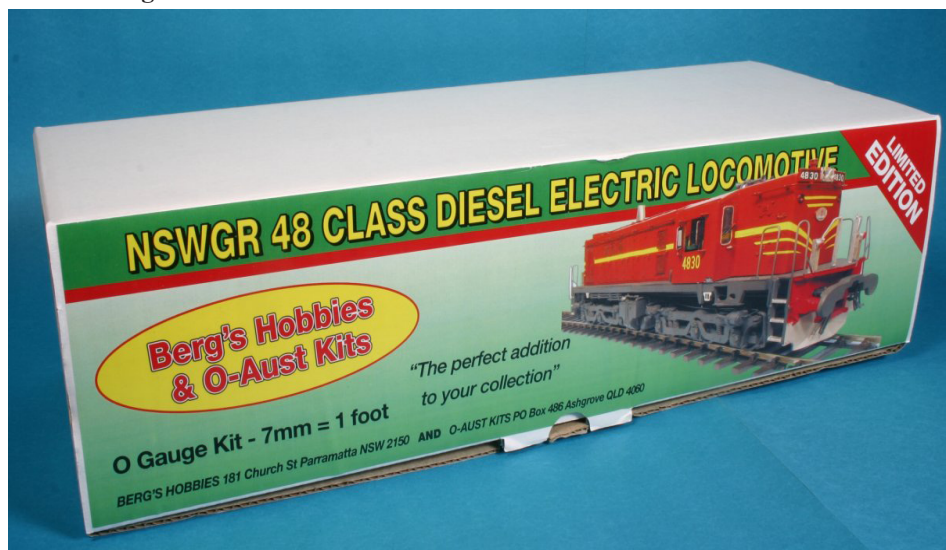
Issue 9 (April 2006) will be the last members will receive unless they renew their membership.

Renewals should be sent to Trevor Hodges  
24 Chester St Warren NSW 2824



# ONE MODELLER'S VIEW

Trevor Hodges



About a week before Christmas 2005 a large post pack appeared on my doorstep. This package came via Australia Post rather than the North Pole, but even Santa's got to move with the times I suppose. For those of you who haven't yet heard, the long awaited Berg's/O-Aust 7mm scale NSW 48 Class kits have begun arriving in batches. The first batch were quickly collected by, and posted to, a few lucky purchasers and all those who have put in an expression of interest should be contacted in the new year to determine whether they wish to place an order.

The day after my kit arrived I was driving through the Central West NSW town of Narromine, situated on the rail line between Dubbo and Cobar. There in the yard sat two battered and blue 48's, waiting to do what they do so well, which is just about any job asked of them. Not for the first time I marvelled at the longevity, reliability and flexibility of this particular class of locos. 4801 was delivered in 1959! Only a few classes of steam locomotives could claim a longer unbroken run but even with the current crop of sell offs, mergers and rationalisations there seems no end in sight for this "backbone of the railways", to quote the recent R. G. Preston book on the 48.

It's been approximately twenty years since the HO scale TRAX r-t-r 48-class was released onto the local market. It is no exaggeration to say that this single development revolutionised the modelling of not just NSW but all Australian prototypes. Before the TRAX 48 it was quite difficult and expensive to model an Australian prototype. After it was released modelling a local prototype gradually became the norm with an ever-expanding range of local locomotives

and rolling stock to choose from.

Will the release of the Berg's/O-Aust 48 have the same "revolutionary" effect, but this time in 7mm/O-scale? There is little doubt that this locomotive does have the potential to attract quite a number of new modellers into the scale: those who are scared off by the need to assemble a steam locomotive, those who want to model a more recent era or those who simply don't like steam (do such Philistines exist?). On one criterion alone, that of cost, this new kit cannot reasonably be described as "entry level". A purchase price of \$1350.00 will put it out of the reach of many. However a purchase price of well over \$2000.00 for a single HO brass locomotive is not unheard of so on the other hand we shouldn't kid ourselves that this sort of price for a locomotive is unprecedented. For many of us it seems that if we want something badly enough we have ways of finding the money. Perhaps now's the time to sell some of that "excess to requirements" HO stock on E-Bay?

To be honest we don't know what the longer-term effects of the release of this kit will be on our scale/s. However I know a lot of people who have been itching to get their hands on one of these kits with at least one person I've heard of buying three! Well after a good long wait the kit is available and I suppose the rest is up to us. I have a feeling we've reached a fairly important milestone in the development of our scale/s but whatever the future holds, let's all enjoy ourselves as we participate in the best hobby there is and don't forget to send us a photo after you've built your kit. I've got a feeling 7<sup>th</sup> Heaven may be in danger of becoming 48<sup>th</sup> Heaven!

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

Editor: Kim Mihaly

### Contents

- 2 Aus7 Modellers Group News
- 3 One Modeller's View
- 4 How fast is my train going ?
- 5 A (st)Ring of Pearls
- 6 Light of My Lifestyle
- 7 Turning a Concept into Reality
- 12 How many wagons will my loco pull
- 13 Commercial News

### Editorial Address

120 Folkestone St Stanthorpe Qld  
Ph 07 4681 1031

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

### Advertisements

Full Page - \$50.00 Half Page - \$25.00  
Quarter Page - \$12.50 Eighth Page - \$8.00

All advertising must be paid prior to publication. Please contact the President or the Editor for any advertising enquiries.

All advertisements must comply with the Trades Practices Act.

### Back Issues

Please contact the editor to obtain back issues. All issues are \$3.00 each including p&h.

### Aus7 Modellers Group Inc.

#### President

Keiran Ryan  
39 Coachwood Cres, Picton, NSW, 2571  
(02) 4677 2462  
[krmodels@gmail.com](mailto:krmodels@gmail.com)

#### Secretary

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

#### Web Site

[www.aus7modellersgroup.com](http://www.aus7modellersgroup.com)

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

#### On the cover:

*A scene from Trevor Hodges' Morpeth.*

# O-AUST KITS PURCHASES CENTURY MODELS

Graham Holland, PO Box 631, Nelson Bay, NSW 2315, (02) 49841774 has announced that Century Models has been sold to Peter Krause, proprietor of O-Aust Kits. This sale includes the Century Models name, the masters for the kit range and the ongoing development of the (C)32 class locomotive.

Graham wished to make it clear to his existing customers that he will be completing the development and delivery of all orders placed for (C)30T 4-6-0, (Z)19 0-6-0

and (D)50 class locomotive kits prior to the date of the sale of the company.

The handover of the company occurred on the 14th of February 2006 and any orders placed after this date will be the responsibility of the new owner. Customers who have placed orders for (C)32 4-6-0 class kits will be contacted individually by Graham to discuss the options available to them, as the further development of this kit is in the hands of the new owner.

The planned production of the 6 wheel tender has been cancelled and those who have ordered a (C)30T with this tender option will be offered a T class bogie tender as a replacement.

Graham has asked any customer who has questions regarding these developments to contact him direct. Both he and Peter Krause have made a commitment to be at the upcoming 7mm Modellers Forum on the 25th of March.

## HOW FAST IS MY TRAIN TRAVELLING?

John Lee

Most people model pre metric times so I give the example in miles per hour (MPH).

A vehicle travelling at 60 MPH covers 88ft/second. At 30 MPH the same vehicle travels 44ft/second

A WHX wagon is 44ft long.

A WHX whether 1:1 size, a 7mm model or 1:48 model when it passes you in one second is traveling at 30 MPH in the case of the full size vehicle and 30 scale MPH in the case of the 7mm/1:48 model.

