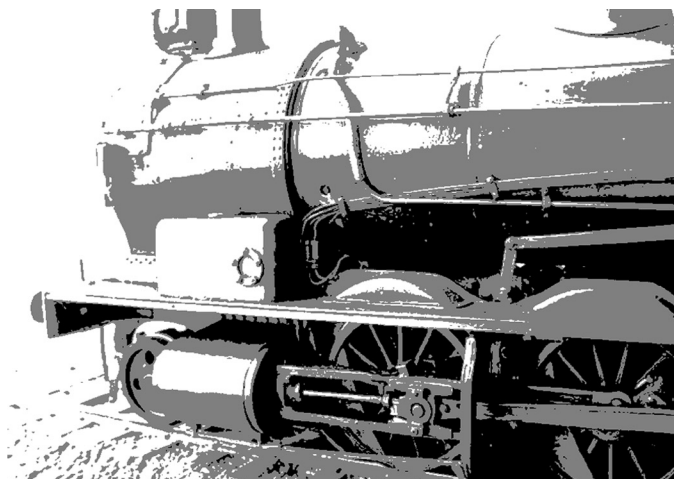


7th

Heaven



\$5.50



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No 10

Winter
2006

Aus7 Modellers Group News

Aus7 Modellers Group Award

Last year the Aus7 Modellers Group created the Aus7 Award, to be presented to an individual nominated by the membership as having made a significant contribution to O-scale and to the hobby. The inaugural award was presented to Graham Holland last year at the September BDO, but it had always been intended to present it at our AGM. The recipient for 2006 was the Group's Secretary Trevor Hodges, for his contribution to the growth of the hobby through his modelling, writing, and his efforts in helping to establish the Aus7 Modellers Group. The judges' comments which accompanied the award said, in part:

"The decision of the Judges this

year was a relatively easy one, in that, whilst we had a large number of nominations this year, the majority were for a single person. Whilst we recognised and acknowledged a personal reticence on his part to be considered for this award, we felt that we were bound by the wishes of the Group

members. It is thus our privilege, and delight, to award the 2006 Aus7 Award to Trevor Hodges." Congratulations, Trevor!

Lindsay O'Reilly and Phil Badger, Honorary Judges.



Trevor Hodges (left) receives his award from Aus7 Modellers Group President Keiran Ryan

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One Modellers View

Motivational Modelling

Why do we build models? For that matter why do we build models in 7mm/O-scale? When I was at college, more years ago than I care to remember, the poor sod assigned the task of trying to cram Educational Psychology into the Hodges brain told us that motivation was either intrinsic or extrinsic. I seem to remember that intrinsic meant you did something for the simple internal satisfaction the process and end result gives you whereas extrinsic motivation comes from outside; people who fall into this latter group need a competition or a deadline to get them motivated to model. My memory tells me that I took this division of people into motivational "camps" pretty much at face value at the time however, as the years have passed, I've come to realize that things are slightly more complicated than this.

No matter how much of a lone wolf he or she is, I don't think there's a modeller alive who doesn't appreciate having their models praised, especially by a knowledgeable observer. On the other side of the equation, and due to the hours of lonely toil involved in constructing any half decent model, someone who only worked from extrinsic motivation must find the experience a barren and empty endeavour. In truth we all work from a mix of intrinsic and extrinsic motivations; it is just the proportions that vary in different individuals.

Over the years I've heard it said on more than one occasion that competitions foster bad blood and division in our hobby and certainly in that time, both here and overseas, competitions have seen a steady decline in entries. Modellers and members of the general public still seem to enjoy viewing competition entries so, if anything has changed from the days when entries were at their peak, it must be in the attitudes and behaviour of the individuals who

build the models. In a country that is so aggressively competitive on the sporting field Australians sometimes seem curiously reluctant to push themselves forward in other fields of endeavour. Perhaps with the rest of our lives being so relentlessly competitive we look to hobbies to give us a blessed respite from the pressure of everyday life, but I still find it difficult to accept the view put to me on one occasion that modelling competitions were on the verge of being un-Australian, best left to modellers in the UK and USA!

While my grasp of psychology may not be all that good I believe one of the best ways of inspiring people is for them to see the modelling of others. There seems to be a growing number of modellers willing to bring the results of their modelling labours along to events such as the NSW 7mm Modellers Forum. Readers of 7th Heaven will have seen photos of a good number of these models over the last couple of years. In spite of this outstanding modelling one area that still seems to be lacking in our scales is scenic modelling. When narrow gauge modellers get together it seems the most natural thing in the world for them to bring along a diorama or structure, as well as some beautiful locomotive and rolling stock models, they've been working on to put on display. Perhaps the difference is one of history and culture, but I've got a strong feeling that one of the motivating factors that encourages these modellers to build their dioramas and structures is the well organized competitions that are run in conjunction with these narrow gauge events.

At the recent Aus7 Modellers Group AGM the topic of a modelling competition was raised as a way of encouraging some scenic modelling.

(continued page 4)

7th HEAVEN

Editor: Kim Mihaly

Editorial Address

120 Folkestone St Stanthorpe Qld
Ph (07) 4681 1031
kim.mihaly@tpg.com.au

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Aus7 Modellers Group Inc.

President

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

Secretary

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

Web Site

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:

O'Tools' Garage - Stephen Reynolds

One Modellers View (cont)

At the AGM it was decided to form an organizing committee the members of which are Vice President Chris Harris, Martin Hartley, Mark Kendrick and myself. The results of the committee's discussions can be read on page 13 of this issue. I'd like to thank Chris Harris and Dave Morris of Waratah Models for their generous offer of

some fantastic prizes.

Even at this stage I can tell you that I intend taking photographs of the entries and these pictures will end up in future issues of 7th Heaven. In this way we can all share the results of the entrant's labours. I would encourage any member with an interest in entering

to begin planning their entry because, no matter where the motivation comes from, viewing the models on the day of the competition and in the photos I'll inevitably take will help inspire the modelling of others and this can't be a bad thing.

