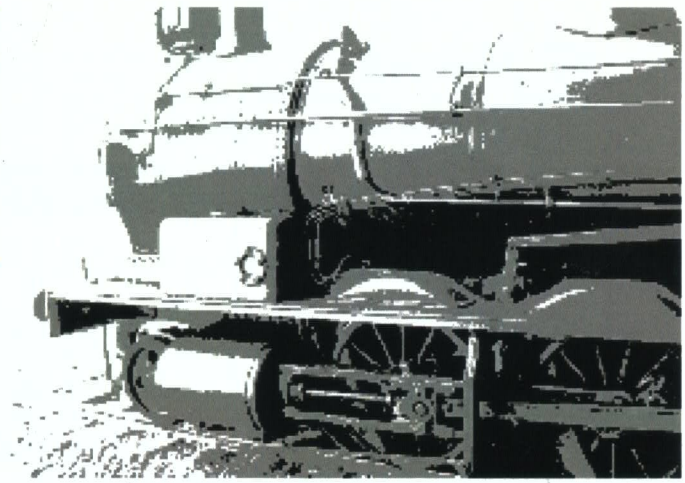
7th Heaven

Aus7 Modellers Group Inc.



$7.70 inc GST

In this Issue :

No 17
Autumn
2008

Aus7 News

Notice of the Aus7 Modellers Group Inc.

ANNUAL GENERAL MEETING

Please Note the Change of Venue

Venue: -- NSWRTM Thirlmere NSW, Saturday the 19th of July 1.30 pm 2008

Agenda Items

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

Note: Any financial member of the Aus7 Modellers Group Inc. 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.org** 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 venue is the **"New South Wales Rail Transport Museum at Barbour Rd. Thirlmere NSW".**
The meeting will be held in Dining Car AB90 in the RTM grounds. RTM member entry is free; non-members entry fee is $10.00, which will be covered by the Aus7 Modellers Group Inc. Or you could possibly become a member of the Museum on the day, if you wish.

We will be arranging a tour of the Museum before the meeting, so get there early and make a social day of it and possibly use the picnic facilities for lunch at the museum. Bring you camera, note pad and tape measure, as there is plenty to see and measure.

Aus7 Modellers Group Inc.

Merchandise

Shirts

$30.00

Avaliable in Blue & White
Styles may differ slightly from photograph

Caps

$20.00

Track Gauges

$44.00

There are four gauges in each pack

Contact: Keiran Ryan
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krmodels@gmail.com

Aus7 Modellers Group Membership

Membership of the Aus7 Modellers Group costs just $AU30 per year.

All memberships are due for renewal by June 30th each year, no mater what time of year you joined.

For details contact:
Roger Porter,
4 Bridge Quarry Place, Glenbrook, NSW, 2773

Contributions

All members are invited to submit articles, reviews and other items for publication in 7th Heaven.
We are short of material for future issues so if you have something to contribute please contact the editor.

One Modellers Opinion

Roger Porter

WHETHER OR NOT TO WEATHER,....OR NOT.

As I inch along that learning curve towards better 7 mm modelling, I continue to find out about things that seemed to work well in HO, but are very different in "O" scale.

The use and application of weathering techniques is one of those things.

I've produced some disastrous attempts at HO weathering, and have usually been able to justify the results to myself (if nobody else) as being western district steamer that suffered from boiler priming and salt deposits, or a diesel that had recently run under an open coal chute. But "O" scale models seem to be far less tolerant of such heavy handedness. Maybe it's because models in this scale attract far closer scrutiny in regard to paint finishes, since they present a surface area four times the equivalent of an HO model.

My views on weathering have now swung around to the point where I feel that "less is more", and that weathering should be subtle and understated. If someone was to look at a model and say," that model is nicely weathered", then I'd suggest it's too heavily weathered. This is because it may be the weathering that has attracted the observer's attention rather than the overall presentation of the model.

In fact, after having admired Lance Pymble's exquisitely finished Manning-Wardle at the recent O-Scale Modellers' Forum, I'd have to question the need for weathering at all. However, given that most of us like models to be presented in their "working clothes", some subtle dulling of the artificial factory fresh gloss is appropriate.

