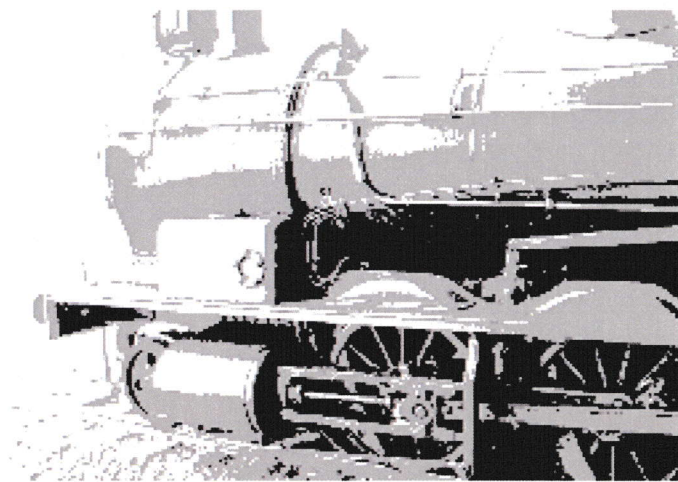


7th

Heaven

Aus7
Modellers Group
Inc.



\$7.70 inc GST



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No 13

Autumn
2007

Name Change Against

Kieran Ryan

Since its inception, the Aus7 Modellers Group Inc. has had its share of teething problems, with an early falling out of committee members which led to a re-birthing and a name change. Recently the published objectives of the Aus7 Modellers Group Inc. and who the group caters for, has been raised by some members as a bone of contention. The group now needs to deal with this small hurdle, and I'm sure it will be dealt with.

- To promote the hobby of railway modelling
- To promote Australian 7mm/O-scale modelling
- To disseminate information about 7mm/O-scale modelling
- To promote friendship and social interaction via the medium of railway modelling

The question that I would like to pose is; are we looking at changing who we are to cater for a minority of modellers, or are we content to maintain the status quo and just keep doing what we are doing and look to continue improving what we already have? Any change that we look at carries costs that will directly impact on members, and possibly membership fees, so we need to weigh up the benefits of change and compare these to the costs.

Let's take a relatively straightforward example of changing the name of the group to one that perhaps reflects a more general "O" Scale coverage specifically including 1/4" scale modellers. What sort of gain in membership can we expect? Would we get 5 or 10 new members? Would this small gain make the following worthwhile?

We would have to; de-register the existing name, register the new incorporated name, produce a new logo, register a new web domain, order new shirts, caps and stationary and probably carry out a range of tasks that the executive haven't yet managed to consider.

What if we don't attract 5 or 10 new members? The change would have been for nothing and for this reason I am not convinced.

Our current objectives are listed below.

I believe we are currently fulfilling these objectives and, while the inclusion of "7mm" does tend to isolate us in name, we have shown a willingness to diversify our activities through such initiatives as sounding out the possibility of running a BDO interstate, if enough local interest and support was demonstrated.

Attempting to be all things to all modellers is not an easy task and perhaps is in fact impossible so perhaps we shouldn't even try. I really don't see a compelling reason to change our name, logo, and newsletter for what is likely to be a very small gain in membership.

Many political parties operate under one name, but have a wide diversity of factions within their party. They contain within them a variety of ideas but still manage to operate under a single banner. Aren't we capable of promoting O Scale in all of its varieties but continue to use the name Aus7? I

can't see why we can't carry on as we have.

I believe that the Aus7 Modellers Group Inc. has achieved a lot in a very short period of time. I don't feel it is necessary to change our name to continue this growth and development. I would strongly recommend members attend the AGM, or forward a proxy to the secretary, and have their say on this matter.

**AGM Announcement
&
Diorama Contest
details may be
found on page 4**



Merchandise



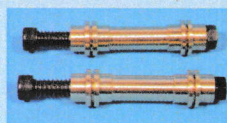
Shirts

\$30.00

Available in Blue & White
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from photograph

Caps

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Track Gauges

\$44.00

There are four gauges in each pack

Contact: Kieran Ryan
39 Coachwood Cres
Picton, (02) 4677 2462
krmodels@gmail.com

Name Change For

Bruce Lovett

What started out in N.S.W. as an informal group of 7mm Scale railway modellers following the N.S.W. prototype has now grown to include members in Queensland and Victoria who model in scales other than 7mm and different prototypes. We even have manufacturers based in Queensland and Victoria who advertise in our magazine on a regular basis.

I feel that we have reached the crossroads of our Group. We either go ahead as we are, go backwards, or, embark on a new direction that caters for all O Gauge or O Scale modellers in Australia.

Sure, if we change the name it will cost us for new incorporation registration, new shirts and caps and a new banner, but, on the other hand these could become collectors items!

The Gauge O Guild in England set out in the early nineteen fifties to form an association for ALL O Gauge modellers whether they modelled in 7mm, 17/64" or 1/4" scale and any prototype.

To this end they have succeeded very successfully with members all over England, Europe, North America, Australia, New Zealand and many other countries around the world. Their quarterly magazine is a world class publication and grows with every issue not only showcasing some of the finest O Gauge models and layouts of it's members, but also acts as a catalogue of everything that is available in O Gauge in standard and narrow gauge.

As well they have produced wheel and track standards for coarse, fine and Scale Seven, "How To" booklets on a wide range of subjects and many other publications of interest to O Gaugers. The standards produced by the Gauge O Guild are now used by many manufacturers in England and overseas.

Please don't think for a moment that I am advocating producing our own set of standards. The excellent Gauge O Guild standards suit our needs and incidentally, are being followed by some Australian and New Zealand manufacturers.

There are other associations in Australia, like England, who cater for all scales but none of these associations in Australia have a strong O Scale membership. This means that many O Scalers are "lone wolves" who are forced to "go it alone".

By changing our direction and name I feel that we can then invite all O Scalers to "come in from the cold". By so doing we can only benefit from the experience and ideas these possible new members would bring with them and share with us to build a larger and stronger O Scale Group in all states of Australia.

With a larger and stronger O Scale Group, it will, I am sure, encourage more manufacturers to produce locos, rolling stock and accessories to the Australian prototype which will benefit the hobby as a whole.

Oh, and the new name, AUSTRALIAN O SCALE INCORPORATED, AOSI for short.

Come on AOSI come on!

Editors Note:

Trevor Hodges' article in the 7th Heaven No.12 issue regarding a possible change in the name of our Group contains a lot of "food for thought" with a number of pros and cons, and there has been some debate on the online news groups on the matter

As a motion to formally change the name is expected to be put at the next AGM the Executive has decided to give over the AUS7 News Columns and One Modeller's opinion to argument for and against so that members may carefully consider their position on this important vote.

7th HEAVEN

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

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Issue 9-12 + are \$4.00 each

Issue 13+ are \$7.00 each

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

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

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

Treasurer

Roger Porter
4 Bridge Quarry Place Glenbrook
NSW, 2773 (02) 4739 8776
rporter@pnc.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:

The morning school train consisting of FO & CCA carriages arrives at Queens Wharf.

Notice of the Aus7 Modellers Group

ANNUAL GENERAL MEETING

Please Note the Change of Venue

Venue: -- Church Hall, Smithfield, Saturday the 7th of July 1.30 pm 2007

Agenda Items

1. Election of officer holders: President, Vice President, Secretary, Treasurer & Newsletter Editor
2. Presentation of financial accounts
3. General Business
 - Name Change Proposal

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.

The Aus7 Modellers Group Award will be presented at the end of formal proceedings. After the meeting attendees are welcome stay on and watch some trains run on the 7mm scale layout Stringybark Creek, which will be set up at the venue.

The venue is the Montefano Hall, St Benedict's Shrine, Smithfield. Corner of Neville St and Justin St. Smithfield. (Nearest major intersection Horsley Drive and Cumberland Highway)

Membership Reminder

Subscriptions for 2007-2008 are due by 30th June 2007 for anybody who joined before March 31st 2007.

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 Treasurer
4 Bridge Quarry Place Glenbrook NSW,

2007

Aus7 Modellers Group Award
All members are encouraged to lodge a nomination for the 2007 Aus7 Modellers Group Award.

Nominations close June 8th 2007.
See enclosed nomination form for details or visit the web site.

The Aus7 Modellers Group Is Proud To Announce:

The 2007 Waratah Model Railway Co.

O-Scale Diorama Competition

All modellers are invited to enter an O-scale, model railway diorama for the inaugural Waratah Model Railway Co. Diorama Competition

Conditions of Entry

- 1) Entries may be of any size but must be on a single base. If you can carry it through the door, you can enter it.
- 2) The diorama must incorporate some track (any gauge) and a Waratah Model Railway Co. wagon in the scene.
- 3) The diorama must be built in O-scale (1:43.5 or 1:48).
- 4) Judging will be by popular vote of all attendees (including traders) at the NSW O-Scale Modellers Forum on 27th of Oct 2007 in the Auditorium of Nth Sydney Leagues Club.
- 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 possible publication.
- 7) The only cost associated with entry is the cost of admission to the event which is \$20.

Prizes:

- 1st Prize: Waratah PHG Brake Van kit (value \$550)
2nd Prize: Waratah Workshops rolling stock kit
3rd Prize: \$50 open order of Waratah products.