Trevor Hodges

Letters to the Editor

Tom Dowling of the Canberra Monaro N Scale Group, and a member of the Aus7 Modellers Group, passed onto me a copy of the Autumn 2006 edition of 7th Heaven, as he is aware of my interest in modelling the Tumut to Batlow branchline based on Rodney Barrington's article for a HO layout in Branchline Modeller No 4.

In the introduction to Rodney's article describing the O scale version of his track plan Trevor Hodges quotes Nick Sheridan as describing Rodney's HO track plan as "inspirational" and mentions that, to Rodney's knowledge, "no HO version had ever been built despite the popularity of the plan".

Well, I too found Rodney's work inspirational and, after developing my own version of his plan, I aim to commence construction shortly. I have recently renovated a 30'x20' train room under my house in Canberra and Rodney's HO plan provided the incentive to convert to HO and abandon my plans for a version of Wodonga to Cudgewa.

Given the space which I have available you may ask "Why not 7mm"? In changing from N scale after 30 years I am taking it one step at a time, although modelling the Australian prototype in 7mm is becoming very tempting.

Whilst the renovations are finished and HO point templates are spread across the floor of the Tumut portion, I need to complete a couple of N scale exhibition modules (www.cmnsng.asn.au) before I commence the HO, home layout of my dreams. I have built an

EziKits HO 19 class and various pieces of rolling stock. Trevor's article in 7th Heaven, including the table on page 12, has been most helpful in planning future train consists.

I look forward to watching the 19 class climb through the hills between Gilmore and Batlow with a short, mixed goods with my imagination rattling along behind. There will be no sense of urgency on this line.

Congratulations on the publication of a quality magazine and please thank the members the Aus7 Modellers Group for the inspiration and incentive passed on through their articles in spite of our difference in scales.

John Harriott
Isabella Plains ACT

Sincerest apologies must be made to PME for leaving them out of the Forrester Report. This chronicler is somewhat embarrassed for making this omission as I particularly should have remembered to mention them as I made a small purchase from them that day. Phil was showing the etches for the D wagon, and there was a lot of technical work being done there that day. Certainly they well-deserve the name that they have chosen! I have been looking at their various products and I think that we can all look forward to a line of quality kits and parts.

Martin Hartley

The Editor writes :

Trevor Hodges article Light of My Lifestyle generated quite a bit of feedback. Trevor has prepared an article about his workbench which will be printed in an upcoming issue of 7th Heaven.

Also in preparation is a two part article on building NSW end platform carriages.

The highly anticipated 2nd part of Keiran Ryan's Ring of Pearls has had to be held over as it is not yet ready for publication.



**Woz Clowry shunts wagons at the BDO
- Mar 2006**

O' Tools Garage

Stephen Reynolds

O'Tool's Garage was built to be entered into the diorama contest at the 6th Narrow Gauge Convention held in Sydney over the Easter long weekend, 2003. The model built to enter this competition was based on a prototype that was an old shed I had photographed at Kersley, on the outskirts of Cessnock, in the Hunter Valley. By the look of its construction I would guess it had been a small store of sorts in a former life.

The dimensions were 'guesstimated' from the one photo I had and a plan drawn up on graph paper. It is not all that hard to draw up a plan this way by using dimensions of standard features you already know such as doorways or brick courses. Most old buildings have higher ceilings than the 8' (2.4m) that is standard today. Most are up around 10' to 12'. Allow for your floor height from the ground and you have your height to ceiling level. Using Grandt Line doors and windows you start to get an idea of how long and wide your building needs to be. The building was constructed using 1:48 and 1:43.5 parts and as such is not strictly speaking a "scale" model but more a blending of the two scales.



The Building

The timber for the project came from a variety of sources and was 'milled' to scale size using a North West Short Line Stripper. Stirring sticks produced bearers and joists, wall frames and roof trusses. Balsa makes up the floorboards and Billings ship timber strips were used for the weatherboards. All of the timber was painted or stained before it was glued in place and cut to size using a North West Short Line Chopper. The wall frames were constructed by gluing the timber in their correct position using the graph paper with the plan drawn

on it as a guide. The roof trusses were done the same way.

The weatherboards were first stained with Tamiya light gray applied with a cloth. When they were dry Tamiya white was applied the same way. When dry the wood strips were sanded to give a well weathered look. Each strip was cut to size and glued in a random pattern. This method achieves an individual look that is pleasing because not all wood weathers in the same way in the real world.

Corrugated O-scale aluminium was applied to the roof joists using clear silastic. The ridge capping came from an aluminum pie tray. The chimney was a combination of a plaster castings made using a latex mould I made myself. These provided the top part of the chimney and the bottom part came from a hand carved base which I also cast in plaster.



Signs and Details

The Shell sign is painted on the side of the building. The method is the same as that used for the Saxa Salt advertisement on the side of Lawson General Store which I built for Trevor Hodges and which is now on his layout Queens Wharf. This method was detailed originally in an article in

Model Railroader by Earl Smallshaw years ago. A stencil was made by pasting a photocopy of the artwork for the sign onto a thin piece of card. After the glue had dried it was carefully cut out with a sharp scalpel. This was not as arduous task as you might think. While the sidewall was constructed but not attached to the building, thus allowing it to be laid flat, a rectangular area was masked off and painted with Humbrol acrylic yellow. Once dry the stencil was taped in place and sprayed over with red house paint. A fine tip black felt pen was used for the black outline and border. The small lettering for Petroleum came from individual decals. The O Tool's Garage sign at the front of the building was done the same but unfortunately did not produce as good a result.

