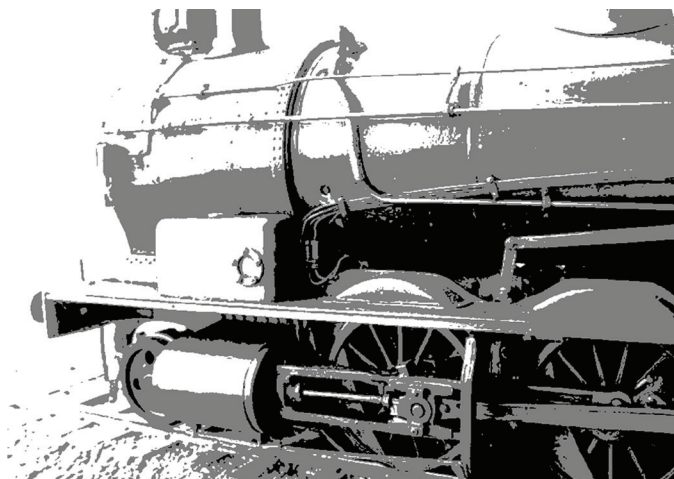


7th

Heaven



\$5.50



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No 9

Autumn
2006

Aus7 Modellers Group News

Notice of the Aus7 Modellers Group

ANNUAL GENERAL MEETING

Venue: Lapstone Public School,
Saturday the 8th of July 10.00 am

Agenda Items

1. Election of officer holders: President, Vice President, Secretary, Treasurer & Newsletter Editor
2. Presentation of financial accounts
3. General Business
 - Modelling contest for 2007 AGM
 - Introduction to O-Scale Booklet

Note: 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 or can download this from the Administration section of the Aus7 Modellers Group Website at <http://www.aus7modellersgroup.com/> 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.

A sausage sizzle lunch will be available after the meeting for a nominal cost. The Aus7 Modellers Group Award will be presented after lunch. After lunch attendees are welcome to undertake a short guided tour of the old Lapstone Zig-Zag or sit in on a 4 wheel wagon building workshop with a focus on basic techniques. The venue is Lapstone Public School, Explorers Rd, Lapstone/Glenbrook. Take the Green St exit off the Great Western Hwy. Gregory's Map 264. For catering purposes could members please let the Secretary know if they will be attending.

Wagon Building Workshop

Venue - Lapstone Public School

After lunch on the afternoon of the AGM (July 8th 2006) Trevor Hodges and Roger Porter will be conducting a wagon building workshop. Those planning to attend are requested to bring along a wagon to practice on. The focus of the workshop will be on injection molded plastic and resin style kits. Absolutely no modelling experience of any kind is required.

The workshop will be free but it would help the organizers if people wishing to attend could register their interest with the Secretary on (02) 68473453.

Membership Reminder

Subscriptions for 2006-2007 are due by 30th June 2006 for anybody who joined before March 31st 2006.

The dues are \$30 for Australian addresses and \$40 for overseas addresses.

If you do not renew, this will be the last issue of 7th Heaven that you receive.

Please send cheques or money orders to :

The Secretary
24 Chester St, Warren NSW, 2824

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One Modellers View

Has It Really Been Two Years?

The Aus7 Modellers Group has just passed its 2nd anniversary. The group kicked off as the Aus7 Federation in March 2004 and, after a name change and incorporation, enters its third year of operation still striving to achieve the same aims we adopted at the start.

Over the last two years the executive have tried to ensure that all members are kept informed about the way the group is being run, the changes we have sought to make and the way members' money is being spent. For the first nine months of the group's existence no fee was charged for membership. In early 2005 the executive made the decision to charge Australian residents \$15 and foreign residents \$25 annually to cover the cost of running the group, which primarily translates into the production cost of 7th Heaven. During this time, as membership numbers have risen from approximately 70 to over 120, 7th Heaven has been produced by Kim Mihaly, the editor of the newsletter, on his PC and home printer with the last issue taking over 100 hours to print.

If you're reading this then it will probably already be apparent to you that this issue is the first one produced by a commercial printer. Many of you will also be aware that this switch from home to commercial printing does not come without its associated costs.

As of April 2006 the annual membership fee of the Aus7 Modellers Group will be \$30 for Australian residents and \$40 for foreign residents.

While a 100% increase may seem high at first glance it should be pointed out that the executive has never made any secret of the fact that the original \$15 membership was only ever going to be a temporary arrangement. This topic has been canvassed widely a number of times both at the 2005 AGM and between the pages of 7th Heaven. Our

best estimate will be that something like 95% of each \$30 membership will go directly into producing 7th Heaven.

While producing all or part of the newsletter in black and white would have been the most convenient way of keeping the cost down we felt this would have been a retrograde step.

The executive of the Aus7 Modellers Group hope all members will support the executive in this decision and renew their memberships before June 30 2006.

For some reason modellers always seem to have strong opinions about the way their magazines should look and what they should contain but don't seem to remember that we can only publish what is sent in to us. Kim is always looking for small bits and pieces of material to fill up odd corners in 7th Heaven. To try and fill this need we're making a call for members to make a concerted effort to write small reviews, opinions, letters or tips to do with their modelling. By small we mean around 100 words. If you've used a service or shop and they gave you great service then write about it. If you are using a new glue and it worked wonders (or got over everything *except* the piece being glued) write a short review and tell us about it. If you've got a digital camera and have been laying some track, take a photo, write 100 words and send it to us. We're going to call these little nuggets of wisdom NV items (News and Views) and you can send them to either Kim or me via mail or email. Clearly label them NV when you send them and remember to include your name.

Trevor Hodges

7th HEAVEN

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Advertisements

Full page: \$100
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All advertisements must comply with the Trades Practices Act.

Back Issues

Please contact the Secretary to obtain back issues.

Issues 1-8 are \$3.00 each.

Issue 9 + are \$5.50 each

\$1.50 p&h for one or two copies.

\$2.50 p&h for 3 or more copies.

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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:

1934 simmers quietly next to the loading bank at Queens Wharf.