Contact: The Secretary
Aus7 Modellers Group
24 Chester St, Warren, NSW, 2824
0432 732 723 trevorhodes@dodo.com.au



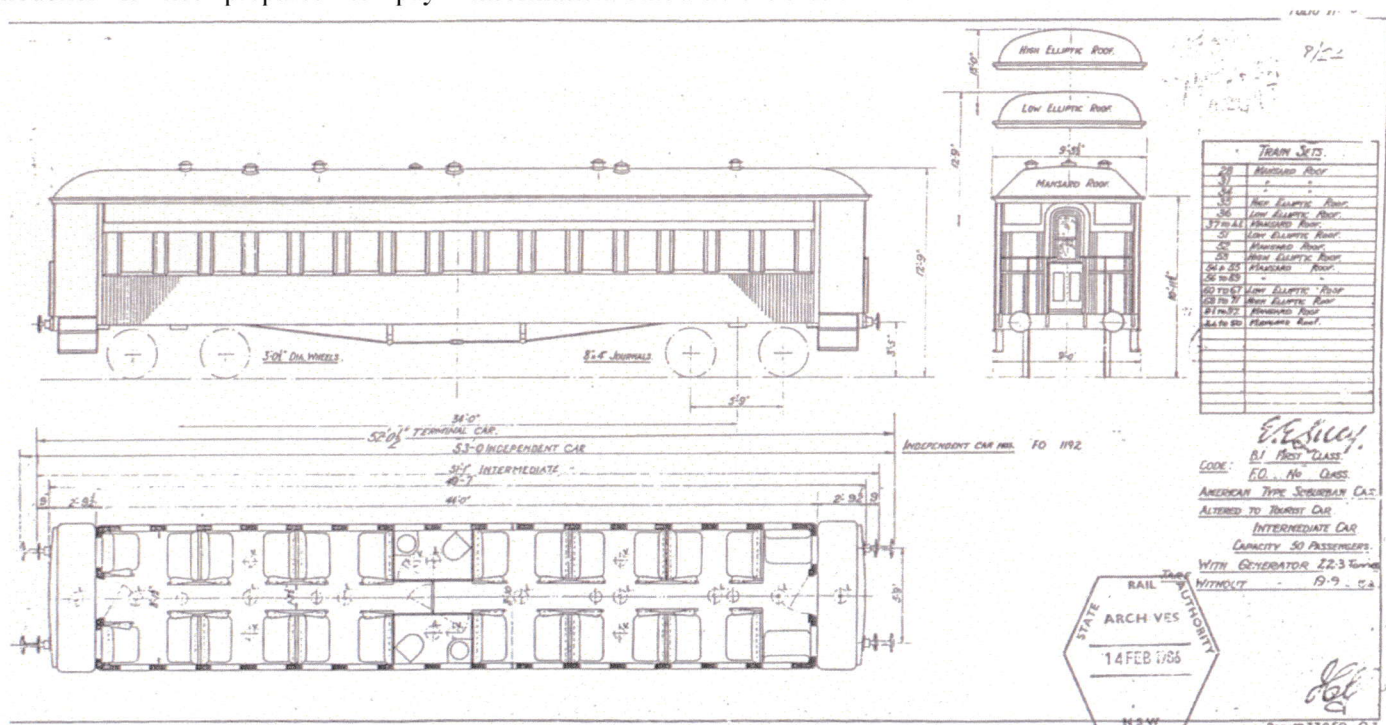
Trevor Hodges

The real work of any enterprise is in bringing people together, it's easy to drive them apart. We're all well aware of the fault lines of scale, prototype and gauge that divide our hobby but rather than pointing out what is wrong with someone else's choice of scale or prototype I prefer to emphasize the strengths of each. I may not choose to work in N-scale but for me its real strength is in that it allows a high proportion of scenery to railway. O-scale modelling has its own strengths and challenges, but a modeller's approach to working in it is, to some degree, determined by its status as a minority scale.

anywhere near as much for a passenger vehicle as they are for a locomotive. Passenger vehicles in ready to run and kit form are a marginal commercial proposition in HO, so the chances of us seeing a wide variety of passenger stock emerge in O-scale, at least in the short term, is quite slim although I understand there are plans to produce some variants of the vehicles which are the subject of these articles in kit form.

two parts and will concentrate on the techniques you can use and where to get information. It's deliberately not intended as a step by step construction article because the idea is to point you in the right direction, not force you to do exactly what I did. Part 1 will deal with the information you will need to build a carriage and making your own bogies while Part 2 will deal with the body of the vehicle.

My choice of the CCA and FONS WGR American “end platform” cars was essentially made for me through my choice of modelling prototype: a decision that the Americans call a no-brainer.



The CCA, FO and variants were ubiquitous on the Morpeth line and its sister branch lines such as Camden and Yass. I was faced with the simple proposition that if I wanted to model the Morpeth line I had to have a CCA, which seemed to be in many of the photos of the line that I had on hand, combined with an FO, HLF, LLB or something similar.



This view of an FO shows the relief of the sides in detail. These carriages have relatively flat sides and this needs to be taken into account as you build your own models.

As this was to be my first attempt at scratch-building passenger stock in any scale, let alone O, these cars were a good choice for a couple of reasons. The first and foremost of these was that the mansard roof seems to have been pretty much standard on the vehicles I wanted to model. I had no intention of trying anything as tricky as a clerestory roof at this stage of my scratch-building career. In addition these cars all have nice straight sides: no fancy curved tumblehomes or the like on these plain Janes. One other big advantage is that at just on 50' (a CCA measures approximately 350mm long in 7mm) these vehicles can be accommodated quite easily on the average modeller's work bench. It's not impossible to start with a carriage up around 72' but my instincts tell me that starting with a really long vehicle as a first project would simply make life more difficult.

There are plenty of sources of information on these vehicles both on the prototype and about modelling them. However before we go too far down the track of specific prototype and modelling sources I should really start by recommending David Jenkinson's *Carriage Modelling*

Made Easy from Wild Swan. In my opinion this book is indispensable to anyone contemplating carriage modelling, in styrene, in any scale. As the author primarily works in 7mm scale the techniques he describes have particular relevance. AMRM is always my first stop when it comes to modelling anything and three articles of particular relevance are Dec 1985 (issue 135), page 35 *NSWGR "CCA" Composite Cars*, August 1999 (issue 217) page 35 *American Suburbans* and Dec 1996 (issue 201) page 40 *Near Enough Bogies*. The article in issue 135 has a few good photos of a CCA and a plan in HO scale and the more recent issue 217 has some terrific photos including one that is worth its weight in gold, a photo of an overturned carriage on the South Maitland Railway. Historic photos of the undersides of carriages are understandably few and far between. Even though the photo I'm referring to (issue 217, page 37) is a little blurred it would have helped me no end if I'd had it available to me before I built my carriages. Unfortunately I only discovered it after mine were complete. I'd also recommend the *Byways of Steam* series and in particular no's 14, 20 & 21. You'll also find a surprising number of photos on the Internet by doing fairly straightforward searches and using sites such as <http://www.sl.nsw.gov.au/picman/>. Volume 2 of the *Coaching Stock of the NSW Railways* is also a very good source of information for this type of project.

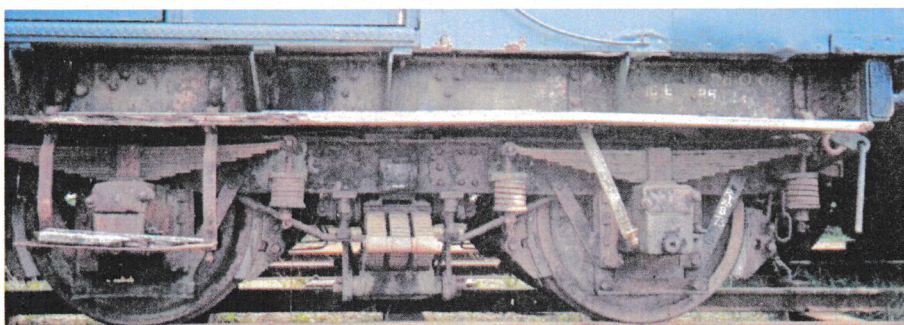
Bogies

There is little doubt in my mind that the two biggest hurdles to building passenger stock in any scale is what comes above and below the carriage

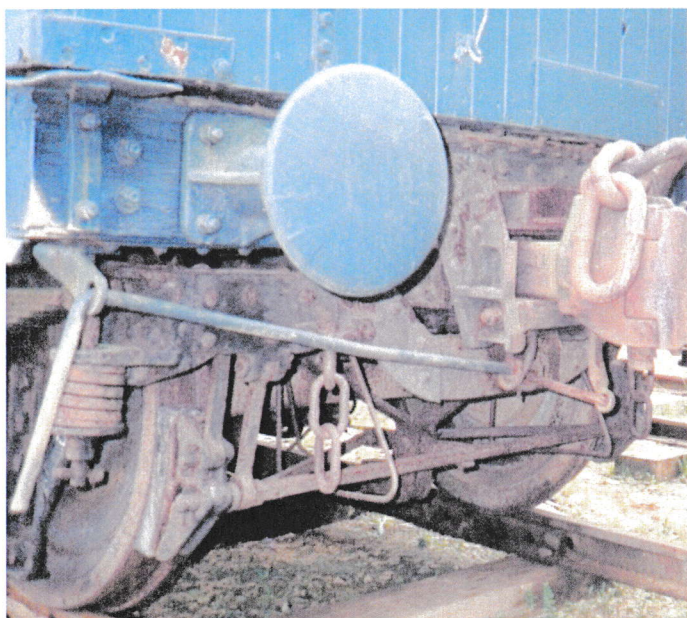
body, namely the roof and the bogies. I'd built plenty of models from styrene over the years and, after reading David Jenkinson's book, had little doubt that I could build myself a CCA. However there were no readily available bogie kits in 7mm at the time I built my models and the roof profile, even of a relatively simple mansard style, was a real dilemma. I'll deal with how I overcame the problem of the roof in the second part of these articles and confine myself to the bogies here.