The other, smaller signs came from advertisements in magazines, junk mail and various sources I have collected over the years. The Girly posters on the wall in the back room came from flyers found in high quality magazine aimed at the male market, and before you ask the answer is yes, I only brought the magazine for the articles. Promotional material you can

get for free at video shops yield lots of old movie posters. The one for High Noon on the front fence is a good example.

Junk /Clutter

Once again these came from a lot of different sources, manufactures and my own moulds. They are 1:48, 1:43.5 and even some HO. In fact the HO car jacks were bigger than the 1:48 ones. The figures, pushbike, petrol pumps (that I am going to replace with something more appropriate for the 50/60's) some 44 gallon drums, and the cats are 1:43.5 items from The Model Company purchased from Bergs. The Coca Cola machine, oil stand, cans, car jacks and other items are 1:48 items from Berkshire Valley purchased from The Railcar. The list goes on and on but you get the idea and as with a lot of this type of detailing quite a few items just came out of my left over parts box. If you currently don't have a left over parts box start doing some modelling and you soon will have.

The piles of rusting junk, footpath, road, the steps out front and back, the piers under the building and under the

water tank, the chimney as well as the stumps and crates are all plaster castings from Latex moulds I make myself. How I make the moulds and do the castings is beyond the scope of this article and if there is enough interest shown in this the Editor may be able to twist my arm and I will submit another article on this method.

Other detail parts came from old cheap HO kits. The curtains are tissues and a tea bag. The weathering was applied using chalks, ink and acrylic paint. Ground cover came from Woodlands and foam I make and dye myself.

Conclusion

How did the model go in the contest at the Narrow Gauge Convention? When I placed it on the table with approximately 30 or 40 other dioramas surrounding it and, more broadly, in a room with around 200 excellent models it sort of got swallowed up by the competition and sank to its rightful place amongst the "bottom feeders". In spite of this I am pleased with how it turned out and had fun building it. It also proved to me that you don't need a lot of room to enjoy modelling in O-scale.



Penrose, the story

Peter Nixon



Vertically Challenged

The Wolgan Valley, in the Blue Mountains, contained a large seam of oil shale and coal, but it was hard to exploit as it lay at the base of 300m high cliffs. Various methods of haulage had been tried, such as inclines and ropeways, but in 1905 it was decided to put in a huge mining and refining works served by a railway. The tonnage precluded narrow gauge, so instead the recently marketed Shay locomotive was enlisted, enabling big loads and a gradient of 1 in 25 along with 5 chain curves to be practical. The result was an amazing feat of engineering amongst some spectacular scenery.

So how to model it? I'm a landscaper, not an industrialist, so the works area didn't "ring my bell". Instead, the huge cliffs, the tortuous track that snaked through the gorge, the tunnels, particularly the No2 tunnel (now known as Glow Worm) with the quirky way that passengers would get off and walk through Bell's Grotto to avoid 20 chains of tunnel with a Shay on full noise puffing out huge volumes of smoke.

I staked a claim in the expanding 0 gauge layout at the Gold Coast Model

Railway Workshop and announced that I would recreate Wolgan Valley on about 10m x ½ m. There was a silence and muffled calls for men in white coats, which told me they weren't entirely convinced, so I set about creating a "demo" module to persuade them of the viability (and because secretly I wasn't all that sure, either)

This module would contain the No2 tunnel mouth (lovely circular erosion patterns), the undercut cliff, a small (Bell's) grotto and sky high background. The dam (below the tunnel) and the signal (above the tunnel) would add interest and give credence for a stationary train.

To balance the picture, the Shay would visibly (wow factor) balance the tunnel, but the left side of a Shay is boring, so I transposed the scene.

I decided, when I took up modelling trains (about 18 months ago after a 40 year hiatus) that I would model every part of a scene, with equal accuracy, so if I was counting rivets, then I should also be counting branches and leaves. Also, having built the "framework", I decided that this would be a showpiece, so it had to entertain the audience.

My first show was at last year's Brisbane Min. Train. Ex. when Christmas Creek was shown with very slow moving Shays pulling log trains. It was successful so I went away and built Python Creek, for the Gold Coast Show, an automated show module with scenic interest. It was scrapped within hours of show-close because it was too heavy and unwieldy, but as it won Best-in-Show, I figured I must be doing something right.

So I was left with, a/ must fit in the car, b/must be liftable by me on my own, i.e. weak as...., but have trolley, c/must entertain, and would need to be very special, as the train wasn't even going to move. The box is lightweight chipboard, the cliffs are horizontal layers of polystyrene (easier to shape than a solid block) and by borrowing a bit of stage licence and forced perspective, have tried to look convincing in a depth of 280mm.

I carried around photocopies of the Wolgan pics on my travels and finally found convincing strata in a section of the Marburg Bypass, west of Brisbane, where I set up the latex moulds. Not for me the hand-sized latex mould with six layers of rigid rubber, I chose to brush on 2 layers of pre-thickened latex, which made a thin stretchy mould and only added reinforcing (Chux wipes) for rigid detail, such as the eagle's roost. All moulds were specifically chosen for each patch of scene (27 in all), but I did make them up to a metre wide for later use on the club layout.

Chux also came in handy, too, as a key over the polystyrene and the moulds had as little plaster as the detail would tolerate, mostly 5-10mm. I used cornice cement (as it was free!) but casting plaster would be quicker. Basic colour was by brushing a very weak solution of ink from a dead printer cartridge, while the final

colours were done in chalk by Tony Reidpath, scenery colouring guru, fellow club member and mentor. Jim Robson put his artist skills to work recreating Mt Wolgan on the tiny backdrop, from a postcard of Newnes Hotel. A fluorescent light made an appalling module light, but when put behind the frame, gave a wonderful “daylight” look to the sky and hills, highlighting the “gorge” look. Mirrors at each end prevented the scene from ending abruptly.