This subtle distinction is well illustrated in the excellent Wild Swan book,"The Art of Weathering," by Martin Welch (available from ARHS bookshop). I'd put off buying this book for a long time, feeling that a book on weathering with mostly black and white photo's would loose some of it's impact. But don't be put off, the photo's combined with the text provide a fabulous amount of information on weathering techniques and materials.

In this book, you'll find photo's of models that look so naturally realistic that you could reach out and touch the cold steel, and they don't even look as if they've been weathered. But when compared to an adjacent "before-and-after" photo, the differences are profound.

The degree of surface finish, i.e., flat / matt / satin / semi gloss / full gloss also seems to be far more critical in our larger scale. Some well known modelling paints produce a dead flat finish, but close examination of the prototype will show that even under a grubby exterior some areas of shine may be evident.

I've found that chemical blackening solutions can produce a natural looking "rubbed-oily-used" satin finish on loco side rods, couplers, handrails and so on, avoiding the monotone of an all-over spray. And don't forget pastels, crayons, and water soluble pencils (available from art shops) for touching in little spots of rust and grime. Martin Welch will use many different materials and techniques on the one model, all used with moderation. One of those that I've tried is giving a model a wash with very dilute black/grey water paint, then wiping and swabbing it all off again. This leaves a tiny residue of grime in nooks and crannies, and around brackets and bolt heads.

Continued page 9

7th HEAVEN

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Issues 4-8 are $3.00 each.

Issue 9-12 + are $4.00 each

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

On the cover:
4814 is another great result from Roger Porter's workbench. The next issue will have photos from the April Forum

Building the PME Manning Wardle NSWGR 292 & 293

John Parker

From 1859 until 1926 the British firm of Manning, Wardle & Co. built a large number of small tank engines for contractors' and industrial use, many of them being to one or other of the firm's standard designs. The class K represented by this kit was first built in 1861.

This kit, based on Builders Numbers 918 & 919 enables modellers to build an accurate working model of the prototype engines which ran on the Camden branch line in NSW (Australia) from July 1884 and is based on a kit for the K Class previously prepared by Slaters Plastikard.

P.M.E. have made numerous changes and additions to the original Slaters kit. These are detailed in the completely rewritten assembly instructions. The kit includes motor, gearbox and wheels, none of which were included in the original Slaters kit.

Based primarily on the excellent value that this kit represents, it could be the first 7mm (O scale) locomotive project for some modellers. It is not particularly difficult to build, but this is a very small loco and there are some challenges. Hopefully this article will make the project simpler and more rewarding.

P.M.E. have provided a very comprehensive set of instructions and drawings and these should be read carefully at least twice before commencing construction. With one or two minor exceptions, which will be detailed later, I found the instructions easy to follow and full of good advice so they will not be repeated here.
Instead I will concentrate on those areas that are not covered in any detail or at all, including power pickup and DCC operation with appropriate sound. Hopefully the photographic record of the build will help you avoid any pitfalls, encouraging you to build your own version of this little charismatic locomotive.

The first paragraph of page 7 of the instructions reads as follows…

Please note that when completed the chassis is a tight fit in the superstructure. For this reason we strongly recommend that you constantly check clearances whilst assembly of the superstructure proceeds. We also suggest you detail the chassis later and omit items such as brake gear which is liable to get damaged whilst handling.

This is excellent advice, all tolerances on this kit are tight, it is essential that construction proceeds with care, right angle folds in particular must be done carefully with appropriate tools (for example 'Hold and Fold'). In this kit, and for that matter many others, there are real advantages in building a number of the components parts of the model concurrently, so that you can ensure that everything fits together properly….. But we are getting ahead of ourselves; let's go back to the beginning.

Chassis Assembly

You could start work on the model by following the step by step approach which commences on page seven but I started at item 26 on page nine. The fabrication of the coupling rods from the steel etch is fairly straightforward but you may find an error in your copy of the instructions, suggesting that it is not necessary to separate each layer for correct alignment. It is!