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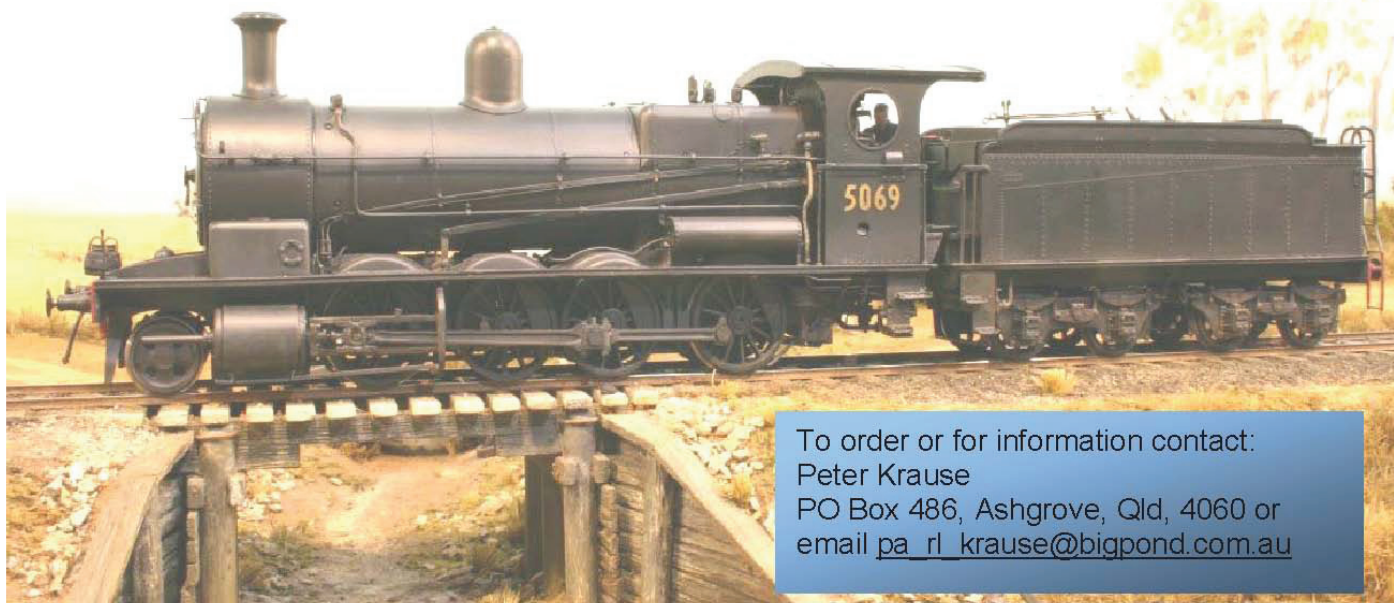
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Tumut to Batlow

Rodney Barrington

Construction Notes – Tumut to Batlow

A few statistics for the layout plans accompanying these notes

Mainline Cootamundra Loops to Tumut all lower level:

Minimum radius 1500mm

Gradient: 1 in 50 (could be relaxed to 1 in 60)

Branch line Gilmore to Batlow proceeding to upper level:

Minimum radius 1200mm

Gradient: 1 in 40 to Werboldera

Gradient: 1 in 25 beyond Werboldera (may vary and could be relaxed to 1 in 30)

The layout is designed as a walk-in via a “stoop-under” bridge. That is a low barrier that the average person should be able to pass beneath by stooping without dropping knees to the floor. The aisle widens out at its end opposite Gilmore so there is room for two or three operators to move about and pass.

Design Review

I have been advised that for NSWGR ‘O’ scale modellers a minimum radius required to avoid buffer lock is around 4’6”. I have interpreted this to be a minimum of 1350mm. So I have prepared some alternative designs for a room 7.20m x 9.00m. If preferred for appearance reasons the Cootamundra mainline minimum radius could be increased to 1800mm but the room space would need to be expanded again to around 7.20m x 9.60m.

Benchwork

All of my bench work is generally supported off L girders. The Kalmbach Publications (USA) book on layout construction first written by Linn H Westcott in the 1950s is still valid today. I have only one quibble and that is Linn’s use of glue adhesive in ‘L’ girder fabrication.

Introduction

In March 2006 those who attended the NSW 7mm Modellers Forum were lucky enough to hear a talk from layout designer Rodney Barrington. In introducing Rodney to those assembled Nick Sheridan described Rodney’s well known HO Tumut to Batlow model railway plan, published in Branchline Modeller No 4, as “inspirational”. The plans contained in that article set a benchmark in modelling the railways of NSW and continue to be referred to by modellers striving for that special “something” in the design of their own layouts. Many modellers working in 1:43.5 have speculated about what a 7mm version of that HO plan might look like and the purpose of Rodney’s talk was to show us how he would have altered those original plans to suit 7mm scale.

Space and copyright prevent us from re-publishing those HO

plans in 7th Heaven but Branchline Modeller No 4 is still available from the publisher. Rodney has given his permission for his 7mm scale plans to be reproduced in 7th Heaven, along with some notes on layout construction. While originally Rodney had set himself the task of designing this 7mm scale layout in a 6.00m X 6.00m space, he said that the task was beyond him so he expanded the available space to 6.00mX7.50m. During his presentation he elaborated this plan by providing supplementary plans for 6.00mX9.00 and 7.20mX9.00m spaces. These supplementary plans will be published in the next issue of 7th Heaven. Interestingly Rodney mentioned that, to his knowledge and in spite of its popularity, no one has yet built a HO version of his Tumut to Batlow plan. I wonder if his 7mm plans will suffer the same fate?

Trevor Hodges

For timber sections I use milled Pinus Radiata, which comes in a range of convenient sizes. Over the last 25 years or so these sizes have remained constant so that any new construction has been able to match the old. A word of warning about Pinus is that it requires careful selection, as it can be knotty and distorted in shape. Reject those pieces. I would recommend the use of odd sizes and scrap timber only for the scrap work where size and consistency doesn’t matter. Vertical members and legs are a case in point.

When I began building my railway in the late 1970s I used a ladder frame module of maximum 600mm wide by 2400mm long. Framing was using 18 x 42mm with cross members at around 600mm intervals. That is too far apart; these days I would close up cross members to 300 to 400mm apart. Those modules were a bit lightly framed but they now work very well

supported by ‘L’ girders.

Timber is a very flexible construction material when used in combination with screw and bolt fixings. I use 30mm x no8 countersunk head screws which I buy in packs of 200. I also have a few 40 and 50mm long screws for special circumstances. The secret is to always drill pilot holes and countersink the heads (a countersink bit is handy). The beauty of screw fixing is it is totally flexible and demountable. Some older parts of my railway’s support structure have timber that looks a bit like a Swiss cheese, where I’ve rebuilt sections, but it doesn’t matter as the timber can take that kind of change. I always screw cross members into the ‘L’ girder framing from the underneath. It involves working upside down but the dividend pays off if you need to shift that member. That can happen for all sorts of reasons the usual being to

locate a turnout solenoid or rodding.

Benchtops

My early bench top used old ½” thick particleboard topped with ½” thick ‘canite’. Now I use 12mm thick mdf (medium density fibreboard) and now metricated 12.5mm thick canite. Again I do not use glue but pin the canite to the substrate with 25mm flathead nails at around 300mm centres. The advantages of canite are multiple and it has some great advantages for the railway modeller. It is very stable inside the railway room and has some tolerance of water based scenery process such as the use of white glue and plaster. It is soft and easy to work with a rasp or coarse file, though you’ll need a vacuum cleaner handy to clean up the fibres. The trackwork is laid onto a lightly pinned cork roadbed. In yards it is possible to get away without using a cork roadbed if flex track is used. No glue is used except the application of diluted white glue to bind the ballast.