When I built my models there were virtually no components available to help ease construction of the really tricky elements. NSWGR 5'9" 2AA style bogies are a bit of a home brewed job and if they look like they were thrown together by the NSWGR from readily available parts that's because they probably were. I spent quite a bit of time checking my usual UK modelling supply sources for components or kits that I might be able to press into service on these models only to come up empty handed. I faxed and emailed photos all over the UK, and even checked first hand while on a trip there, only to be told consistently that nothing suitable was available. The heart of the reason as to why nothing from the UK 7mm market is available that was even remotely suitable seems to come down to the extremely short wheel base of 2AA's. The UK prototype railway manufacturers simply don't seem to have ever made a passenger bogie with such a short wheel base and therefore, following this lead, the model manufacturers don't either.

A couple of local model manufacturers have canvassed the possibility of producing a 7mm scale 2AA style



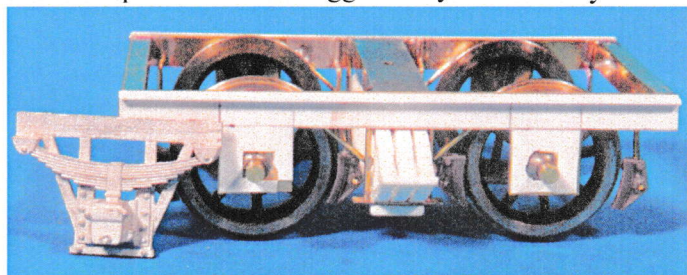
Side view of a 2AA style bogie. This photo was taken by the author at Dorriggo and, while he can't vouch that it is a 2AA, it is illustrative of this style of bogie



End view of the same bogie as the previous photo

passenger bogie but at the time of writing nothing has eventuated. At the time I built my carriages I was faced with the dilemma of either building my own or waiting and so I decided to push on and build my own. In fact I hadn't actually started building the carriages when I stumbled upon Eddie Garde's article in the Dec 1996 issue of AMRM which dealt in HO with exactly the same hurdle I was facing in O: namely the lack of a commercial source for a particular style of bogie for a model he was building. His solution to this problem was simple and practical and can be described quite simply: he made a brass frame to hold the wheels and cosmetically dressed up the outside of this frame with readily available commercial parts. If Eddie could do this in HO I felt certain I could do it in O. To complete this project you will need his *Near Enough Bogies* article from AMRM and I would suggest contacting them for the 1996 back issue or a copy of the article, it's only two pages long.

I beefed up the materials suggested by



This is a shot of the model bogie prior to the white metal W iron assembly being trimmed and fitted

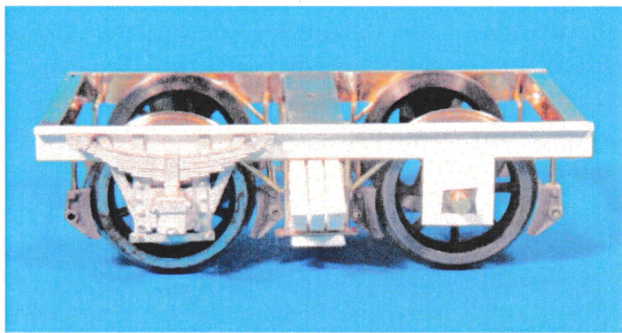
Eddie Garde in his AMRM article to take account of the fact that this was 7mm scale while he was working in HO. The main side frames were cut from .7mm brass, the end sills from 4.7mm X 3.3mm brass U-channel and the centre bolster was formed from 8mm X 4mm box section. The precise reason for choosing these sizes is lost to my memory but

probably had more to do with what I had on hand, or could get from the K&S brass stand at my local hobby shop, than any effort at prototype fidelity. The only really critical dimension is the inside distance between the side frames which is 39.5mm. I don't know, or care for that matter, what the inside distance between the side frames of a real bogie is: my bogie side-frames are set at this distance because the Slater's wheels I used (reference #7121) require an off set of 39.5mm, or something very close to it. These wheels can be purchased direct from the Slater's web site <http://www.slatersplastikard.com/>, or locally from PME and Brunel Models <http://www.bdsonline.net/brunelmodels/> and Bergs. For a pair of bogies you'll need to cut two bogie bolsters from the 8mm X 4mm box section and four end sills from the 4.7mm X 3.3mm U-channel all to 39.5mm. The best way to get accurate lengths is to cut slightly over long and file the pieces back to the exact length required, checking constantly with a dial caliper rule as you file.

I doubled all the HO (3.5mm scale) dimensions as detailed in the AMRM article to set out cutting lines on my sheet of .7mm brass.

The only change I made was to alter the wheelbase from those used in the HO article (which required an 8' 6" wheelbase) to the 5' 9" I needed for my 2AA bogies. The outside length of the bogies came out at 77mm long, end beam to end beam. I cut out my side-frames using my trusty piercing saw after which I located, centre punched and drilled a 2.5mm hole (a 7/64" hole will do) for the Slater's top hat brass bearings which are supplied with the wheels. I then soldered the bearings into these holes. I marked a centre line on the inside face of the side-frames and on each end of the centre bolster and, making sure everything was square and true, soldered the side frames to the bolsters. I did not solder the end sills in place as yet as I wanted to ensure I could remove the wheel-sets for the time being if I needed to. I simply placed the wheel-sets in position and ensured that they spun freely.

Once the basic frame was constructed the cosmetic work of dressing up the bogies could begin. I decided that the main elements of these bogies could be represented by the use of Ian Lindsay Models cast white metal W irons, urethane brake shoes and various pieces of brass wire and styrene. While still available at the time of writing, the Ian Lindsay parts may be a little harder to track down than they used to be as the proprietor, Ian Storrie, now only supplies direct. He can be contacted at P.O. Box 124, Quirindi NSW, Australia, 2343, Phone (02) 6746 2741 or E-mail ianlind@aapt.net.au. Alternatively you could use some of Waratah Model's new W iron assemblies. You can contact them at PO Box 509, Revesby, Sydney, 2212 or at <http://www.7mmkitsnbits.com/>. My method of constructing this stage of the bogies can best be described as trial and error: I looked at the photos I had on hand, read Eddie Garde's article, started work and kept at it until I had something resembling the prototype bogies. There really is no accurate way of describing this process, you simply have to give it a go and keep at it until you're happy with the result.

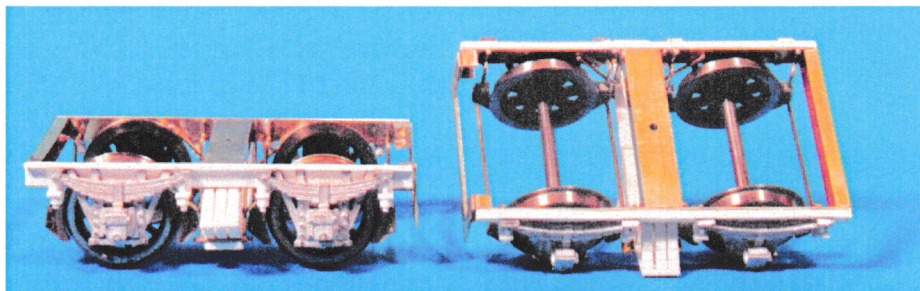


Here we see the bogie side just after one of the W iron assemblies has been fitted. There is still plenty of room for detailing here but each modeller can take this to whatever level they choose.

I covered the side-frames with a layer of thin styrene so that I had something convenient to glue styrene pieces to and simply drilled holes, cut styrene and shaped and attached parts until things looked right. I chopped the mounting step off the top of white metal W iron assemblies and drilled out the rear holes in the axle boxes so they sat over the brass top hat bearings and then glued these in place with Superglue.

The transverse leaf springs, which are such a prominent part of these bogies, were made with four layers of .020 styrene into which I cut two slots to represent the multiple segments and then glued these, stepped back by 2mm per layer, to form the springs. The brake shoes were mounted on pieces of bent brass wire so that they lined up with the faces of the wheels and soldered into place with a cross piece of wire glued into place in the pre-cast holes. After the cosmetic additions were made the end sills were soldered in place, being careful not to melt the styrene overlay.

Well that's about it. Making the 2AA bogies was the most difficult part of the whole building sequence and, in the end, I only made one pair, pressing a purchased set of bogies made by Bruce Lovett into service on my FO. These 2QA bogies were fairly chunky castings but they run nicely and they can still be purchased from Bruce who can be contacted via the editor of 7th Heaven or Bergs Hobbies in Sydney, where he used to work. In fact I only decided to make an FO because of the availability of these bogies. In the next issue we'll take a look at making the roofs for the carriages, constructing the bodies and finish up with painting and detailing.



The bogies in their finished state. The leaf springs are fitted and the end sills have been soldered into place. At this stage KD couplers were being considered as an option and one of the end sills was replaced with a piece of brass section with a slot cut to clear the couplers. It was decided later not to use KD's.



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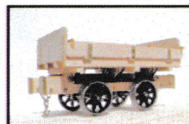
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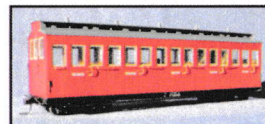


PRODUCT SHOWCASE:

Handbuilt wagon
using our etches

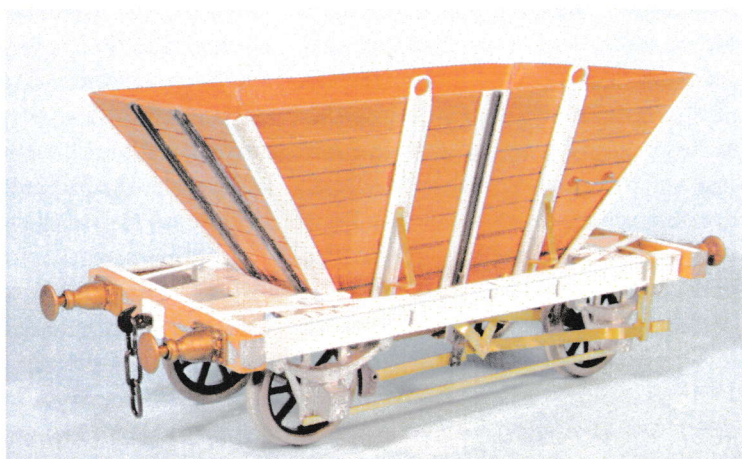


VR
NG
On30



Lord Kitchener's Coach
Suakin-Berber Railway (with custom decals!)