The separate laminations should be soldered together, bulldog clips make effective clamps. Take care; it is essential the both assembled rods are identical and that crank rod holes match bearing sleeves. Having a completed pair of coupling rods available as the chassis construction progresses makes it much easier to achieve accurate axle/crankpin alignment.

Before returning to Item 1 on page seven to follow the step by step instructions for the chassis assembly, it should be noted that there is no provision in this kit for power pickup.

The manufacturer has assumed that the modeller will have his own preferences but if you ignore the problem at this point (as I did) you will find your options limited to phosphor bronze wire or strip, wheel wipers. For neatness I will probably use plunger pickups on my next K class; those from Slaters are a little large for this model but those available from A.B.S. Models in the U.K. as a set of six should fit, but you do need to decide their location before

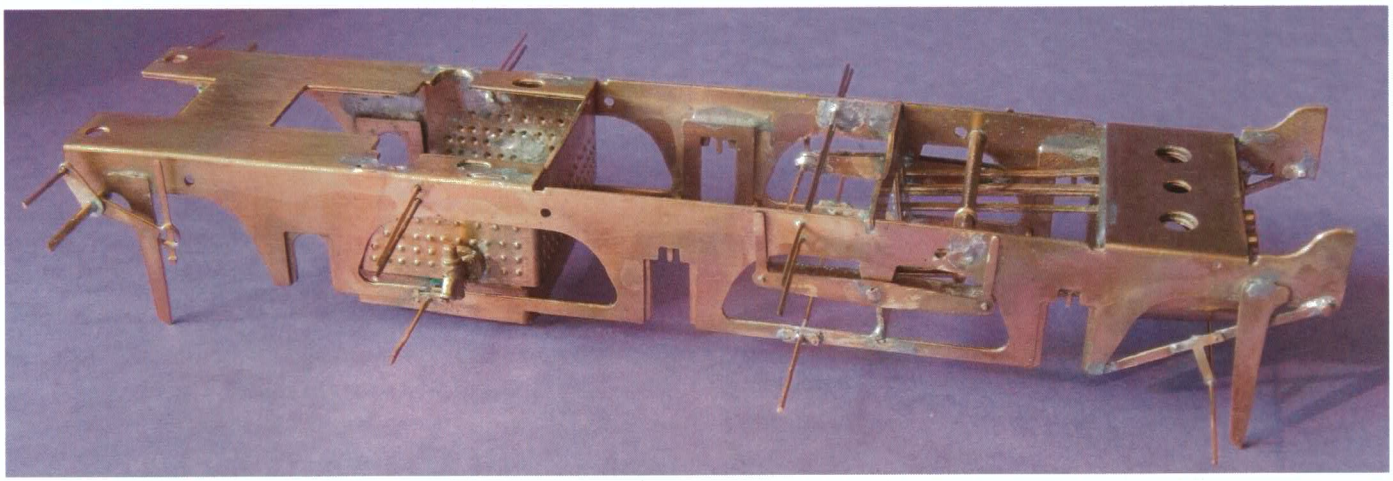
commencing work on the chassis as detailed in Sketch 3 of the instructions.
If you can resist the urge to start bending up the chassis it is desirable to check whether or not the component parts will fit without modification so I moved forward to step 17, the motor/gearbox assembly. The overall dimensions of this unit must be kept as small as possible to fit within the limited space available in the firebox.

DCC & Sound

The kit does not include any specific provision for current pick-up, or the inclusion of a decoder and speaker. The small size of the locomotive does restrict the options a little. It would be very difficult to fit a normal size Soundtraxx Tsunami but the smaller Soundtraxx Micro Tsunami will fit. However as this simple little locomotive has very different operating characteristics and sound profile to that available from the Soundtraxx range of decoders, I chose to install an 'ESU loksound 3.5' decoder with the intention of modifying the available sound files permitting the model to sound at least something like the original. Fortunately I was able to locate a recording of a restored Manning Wardle. The actual modification of the sound file is perhaps something which could be covered in more detail at another time.