The real advantages of Canite come to

the fore when substantial alterations are required. It is easy to cut the affected section with a saw. Then run a flat scraper of strong steel rule under the area to be removed to pop the flathead nails. When the nails have popped they can be dug out of the Canite surface and pulled out vertically with strong needle nosed pliers. If only the track needs to be removed then it is relatively simple to soften the ballast with some hot water and the pull the pins with pliers. A flat scraper will assist in lifting the cork roadbed. If carefully done flex track can often be reused. When wetted the Canite must be allowed to dry out before reworking the area.

Unfortunately using mdf direct without the addition of Canite should be avoided. The mdf is very moisture sensitive and will expand and distort when moisture based scenic and ballasting techniques are used. Handlaid track fixed directly to mdf has proved to be a disaster for these reasons.

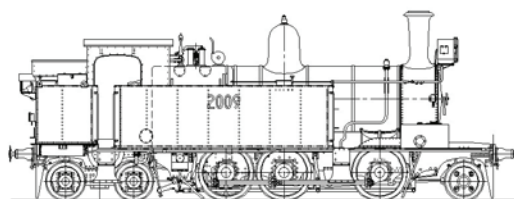
The railway room.

There is only one colour to paint the walls and that is sky blue. In my railway room that includes the ceiling too. On my railway I have used a Solver colour known as “Mignon”, a tint that I know can be repeated by the retailer.

It can be tempting to finish the fascia of the railway with a nice wood grain finish. But it is generally more convenient to apply a paint finish. It avoids the problem of trying to match materials when there is that inevitable alteration.

Allow some space for a workbench. There is always the possibility of squeezing a bench under higher level portion of the railway say 1200mm clear above the floor. The workbench should be around 750mm above floor level. On the Batlow railway a good spot would be below Wereboldera.

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Drawing Courtesy of Greg Edwards Data Sheets

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39 Coachwood Cres, Picton, NSW, Australia, 2571.

A Potted History of the Kunama (Batlow) Branch.

Kim Mihaly

Circular 413 of 1923 informed Station Masters, Guards, Engine Drivers and all others concerned that the 21 mile long line from Gilmore to Kunama would be opened for traffic as from Monday 17th December 1923.

Batlow & Kunama are located to the south of Tumut in NSW's Southern Alps. The district is famed for its apples (the 2nd best in Australia), pears & stone fruit, whilst the area around Kunama was heavily timbered.

Agitation for a railway began after the opening of the extension from Gundagai to Tumut in 1902.

No doubt World War I caused delays in the start of the line, but by Easter 1923, the line was essentially complete to Batlow and was 'unofficially' opened by Governor Sir Walter Davidson.

From reading Tender into Tank it appears that trains were sent away with fruit between its two openings.

At the time of opening a 3 days a week mixed service to Batlow was offered (Kunama was treated as a shunting trip). By the 1950's the service had increased to 4 mixed trains a week.

The junction was at Gilmore, located 3 miles from Tumut. Interestingly any freight or passengers on offer were carried past to Tumut from where the Batlow branch line trains began.

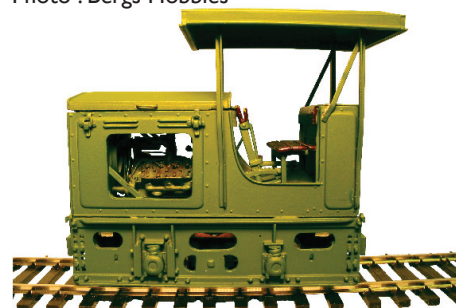
Circular 413 cautioned that speed must not exceed 25 mph during daylight and 15 mph during hours of darkness, and the speed around the the 4 ½ chain curves was not to exceed 8mph at any time – speed boards being erected at mileages 338.50 and 339.18

The branch was worked as a single section using ordinary train staff (no need for staff and ticket on this line!).

Two hours 26 minutes were allowed to cover the 21 miles in the down direction, and coming home was a shade faster at 2 hours 14 minutes.

The Kunama extension was closed in 1956 and the Batlow line in 1984.

Malcolm Moore Rail Tractor in 7mm
Photo : Bergs Hobbies



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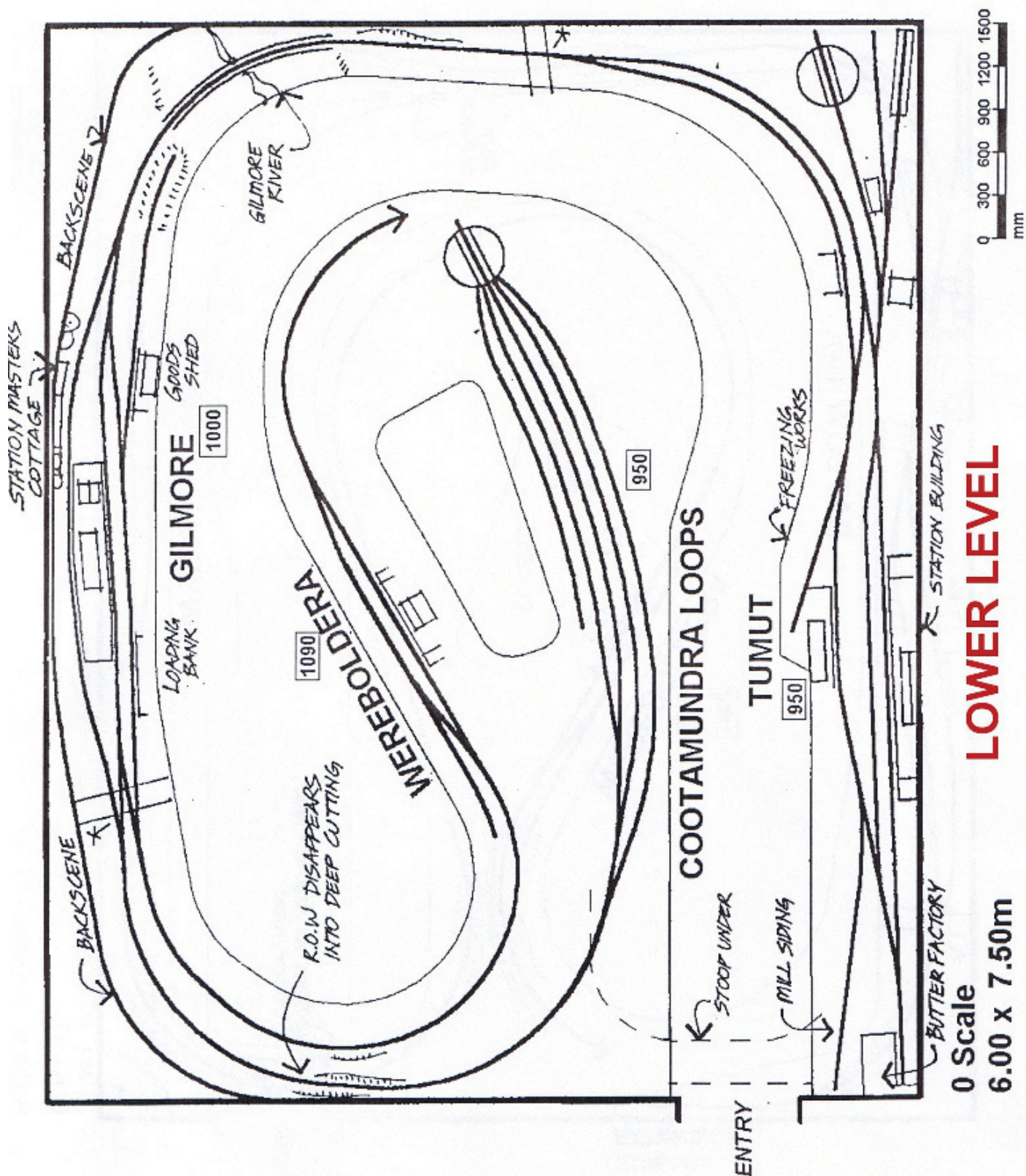