See Our Web Site for Further Details
(No e-mail? Write us and we'll call you back!)



Hunter Valley Coal Hoppers

Barry Sheringham

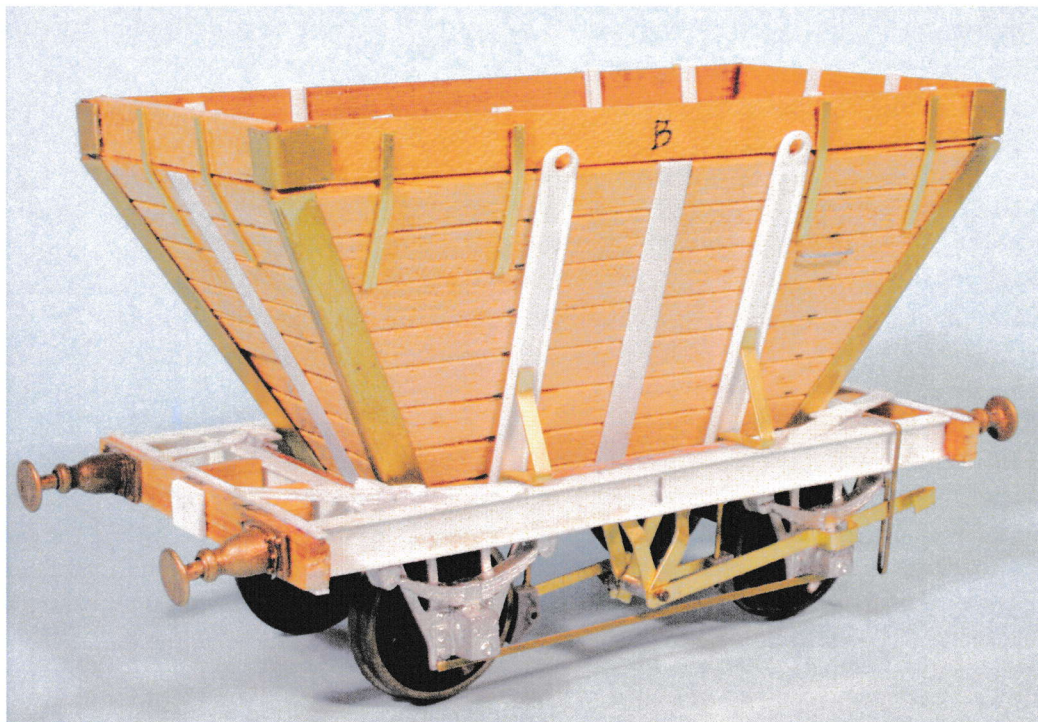
These models were scratchbuilt using photos and drawings collected and copied over many years. They are approximate replicas and are the result of the materials to hand combined with my modelling ability. Having had previous experience building plank on frame ship kits in 1:20, 1:76 and 1:100 scales, these colliery vehicles screamed out to be built in O gauge.

The reference books referred to most often were "The Richmond Vale Railway", by the late Ron Preston, and "Coal, Railways and Mines", by Brian Andrews. These two books contain many photos and clear diagrams which are extremely useful to the modeller.

Scratchbuilding materials used in construction are timber, styrene and brass with commercial parts such as W irons/axleboxes, wheels and sprung buffers from The Waratah Model Railway Company. Drawhooks and three link chain came from PME. Supaglu and Zap-a-Gap green label adhesives were effective on all materials, soldering being a last resort for me.

Preserved brakevans can be seen at Minmi Road, Minmi; behind Campbells Store at Morpeth, and at the Richmond Vale Perservation Co-operative Society's Richmond Main site. This Society operates a demonstration, non-air hopper coal train several times a year. They are also in the process of restoring a number of selected wagons for running days. Preserved hoppers can also be seen in the grounds of the former Pelaw Main Colliery at Pelaw Main, and in the grounds of Minmi Primary School.

Brakevan B3 is based on the drawing of B3 in Ron Preston's book and



preserved B1 at Minmi. It is in original condition, before the corrugated iron roof was added, thus displaying typical plank construction. It should be noted that Government CHG vans differ slightly, in particular the end platform guardrails and the added sand boxes.

A437 and A2561 with hungry boards for increased capacity of lump coal, are both of ten foot wheelbase with ten ton capacity. They have metal underframes and are coded L for large capacity and originally operated by Caledonian Collieries Ltd. They were

later pooled with vehicles from various other companies and employed on the Richmond Vale and South Maitland Railways systems. Please note the hopper with hungry boards is based on A2561 and the other wagon on A437.

I intend to add some bolthead and nut detail, using Grandt line products, and to paint, decal and weather the fleet, which consists of seven different wagons, some with timber under-frames, and 8'10" and 12' wheelbases.



7mm American Style

Greg Vik

When I was asked to pen a few words about how a Yank, residing in a suburb of Seattle, Washington, came to be a member of the Aus7 Modellers Group, I gave it some pondering and realized it's the culmination of a lifelong odyssey, most of the twists and turns of which would no doubt bore the reader to tears. While my particular path may be unique, we all have our reasons for why we love trains and why we love modelling them. I won't delve into the roots of my infatuation with trains; it's an all-too-familiar saga. For an entertaining read that deals with the psychology of model railroading, I heartily recommend *Playing With Trains*, by Sam Posey. I bet many of you will be able to relate to the author's plight.

That said, I guess a little background is warranted: I'm 41 and married with 3 kids. We live east of Seattle, on a couple acres complete with barn and horse pasture. When I bought the place 10 years ago, it was my ambition to build a 1/12 scale outdoor line on the property. This is still a long-term goal, and I've accumulated a fair amount of U.S.-outline equipment in that scale. However my focus has shifted in recent years. It's now my nearer-term goal to build a sizeable indoor layout in 7mm scale, following a late-steam-era NSWGR theme.

Why NSWGR? The root cause: I'm married to a gal from Sydney. After one of my many visits Down Under to see my in-laws and a drive along the North Coast Line I realized I knew nothing about the trains I was seeing and decided to learn more about Australian railways.

I've always enjoyed researching railway subjects; before the internet, it always required spending a lot of time in libraries and historical archives. However these venues were always sorely lacking in any subject other than American. The press is no help - U.S. railroad magazines give Australian subjects virtually zero coverage. Now,

with the internet as my tool (and given the ease with which it enables me to part with my money), I was able to collect a tremendous amount of info, unrestricted by U.S.-centric biases. I hit any and every website I could find that featured Australian railroading. I found the history very compelling - the inconsistency of the gauges, the politics, the parallels between the development of the railway network and the development of the country. I also found the unique mixture of homegrown, British and American railroading equipment and practices fascinating.

To further my education, I became a member of ARHS, subscribing to *Australian Railway History* magazine. Then, given my modelling interests, I subscribed to AMRM. I bought all the back-issues of *Branchline Modeller* and *Australian Journal of Railway Modelling*. Given the time I'd spent in and around Sydney, I gravitated toward NSWGR subjects. Box after box of books procured thru the ARHS NSW Div. on-line bookstore started arriving on our doorstep. Initially the focus of my research was 1st generation diesels. However I found myself becoming distracted and fascinated by the steam subjects in all this research material. I soon found myself purchasing *Byways of Steam 1-24*, the Steam Times DVDs and just about any book by Ron Preston I could get my hands on.

So, that's how I developed my interest in Australian, specifically New South Wales, railways. But why 7mm?

My interest in O Scale dates back 25 years. Growing up with HO trains, I felt like I'd graduated the day I sold them to pay for some 2-rail American O Scale (1:48) equipment. At the time, I constructed a modest (9 x 16 ft.) switchback type layout, with handlaid code 100 rail, and a desert canyon theme. In the process I honed my modelling skills and ultimately soldered together a couple brass

locomotives from kits. I've had a love-hate relationship with 1:48 O Scale ever since. I love the size of the equipment - the heft factor - however I hate the fact the rails are a scale 5' apart. While this is a discrepancy most American O scalers can live with, for some reason I just think it looks too wide. I tinkered briefly in Proto:48, but I didn't relish the thought of having to re-gauge all my equipment and then be unable to run it on my friends' or exhibition layouts. This frustration ultimately led to me abandoning O scale - at least I thought I'd abandoned it. I've lost count of the scales and gauges I've dabbled in since then.

As I perused each issue of AMRM, I began to harbor notions of creating a little slice of Australia here in the house, something to remind my wife of home. At first glance it seemed as if all the Australian-prototype products were HO, and I therefore assumed this "little slice" would be scaled to 1:87. I even started to accumulate some Lima, AR Kits and other equipment in anticipation of its creation. However one evening I was studying a 2004 issue of AMRM when I read one of Trevor's articles featuring his Morpeth layout. O Scale! But what was this 7mm scale? The relationship between the size of the equipment and the gauge certainly looked much better to me than in 1/48. It was this realization that converted me....I knew then I'd be collecting no more HO equipment. A few months ago, I began my quest to acquire 7mm NSWGR-outline kits (largely funded by liquidating items in other scales/gauges I've accumulated over the years). Through recent correspondence with Peter at Berg's Hobbies, I've acquired the new 48 class kit, placed a deposit for a Century Models D50 class kit, and I'm waiting anxiously for the Century C32 and especially the C30T when they're ready. I've also purchased at least one of each of O-Aust's rolling stock kits and I'm looking to acquire a number of the wagons produced by Waratah

Models, Gwydir Valley Models and PME. These purchases have coincided with the construction of a new barn/shop on my property, which includes a 30'x42' space to fill with trains. I'm currently doodling various track plan concepts--originally, I wanted to model the Tumut to Batlow line, but I'm now leaning toward a recreation of the Merriwa branch in the late '60's.