General Hints

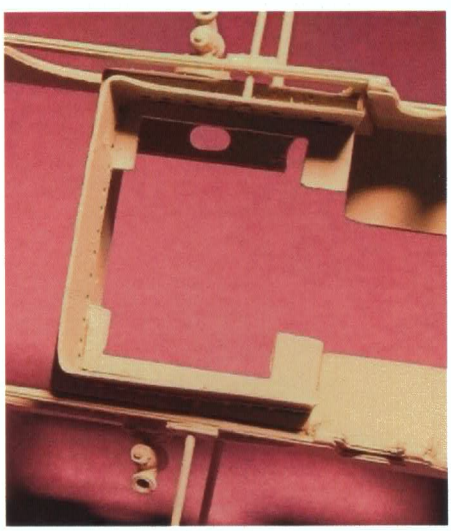
There seems little point in providing a step by step procedure for building the kit, that is what the instructions are for, but the following captioned photographs should prove useful during the very gratifying hours you spend building your own Manning Wardle.



1. The basic chassis assembly is straightforward, it is a good idea to include the mounting positions for the brake assembly but leave the actual brake shoes off at this stage

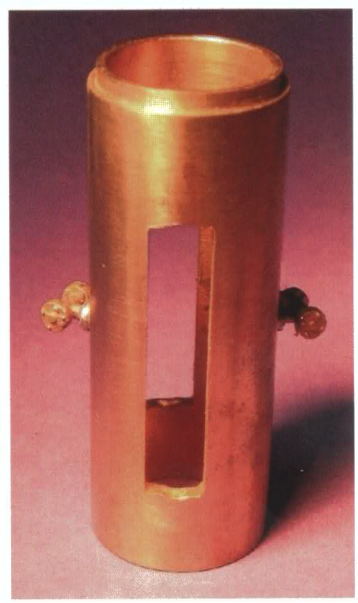
.

2. Considerable material must be removed from the lower portion of the firebox to provide sufficient space for the motor gearbox assembly. Compare this picture with part #9 on Sketch 2 of the instructions.



3. It is essential that the motor and gearbox are coupled together as closely as possible. Shorten both ends of the motor shaft so there is no protrusion from either end of the assembly. I also found it necessary to remove some material from the rounded end of the gearbox.

4. The most obvious location for the decoder is in the boiler, but this is normally inaccessible after assembly. My solution was too cut a slot in the top and bottom of the boiler. The turned brass boiler is relatively soft, so it is a simple matter to drill multiple holes using a bench drill press. The rectangular openings can be finished off using a file. After final assembly and painting of the model, the decoder can still be slipped diagonally through the opening to finally rest forward in the smokebox area. The opening also provides an unobstructed air path for the downward facing speaker which is mounted in the saddle tank. (See also Photo 18) The slots are not visible in the completed model unless it is inverted.



5 (left). If you want to model the taller smokestack used on the Camden service, an appropriate length of 6.5mm O.D. brass tube can be used in place of the centre section of the white metal casting. To provide adequate support I used short lengths of decreasing diameter brass tube soldered to the smokebox.

6(right). The completed smokebox assembly prior soldering to the modified boiler. The smokestack was glued in place using 5 minute epoxy which provides sufficient adjustment time to ensure accurate alignment.