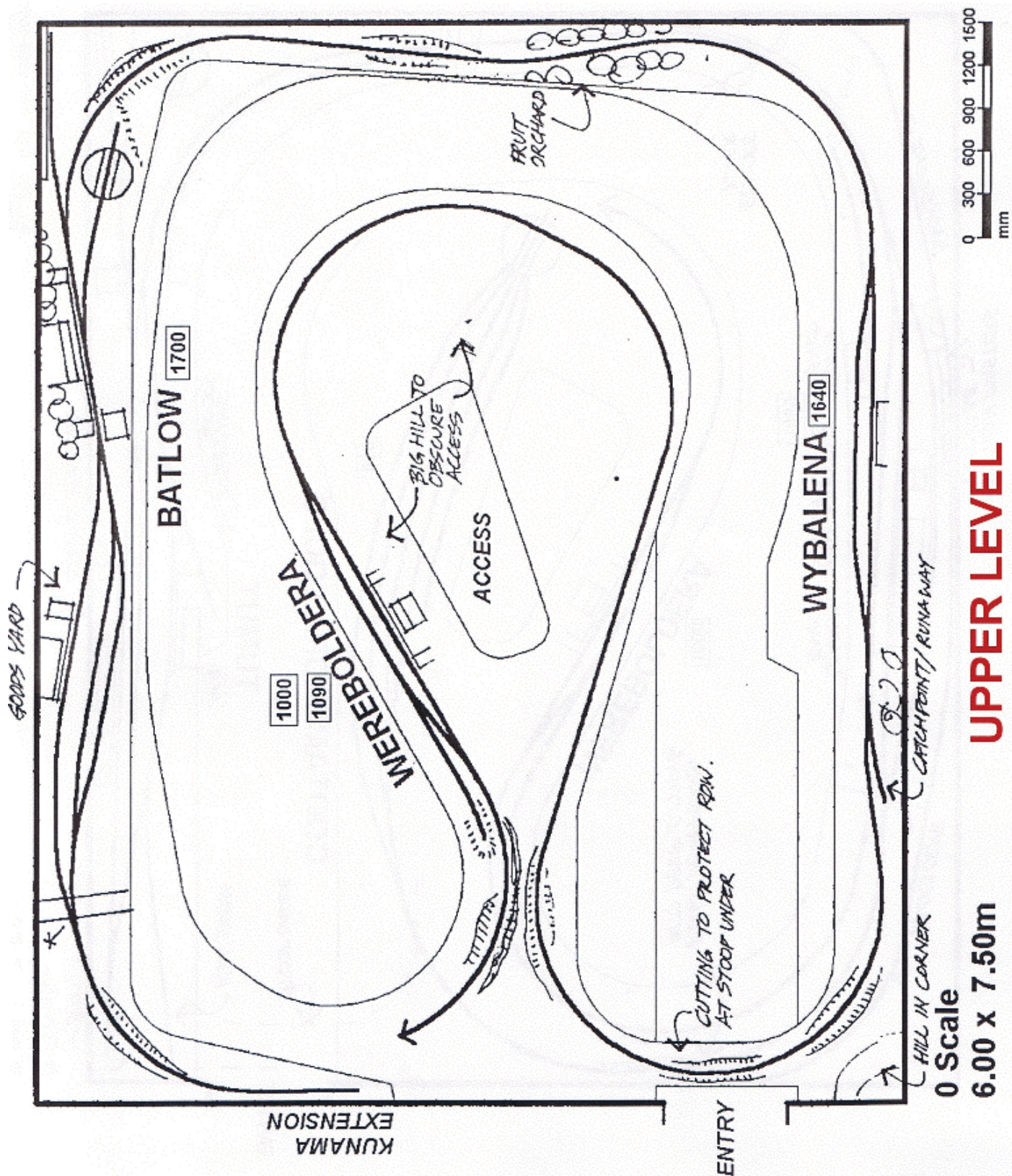
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Forrestville Report

Martin Hartley

Finally having the resources to go and see all these fabled exhibitions I had read about in the past 5 years of AMRM, I finally had an opportunity to see the Forrestville Exhibition. My goodness, it was a big surprise in many ways! My first surprise was that it was a lot smaller than Hurstville (which I should have expected). My second surprise was how well O scale was being represented at this exhibition.

There was North Yard (British O scale), Queens Wharf and 2 modules from Stringybark Creek (NSWR) and a 3-rail layout, featuring mostly British Hornby, but also boasting a rather famous blue tank engine! Some accusations were made that the organisers were becoming biased towards the

larger scales.

Significant interest was generated in the scale, no doubt helped by the fact that these four layouts were fortuitously located next to each other in the hall. Stringybark Creek must have been the most reliable layout of the show. Trains of 4-wheelers were backed over a diamond crossing all day and not a single derailment, I am informed.

Dave "Grizz" Morris and Chris Harris from the Waratah Models stand were promoting Aus7 during the exhibition. As mentioned previously there was a fair amount of interest generated, and quite a few membership forms were handed out as well as some hand-written notes on the back

to promote the Yahoo! Group and the event now popularly known as the O scale "Big Day Out".

The exhibition was ended on a somewhat sad note as this was North Yard's last time on the circuit. On a happier note, the layout has not been dismantled, but has since been sold.

So what does this chronicler think of this exhibition? Certainly, if nothing else, a very significant amount of interest was generated in O scale model railways in Australia. Whilst growing rapidly, O scale in Australia is still in its fledgling stages and needs as much promotion and interest as can be gained.



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Gago PHG Pictured – Built by Roger Porter, Photo by Paul Chisholm
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Tumut to Kunama : Is the Rolling Stock Available ?