This rule is approximate for vehicles 'near enough' to 44ft i.e. a group 2 S wagons (model) passing by in one second would also be traveling at approximately 30 scale MPH.



PHG - Roger Porter

## *Gwydir Valley Models*

**IRDOT Infrared Train Detectors  
Automatic Shuttle and Signaling Systems**

## **LIGHT WORKS**

**Neon signs and Billboards  
Try our new Fish & Chips sign  
DIGITAL SOUND MODULES**

**Bring your layout to life with digital sound, Trains  
Animals, Nature, Track Gangs Kookaburras  
Galahs or Sawmills**

## **Billboard Decals**

**Agent for Kappler Scale Timber**

**Constant Brightness Directional Lighting  
Units**

**Miniature Light Globes 1.5volt 1.2mm dia.**

**Golden White LEDs for that real headlight  
look**

## **RUSTALL, Rusts Anything**

*Mail orders to: P.O. Box 740 GLEN INNES NSW  
2370*

*We accept-Cheque Bankcard, Visa, Mastercard*

**Phone: 02 6732 5711 Fax: 02 6732 1731**

**Web: [www.gwydirvalleymodels.com](http://www.gwydirvalleymodels.com)**

# A (ST)RING OF PEARLS - A MODULAR APPROACH

In issue 3 of 7th Heaven, David Morris called for a group to build an exhibition layout to showcase our scale. The fact that the group went from this call to exhibiting at the Sydney MR Exhibition in 12 months is a credit to all involved, and no one can doubt that Stringybark Creek has become an excellent ambassador for our scale.

However something more flexible is required for us 'out of towners'. The Aus7 Modellers Group has members scattered all over Australia. A single layout approach is impractical for these members as we all may have different interests & may even follow prototypes other than the NSWGR.

It may be possible to establish something like NTrak or HOTrack for our scale but the rigidity of design this causes creates difficulty in a home setting, and there can be a really jarring effect when say a desert scene is placed next to an industrial scene and frankly 7mm requires too much room to allow us the luxury of a home layout as well as one or more modules to exhibit- so whatever approach is chosen the module must be able to be accommodated in a home layout !

## The Concept

When Stringybark Creek was being canvassed Trevor Hodges proposed a different approach he called the 'String of Pearls', the idea lapsed until Keiran Ryan raised it again as the 'Ring of Pearls' in the Yahoo newsgroup as a means of overcoming some of the abovementioned problems. In the article 'A Concept turned into Reality', Keiran presents the first of two parts describing a practical implementation of this concept.

The words that follow are taken from Trevor's original proposal.

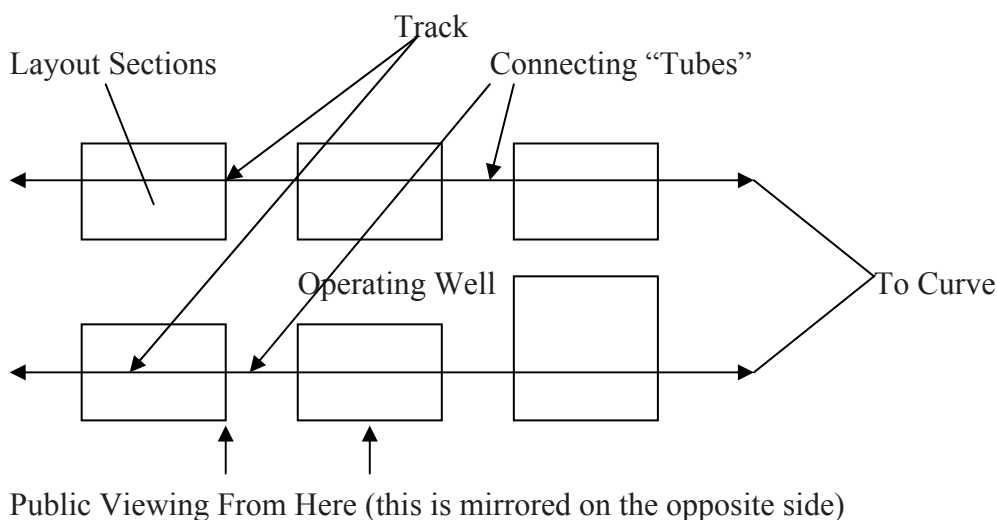
*"... each pearl (a member's individual layout section/s) having a connection between them that allows them to be separated and rearranged depending on circumstances. I believe each builder should make an individual, discreet section to standard dimensions. This standardisation only needs to be for section length, rail height above the floor and electrical operating system & connection and possibly track code on the main ... The connections between sections could be made by short (say 100 or*

*200mm) bridging pieces, which could have a minimum profile and essentially act as "tubes" of track between member's sections. These bridging pieces would have "universal" connectors at each end that can be joined up to anyone's section in the group and they could be owned collectively, as would the end curves to allow for continuous running.*

*.... In this design you aren't trying to get a single integrated "scene" such as with a fully harmonised standard layout. Rather you're after an N-Track style standard section to allow for individual members to follow their own path but this design attempts to overcome the jarring effect of butting up sections of layout with completely incompatible scenery. In fact the sections probably should be made with backdrops around three sides (back and both ends) in the style of my Queens Wharf modules with holes cut each end to allow for the passage of trains between sections via the connectors...."*

In a home setting if there is not the room for a full loop, the module(s) could be fed by one or more fiddle yards depending on the space available.

## String Of Pearls Layout





## LIGHT OF MY LIFESTYLE

Trevor Hodges

We're always talking about how hectic life is these days and how we never have any time to do the things that are important. Well I'm a firm believer in having a vicarious lifestyle, in fact the more vicarious the better. What does the word vicarious mean? Well it roughly translates as experiencing something through the direct experience of others. So given the choice of actually doing the gardening, restoring a vintage car and building myself a set of shelf units or watching some attractive young woman like Suzie Wilkes do it on TV, preferably in a pair of shorts and a T-shirt, I'll pick watching someone else do it every time.

However while I'm too busy to actually do the job myself, but not too busy to watch someone else do it on TV, this isn't to say I haven't picked up some extremely useful ideas from watching endless make-overs of derelict spare rooms, disastrous backyards and overweight celebrities. One item that got my attention was the ultra low profile fluorescent tubes that are often used to do under cabinet lighting in kitchens these days. My eyes need all the help they can get and I was finding modelling at night a bit of a strain because of insufficient

light on my workbench. I didn't just need light on the work piece either: I needed light on the tools and the general workspace of my workbench. However what I didn't want was another lamp perched above my bench.

The accompanying photos demonstrate the use to which I put one of these lights, which I picked up at a Bunnings for about \$45. The light was installed under the lower shelf of my workbench and took about an hour to install because I had to drill some holes and cut a slot in the hutch of my workbench for the power lead. The light comes with two types of brackets from which it can be hung and I installed it with the light facing toward the back of the hutch so that it didn't shine in my eyes. It's thin and light, plugs straight into a wall socket and can be ganged together with other similar light fittings with short joining leads



available for a couple of dollars. For me this fits into that category of "why didn't I think of doing this before"? If I had watched even more lifestyle programmes it probably would have.



## Century Models

*Manufacturers of 7mm scale NSWGR steam locomotives*

*In production: 19 class  
50 class*

*Coming soon: 30T class*

*Next project: 32class*



Photo: Trevor Hodges

To order or for information contact  
Peter Krause  
PO Box 486 Ashgrove QLD 4060  
[pa\\_rl\\_krause@bigpond.com](mailto:pa_rl_krause@bigpond.com)

# TURNING A CONCEPT INTO REALITY

Keiran Ryan

I'm currently building a set of modules, which will be used to model the station area around Narellan on the Camden line. I'll use these modules and draw on the experiences I've had in building them to illustrate the next part of this article.