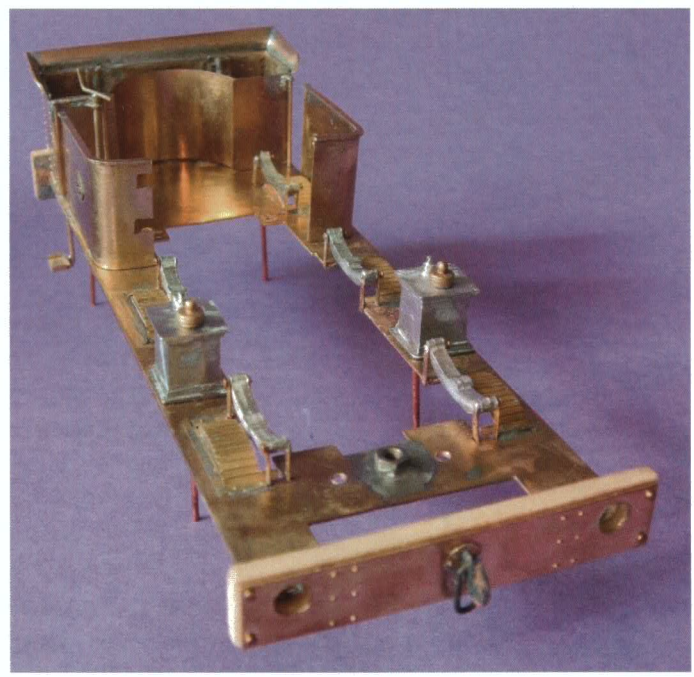
7(left). I decided to model the firebox with an open door so an appropriately sized opening was made in the firebox through which the light cast by the fire would shine through into the open cab.

8(right). Brass bands so prominent in many of the photos of Manning Wardle locomotives were added to the firebox.

9.(left) The keen eyed will notice that I folded the firebox in the wrong direction with the result that the shelf above the door is upside down. The reversing lever is operable, well it moves anyway!

10. (right) There are no known photos of the backhead of the two NSW Manning Wardle locomotives so my version was based on photos of U. K locomotives. The firebox is just one of the many components that are best completed as sub assemblies prior to assembly of the complete model.

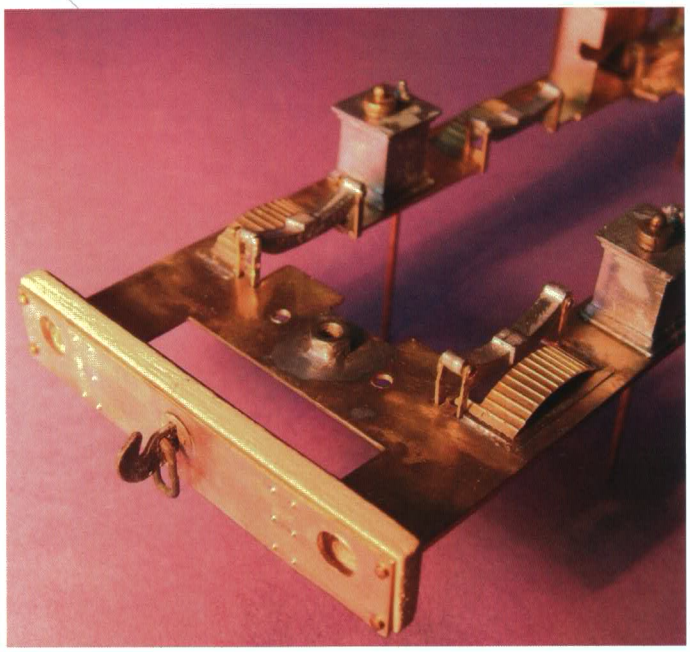
11. The assembly of the footplate and its various components is now almost complete. Check the clearance of the firebox to the curved cab sides, some adjustment may be necessary. Care is required assembling the front buffers to ensure that they have the shortest possible operating length as they must be contained within the buffer beam. Use wire rather than the nut provide to retain the spring.