Trevor Hodges

A modeller could be forgiven for doubting whether the variety of locomotive, passenger and goods rollingstock commercially available in 7mm (1:43.5 scale) is sufficiently broad to allow the layout outlined in Rodney Barrington's plans to be modelled in a reasonably prototypical manner. The only way to check the type of locomotives and rollingstock that ran on a line is to review the industries the line served and examine the available photographic evidence. Broadly speaking the modeller looking to model typical locomotive workings on the Tumut – Gilmore - Batlow line is quite well served by available kits in 7mm. The standard picture one might have of this line is of a single, 1870's vintage 0-6-0 19 class struggling upgrade at the head of a Mixed Goods to Batlow. While this certainly was a feature of the workings on the line, and a very appealing one at that, things were actually quite a bit more complicated than this picture would suggest. What this image tends to overlook is the part of the line represented by the lower level of Rodney Barrington's plans, namely the Cootamundra – Gilmore – Tumut section. In contrast to the Gilmore to Batlow section this part of the line was worked by a wider variety of locomotives than the 19 class.

A layout based only on the Wereboldera to Batlow/Kunama portion would certainly allow for the exclusive use of 19's. The 1 in 25 grades and tight curves on this part of the line restricted the loads of Mixed trains to around 100 tons. An S truck had a tare (empty weight) of around 8.5 tons, while the carrying capacity was 15t, so the total weight of a loaded S truck was in the vicinity of 24t. The Bob Merchant photo on page 118 of Ron Preston's "Tender into Tank" is captioned as a full load, and with an S truck at 24t, 3x K wagons at 35t each and a PHG at around 20t that would make about 150 tons. On page 116 is another

photo titled "Full Load" which has an LV (probably empty) at about 8t, an LLV (also most likely empty) at 21t, a loaded K truck at 35t, an apparently empty S at 9t and a HS at around 20t, making around 95t all up. Therefore, if the Goods load was around 150t and the Mixed load around 100t, the number of loaded S trucks that could be conveyed by Mixed would be three plus van, while a Goods load would be five plus van. When it comes to empty wagons, a Mixed load would be about eight plus van, while a Goods load would be about fourteen plus van.

If a train exceeded these load limits the train would have to be split at Wereboldera and hauled to Batlow in two sections. This is illustrated in a photo on page 25 of the Train Hobby Publications book on the line. During the fruit season (apples begin coming into season in March) trains were often double headed with two 19's up front. Three 19 class locomotives were normally on cyclic allotment to Tumut for use on the branch: two would be on shed while the third would be down in Cootamundra for routine maintenance. Numbers 1901, 1938, 1954, and 1957 were all on allocation to Tumut at various times. Even if a modeller were to restrict his layout plan to just this section of the line the use of at least two 19's would be required to be prototypical. It might also be pointed out that these models would need to be fitted with Baldwin tenders as. All 19's that worked the line were fitted with these tenders so they could negotiate the tight curves on the line above Wereboldera.

The Cootamundra to Tumut section up to the 1950's would call for a 4-4-0 12 class for Passenger services and either a 2-6-0 24 class, or 2-6-0 25 class for Goods service. By the 1950's the 4-6-0 30T class had replaced these older locomotives on both Goods and Passenger workings. Passenger services were supplemented by a 2

car 600/700 class railcar and a CPH railmotor. The O-Aust/Bergs 48, the upcoming Graham Holland 30T and the PME 12 class would allow the modeller to go a long way toward filling the needed locomotive roster for a good part of the post war period, in addition to at least one Century Models 19 class. At the time of writing there appears little sign of either a 600/700 or CPH being commercially produced.

For loco hauled Passenger workings you'll need vehicles such as an ACX, ACM, CR, MCE and Dogboxes on the Cootamundra to Tumut working and an HCX or HS composite for the mixed trains working from Gilmore to Batlow. The MCE was an all compartment, composite 1st and 2nd class carriage which entered service in 1949. The ACX and ACM were branchline composite sleepers and were detached from the Albury Mail to work from Cootamundra to Tumut. ACM's worked this service until 1949 when they were replaced by ACX's. The modeller wanting to model this working prior to 1949 is in good shape with O-Aust's ACM but as no kit for an ACX is commercially available modelling the post 1949 traffic is slightly more problematic. Perhaps the modeller can console himself with the fact that ACM's remained available for use across the system until 1973. The line closed in January, 1984, long after sleeper service ceased. I would argue that use of an ACM on a layout depicting the line after 1949 is a good stand in until the post 1949 alternative appears commercially. The next passenger kit planned for release by O-Aust is a CR. PHG's and LHG brake vans seem to have been fairly common on the line. A photo on page 65 of Ron Preston's "Day of the Goods Train" shows a PHG on the tail of a superphosphate special - one S and three K's - being hauled by 1901. Waratah has recently announced the upcoming release of a PHG.

The results of the photographic survey of my reference material turned up a range of goods wagons, the results of which I've set out in the accompanying table. I've added a couple that are best counted as educated guesses. Wagon capacity of the yards on the line between Gilmore and Batlow is listed in a line circular (#413) as being the following: Gilmore 58 wagons, Wereboldera 31, Wybalena 13, Batlow 52 and Kunama 18. In the table I restricted myself to the three points on the line that had sidings and industries of any note: Tumut, Gilmore and Batlow. There are at least 13 sidings (14 if you count the cool store and the packing house at Batlow as two separate industries, they each had a separate siding), industries and goods loading and unloading points that I can identify from the sources I have on hand. The mix of rolling stock is understandably limited on a line like this but the variety can be increased if we are a little flexible about not sticking too rigidly to a narrow modelling era. The Grills Flour Mill in Tumut is a prime example of this: it didn't exist in 1903,

appears on yard diagrams by 1920 but doesn't appear to have survived into the 1960's. Having it continue in active operation into the 60's or 70's would allow you to run a more varied roster of rolling stock with U's, K's and S wagons carrying grain into the siding. LV's, LLV's and tarped K and S wagons could be used to carry a weather sensitive product like bagged flour out of the siding.

The only photo I could find of an oil tank car, in spite of there being two oil depots on the line, is one behind 48109 on page 32 of Branchline Modeller #4. This photo doesn't show the car very clearly but my money is on it being a 10,000 gallon welded NTAF car. As both the oil depots on the line were COR (later BP) depots, the soon to be released O-Aust Shell 3,000 gallon, 4 wheeled and 5,000 gallon, bogie SCA's aren't a lot of help. One solution might be to quietly swap the COR/BP depots at Tumut and Batlow over to Shell, thus allowing the use of the O-Aust wagons. In my experience very few people will notice such rewriting of history, and those Shell

tank cars are a very tempting excuse for doing so. If you're a little fussier about prototype fidelity then you're faced with scratch building an oil tank car or two and I'd suggest that a good candidate for such an exercise would be a 1947 Tulloch built NTAF car. These wagons are one of the few designs operated by more than one of the Oil Companies, including COR/BP, and there are good prototype and modelling articles on them in AJRM numbers 6 and 7. The Batlow oil depot isn't included in the 6.00mX7.50m layout plan published in the first part of Rodney Barrington's article but it does make it into the two other, larger plans to be published in Part 2.