The layout of these modules is shown in diagram 1.

The centre of the layout has 3 modules totaling 5.4m in length and will depict the station area of Narellan. A single and quite separate module to the left depicts the countryside around Kenny Hill, Bow Bowering Creek, and a further separate module to the right depicts Cowpasture Bridge, indicating that traffic from Narellan is obviously heading for Camden and the return traffic to Campbelltown via Narellan. The end modules are offset 15 degrees to the main 3 modules, creating an amphitheatre effect. The gaps between the modules have black curtains between them to create a definite visual break.

Now that's OK for Narellan, but what if someone wanted to put individual modules on either end of any my modules? Well it wouldn't matter, because we have these visual breaks. So in essence what we now have a 3D art gallery of model railways. What better way to show the general public

our work, and what better way to allow modellers to get into 7mm modelling? You see, we need to make 7mm more accessible, show that it can be done in a small space, or with the help of others, and explore the opportunities that allow us to use our imagination, with new ideas and new methods, we need to stop limiting ourselves, turn things in the opposite direction and say we CAN do things, rather than saying we can't.

Now that you have the concept what about a plan of the modules, and some drawings of the possibilities that can be had by using this method. Diagrams 2 and 3 show some possible configurations.

The modules are based on the original modules that I wrote about under a web article call the \$100.00 module. These modules were going to be used on my HO scale Peak Hill layout, but unfortunately this layout never got built. The original modules were built from 9mm plywood however with the new and better materials available today the construction method has evolved. For me it was only natural to attempt to make the modules from lighter and easier to use materials so the modules are now built from Qubelok aluminum square section with plastic connectors. A full parts

list for the modules I describe may be found on page 11.

## Qubelok Components

Qubelok consists of a 25mm square aluminium section, that is connected with a variety of connectors.

The connectors are made from black plastic and come in many configurations, as can be seen from the photos below. These photos represent some, but not all connectors, including a plug to fit the Qubelok as a footing. While this system is very useful, and great for model railway layout construction, it can only be used in a right angled configuration as there are no connectors available for angles other than 90 degrees. For any angle outside 90 degrees the Qubelok aluminum would need to be welded, as were the tops of the trestle legs as will be discussed later in this article

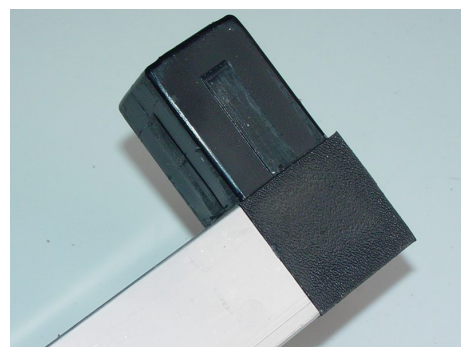


Photo 1 - Simple 2 way connector on aluminium section

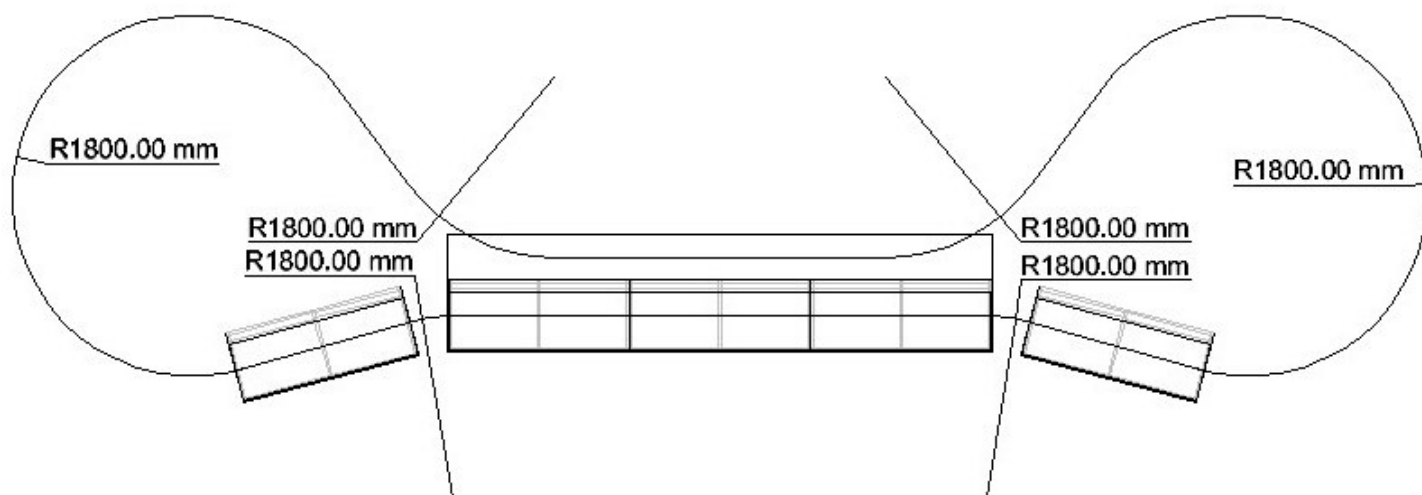
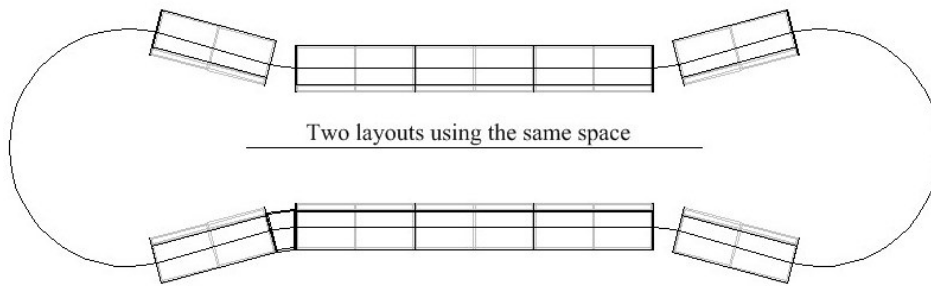
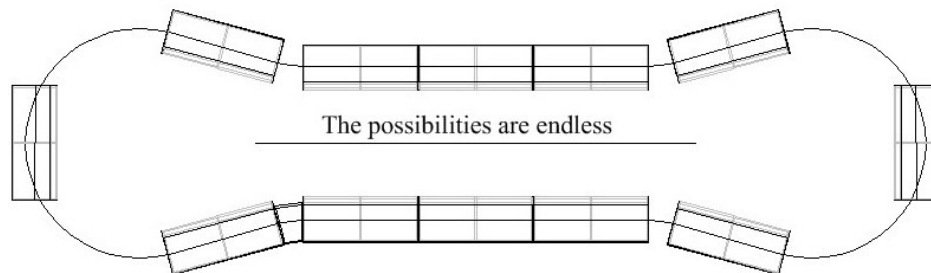


Diagram 1 - Narellan Concept





Diagrams 2 and 3 showing other configurations



The aluminum section is produced in 6.5m sections, and can be purchased for under \$25.00 per length, with the connector's varying in price, but all under \$2.00. The aluminum section can be cut to size on request, with a cutting tolerance of + or - 2mm. The cuts are clean and square with very little work needed apart from ensuring that all pieces are the same length. I prefer to have the pieces cut, over size and I then trim them exactly to size. While this may require more work, I am confident and happy with the end result.