The bridge was a “ring-in” from Kooralbyn, where I also took the tree photos, picking a prototype that suited the spot. Trees were made from the usual copper wire, no-gaps and Heiki, copying the photo as near as possible. The hut was also a ring-in, from Canungra, as I felt the scene needed interest to help perspective, and the birds, cockatoos and galahs, which were a talking point on Python Creek, were given flight with piano wire. More than once a visitor did a double take as the bird “moved” when they did. I like that! The eagle was a bit harder, but balsa and aeroplane technology produced a passible likeness (the chick was a cotton bud!) Some also said they had to crane their neck to see the top. I like that, too!

In all, a very satisfying module to make, and enormous fun to see the reaction it created. I can’t remember who first came up with the picture frame idea, but it was brilliant. Lots of input from GCMRW members, and I was blown away when it won the inaugural Col Walsh Scenery Award at the Brisbane Show.

The future?. Replace those temporary palm trees, (my ferns weren’t quite right). Put it in the Gold Coast show and then retire it and start something else. Or take Kieran’s advice and make 8 more of them and call it Stringybark Gorge!



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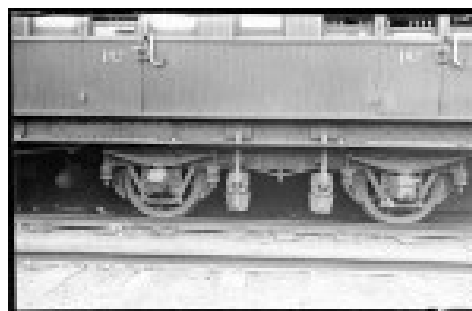
The website for the Hunter Photobank has changed address, it is now <http://203.12.150.200/web/pages/nrm/nlibrary/Query.php>.

The interface has been revamped and the search is now easier & returns thumbnails of the images.

Picture Australia

The National Library of Australia has digitised photos taken by the late JL Buckland and 111 images are available on the Picture Australia website - <http://www.pictureaustralia.org/>. These photos cover a variety of states and locations and are well worth a look.

**Detail of a Deane Bogie on NSWGR BX
taken in 1939 by JL Buckland**



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Aus7 AGM & Workshop

Trevor Hodges

On Saturday the 8th of July members of the Aus7 Modellers Group gathered at Lapstone Public School for the Annual General Meeting.

Twenty six members were in attendance and a range of issues were discussed. The outgoing President and Secretary, Keiran Ryan and Trevor Hodges, delivered reports and then the new executive was voted in.

All the previous executive members were re-elected unanimously except for Treasurer Dave Morris, whose business, work and family commitments prevented him from undertaking the role this year. Roger Porter kindly allowed himself to be nominated for the post of Treasurer and he was elected unanimously. On behalf of all members I'd like to thank Dave Morris for his efforts as Treasurer and wish him well after his wife Elaine's extended stay in hospital. I'd also like to welcome Roger on board.

A copy of the minutes for the meeting has been supplied with this issue of 7th Heaven. The only issue of note was that, due to circumstances beyond the control of the executive, a set of accounts could not be presented at the meeting. Keiran Ryan sought, and was granted by the meeting, permission to include a set of accounts with this issue of 7th Heaven. Our thanks should also go to Paul Chisholm for organizing the venue, preparing lunch and conducting a walking tour of the old Lapstone Zig Zag in the afternoon. Thanks Paul.

Wagon Building Workshop

At the conclusion of the AGM, members were encouraged to attend a wagon building workshop conducted by Trevor Hodges, Roger Porter and John Parker. All three presenters worked their way through a range of topics and challenges faced by a modeller when building injection molded



Above
John Parker demonstrates the uses to which a drill press can be put during the wagon building workshop.

and cast resin kits. John demonstrated the use of a drill press in cleaning out white metal axle box castings while Roger and Trevor expressed a sentimental fondness for lumps of timber they use in their modelling. While the workshop was not as hands on as the presenters would have liked there was lots of information passed on and plenty of questions were answered about kit building. One participant was heard to say that he was glad he had attended as he would now get some of the kits he has stored in his cupboard out and begin modelling.

Below
Dave Morris making Amway look like amateurs



Narrow Minded Muttering



This is the first of an irregular column I will write for 7th Heaven, covering all O scale narrow gauges as well as my own chosen O-14. As the trains are what we focus on, this first instalment will detail some of the commercial loco and rollingstock options available. Future columns will describe track and roadbed, operations, loco and rollingstock scratch building, and I will describe my layout as I build it. I will also detail a quick and easy conversion of a Bachmann On30 Porter to 14mm gauge.

O-14 is the term given for modelling 2' gauge prototypes accurately in 7mm/' scale.

This obscure scale/gauge combination is favoured by those modellers who prefer 2' gauge models and do not wish to compromise by modelling on HO gauge track (O-16.5 or On30). O-14 uses 14mm gauge track. Standards for this gauge were developed by Roy C Link, champion of the scale/gauge, who adapted EM gauge standards to the narrower gauge. This results in almost perfectly scaled track. Roy's track standard was published in an early Narrow Gauge and Industrial Modelling Review issue.

I model in O-14 as I find the various 2' gauge railways of Tasmania's West Coast to be the most interesting around. I plan on building models of Aussie 2' gauge locos, from little 0-4-0's to articulateds, and many of these would not look 'right' if I compromised by modelling with 16.5mm gauge. And you wouldn't be reading this if you didn't know why O scale is the ideal scale for fine model building!

O-14 is not only the realm of the scratch builder. While obscure, there is decent commercial kit support, particularly from the UK. There are more loco kits available for O-14 than for standard gauge NSWGR locos in O scale, and they are far cheaper



and there is also a growing range of Australian outline rolling-stock available. Berg's Hobbies (www.bergshobbies.com) carry The Model Company's Goondah-Burrinjuck Railway Krauss (several examples also operated in Tasmania and on the Queensland cane fields), Burrinjuck 10 ton open wagon (very similar to North East Dundas 'A' class open) and the recently released Malcolm Moore V8 petrol mechanical rail tractor. This will need a special chassis if it is to run on 14mm gauge track.