Other goods wagon codes that make an appearance on the line in the photos I've viewed are S wagons, SRC, K, LV, GLX, LLV, MLV, CW and GSV. While I have found no photographic evidence of bogie stock wagons James McNerney tells me he worked a train on the line which included two BCW's in 1972 so one or two O-Aust BCW's would certainly be appropriate on the roster. A good deal of timber

| Lineside Industry Survey | | | |
|--------------------------|---------------------------------------|-------------------------------------|---|
| | Industry | Rolling stock Serving That Industry | Availability In Kit Form |
| Tumut | Grills Mill Siding | S, U, K, RU, BWH | U, K & RU = Waratah S and BWH= O-Aust |
| | Butter Factory | SRC, MLV, MRC, MBC, LV, LLV, GLX | MLV, MRC, MBC = O-Aust LV = Waratah |
| | Freezing Works Siding | SRC, MRC | MRC, MBC = O-Aust |
| | Stock Siding | CW, GSV | CW = O-Aust & Waratah |
| | COR/BP Depot | Tulloch 1947 10,000 Gallon Tank Car | COR/BP operated the oil depots on the line so a likely candidate is the 10,000 gal Tulloch. However the 3000 & 5000 gal Shell tank cars promised by O-Aust might be reasonable substitutes. |
| | Goods Shed & Siding | S, K, LV, KF, HRH, LLV, GLX | K, LV & KF = Waratah S = O=Aust |
| | Loading Bank | S, K, KF, MLE | K, KF = Waratah S, MLE = O-Aust |
| Gilmore | Loading Bank | S, K, KF | K, KF = Waratah S = O-Aust |
| | Goods Shed | S, K, LV, KF, LLV, GLX | K, LV, KF = Waratah S = O-Aust |
| Batlow | Fuel Depot | Tulloch 1947 10,000 Gallon Tank Car | As Above |
| | Cool Store/Packing House Co-operative | MRC, MBC, LV, LLV, MLV, GLX | MRC, MBC, MLV = O-Aust LV = Waratah |
| | Stock siding | CW, GSV | CW = O-Aust & Waratah |
| | Goods Shed and siding | S, K, LV, KF, MLE, HRH, LLV, GLX | K, LV, KF = Waratah S, MLE = O-Aust |

was shipped out on flat wagons such as the bogie MLE, but there are also plenty of photos showing it being shipped out in S and K wagons. A photo of Gilmore in AJRM #4, page 29 clearly shows a conical shaped waste burner in a timber yard close to the station precinct. The products from this timber yard were loaded into wagons in the rail yard, not via a direct siding.

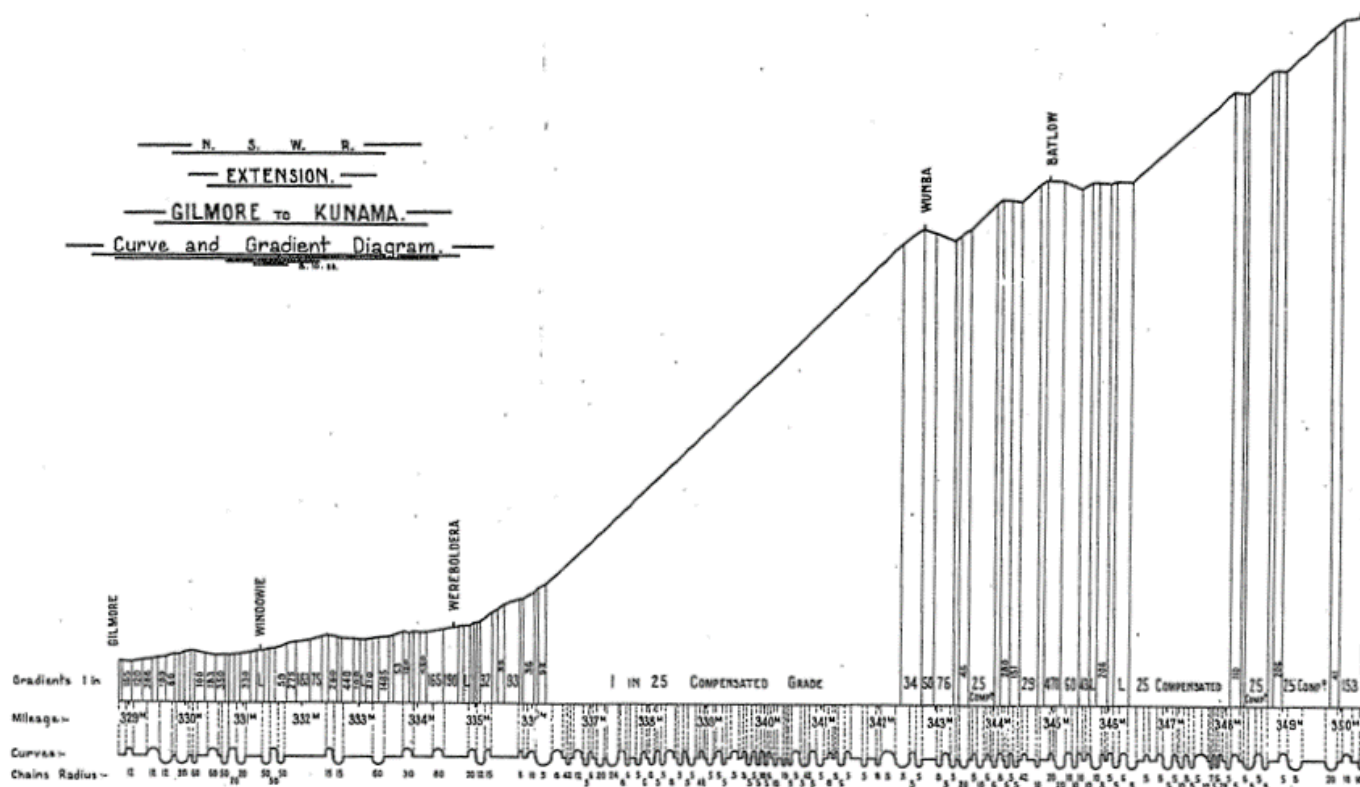
The prevalence of louvered vans is understandable considering the existence of a butter factory, fruit packing and freezer works on the line. Ron Preston mentions that MLV's were used in the transportation of fruit, so if you thought they only carried milk you were as mistaken as I. The MLV's fitted with milk pots (coded MLK in the 1960's) were in the minority and as such the MLV's main function was to convey perishable traffic such as fruit. I have a couple of pictures of MBC's on the line and these were converted MRC's. In the table I've placed the MBC wagons in the sidings for the butter factory, cool store/fruit packing and next to the goods sheds in all three towns. I haven't put them on the siding for the Tumut freezer works