## The Profile Template



Photo 2 the 6 way connector

A profile template was made to the dimensions in diagram 4 below and cut out from a piece of 17mm ply by Mark Fisher (a fellow "Aus7" member). This template is used to manufacture consistent profile shapes from 4.5mm ply, which are used to sandwich the profiles made from the aluminium Qubelok as may be seen in diagram 5 and photo 3. The 4.5mm ply allows the Qubelok frame to become a rigid profile, eliminating the possibility of

## "Qubelok Droop"

These 3 profiles coupled together with the top and bottom valance and the curved backdrop, make for a very

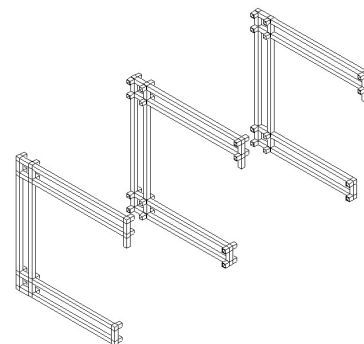
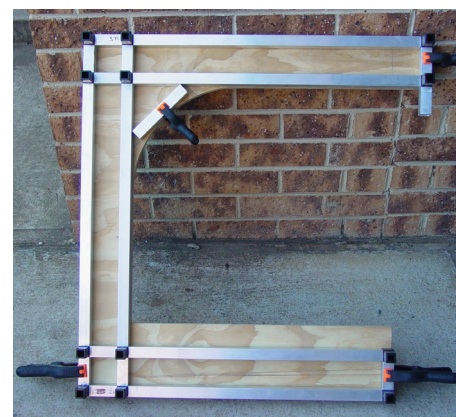


Diagram 5 & Photo 3 Qublock being sandwiched in ply profile



rigid frame work while still allow a small amount of flex.

Each module has 3 aluminium profiles

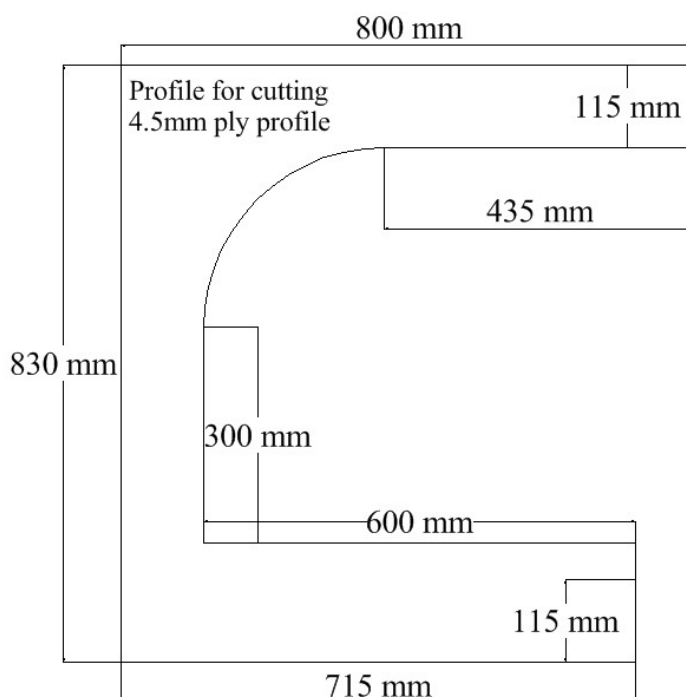
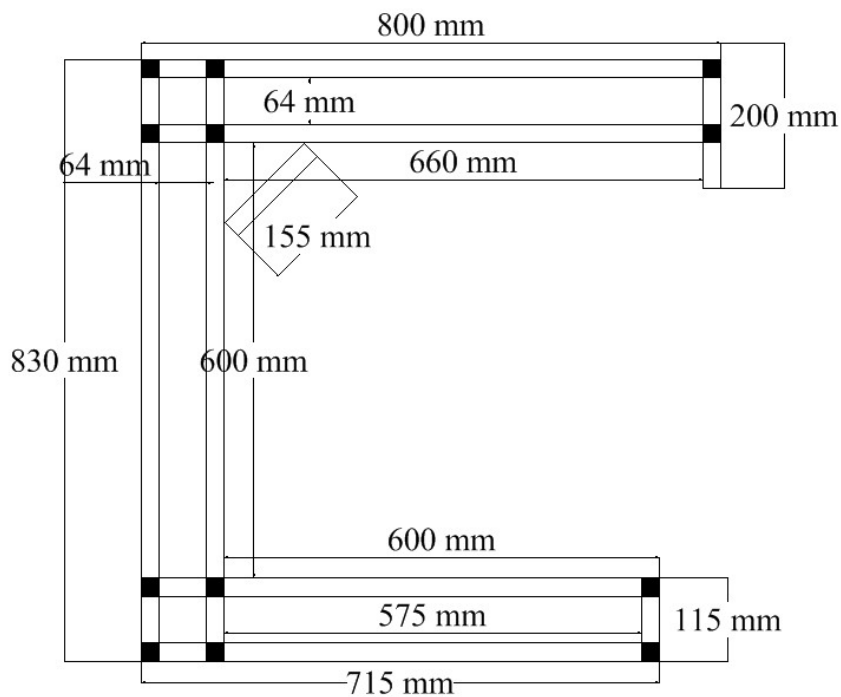


Diagram 4 - The profile Template





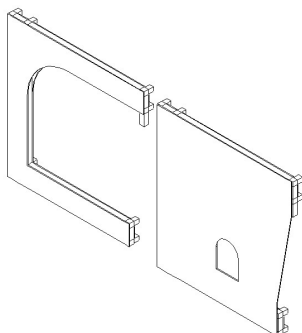
**Diagram 6 - Dimensions of Queblock to match ply profile**

and so require 6 x ply profiles, with the inner ones suitably notched where the Qubelok attaches.

The templates at the very end of the "Narellan 3" will have a complete profile with no curved section, (Image 18) as they will be representing the end of the section with a cutout at the location where the track will be placed. Individual modules will also require the very end profiles to have holes cut into them for the same purpose as the ends of the "Narellan 3" modules. Diagram 7 shows both methods of covering the ends of the modules. A curved backdrop of 3mm (sealed) craftwood is attached to the profiles with liquid nails, allowing the whole module frame to become more rigid.

### The Trestles

The height of any layout is always up for debate. "Whom is the layout being



**Diagram 7 - The end profiles**

built for?" When this little gem raises it's head the debate goes into over-drive. In my opinion, chest pocket height is just right height for the track. It is a good height for viewing 7mm models, and for children and short adults there is always the option of viewing platforms at the front of the layout. There is an allowance for 150mm adjustment in the trestle design that will assist in adjusting the layout when floors are not absolutely level.