The U.S. model railroad press doesn't cover Australian subjects, and I've never seen Australian equipment displayed at a model railroad show (though I suspect some British

equipment I've seen was 7mm). Regardless, my model rail friends are intrigued by my choice of prototype and scale. Their admitted ignorance of Australian prototypes is exceeded by their fascination with it. Perhaps this is related to a fascination with Australia in general, something my wife continues to encounter everywhere she goes. I've come to the conclusion that when the average American imagines the most exotic and remote place on the planet, Australia most often comes to mind.

With a full time job and raising three kids, I know it may be a few years before trains are running, but that's

okay. The only hurry I'm in is to acquire the products while they're offered, recognizing that limited-run kits and small manufacturers don't stay around forever. I'm exceedingly grateful to the dedicated manufacturers of Australian prototypes in 7mm scale. I'm very impressed with the quality of their products and I'm committed to helping support them in the most direct way I can from the opposite side of the Pacific - with my wallet. I certainly intend to share my endeavors with my friends here.... who knows, perhaps I can induce a few other Americans to try Australian 7mm scale railroading.

Why would a Brit model NSW in 7mm ?

John Birch

A Brit living in the UK for that matter. The easy part of the answer is the 7mm part. I have been modelling in 0 gauge since the late 1960s. No other scale seems so satisfying to me - I like the mass of the models, and there is still scope for scenic modelling. So 7mm was a no-brainer - but there is a sting in the tail.

So I am probably making a different switch to many members of the Aus7 Modellers Group. I suspect many of you are existing NSW modellers moving up from HO scale, but I am new to the prototype, not the scale.

For a long time I have felt much that *could* be done in 0 gauge in the UK *has* been done. There are plenty of

GWR branch line, terminus/fiddle yard layouts around, and other similarly popular projects. While they are all admirable in their way, I do enjoy something different. For a long time I have been building up a stock of models of the Metropolitan Railway which became part of London Transport but I never got the "vision" of what the eventual layout would



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Photos by Trevor Hodges

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building a layout at the end of 2005 as the O-Aust 48 class diesel was about to appear. There seemed to be a good selection of kits to help give you a flying start, so it certainly did seem possible. The kits seem expensive to UK eyes, but you have as yet a very small market, so let's encourage the brave manufacturers. I still expect to do a fair amount of scratchbuilding – the information support seems excellent.

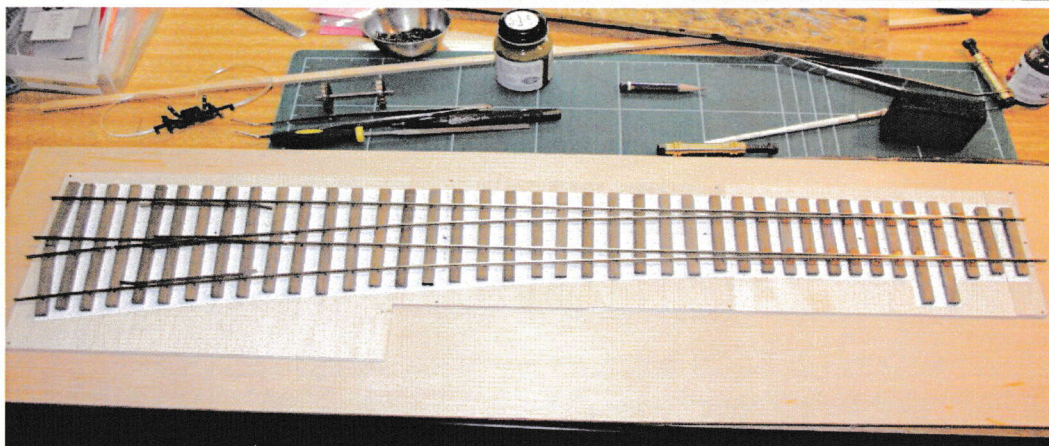
If I remember rightly, Trevor Hodges contacted me as webmaster of the Gauge O Guild to bring my attention to the existence of the Aus7 Modellers group and the Yahoo group, and it started to fall into place. I particularly liked the attention to detail that Australian modellers seem to enjoy, and while not fanatical about every last detail myself – I prefer the idea of a 3D “postcard” of a historic scene – I did glean a lot of information and it made the subject more “real”. A few consignments of books from the on line ARHS shop helped generate more enthusiasm.

Over here my layout will be an unusual, possibly unique model railway (if I ever get there). Where will it be set? I like the rather lonely Riverina district. 30Ts and older locos on mixed trains, shunting every yard, or the final segment of the overnight mail train. If there is one picture which inspires me, it is one of Ungarie on page 53 of Derek Rogers “Remember When 2”. Compared to the average British modellers desire to make everything grimy (too grimy sometimes) the sharp light and the whole scene is a delight. If I can capture something like that I will be very pleased.

The sting in the tail? I went to a meeting of a group who are helping to build a very large ScaleSeven layout. I was immediately taken with both the running qualities of the rolling stock, and the appearance of the trackwork (finer clearances between stock & check rails and through crossings). When I discovered that there are three modellers with developed ScaleSeven layouts within five miles of where I live, full of encouragement and advice, I decided to make the switch. After all I am starting from scratch - again.

be. I started looking at railways of the Commonwealth, many of which have much in common with railways in Britain but bring a touch of the exotic. Eventually Tasmanian Railways seemed a good prospect, but I found the combination of the scale/gauge one step too hard, and information seemed hard to come by. I'm not sure how I got to NSW from there, maybe it was the sight of all those old Beyer Peacock engines still running in the 1960's alongside diesels, hauling mansard roofed coaches and long bogie wagons. I have always liked unusual contrasts.

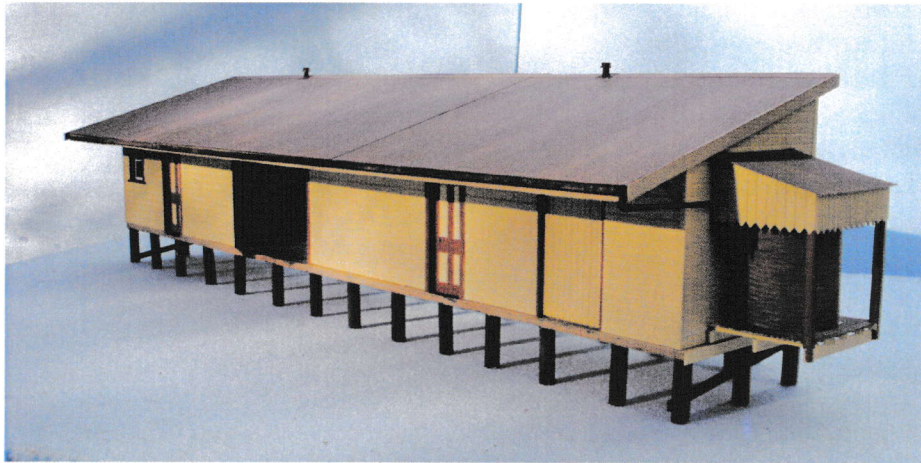
Next – was it possible? I seriously started looking at



Trevor Hodges is preparing a series of articles on point building using materials developed by members of the Aus7 Modellers Group over the last 3 years

A Station for Stringybark Creek

Paul Chisholm



As an HO modeller I have built numerous buildings over the years but often found it a frustrating experience as I struggled with some of the smaller details and I never felt that I quite captured the character of some of the structures I attempted. With this in mind I was keen to attempt some 7mm scale buildings to see if the renewed enthusiasm for modelling that O scale has given me would extend beyond rolling stock and track work to buildings and other structures. So when the question of “who was going to build what?” to go onto Stringybark Creek was raised I was keen enough to put up my hand for the fettlers shed, station building and goods shed.

I made a start with the fettlers shed because it was a simple box like structure, which would give me a feel for the larger scale and a few different materials and techniques. I found this a very satisfying experience and was surprised at the speed with which this project progressed. I then felt confident that I could manage the larger and more complex buildings so I decided to tackle the station next. What follows is not a set of step-by-step instructions but some general points and observations about the methods and materials I used.

It was decided that the building would be an A4 skillion roof wooden structure so the appropriate data sheet was obtained from Greg Edwards. This was enlarged to 7mm scale size

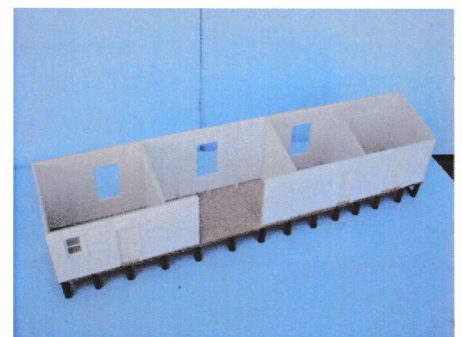
on a photocopier and this is my first tip. Work with a large plan rather than HO because you just can't measure accurately enough from an HO plan. Even small errors of judgement get doubled and become very noticeable. However even having a good sized accurate set of drawings is no substitute for a close look at the real thing. Consequently this was a good excuse for a few days in the country. I thought that the station building at Gulgong was an A4 and had been restored to very close to original condition by a local group so a few days visiting the wineries around Mudgee and a day trip to Gulgong were in order.