because, strictly speaking, MBC's were not a refrigerated van but rather an insulated van. The difference between the two is that refrigerated vans had ice compartments, used to keep the contents of the van cold, whereas insulated vans had no such compartments. The O-Aust MRC kit can be built as an MRC, or as an MBC, through the removal of the ice hatches on the roof. One fascinating photo (page 25) in the Train Hobby book "Country Branch Lines" on the Tumut- Batlow line has what looks like an MBC sitting in the yard with a strangely striped roof. This striping was explained to me by James McInerney in the following way: "The dark 'tiger stripes' on the roof are caused by dirt accumulating in the joints between the strips of Malthoid, which has faded from silver to a dirty grey. They went like that if the vehicle didn't move much, as the sun faded the silver Malthoid, and due to getting washed by rain and the lack of movement the roof didn't get re-coated with soot from locos". There are no commercially available kits for the LLV or GLX steel louvered vans, both of which I've identified in photos of the line.

Conclusion

While making no claims that this survey is particularly comprehensive or definitive, such an outcome was not the aim of the exercise. Rather it was to see if the average 7mm modeller could model this line in a reasonably prototypical fashion without having to scratch build 90% of the stock. If your prototype is the NSWGR and you're working in 7mm you're very likely going to have to scratchbuild a certain proportion of your rolling stock. However it would seem that, even from this cursory glance at the rolling stock requirements on the Gilmore – Tumut - Batlow line, a modeller is well on his way to supplying himself with a large proportion of his needs using the kits that are readily available or are soon about to be. Who knows what the next few years might throw up?

I'd like to thank James McInerney and Kim Mihaly for their assistance in preparing these notes.



Curve and Gradient diagram from circular 413 /1923.

The steep and sinuous nature of the line can be appreciated

Commercial News

Trevor Hodges



O Austs BWH

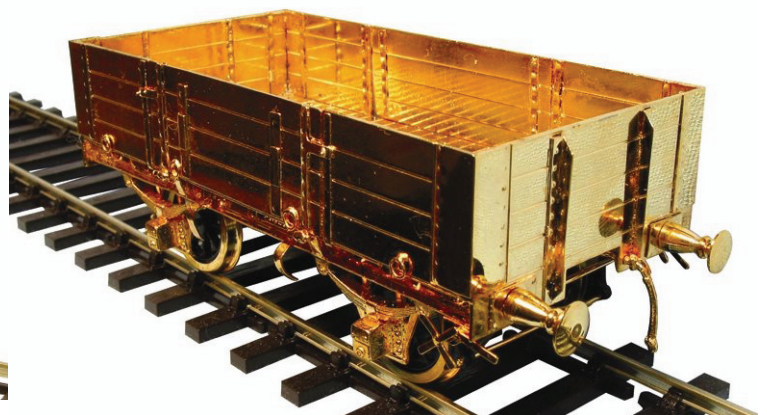
Berg's Hobbies, 181 Church St Parramatta, NSW, 2150, (02) 9635 8618, <http://www.bergshobbies.com/> has forwarded some photos of a couple of upcoming releases. Redfern Models are to produce a NSWGR four plank D Wagon and CHG Brake Van. Both models will be painted and ready to run, full brass construction and will be in 7mm (1:43.5 scale). The D wagon will retail for \$130 and the CHG will be \$185.00. Modellers will need to provide their own couplers. As yet there are no details regarding release dates.

New from the Model Company is a Malcolm Moore rail tractor in 7mm. More details will be provided in the next issue.

Keiran Ryan, *Keiran Ryan Models*, 39 Coachwood Cres, Picton, NSW, 2571, (02) 46772462, krmodels@gmail.com & www.7mmkitsnbits.com had parts for the NSWGR 20

Bergs Hobbies / Redfern Models
CHG & D wagon

Photos : Bergs Hobbies



both \$14.00 per kit.

An announcement made by Keiran at the BDO involved the production of a wholly new locomotive kit. I'm told that both Keiran and Phil Badger have been aware of the need for an entry level NSW outline 7mm locomotive kit - in terms of price and ease of construction - for quite some time. To try and address what they perceive as a gap in the range of available kits they are seeking to gauge the level of interest in their manufacturing the NSWGR 0-4-0T, 1021 "Cardiff", a small saddle tank loco built by Manning Wardle in 1916 for the NSW Public Works Dept. Cardiff is preserved at the NSW Rail Transport Museum at Thirlmere and had a long working life on the Nth Coast line, working the jetty at Coffs Harbour and at Broadmeadow. If enough interest is shown in this project the kit is slated for release in late 2007.

The "elephant in the room" at the BDO was the announcement of the purchase of Century Models by Peter Krause of *O-Aust* who can be contacted at 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*). There were some who, before the event, were expecting some show of disapproval at the announcement of the company's sale but Graham and Peter's personal attendance at the BDO seemed to pour oil on troubled waters to some

extent and after the announcement was made – it was hardly a secret, we'd reported it in 7th Heaven about a month before the BDO – there were very few questions from the room. I like to interpret this as meaning that there is a fair degree of confidence in Peter Krause's ability to produce and deliver on his promises. When I spoke to him he seemed quite excited by the opportunities and challenges the purchase of Century Models has presented him with. He told me that he fully intended to produce a kit for the C32 but at this stage it was far too early to be too detailed about a time frame for this project. The pattern maker who produced the 48 for O-Aust will take on the production of the 32 class masters and Peter is currently evaluating the overall production of the kit.

Peter's big announcement at the BDO was the unveiling of some test shots and a prototype model for a BCH/BWH kit. This kit will be made up of urethane body components and cast detail parts in brass and white metal. The wagon will ride on wholly new 2BP bogies developed for this wagon. The detail on the prototype model – both internal and external - was excellent. The retail price of the kit will be in the range of \$300.00.

Due to quite a high level of demand a way has been found to reintroduce the NSWGR MLV louvered van. The price of this "re-birthed" MLV should be equivalent to the price of the kit before it was withdrawn. Pattern work is under way on the Shell 3000 gal tanker and the 5000 gal tanker is not far behind. And on a final note, Peter perceives that there may be space for another brake van on the 7mm market and, while he has his own thoughts concerning what van might best fill this hole in the market, he is open to persuasion on the matter. He is quite willing to be lobbied so contact him direct and pass on the fruits of your cogitations on this matter.

Prototype Model Engineering (PME), PO Box 644 St Ives, NSW 2075 or Ron Sebbens on (02) 9449 6605, were

at the BDO displaying a pilot model of the tender for the NSWGR 12 class locomotive kit that is due for release later in the year. The model, built from test etchings, was beautifully detailed with the builder's plate on the side of the chassis frame of particular note. Some cab and body components were also on display at PME's stand and the proprietors announced they were pleased with the progress of the project. NSWGR general arrangement drawings were used as the basis for the model and it has been designed so that it can be modified by the purchaser to allow representation of the prototype at most stages of its existence. Minor detail such as axle boxes, brake rigging, coal rails and sand boxes are yet to be added.