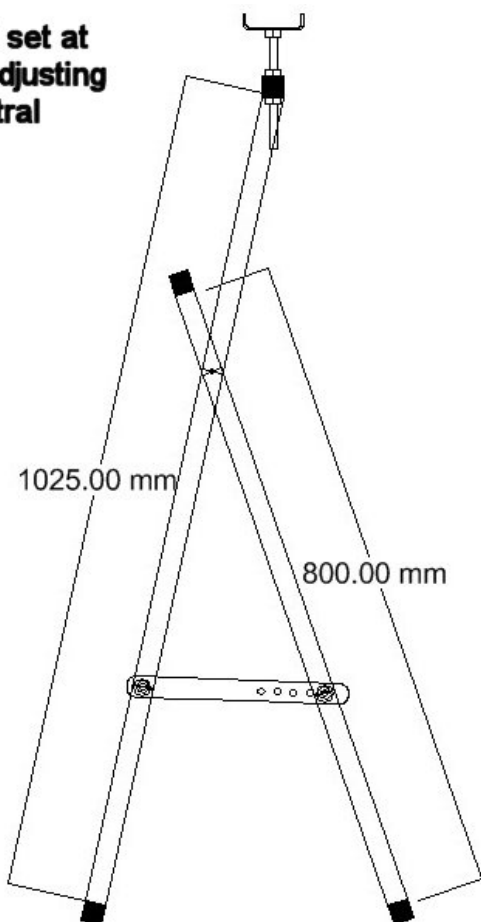
When Stringybark Creek was being developed I had a few steel trestles previously designed from drawings by the late Rodney James. These trestles were modified to suit SBC and a quantity were made and distributed to individual members. When the ROP was conceived I wanted to keep weight to a minimum, mainly for transport reasons: more weight = bigger trailer, bigger trailer = more cost. So I took



**Photo 4 - A completed trestle**



**Trestle Height set at  
1150mm with adjusting  
screw central**



**Diagram 8**

the trestle dimensions of the steel trestles and using Qubelok and other aluminium section, constructed new trestles, and with the help from Warren Clowry (an Aus7 member), had the top of the trestles welded because it sits on an angle to the legs and needs to be parallel, or close to it, to the floor.

The angle of the top bar is between 12-17 degs, dependant on the location of the holes in the support bar and the bars length. The width of the trestles is 550mm to suit my modules but if

another modeller's modules happened to be wider then the trestles could also be widened. It was my hope that the trestles' legs would be housed one inside the other when they were not in use, but to ensure that the weight is located centrally on the trestles this was not possible.

The top adjusters are made from 40mm aluminium flat bent to shape, drilled and tapped to accept the booker rod. The rod is fitted with lock tight, a locknut and the top of the rod



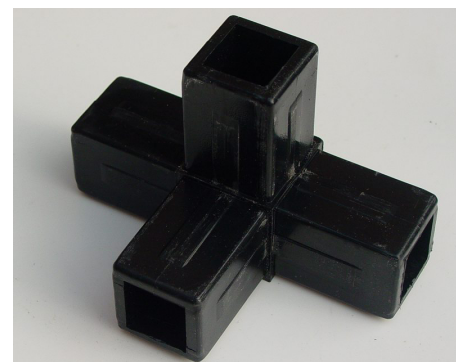
**Photos 5 & 6 The supports and leg braces**



penned over with a centre punch at 4 locations.

A parts & price listing for one module is listed on page 11 and this includes the Qubelok, connectors, timber profiles, lighting, foam road base and aluminium trestles. Basically all that you need to start laying track.

In the next part of this 2-part article, Keiran will describe in depth the joining sections between the main and the single modules, the track centre locations and the method of track laying from the modules to the fiddle yard at the rear of the layout. A track plan for the Narellan layout will also be available.



Some of the other connectors



# Module Parts List

## Qubelok Section - (4 lengths)

1 - 3 x 862,  
2 x 660,  
2 x 600,  
1 x 575  
2 - 3 x 862,  
2 x 660,  
2 x 600,  
1 x 575  
3 - 3 x 862,  
2 x 660,  
2 x 600,  
1 x 575  
4 - 3 x 862,  
3 x 575

The remaining material, will allow the cutting of the 33 x 64mm sections

12 only x 862mm  
33 only x 64mm  
6 only x 660mm  
6 only x 600mm  
6 only x 575mm

Cost approximately \$80.00

### Connectors

10 only x 3 way corner  
15 only x 4 way corner  
9 only x 5 ways  
2 only x 6 ways

Cost approximately \$50.00

### Hardware

2 x 1200mm x 2400mm x 4.5mm ply  
cost - \$60.00  
1 x 1200mm x 2400mm x 3 mm  
craftwood cost - \$15.00  
2 only T5 Florescent lamps 1 x 600mm  
1 x 900mm cost - \$60.00  
1 only piece of 50mm high-density  
foam 1809 mm x 600mm cost -  
\$34.00

# Trestle Parts List

The following parts wiill build 1  
trestle only. Two trestles are required to  
support each module.

## Qubelok Section - (1 length)

1025 only x 2  
800 only x 2  
500 only x 2  
440 only x 2

Cost approximately \$20.00.

### Connectors

6 only x 2 ways (cost \$10.00)

### Flat Aluminium

2 x 275mm long 25mm x 3mm  
2 x 110mm long 40mm x 5mm

### Incidentals

2 only x 150mm long - 10mm  
booker rod  
6 only x 10mm nuts  
4 only x 10mm flat washers  
2 only x 1/4" x 2.5" long bolts  
4 only x 1/4" X 2" long bolts  
6 only x 1/4" nuts  
16 1/4" flat washers

Cost for incidentals \$10.00

# O-Aust Kits

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

### Current release:

NSWGR 48 Class Diesel

### Current Projects:

NSWGR BCH & BWH

Shell 5000 Tank; Shell 3000 Tank



### Also available:

NSWGR ACM  
NSWGR S wagon  
NSWGR MRC  
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)



## HOW MANY WAGONS WILL MY LOCOMOTIVE PULL?

John Lee

The following is really a mix of 2 rules of thumb so treat it as 'being in the ball park'.

The drawbar pull or tractive effort in a model locomotive is the result of loco weight on driving wheels, wheel size, gearing, motor efficiency and even the type of wheel and rail material.

The drawbar pull can be calculated using slope or spring balances but opinion in US model rail magazines is that drawbar pull in models is generally between 15% and 25% of loco weight.

### Rule #1 – I'll adopt 20% of weight .

This means that if I have loco weighing 1.5kg (1500 grammes) then I can expect it to have drawbar pull of around 300 grammes

### Rule #2 - A pull of 1% of a wagon's weight will be required to overcome resistance to start on a level track

This rule is extrapolated from 2 sources:-

In September 1984 Model Railroader, page 20 it is stated that :-

'according to NMRA data a typical 4.25 oz car .....offers 0.043 oz of resistance' .....

In other words resistance is approx 1% (.043/4.25) of car weight.

In Railmodel Journal June 1990 page 36, Robert Higgins, who uses slope to ascertain tractive effort, determined that a P&D Hobbies plastic F9A 'O' scale diesel ( a relative of the Atlas 'O' scale diesel

sold in the past by Punchbowl Hobbies):-

weighed 30.88 oz

developed 5.79 oz of tractive force\*

pulled 55 cars \*\* on the level

#### NOTES

\* this is equivalent to 18.75% of loco weight of 30.88 oz.

\*\* As each car required about 1% of tractive force it must have weighed about 10 oz (280g) and required about .1 oz (3g) to start

I do not know how much O-Aust's 48 class weighs nor do I know what its tractive effort is but I'll apply rules #1 and #2 and make a bold prediction:-

*Assuming the 48 class weighs 1.5 Kg it will, on a level track, be capable of starting 75 free rolling BWH wagons each weighing 400g.*

From rule #1 – assumed tractive effort 300g. (20% of 1.5kg)

From rule #2 each BWH requires 4g (1% of its weight of 400g) to start.