The building at Gulgong was just what was needed and provided excellent photographs of details, which just wouldn't have been apparent otherwise. However on close inspection it seems that Gulgong is not an A4 after all. Nor is it an A3. The layout is the same as an A4 but it is somewhat shorter with both the general waiting room and the ticket office being reduced in size. Perhaps it's an A3.5! In all other major dimensions it is standard.

Armed with all of the above I decided to start at the bottom and build a basic floor on timber piers. One of the first lessons about 7mm scale buildings is that they are actually eight times bigger than HO, not twice as big and materials which are adequate in smaller scales just won't cut it in larger. I used 3mm ply from my local

hardware store, which provided a rigid and stable floor. Below this I cut and fitted piers made from 3mm limewood dowel obtained from a local model shipbuilding supplier. Suitable sized strip wood for the diagonal braces was cut and fitted as per the plan. I had no suitable bolt/washer castings so haven't fitted these and the omission is not readily apparent.

I then measured and cut the various wall panels from Evergreen sheet styrene item no. 4150 Novelty Siding. In both planking spacing and profile this is very close to the 7 inch rusticated weatherboards specified for the original A4 building. At 1mm thick this material is too flimsy for large wall panels in 7mm so I laminated most of the panels to a rigid smooth card material called mounting board, which is available from art supply stores. This gave very strong walls, which were not too thick. In doing all this don't forget to consider how the panels are going to fit together, especially at corners. Will the ends sit between the sides or the other way round, or (as in this case), will they butt at the corners and the space be filled with a corner strip? Holes for the windows were then cut out.



Once the walls were in place I formed up the door frames from styrene strip and made and fitted the doors from mounting board. The next challenge was the windows but I was spared this fiddly work for the three large ones at the back by Keiran Ryan who had them laser cut from styrene and when the time came they just slotted

straight in. I still made the small front window in the ladies waiting room. Another tip. Don't fit the windows until after you have painted the walls and the window frames separately. The whole thing was then airbrushed with Humbrol #71 Cream, which is the closest I could find to the Light Stone colour scheme used originally used on these buildings. It looked too cream in the tin but spraying seemed to brown it a little.

Even though on Stringybark the station will have the back wall facing the viewer I wanted to model the waiting room seating in case the building was relocated and turned around in some future use. This proved the fiddliest bit of the whole project and is another example of the value of reference to the real thing. The seats were built up from various sizes and lengths of both styrene and wood strip and I should have had the forethought to paint the parts before assembly as doing so in situ was a bit of a challenge for the eyesight. I wouldn't like to try it in HO. Anyone for N scale?

The water tank and covering roof at the ends were a feature of these buildings as built but over the years it was rare to see these structures surviving. Usually it was just the tank standing in the open on either a timber or concrete base. Gulgong has the full structure at both ends and it seemed to add so much to the overall charm of the building that I just had to model it. However I only did one end. This was all built up from styrene strip and sheet. The tank itself was made from a plastic pill container with the corrugated iron wrapped around and glued.

The roof was the next task and this taught another lesson in the suitability of materials for O scale. After measuring up I cut out a piece of mounting board the right size, cut 7mm brass corrugated iron to size (available from Waratah Models) and glued it on with Selleys Quick Grip Acrylic contact adhesive. I don't follow the instructions but use it as a conventional adhesive which gives

time to slide things around a bit into their correct location. Once clamped and left for twenty-four hours it gives a very strong hold. However, what looked like a great roof at first took on a wavy formation over the next week. This would have been OK for a building in a state of disrepair but not suitable for this case. I was also not happy with the appearance of the corrugated iron sections, as the greater than scale thickness looked crude where it was overlapped. So, on to roof number two.

I went back to the reliable 3mm ply and cut out another roof section. I then chamfered the long edges to give the correct profile for the fascia boards to be mounted later. A different type of corrugated iron was sourced and laid as large sections without attempting to replicate the scale size sheets. I am not entirely happy with the result but it looks better than the first attempt. I visited my local station to look at how visible the joins are and I have to say you don't really notice them unless you are really making a search for it so I am not overly worried about this point.

Strip timber was cut and fitted for eaves and fascia. Styrene channel section was used for the gutter along the platform side. Flue pipes for the heaters were soldered up from brass tube and caps made from brass nuts and washers.

The back wall features three awnings over the windows. These were made up from styrene and corrugated iron and the brackets very carefully cut

from stripwood and assembled over a pattern drawn on paper.

The roof was painted a weathered silvery grey – Humbrol #27, then weathered with a technique I have developed using a combination of soluble coloured pencils, powdered artists pastels and various washes of water. This takes about three applications and you can get some interesting outcomes, intended or not, by either allowing the wash to run or to pool in particular places. I wanted a roof that was far from new but wasn't exactly rusted out either. The water tank was similarly treated. The roof was then fitted and a down pipe made from brass tube run from the gutter to the water tank.

When in place on the layout the building will fit onto the platform being built by another group member and we will detail it with the various platform items, signs etc. common to the era. It will also be aged a little with various weathering applications to take away that just painted look. However for the time being I am quite pleased with the result of this first major building project in O scale. I found it went together far more quickly than similar HO buildings attempted in the past and I have really enjoyed doing it. So, if you have been putting off that favourite project in 7mm have a go. If I can do it so can you. As for me, now it's on to the goods shed!



Recollections of Shell

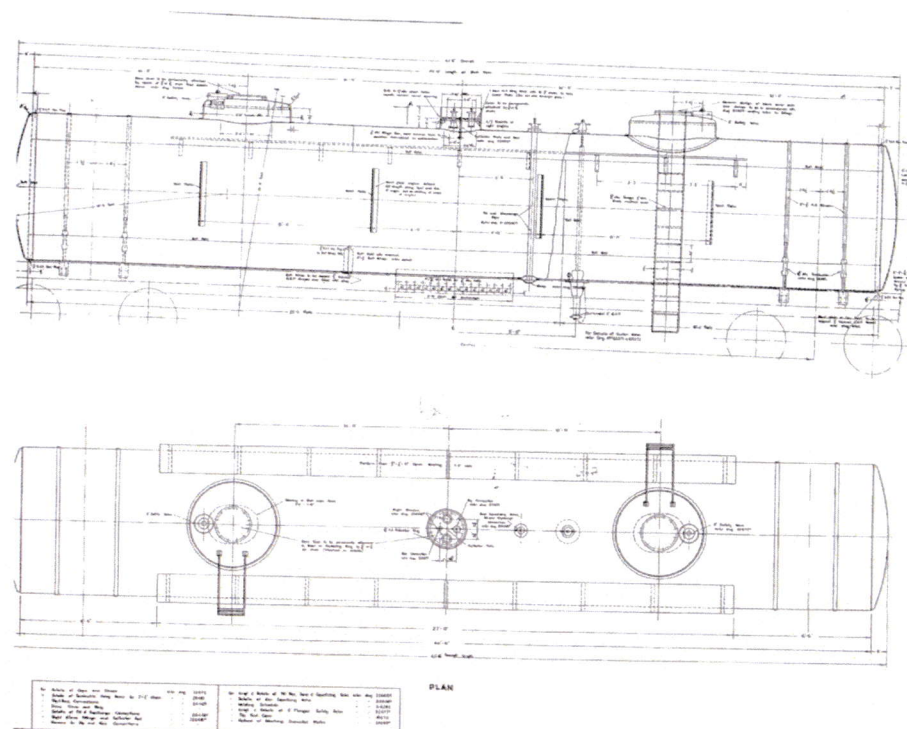
Gary Flack

In 1973, as a young lad of 19, I joined The Shell Co of Australia. This was my second job since leaving Greystanes High, my first being with the Public Works Department. My weekly wage skyrocketed from \$20 to \$40!

Back then I was not all that interested in the railway, or modelling it, but I happened to meet someone through my then girlfriend (now wife) and we both joined Warrimoo Model Railway Club. This club ran NSW prototype HO trains to timetable, something that was very rare back then. Joining Warrimoo rekindled my childhood interest in modelling, steered me to NSW as a prototype and that's when I started to look at the rail loading of fuels at Shell. Due to fire risks Shell prohibited any cameras on site so I could not take any photos inside the depot, but I do have some outside the gates of the rail car loading facility.

The following are my recollections of what happened in regards to the railway at Shell's Parramatta Terminal. The facilities at Shell Rosehill were split into two companies, The Shell Refinery (the refining side) and The Shell Co of Australia (the distribution side). These two facilities were situated side by side with a wire fence between them. This separation occurred for taxation purposes as Customs was not paid on the crude oil but only after it was refined and loaded into the Rail Cars or Road Tankers.

The line into the refinery ran off the Carlingford line. It branched off the line before Rosehill racecourse with a line for the Bitumen Rail Cars going directly into the refinery. I never worked in the refinery so I don't know exactly how these cars were loaded but did visit now and again and had a look at the gantry. The gantry walkway was level with the top of the bitumen car and had steps at each end with a small overhanging roof where hoses hung down from. These were connected to the fill hatch on the car



after which loading would commence. I'm not sure how the men loading the cars would have known when they were full but I wouldn't have liked to be around if one was overloaded and spilled over the sides. Bitumen is loaded at 50 to 60 degrees Celsius and would burn the skin straight off you.

The line continued past the refinery siding and went past Rosehill Racecourse where a platform was situated for race day patrons. It then branched off at Camellia and went past Hardies, where there was a platform for their employees, then followed the Parramatta River past Goodyear and down to Sandown sidings. From here it branched to Shell's Parramatta Terminal. The line also ran down further to Meggitts, which I seem to remember was involved in the transport of flour and used a weighbridge.