Michael Parker, of Milestone Miniatures (available from Berg's, or P.O. Box 132, Newstead, Tas 7250), produces two 7mm/' scale kits, both of Tullah Tramway (Tasmanian) prototypes. The first is a 10 ton open wagon, different in design to the Burrinjuck/NEDT kit by Berg's with the second a combination brake van. Both these kits are sold with 16.5mm gauge bogies, but that is easy to alter to 14mm. Milestone also have several On30 Tasmanian prototype wagons available.

Wrightlines (www.keykits.net; info@

keykits.net) offer a Bagnall 0-4-0ST similar to one which operated in South Australia and is now preserved and operated at Cobdogla. Wrightlines also have a Kerr Stuart 'Skylark' 0-4-2T loco which operated alongside the Bagnall in SA, as well as earlier in Tasmania. This loco is now preserved at Red Cliffs in Victoria. Another similar loco operated in Western Australia.

Backwoods Miniatures (www.backwoodsminiatures.com; sales@backwoodsminiatures.com) market a kit for K1, the worlds first Garratt which operated on the North East Dundas Tramway in Tasmania. They also sell a kit for the South African NGG16 Garratt, one of which was imported by Puffing Billy.

Roy C Link, through Paragon Narrow Gauge (www.paragonnarrowgauge.co.uk) in the UK, produces several smaller industrial wagons, such as the common V tip 'Rugga' skips. These can be obtained through 'The Railcar' (www.railcar.com.au; 17 The Breakwater Corlette, NSW 2315 Australia) in Australia. Roy C Link

also produces some locomotives, including Hudson Hunslet 4wDM's, examples of which operated at Port Kembla.

Whether you like tiny 4 wheel diesel and petrol mechanical rail tractors, or huge articulated Garratts, O-14 has an option for you.

There are many other items available for the O-14 scale/gauge combination and one place to find out about them is the O-14 Yahoo! Group at [http://](http://groups.yahoo.com/group/O-14)

groups.yahoo.com/group/O-14 which I run. If you have any questions relating to O-14, this is the place to get answers. Roy Link's track standards are also available to download from the group.

The primary magazine for O-14 practitioners is the quarterly Narrow Gauge & Industrial Railway Modelling Review (www.narrowgaugeandindustrial.com); Cambrian Forge, Garndolbenmaen, Gwynedd LL51 9RX North Wales



United Kingdom; royclink@ision.co.uk), available from the ARHS NSW bookshop. This magazine regularly features the finest modelling I have ever seen - at least on par with Model Railway Journal.

2' gauge was very common in Australia, the Sydney basin alone boasted 5 or more separate operations. The NSWGR even owned a single 2' gauge locomotive (Lo43/1024). Many narrow gauge modellers are known to be creative and imaginative, yet fanatical adherence to prototype is also common. So if standard gauge isn't answering all your modeller's desires, why not try narrow gauge ?



The Waratah Model Railway Company

First In Quality - Second To None

Features:

- Cast Polyurethane Body
- Highly detailed W-iron/axle box assembly
- Cast brass and white metal detail components
- Full underbody detail
- Supplied with Waratah's own new Finescale wheels



Cost of one kit \$125 or 4 for \$480

RU Pictured – Built by Paul Chisholm, photo by Trevor Hodges

The NSWGR RU bulk wheat hopper :
You know you want some, what RU waiting for ?

Waratah Model Railway Company, PO Box 509, Revesby, NSW, 2212
Ph: (02) 9785 1166 email: david_grizzler59@msn.com or charris@nigelbowen.com.au

Cable Clips

John Lee

My layout consists of 90mmX19mm radiata framed modules sitting on steel shelving units in the garage.

Whilst some of the modules are suspended between shelving units most of them sit on the shelves and this makes wiring underneath them difficult or impossible. Add to this the fact that I am a firm believer in up (out) front wiring for access purposes.

As all wiring connections are made at the front of the module the question arises as to how the wiring will be supported.

Aside from cabling in a trough using either electricians 25mm square PVC conduit (expensive) or laid on a ledge attached to the 90mm timber – has the advantage of providing fixing for layout skirting, one approach I am experimenting with is the use of the white plastic ties which are used to seal bread bags etc.

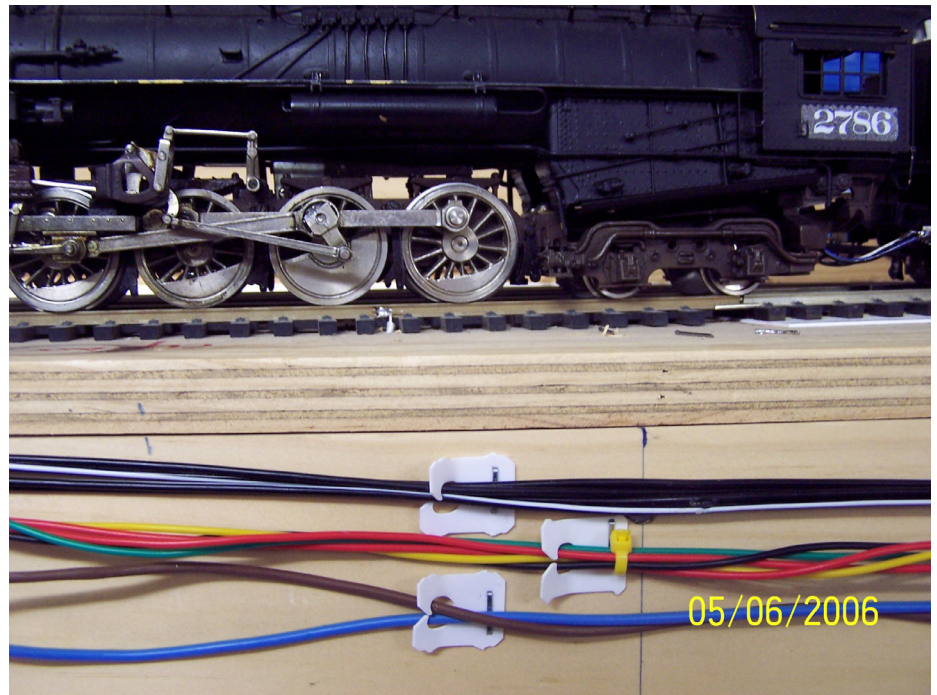
The attached picture shows such an approach. The clips are fixed using a power stapler and they are spaced about 300mm apart. In the picture the

clips are shown supporting turnout motor power (black wires), signal power (red/yellow/green wires) and the DCC track power buss (blue/brown wires).