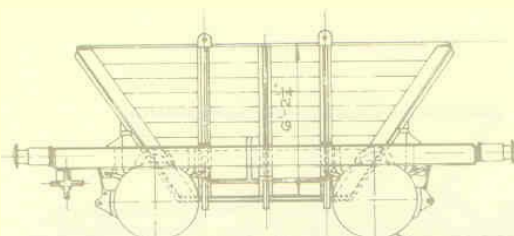
Therefore  $300/4 = 75$  wagons

"Fools rush in where angels fear to tread"

## TRAINMASTER

Announces

**The LCH Coal Hopper**  
**Ready to Run in O scale (7mm)**  
**Expected Delivery: 2006**



**Followed by the CCH Coal Hopper and D Wagon**

#### Features:

Injection molded plastic body, inside hopper detail  
Detailed underframe and brake gear  
Knuckle couplers & 3 link couplers  
Wheels and axles to 7mm fine standards

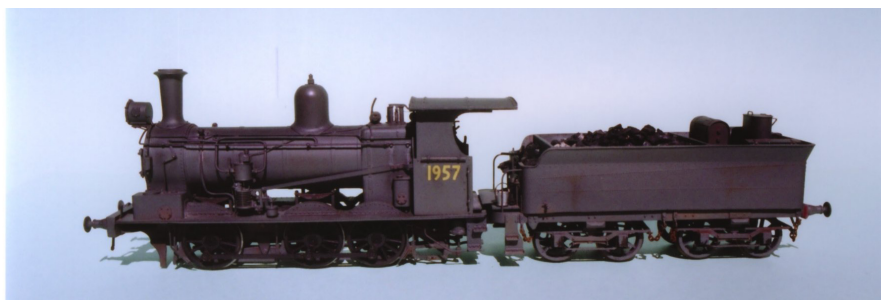
**Available only from:**  
**Gwydir Valley Models**

P.O. Box 740 GLEN INNES NSW 2370

Phone: 02 6732 5711 Fax: 02 6732 1731

[www.gwydirvalleymodels.com](http://www.gwydirvalleymodels.com)

Contact for further information and order form



1957 - Roger Porter

# COMMERCIAL NEWS

Trevor Hodges

This edition of Commercial News is being written in the middle of a very long, hot January when manufacturers, just like the rest of us, have a great deal on their minds. Weighty decisions, such whether to watch the cricket or the tennis and “should I eat that last sausage on the BBQ”, sit heavy on their shoulders and as such there’s little energy left for commercial activity. Still your correspondent has twisted some arms and managed to winkle a few details of their plans for 2006 from them for your edification. With any luck these will mean we’ll all have some goodies to buy in the coming year.

## Berg’s Hobbies

*Berg’s Hobbies*, 181 Church St Parramatta, NSW, 2150, (02) 9635 8618, <http://www.bergshobbies.com/> has passed on the news that RJ Models QR, AEC 45HP Railmotor unit, Red Fred kit should be available early in the new year. The kit, in O-scale (1:48), can be made up into a variety of gauges including On2, On3, On30 and should be available in Sn3½. The kit includes a pewter body, chassis and front bogie, etched and lost wax and pewter detail parts, a motorising mechanism and full interior detail. No price is available yet and details of a trailer will be at hand shortly.

Three new 7mm scale kits from the Model Company are a Chevrolet 1939-



Painted Sample of Bergs 18 Class

45 truck kit, which can be constructed with either a stake or high side body for \$125.00, a portable rock crusher at \$33.95 and a Muir-Hill dumper circa 1938, at \$69.95.



Model Company Chevrolet Truck

The K&M 48 class mechanism became available just before Christmas for evaluation purposes and this should be carried out during January. Ratings for both this mechanism and the single motored version supplied with the first batch of 48’s will be made to evaluate DCC decoder choices and the like for those modellers who intend installing

these in their built up kits. The current 48 class kit represents a series I locomotive but if there is sufficient interest a series III and IV release may be looked at. If you are interested in such a loco you should contact Peter Berg or Peter Krause. In addition, for anyone who requires decals for their loco that are not covered by the sheet supplied with the kit, Peter has advised that they should contact the shop and he will see if other varieties can be made up. This would include all paint schemes other than the early tuscan scheme such as red terror, candy and corporate blue. It is Peter’s intention to keep the 48-class kit in stock, delivery and manufacturing constraints notwithstanding, and on the shelf on a fairly permanent basis.

The 18-Class fittings to modernise this locomotive should be available in the New Year. The problem surrounding the fit of the gearbox has been sorted out and the instructions have been updated and altered to suit. This will mean just one set of instructions, no addendums, to help avoid any confusion the modeller might have during the construction process. You can contact Berg’s to obtain a set of updated instructions.



AEC Railmotor by RJ Models available from Bergs



## Century Models

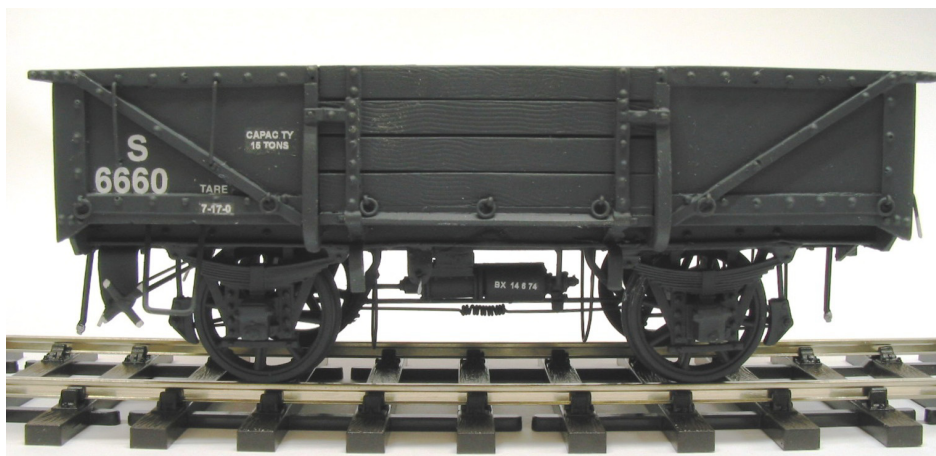
*Century Models*, PO Box 631, Nelson Bay, NSW 2315, (02) 49841774 has passed on the news that final details on the 30T are being completed. Progress is said to be satisfactory on this project. The instructions for this kit will come with many photographs of the prototype to aid in assembly and text will be provided to accompany these.

## Keiran Ryan Models

Kerian Ryan, *Keiran Ryan Models*, 39 Coachwood Cres, Picton, NSW, 2571, (02) 46772462, [krmodels@gmail.com](mailto:krmodels@gmail.com) & [www.7mmkitsnbits.com](http://www.7mmkitsnbits.com) has begun work on the 7mm scale components for a lower quadrant 2-aspect signal kit. This kit will produce a tapered post, signal arm, ladder, landing, balance weight and pulleys. Plans for a 3-aspect upper quadrant signal are also being investigated, with various other signals being developed later on. These components should be available for viewing at the March NSW 7mm Modellers Forum (Big Day Out).

The point lever kits will also be available for the BDO, consisting of pewter/white metal lever frame and ball lever with etched brass lever handle and pivot. The polyurethane slide chairs that have been produced in the past are no longer available. Discussions will be taking place in January for them to be remade using lost wax brass, this will then allow the use of a soldered joint to either the rail and or the PCB sleeper.