Once inside Shell the line branched off to either the bulk loading gantry or to the Packed Warehouse. The warehouse "packed" all of the drums (44's, 10's, 5 gal and small tins with Greases, kero, fuels and all manner of chemicals etc). The line to the warehouse was used to ship out this

product to country areas and also to return the empty 44 gal drums for reuse. Forklifts were used to load the drums onto the S trucks and they were then hand manoeuvred into place and the pallet taken back into the warehouse. I often wondered how they got the drums off at the other end, as small country depots would not have had the luxury of a forklift, the answer came one day when I noticed that an S truck with empty drums had arrived and went down to take a look. The storemen had positioned a used truck tyre directly under the opening of the S truck door and proceeded to roll each drum sideways onto the tyre, which would (if done correctly) bounce off the tyre into an upright position. The only wagons I ever saw in use were S trucks but that's not to say that K's weren't also employed at times.

The loading of the rail tank cars was carried out at the bulk loading gantry and was done quite simply by hooking up a hose to the fill point at the top of the car, dialling into a meter the total amount to be loaded into the car and pressing the start button on the meter. The storemen would keep an eye (or should I say was supposed to keep an

eye) on the progress of the loading by lifting out a dipstick and checking that there was enough room for the remaining fuel still to be loaded. In spite of this the occasional mishap would occur.

I was witness to a number of spillages caused by a storemen failing to check the fuel level left in the car from its previous load. In the normal course of events the car would be empty but if this was not the case, and he dialled into the meter a full load, the results could be disastrous. As you might expect this was a spectacular event to witness, fuel gushing from the dip tube into the air and down the car. If the storeman was still at his post then not too much was lost, as he could cut off the loading via an emergency stop button, but if he had walked away while the loading was in progress...10,000 gallons is a *lot* of fuel.

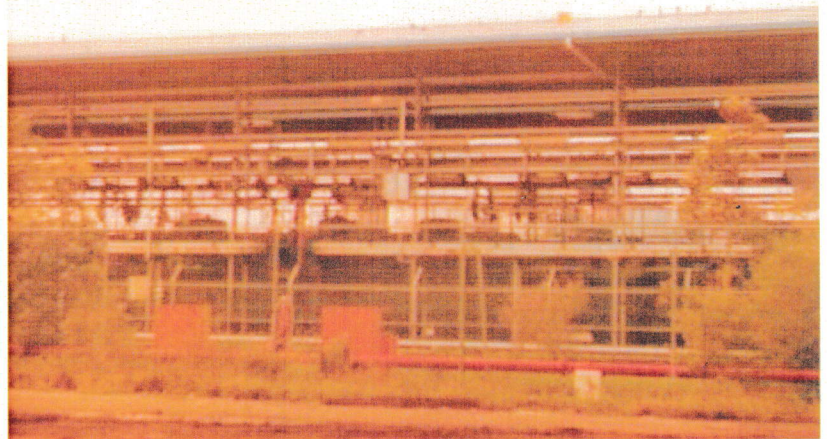
In the 1980's the gantry was converted to what was known as Vapour Recovery, this reduced it in size from two platforms to one. This system of loading meant that the rail car was a sealed unit and captured its vapours and converted them back to fuel. As part of this arrangement a sensor probe was set into the top of the car and hung down into the compartment. It was set at a specified depth and once the fuel hit the probe it would

automatically shut off the loading, hence no more spills.

In 1996 I became the supervisor of the rail loading facility and got to know a little better how the delivery system worked. The dispatcher would ring the outlying depots each morning to find out what their requirements were. The other companies would fax over the requirements regarding their loadings and would arrange with the railway to have the empty cars delivered. The dispatcher would then decide how many cars were needed to fill the orders and then call Clyde yard to find out what cars were available. Shell did not have the room to store its own empty cars so all the empty cars were stored at Clyde until needed.

The rebuilt gantry (1980's) could handle 20 cars, 10 down each side and took 4 to 5 hours to load. There was provision for 3 loadings each day and 2 on Saturday if needed. Three storemen would start early and load the first set of cars, usually around 6am. Once the loading was complete the railways would be contacted to come and pickup the load and would drop off the empties for the next loading.

Another 3 storemen would come in around midafternoon and take over the second loading, and would also do the last loading. The dispatcher would make up the loadings for each rail car on a card which had a space for the point of origin of the car and its



Loading Bays pre vapour recovery 1980's Gary Flack

destination eg: From – Sandown To – Dubbo. This card was clipped onto the car's chassis with a spring loaded clip, just below the "Hazchem" sign.

The storemen would select the correct Hazchem sign appropriate for the type of fuel that was in the car. Because only one type of fuel - Super, Unleaded, Diesel and Fuel Oil - was transported in rail cars at a time there was only ever one Hazchem sign needed: 1270 Petroleum Fuel which was used for Super and Unleaded. Diesel and Fuel Oil did not need a Hazchem sign so the one used for Super and Unleaded was reversed showing the blank side.

Review : Waratah Models Water Column

Trevor Hodges

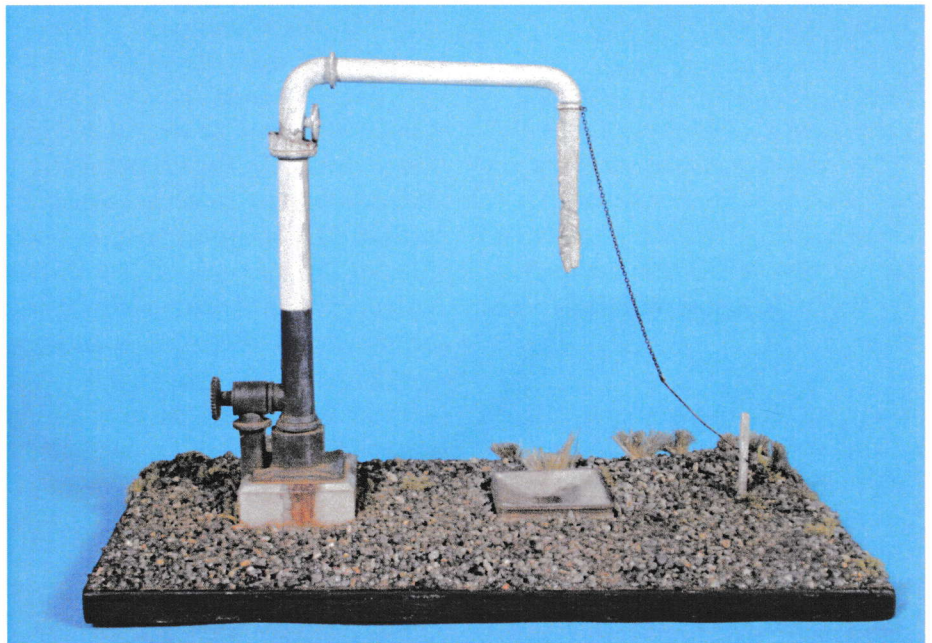
Line-side details are one of the real strengths of modelling in O scale however anyone who has attempted to model the NSW in 7mm quickly comes to realize that there has been a dearth of items available that are the correct pattern. UK sourced items can be pressed into service however they never look quite right.

The Waratah Model Railway Company have been endeavouring to remedy this situation with the recent introduction of a range of genuine NSW outline detail items. The range of details is made up mostly of white metal cast items and these go some way to fill a gap in the market.

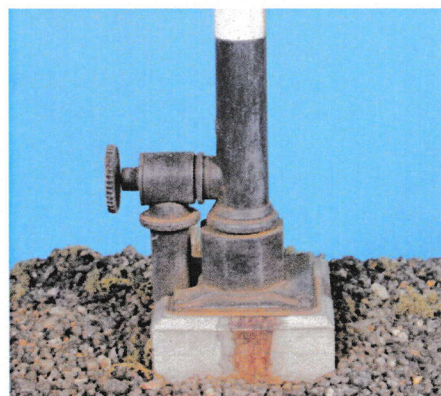
Without doubt the jewel in this range is the NSW water column kit that came onto the market at the BDO in March 2006. The kit consists of four white metal castings which make up the column and drain and a single white polyurethane casting that represents the concrete base.

The white metal castings are highly detailed and are virtually free of flash and the kit is easily assembled resulting in wonderful model of this most ubiquitous of line side pieces of infrastructure from the steam era.

The water column kit retails for \$45.00 and is available from *Waratah Model Railway Company*, PO Box 509, Revesby, NSW, 2212 (02) 97851166 waratahmrc@bigpond.com



The completed model above - prototype below



Comparison of the bases



Commercial News

Trevor Hodges

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 they are contemplating re-running the NSWGR G1A goods shed. Orders can be placed for one of these kits by contacting the shop.

There are still a couple of the NSWGR (Z)18 0-6-0T class 7mm scale locomotive kits available. After these are sold it will be some time before these are available again. Orders would have to build to sufficient numbers before another run was contemplated.

Stocks of the RJ Models AEC 50hp QGR 1:48 scale railmotor, "Red Fred" are currently available. These can be built in either On30 or On2 configurations and are priced at \$450.00.

Bergs Hobbies are selling both the NCE and Lenz DCC systems including high amp decoders suitable for bigger O-scale locomotives.

Gwydir Valley Models

Gwydir Valley Models, PO Box 740, Glenn Innes, NSW, 2370 or on (02) 6732 5711 or info@

gwydirvalleymodels.com has a brand new web site at <http://www.gwydirvalleymodels.com/>. You can look at images of the Neon & Heritage range of neon signs and listen to samples of the sound modules. It is also worth noting that Gwydir Valley Models has their own page where the range of Fast-Tracks products can be purchased. This site is at <http://gwydirvalley.fast-tracks.net/>. If you contact Warren he may even be able to arrange a discount for this range of products.