The wire can easily be put in or taken out of the clip and as you can see they can be used to keep various power wire types separate which is impossible in a trough type situation.

You will also note that they can handle quite thick wires – the blue/brown wires are extra heavy duty 10 Amp wire (32x0.2mm) Dick Smith cat #2280, 2282.

So there you have it – oh by the way the loco above ain't NSW I am afraid, it is a US Hobbies NKP 2.8.4 Berkshire.



The Aus7 Modellers Group Are Proud To Announce The **Waratah Model Railway Company** **Diorama Competition**



Aus7 members are encouraged to construct and enter an O-scale, railway themed diorama for the inaugural Waratah Model Railway Co. Diorama Competition, 2007.

Conditions of Entry

- 1) Entries may be of any size but must be on a single base.
- 2) The diorama must incorporate some track and a Waratah Model Railway Co. wagon in the scene.
- 3) The diorama must be built in O-scale.
- 4) Judging will be by popular vote of attendees at the BDO in Nov 2007 (exact date yet to be set) and will be announced on the day.
- 5) The diorama may be a segment of any new or pre-existing home or exhibition layout.
- 6) All entrants should be prepared to allow their entries to be photographed for inclusion in 7th Heaven.

The following prizes will be awarded:

- 1st Place – A Waratah Model Railway Company NSW PHG brake van kit (Valued at \$550.00)
- 2nd Place – A Waratah Model Railway Company rolling stock kit (Approximate value \$110.00)
- 3rd Place – \$50 worth of Waratah Model Railway Co. products

Commercial News

Trevor Hodges

Berg's Hobbies

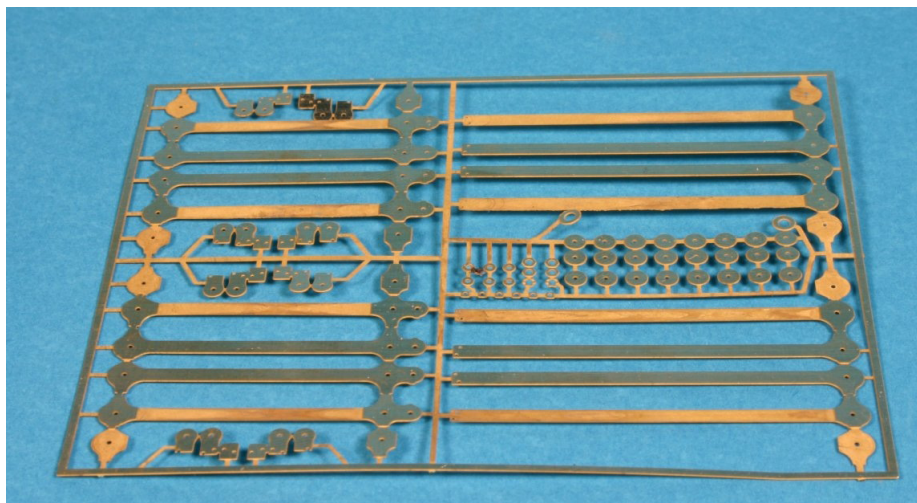
As reported in the last issue *Berg's Hobbies*, 181 Church St Parramatta, NSW, 2150, (02) 9635 8618, <http://www.bergshobbies.com/> have available a Malcolm Moore '1000' Series O-16.5, 1:43.5 scale industrial locomotive from the Model Company.

There were ninety-two of these 2ft gauge locomotives constructed in the 1930's for use in hauling stores from beachheads in the campaign against the Japanese during the Second World War. The locomotive utilised a Ford V-8 engine. Number 1001 to 1092, the '1000' series were built by the Victorian engineering firm Malcolm Moore, a significant Australian constructor of small industrial locomotives. After the war many were sold to industrial railway users from Queensland to Tasmania with many surviving into preservation. Reference: *Light Railways* 175 January 2004 & *The Model Company*. The 7mm loco kit (No.51) is designed to accept a Black Beetle drive unit (not supplied) 24.5mm wheelbase, 12mm diameter wheels, RP25 profile, 27:1 gear ratio and is \$110.00.

In the last issue the price quoted for the Redfern Models NSWGR D wagon was incorrect. The correct price is \$135.00.

Keiran Ryan Models

Keiran Ryan, *Keiran Ryan Models*, 39 Coachwood Cres, Picton, NSW, 2571, (02) 46772462, krmmodels@gmail.com & www.7mmkitsnbits.com has announced that work has begun on an etched detail kit for the O-Aust MRC. Work is continuing on the lattice post signal kit. The intention is to supply accurate signal arms (NSWGR signal arms are quite distinctive and are not currently available from UK suppliers), cast white metal lamps, balance weights and two different types of finials. Keiran also wanted to point out to modellers that he offers an etching and drawing service at



Etches & Turned details for KR Models 20 Class Kit

very reasonable rates so if you've got a project in mind it may be worthwhile contacting him for a quote.