Robert Kosmider from *Steam and Things*, PO Box 277, Surrey Downs, SA, 5126, (08) 8265 1570, rkos@dodo.com.au or steamandthings@dodo.com.au and www.steamandthings.com sent me a swag of material on the services offered by his company. The one which will probably be of real interest to many O-scale modellers is his new decal printing service. Robert is offering to print custom decals in all colours, including white and metallic gold. "Back of envelope" sketches are acceptable but accurate dimensions are required before a decal can be printed. There is no minimum

purchase but a nominal drawing charge applies, subject to customer input and conditions. Blank decal sheets are available from S&T for the DIY enthusiast. Contact Robert before sending anything to discuss requirements.

Steam and Things has produced a VR Point (Spur) Lever and SAR and VR trackside signs all in 1/4" scale (1:48). In addition they have produced a VR Narrow Gauge Passenger Stock in 1/4" scale (1:48), On30 but because of the large number of variations in these carriages over their lifetimes it's vital customers check the drawings and descriptions on the company's web site (or contact them direct) and use the designations and code numbers Steam and Things have used when ordering to avoid confusion. Another new release is a kit for generic 3 link hook couplings that can be used in both 7mm (1:43.5) or 1/4" (1:48). These items are etched in 0.5mm (20thou) brass, 5 pairs in a set and they can also be supplied in 0.3mm (12thou) brass. The kits come complete with springs and steel links.

Robert also wanted me to inform 7th Heaven readers that he is currently producing a range of HO scale Wolgan Valley passenger stock. He says, subject to sufficient interest, these items could be produced in



PME's 12 class tender

either 7mm or 1/4". Contact Steam and Things direct.

Richard Leeder of *Veteran Models*, PO Box 84, Seddon West, Victoria, Australia, 3011, Ph (03) 9687 6205 or 613 9687 6205 www.users.bigpond.com/swarm_leeder/ has announced that the L sheep wagon and the D3 tender have been completed and are available as kits. The D3 locomotive is expected to be ready in about 18 months. As well as working on the D3 progress is being made on the BW passenger car, which is expected to be ready to be released as a kit by Easter 2007. 1:48 VR etched brass fencing is due in July 2006. See the web site for photos of all the new and existing products. If you would like to speak to Richard you can contact him direct or speak to him at the Stawell exhibition in early July.

After a good deal of waiting for new releases the *Waratah Model Railway Company*, PO Box 509, Revesby, NSW, 2212 (02) 97851166 seem to have had a rush of new stock all at once. The arrival of the NSWGR RU bulk wheat hopper occurred just before Christmas and those who had pre-ordered received their wagons in double quick time. Decals for these kits are still to be delivered but Waratah have now taken delivery of their own wheelsets..The wheels are particularly fine with dimensions taken direct

from the NSW prototype wagons. Once ready these wheel-sets will be supplied with all Waratah wagon kits and will be available separately for \$15 a pair with bearings.

Waratah are set to release 7mm scale kits for the 2BJ and 2BR NSWGR freight bogies. The bogies are crisp, white metal castings and will certainly fill a hole in the market. Both patterns will sell for \$60 per pair including wheels and bearings.

One handy item on sale is a cast urethane drilling jig designed to hold Waratah's cast white-metal W-iron/ axle box assemblies securely at 90° to a drill bit in a pillar drill. All of these W-iron castings need the hole which accepts the brass bearing cleaned out and this jig is just the ticket for holding the casting while this operation is carried out. It is designed to hold both the old castings and the new, recently released update version. The jig cost \$8.50.

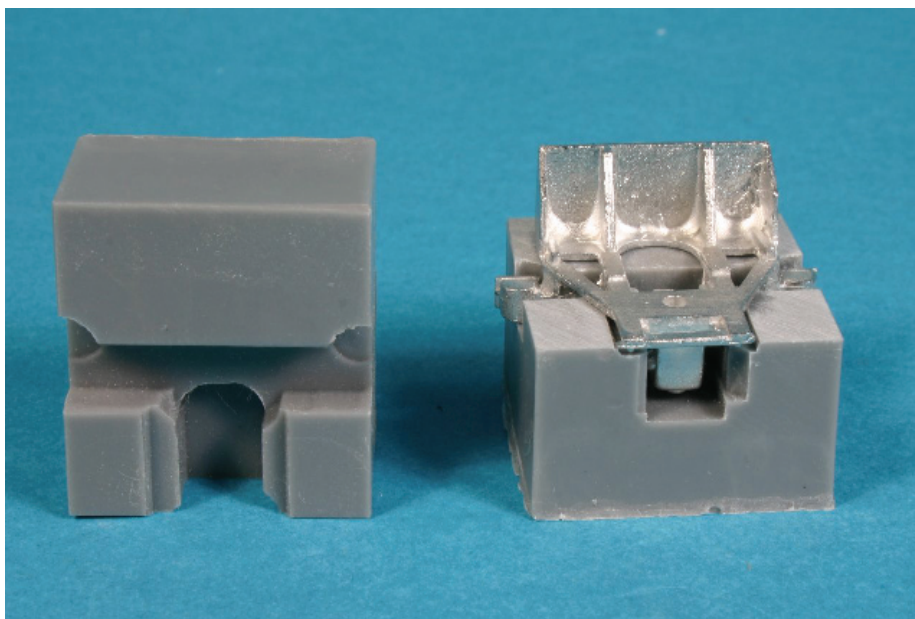
As announced in the last issue of 7th Heaven, Waratah have begun selling a range of 7mm Lineside Detail kits and accessories. The range so far includes rustic two rail fencing (\$3 for each assembly which are 100mm long), speed indication signs (\$1.50 each), picks and shovels (\$1 each) and a lovely set of castings that will make up into a correctly patterned water

column (\$45). All of these items are beautifully cast in white metal with some components in urethane.

An announcement from Waratah that will be of interest to a good many 7mm modellers is the proposed release of a kit for the NSWGR PHG brake van. Some very positive reaction following on from the posting of some photos of the model Roger Porter built from a PHG Gago kit on the Aus7 Modeller's Group web site convinced the proprietors of Waratah to test the waters and see if there was enough interest to re-run an updated version of the kit. Waratah are now asking modellers to express their interest in a concrete way by ordering a kit through the placement of a \$150 deposit. Due to the nature of the manufacturing process of these urethane kits there will be a very limited run and very few, if any, will be held as stock items for sale after initial orders have been filled. If you want to assure yourself of getting one you will need to pay a deposit and get your order in. See the Waratah ad in this edition of 7th Heaven for details.



Waratah Models Wheels



Waratah Models W Iron drilling jig



KR Models' Hold Down Lever Kit