Keiran Ryan Models

Keiran Ryan, *Keiran Ryan Models*, 39 Coachwood Cres, Picton, NSW, 2571, (02) 46772462, krmodels@gmail.com & www.7mmkitsnbits.com has passed on the news that the instructions for the etched MRC dress up kit are being finalized so these should be available shortly.

The 7mm sleeper plates are being upgraded and the pricing adjusted. A pack of 40 will sell for \$15.

O-Aust and Century Models

Peter Krause of *O-Aust Kits/Century Models* can be contacted at pa_rl_krause@bigpond.com, and via the web site at www.oaustkits.com.au,

at PO Box 743, Albany Creek, Qld, 4035, mob 0419680584 anytime or on (07) 3298 6283 between 7 and 9 pm, has passed on some news regarding the long awaited NSWGR (C) 30T 4-6-0 and (C)32 4-6-0 (note, due to an accident of history, the 30T is a tender locomotive) locomotive kits. He is hoping to have prototype samples of both locomotives on show at the Brisbane model railway exhibition on Saturday the 5th - Monday the 7th of May at the RNA showgrounds in Bowen Hills. Peter is liaising with Graham Holland on the development of the 30T however all enquiries concerning this locomotive should be directed to Graham. Peter hopes to deliver the (C)32 in the second half of 2007.

The pattern work for the Shell 3000 gal tanker is complete and the kit should be available as soon as the instructions are written. The problems with the roof of the SRC appear to

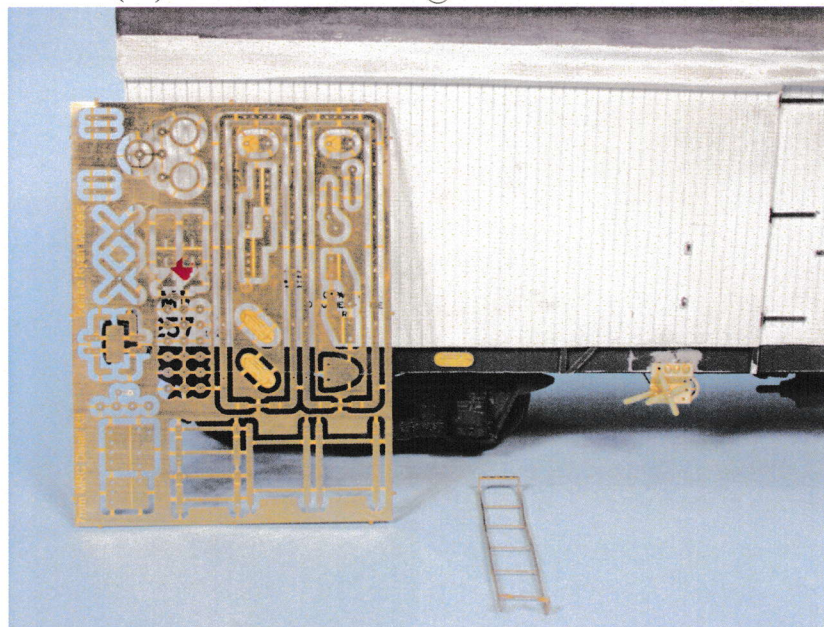


Keiran Ryan Models Dress Up for the O-Aust MRC

have been resolved and this solution is currently being implemented. The SRC's release should follow the Shell tanker. The LLV will follow the release of these two current projects.

The next batch of BCH's will include a limited number of BWH variants. Pricing is being looked at to determine whether the BWH will be a similar price as the BCH.

The QR K cattle wagon (1:48 scale) is to be released in both On42 and



Keiran Ryan Models Dress Up etches for the O-Aust MRC



O-Aust QR stock in 1:48

On30 versions (the On30 version will require Bachman bogies) with both being slated for release in the second half of 2007. The QR BBV (1:48) guards van will be made available in an On42 version only. The instructions for this kit are yet to be written. Evidently this van does not lend itself to release as an On30 kit so Peter has undertaken to look at developing another QR guards van that does lend itself to this popular gauge.

O-Aust has announced that a pattern maker has been commissioned to begin work on a NSWGR MHG guards van. The release of this kit should be sometime in 2008.

Prototype Model Engineering

Prototype Model Engineering (PME), PO Box 644 St Ives, NSW 2075, Ron Sebbens on (02) 9449 6605 have provided details about the upcoming release of the NSWGR 4 wheel, 7 ton ballast hopper which was on display at the BDO. This kit will be all brass construction and is slated for release in the 2nd half of 2007. It should be priced in the same range as the D wagon, approximately \$140.

PME has announced that they are calling for expressions of interest for kits of the NSWGR class (C)38 4-6-2 express passenger locomotive in both streamlined and un-streamlined versions. These "Pacific" locomotives first entered service in 1943 and are considered by many to be the epitome of NSWGR locomotives. No deposits are required at this stage but serious potential purchasers should contact PME to place an expression of interest.

The kits are slated for release in early 2008.

P M E have also announced that they are taking expressions

of interest for the locomotive kit they intend will follow the (C)38, the class (AD)60 4-8-4 + 4-8-4 Beyer Garratt heavy goods. After expressions of interest are received PME will examine the interest in both the (C)38 and the (AD)60 and assess the viability of both projects. Deposits will be required in late 2007 if the (C)38 project proceeds. Pricing details will be passed along as they come to hand.

The (Z)12 project is scheduled for release in late June or early July 2007.

Waratah Models

Waratah Model Railway Company, PO Box 509, Revesby, NSW, 2212 (02) 97851166 charris@nigelbowen.com.au and waratahmrc@bigpond.com wanted to pass on the news that the NSWGR ICV van is currently under development and is slated for release in the third quarter of 2007.

7mm scale oil drums and milk cans are now available in Waratah's line-side detail range. Contact Waratah for pricing details.

The Waratah couplers should be back

in stock and cast brass slide chairs, suitable for use in the construction of NSWGR style point-work, should also be available by the time you read this. As announced at the March BDO Waratah are to release a cast brass #6 point frog. This item will be made using code 100 rail and will have 1.4mm flange-ways. The flange-ways for these items are narrower than the standard recommended by the GOG, however running experience on Stringybark Creek has shown that a slightly narrower flange-way improves the look of the frog while still allowing wheels which conform to Finescale standards to run through without trouble. The second version of the frog is currently with the caster.

Orders for the PHG are still being taken and a second run will be considered when sufficient orders are on hand.

Spot the Movie Legend

None other than Alfred Hitchcock appears to have made an appearance in this issue. The first member to contact the editor pointing out where they think they can see this movie legend will win a set of Waratah buffers.

Note: For the sake of transparency the following should be noted :

- **The pattern maker for Waratah Models ICV and the cast frog is the author of this column, and**
- **The Editor is webmaster for the Gwydir Valley Models website.**



O-Aust BWH Hopper

O-Aust Kits & Century Models

www.oaustkits.com.au

What's New?

The arrival of the first production batch of the NSWGR BCH coal hopper is imminent

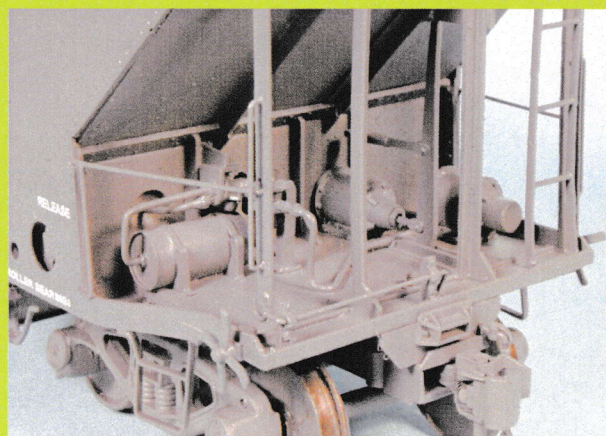
The kit will be supplied with North West Short Line wheelsets as standard

Alternatively and by prior arrangement it can be supplied with Slaters wheelsets (some minor adaptation of the bogies will be necessary)

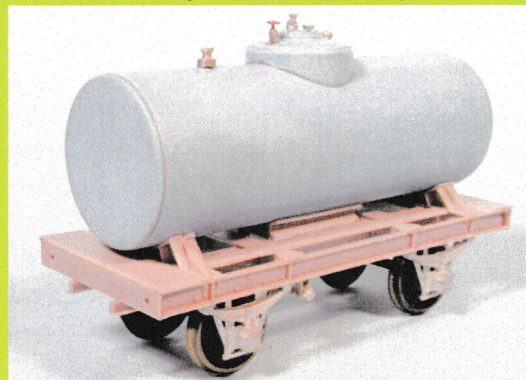


A new production run of the NSWGR ACM Branchline Sleeper kit is currently underway and it should be available shortly

We already have a number of backorders to fill but there are still a few left for those who are quick enough



A pre production sample of the NSWGR Shell 3000 tank car. The pattern work is now finalised and the kit will be released as soon as assembly instructions are completed.



KITS AVAILABLE

Century Models

NSWGR Z19
NSWGR D50
(to order)

O-Aust Kits 7mm

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

O-Aust Kits 1:48

QR QLX

KITS BEING DEVELOPED

Century Models

NSWGR C30T
NSWGR C32

O-Aust Kits 7mm

NSWGR MLV
SHELL 3000 tank
SHELL 5000 tank
NSWGR LLV
NSWGR CR

O-Aust Kits 1:48

QR K wagon
QR BBV van

O-Aust Kits & Century Models

PO Box 743 Albany Creek Qld 4035

Phone 07 3298 6283 (7.00pm to 9.30pm ONLY)

Fax 07 3298 6287 (24 hours) Mobile 0419 680 584

Email pa_rl_krause@bigpond.com

www.oaustkits.com.au