O-Aust and Century Models

Peter Krause of *O-Aust Kits/Century Models* who can be contacted at pa_rl_krause@bigpond.com, 0419680584 anytime or on (07) 33665307 between 7 and 9 pm, has announced that he now has a website www.oaustkits.com.au up and running with details of what is currently available and news of future releases. Customers can order direct with most major credit cards being accepted. An electronic ordering facility should be available in the near future. Peter proposes to develop a page that provides advice on what can be achieved in a small space in O-scale to help counter the perception that no one has sufficient space for a layout in the scale.

A number of changes are being made to the BCH/BWH pilot and it is hoped that a quantity will be available for sale at

the next BDO. At about the same time Peter hopes to have samples available for viewing of the LLV/GLV, the 3000 gallon Shell tank car and an SRC 4 wheel van. It's hoped that a new batch of ACMs will be available by the BDO with the sprung buffer option either available at the same time or very shortly thereafter.

The *Century Models* Z19 0-6-0 is currently available in limited quantities and the D50 should be in stock shortly. Work is progressing on NSWGR C32 locomotive kit with patterns being produced and the NSWGR CR passenger coach project is progressing and is anticipated for release in 2007. While there have been production delays the series 2 and 3 48 class should be available soon with an SAR 830 to follow.

For QR enthusiasts a 1:48 kit (On42) of the QR QLX louver van is available and the planned K/KA cattle wagon and BBV guards van still require some refinement but are close to being ready for release. The K/KA cattle wagon will be available in an On30 version as well as On42 and more QR rolling-stock in On30 is planned as production schedules, resources and demand allow.

Model Railroad Craftsman

Model Railroad Craftsman, shop 2-21 Campbell St, Blacktown, NSW, 2148, (02) 98318217 or fax (02)

98314132 sales@mrrc.com.au and <http://www.mrrc.com.au/> carry a range of merchandise that will be of interest to 1:48 and 1:43.5 modellers including the full range of *Grandt Line* 1:48 window and door castings and an extensive range of *North West* and *Mid West* scale lumber. According to Gary Spencer Salt the range of *Mid West* lumber is "beautiful bass wood" and is competitively priced. Also in stock is a wide range of *Evergreen* and *Plastruct* plain and textured styrene and the full range of Railcraft rail.

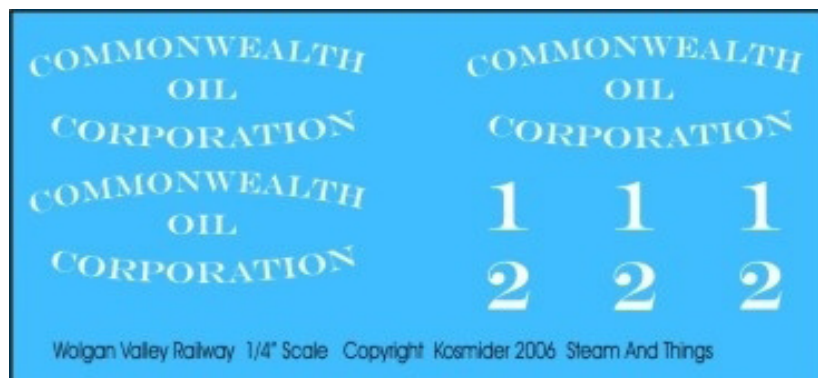
The Model Railroad Craftsman carries a range of US sourced buildings and modular building components that are very "bashable" for use in both 7mm and 1/4" scales. This includes the excellent range of *DPM* module kits and several different *Walthers* (approx \$70-\$80) buildings. Also in stock is a range of *Ameritown* (approx \$55 to \$65) buildings.

The *Model Railroad Craftsman* is one of the best sources for DCC equipment in Sydney. They are agents for NCE and carry a comprehensive range of decoders from TCS, Soundtraxx, Loc Sound and MRC. Gary doesn't just sell the products, he can provide expert advice on how to use and install them.

Steam and Things

Steam and Things, PO Box 277, Surrey Downs, SA, 5126, (08) 8265 1570, sales@steamandthings.com and www.steamandthings.com is selling a Generic 32mm gauge Rocking W-iron in "O" Scale. The design is based upon a W-Iron that rocks in a cradle around a piece of screw studding. *Steam and Things* report that Iain Rice once described this type of design as the "Rolls Royce" of rocking W-irons.

The design is etched in 0.3mm brass, but *Steam and Things* are willing to vary the thickness of the etch material and produce other specific designs to match varied prototype outlines. For this work they need a detailed side drawing of the profile and a confirmed order. The fret is supplied with studding (screwed rod) the required



Steam and Things - Decals for Wolgan Valley Carriage Kits

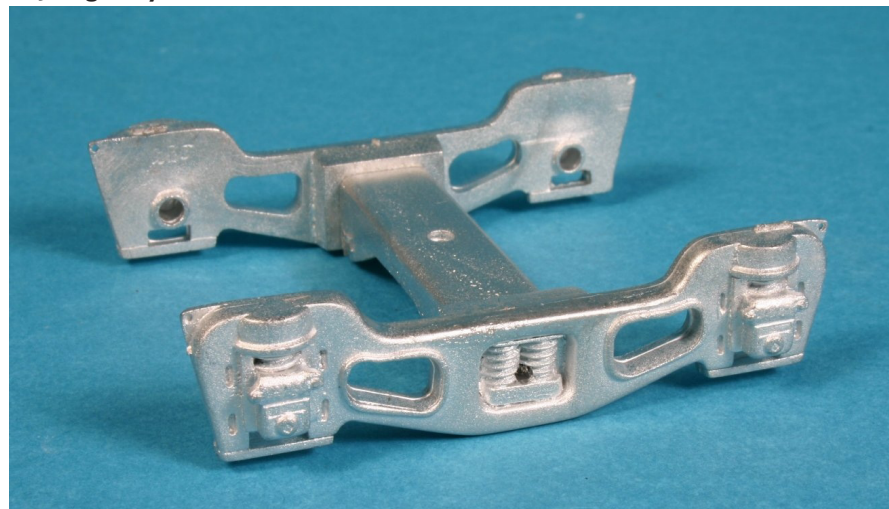
nuts and instructions. The price of each unit is \$15.00.