In other news work is continuing with the 20-class locomotive with many components being available for viewing by March, with a proposed release date for September this year. The 2AA bogie is coming closer to being completed, with a sample going to the caster by mid to late February, this bogie will consist of 2 sides, 2 ends and a separate bolster, and will be built for pewter/white metal. There is one more project being worked on that for the time being, let's just say that it will be a surprise, and it should also be available for viewing on the BDO in March.



O-Aust S Wagon

## O-Aust

Of course the big news from Peter Krause of *O-Aust* at [pa\\_rl\\_krause@bigpond.com](mailto:pa_rl_krause@bigpond.com) 0419680584 anytime or on (07) 33665307 between 7 and 9 pm (if in Sydney his range of kits are available through *Berg's Hobbies*) is the staged release of the NSW 48 Class locomotive kit. As discussed before in this column these kits are produced in batches of about 10 and the first two batches have been fully spoken for. Most firm orders should be filled fairly quickly and the final price is \$1350.00, not including postage.

The O-Aust BWH/BCH and Shell tank car projects have all encountered some delays and this will put the release of these back by about six months. This was unavoidable due to health problems with the pattern maker. Peter will keep us all informed of the progress of these kits through the pages of 7<sup>th</sup> Heaven and he can be contacted directly.

After reading Roger Porter's article on building his O-Aust ACM's in a previous issue of 7<sup>th</sup> Heaven, Peter has decided to produce a sprung buffer of the correct pattern for these carriages. He has almost perfected a similar buffer for his range of Qld stock and as such he's looking closely at producing something similar for the ACM. At the moment the ACM requires further orders if another run is to be contemplated so if you want one please contact either Peter Krause or Peter Berg.

Something new is the announcement that preliminary work has been carried

out on the production of a CR carriage. At this stage this essentially involves examining plans of the prototype and deciding who will make the masters. More details will be supplied when they come to hand.

As announced previously here the MLV has been discontinued due to problems with the pattern. Faced with the decision to either make a new pattern or produce a completely new kit of another prototype the decision has been taken to go with something entirely new and this is to be an LLV bogie louvered van on AQA bogies. This will be produced using O-Aust's standard mix of materials, namely urethane castings for the main body components, pewter bogies and white metal and brass detail parts.

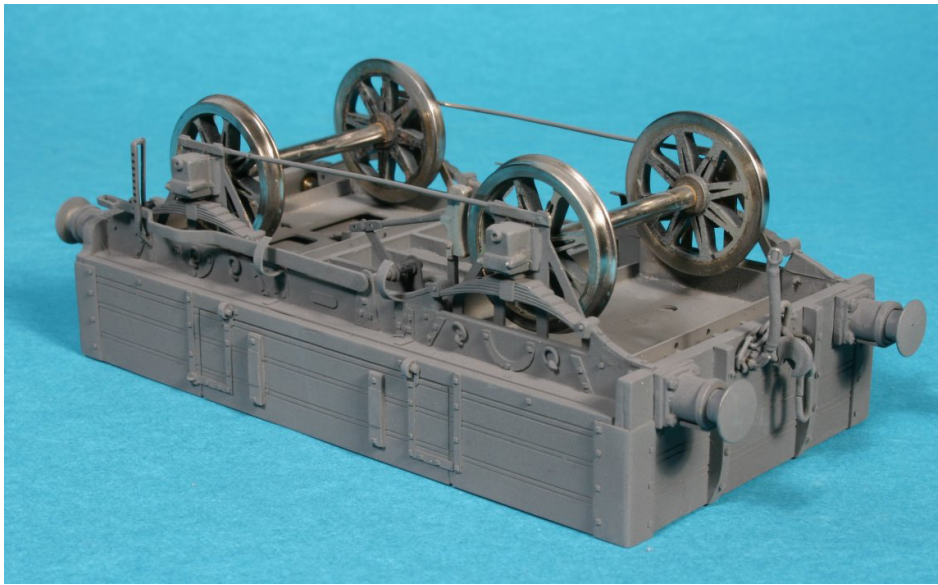
Finally the O-Aust S wagon has been fully upgraded with a new set of body castings and utilising Waratah Models tie down rings. This work shouldn't alter the cost of the kit to any great extent.

## Prototype Model Engineering

*Prototype Model Engineering (PME)*, PO Box 644 St Ives, NSW 2075 or Ron Sebbens on (02) 9449 6605, report that they have experienced a lot of activity during the latter part of 2005 and over the New Year period.

As a direct result of interest in the 12 Class kit the planned production run will be increased in number. This should not affect the scheduled release date, September 2006. A pilot model of the 2000 gallon version tender and test etches for some of the engine





**Underbody detail PME D Wagon**

superstructure should be available for inspection at the NSW 7mm Modellers Forum (BDO) at North Sydney Leagues Club this March.

Assembly of the etches and components for the D Wagon has been completed. As a result, some minor changes are being incorporated into the design to help ease construction. A completed pilot model will be available for inspection at the BDO. Subject to availability of castings and detail components, the kit is expected to be available during March 2006. The kit will sell for \$140 including wheels and couplers. The wheels will be correct pattern manufactured by Slaters.

The Morts Dock Tender kit is expected to be available during February 2006. Just a few items, including the assembly instructions, need to be completed. PME would like to thank purchasers for their tolerance and understanding concerning the delays in the delivery of this project. It is PME's first commercial venture as a complete kit provider and the learning curve has been very steep. In spite of this they believe the outcome will set benchmark standards in quality and detail. The kit is currently available for \$490 including wheels and coupler. The tender ran as a replacement tender behind the D50 Class locomotives.

Agreement has been reached between PME and Slaters Plastikard, which will see PME retailing the Slaters

range of products in Australia. PME will be offering the complete range of Slaters products and will carry in stock items they envisage will be of most use to the NSW prototype modeller. A price list for these items in Australian dollars is being developed and discounts will apply to Aus7 Modellers Group members. This range will include items such as wheels, gearboxes, three link couplings, working screw link couplings and the K and F Class Manning Wardle kits. PME will be able to offer a quick response to orders sourced direct from the UK with delivery in the order of 10 working days from

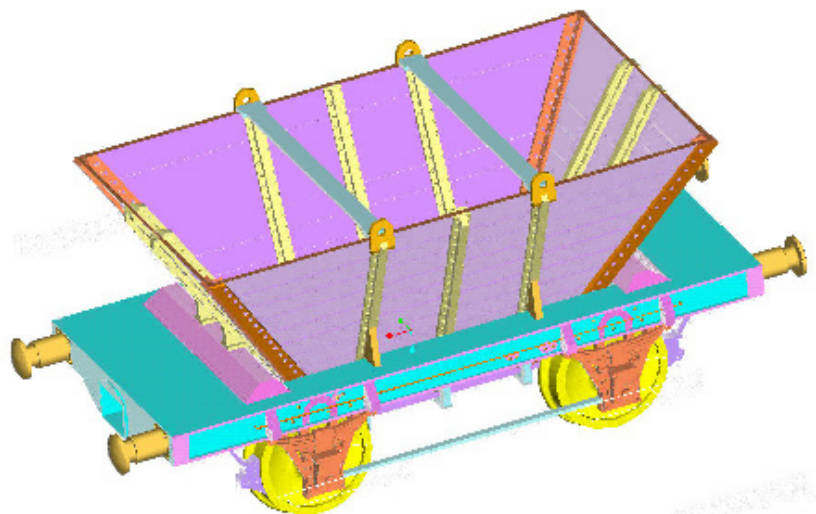
receipt of order anticipated. Please contact PME for pricing on specific items until the price list is available.