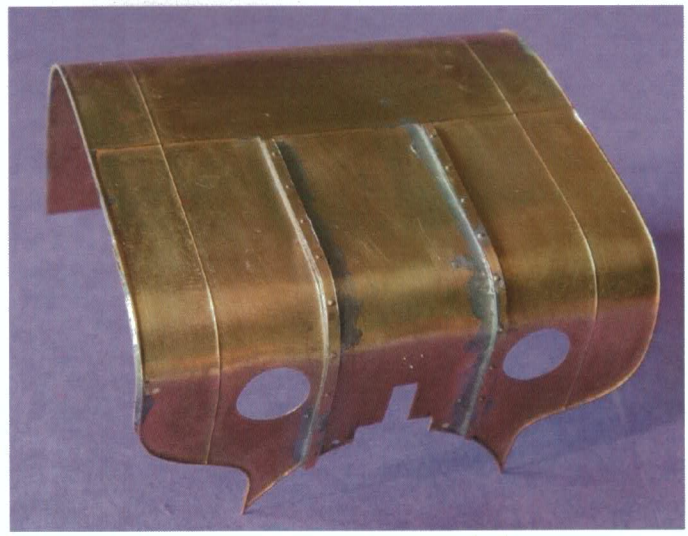


Issue 16 Caption Competition

Due to an unforeseen publication delay in issue 16 of 7th Heaven it has been decided to put back the date of the photo caption competition announced on page 17 of that issue. The new deadline for entries is Saturday July 19, 2008. Forward your entries to the editor or drop them into the Secretary at the Aus7 AGM.

12. The buffer beams were assembled independently using a timber core before soldering to the footplate. To provide adequate clearance it is necessary to reduce the thickness of the white metal spring castings. Care should be taken to only remove material from the inside.



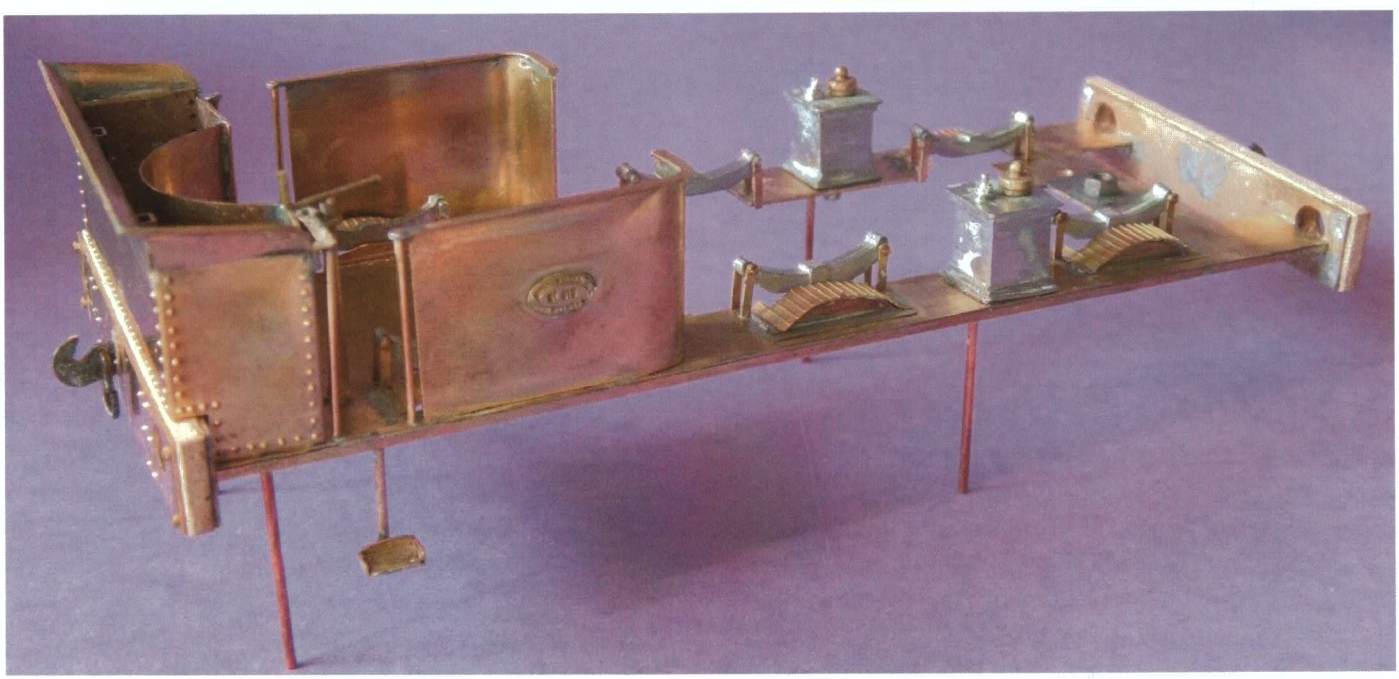


brass window surrounds were added by gluing after the roof was painted.