Another recent release is an O-scale Wolgan Valley Railway passenger coach. This etched kit is an up-scaled version of the HO coach also available from S&T. To quote from the S&T web site "these kits are dimensionally based on our scale kit for the "Selsey Falcons"...These kits are NOT for true to prototype, ultrascale models, but for very (our opinion) "realistic" look-alikes".

Waratah Models

Waratah Model Railway Company, PO Box 509, Revesby, NSW, 2212 (02) 97851166 charris@nigelbowen.com.au and davemorris59@yahoo.com have announced that their own NSWGR 7mm scale, 32mm gauge, wheel-sets have finally arrived and that they are very pleased with the quality. A pair of axles, with bearings, cost \$15.00, making them very competitively priced.

Following the PHG brake van announcement in issue #9 of 7th Heaven, Waratah have passed on the **2BJ Bogies by Waratah**



news that this project will proceed. The first production run is now fully subscribed but if sufficient interest is shown a second run will be considered. Contact the *Waratah Model Railway Company* to register your interest in securing a kit in this second run. Side and roof castings have been produced and detail castings are well advanced.

Waratah Models are about to add 1/4, 1/2 and 3/4 mileage posts to their range of Lineside details. A full set of these new mileage posts cost \$5. The new Waratah coupler is still in the development phase but is nearing final approval. At the moment the older Gago version of the coupler is no longer available and Waratah apologise for any inconvenience this is causing customers. Your correspondent must bear some of the blame for this delay as he was among a group of modellers who were supplied with an early version of the coupler for comment. Some of the development delays have been due to changes that arose from this feedback process. Waratah hope to have the new coupler available at the next BDO.

O-Aust Kits

Suppliers of O Gauge Australian
Rollingstock as Kits or ready to run

Current Release

NSWGR 48 Class Diesel in 7mm

Next Release

NSWGR BCH & BWH (pilot model pictured)
Shell 3000 gallon tank

Future Projects

Shell 5000 gallon tank
NSWGR SRC 4 wheel refrig van
NSWGR LLV



Also Available

NSWGR ACM
NSWGR S wagon
NSWGR MRC
NSWGR UME
NSWGR BCW
NSWGR CW
NSWGR BHG
NSWGR MLV
QR QLX (1:48)

O-Aust Kits

PO Box 486 Ashgrove, Qld 4060 or email pa_rl_krause@bigpond.com.au
Kits also available in Sydney from Bergs Hobbies 181 Church St Parramatta
(Note : Ready to run rollingstock available to order only)

Century Models

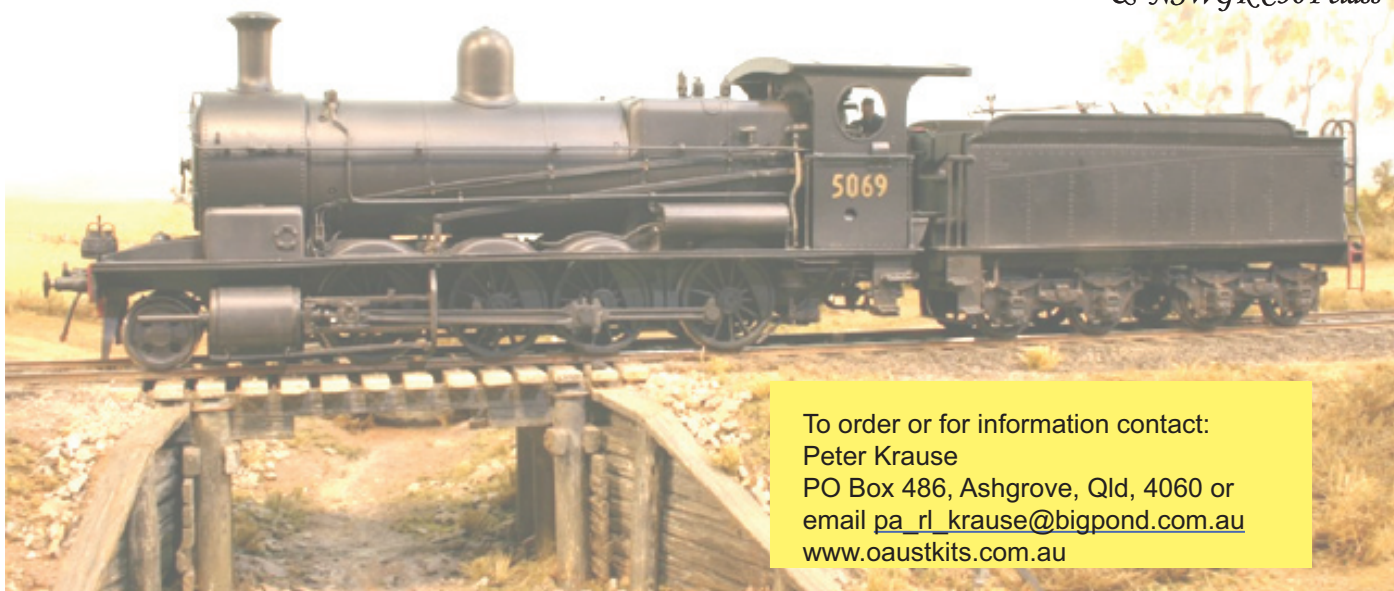
*Manufacturers of 7mm Scale NSWGR
Steam Locomotives*

Kits Available NSWGR Z19 class

& NSWGR D50 class

Currently In Development: NSWGR C32 class

& NSWGR C30T class



To order or for information contact:
Peter Krause
PO Box 486, Ashgrove, Qld, 4060 or
email pa_rl_krause@bigpond.com.au
www.oaustkits.com.au