## **Steam and Things**

*Steam and Things*, PO Box 277, Surrey Downs, SA, 5126, (08) 8265 1570, [sales@steamandthings.com](mailto:sales@steamandthings.com) and [www.steamandthings.com](http://www.steamandthings.com) produce a range of details and rolling stock items for the O-scale modeller. In 1/4" (1:48) scale they have VR platform bench seats and VR "No trespassing signs" and Puffing Billy coaches. In 7mm (1:43.5) they are selling what is described as "generic" 3-link coupling hooks.

## **Trainmaster**

*Trainmaster*, available from *Gwydir Valley Models*, PO Box 740, Glenn Innes, NSW, 2370 or on (02) 6732 5711 or [info@gwydirvalleymodels.com](mailto:info@gwydirvalleymodels.com) has wheel-sets for their r-t-r LCH project to hand for assessment purposes. Word is that these will need some adjustments before they are satisfactory. They have been manufactured to a similar profile to Peco wheels, have 8 spokes and come blackened. As of January 2006 the project was at the tooling stage. A pilot model should be available for assessment in the first half of 2006. A great deal of prototype information has been gathered from the Dorriggo Railway Museum to help ensure the accuracy of this model and Trainmaster



**Trainmaster LCH - Working Drawing**

have provided a 3-D CAD rendering of the wagon rendered as a part of the production process.

### **Veteran Models**

Richard Leeder of *Veteran Models*, PO Box 84, Seddon West, Victoria, Australia, 3011, Ph (03) 9687 6205, Ph +613 9687 6205 [www.users.bigpond.com/swarm\\_leeder/](http://www.users.bigpond.com/swarm_leeder/) produces a range of 1:48 scale models to Victorian railways outline. At the moment he is working on a kit for a VR D3 steam loco. The prototype locomotive is a 2-6-0 with a bogie tender. These locomotives entered service as DD class in 1902. The superheated versions of the DD were subsequently reclassified as D2 and from 1929, 94 of these were rebuilt with larger boilers and were classified as D3. D3's were used throughout the Victorian network on all types of freight and passenger trains. The locomotive will have 0.5mm etched nickel silver chassis and 0.4mm etched brass body and tender. It will come complete with wheels, motor, gearbox and couplings. Fittings will be in both white metal and brass investment castings. The kit price will be in the range \$1,100 to \$1,250.

A second project that is under construction is a VR sheep L wagon. The L wagon will come with white-metal chassis, etched brass body parts, and resin floors. The body of the

prototype was made from lengths of half inch steel rods and steel angle. The kit will reflect this method of construction with the body being assembled from 12 thou brass wire and brass angle. A jig supplied with the kit, but which will be available for purchase separately, will ensure that all the bars and angles are evenly spaced and square. The kit will come complete with wheels, couplings and decals and represents the second form of 180 L wagons built in 1938 and 1953 and numbered 1253 - 1332 and 1333 - 1432 respectively. The second form had a curved roof and welded construction, rather than the earlier gable roof and riveted construction. The vehicles were used primarily for sheep transport but were also occasionally used to transport pigs and goats and they ran until the late 1970's. The kit price will be around \$190.00 and \$50.00 for the jig and should be ready by Easter's Hobsons Bay exhibition.

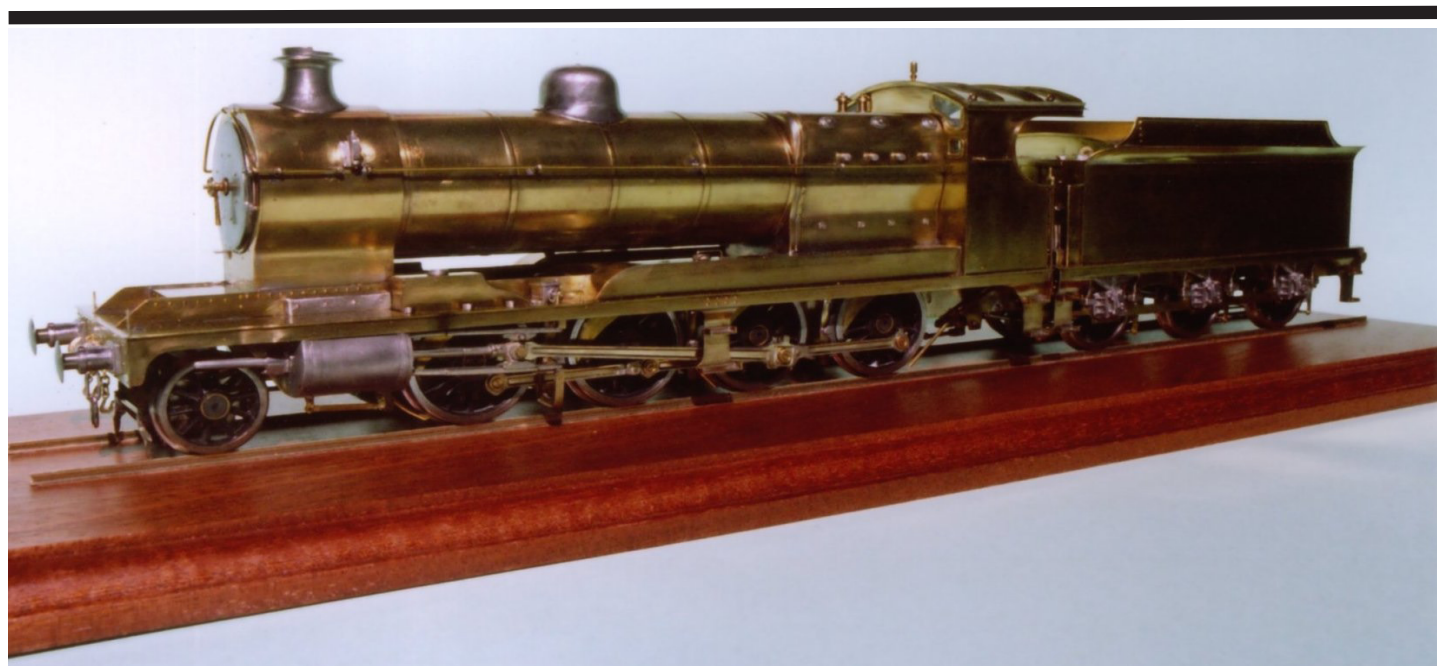
### **Waratah Models**

*Waratah Model Railway Company*, PO Box 509, Revesby, NSW, 2212 (02) 97851166 has announced that they are very close to taking delivery of brand new, correctly patterned and scaled, rolling stock wheels from North Yard. These wheel-sets will be marketed with all new and existing kits as standard

and can be purchased separately. Word is that these are being manufactured to a standard, not a price and should be on show at the next BDO.

The next commercial release from Waratah is the NSW RU 4 wheel wheat hopper. The bodies are on hand and are of cast urethane utilising the original Gago master, which has beautiful detail. These kits will come complete with a one piece body casting, white metal and brass detail parts, decals and a set of the new North Yard wheels, in addition to the new axle box and W iron assemblies that have recently arrived. The detail on these new parts is understood to be breath taking. 4 packs of these kits will be available for those interested in a bit of a bargain.

Waratah Models hopes to have a pilot model of a NSWGR white metal water column on show at the next BDO. Packs of split rail fencing should also be available. It is envisaged that these will be the first in a new line of 7mm lineside detail kits and parts to be marketed under the Waratah banner. At this stage Waratah is open to suggestions regarding what items customers would like to see produced, however some ideas that have been floated are station signs, benches, scales and baggage carts.



A sight to gladden afficiandos of John Brown's Railway - Roger Porter