15. Although the instructions recommend permanently fixing that the roof in place, due to its light construction, it is possible to make it removable. A short length of scrap rectangular brass tubing was cut lengthwise resulting in two 'U' shaped brass channels. These were then soldered vertically to the inside of the rear of the coal bunker providing 'sockets' for the roof stiffening strips which simply 'plug-in' to locate the roof. The front of the roof is

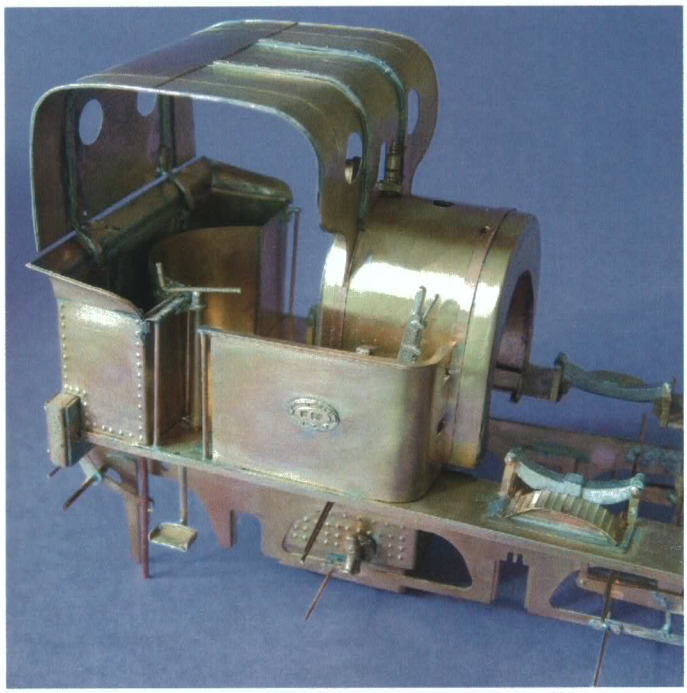
13.(bottom of page) Another view of the almost completed footplate assembly. I suspect the 'rivets' produced using my simple hand riveting tool are a little oversize, the high quality etching it least ensures they are in line. Copper wire has been used for the sand pipes. These will be bent to the final shape after assembly to the chassis.

14(top pf page) The template provided is helpful in achieving the correct curved shape for the roof. I placed the etched roof on a thick pad of paper and used a short length of dowel to gently achieve the desired result. Slightly larger openings are required on the front face to clear the whistle and other connections on the firebox. The

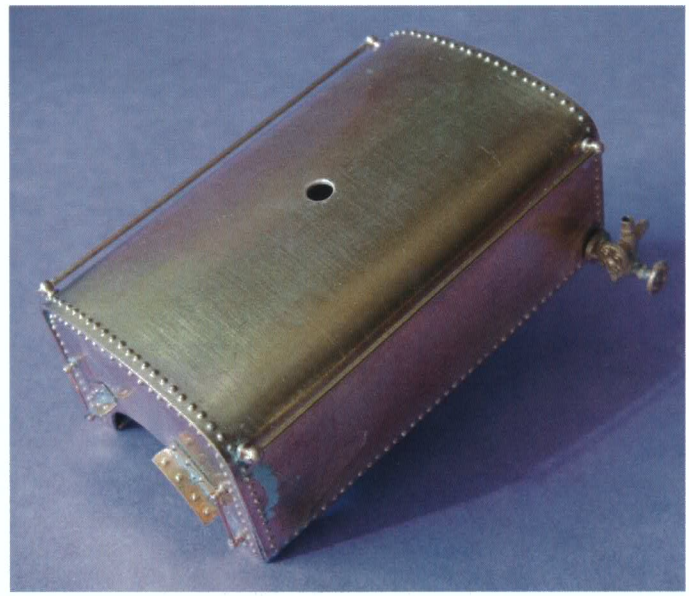


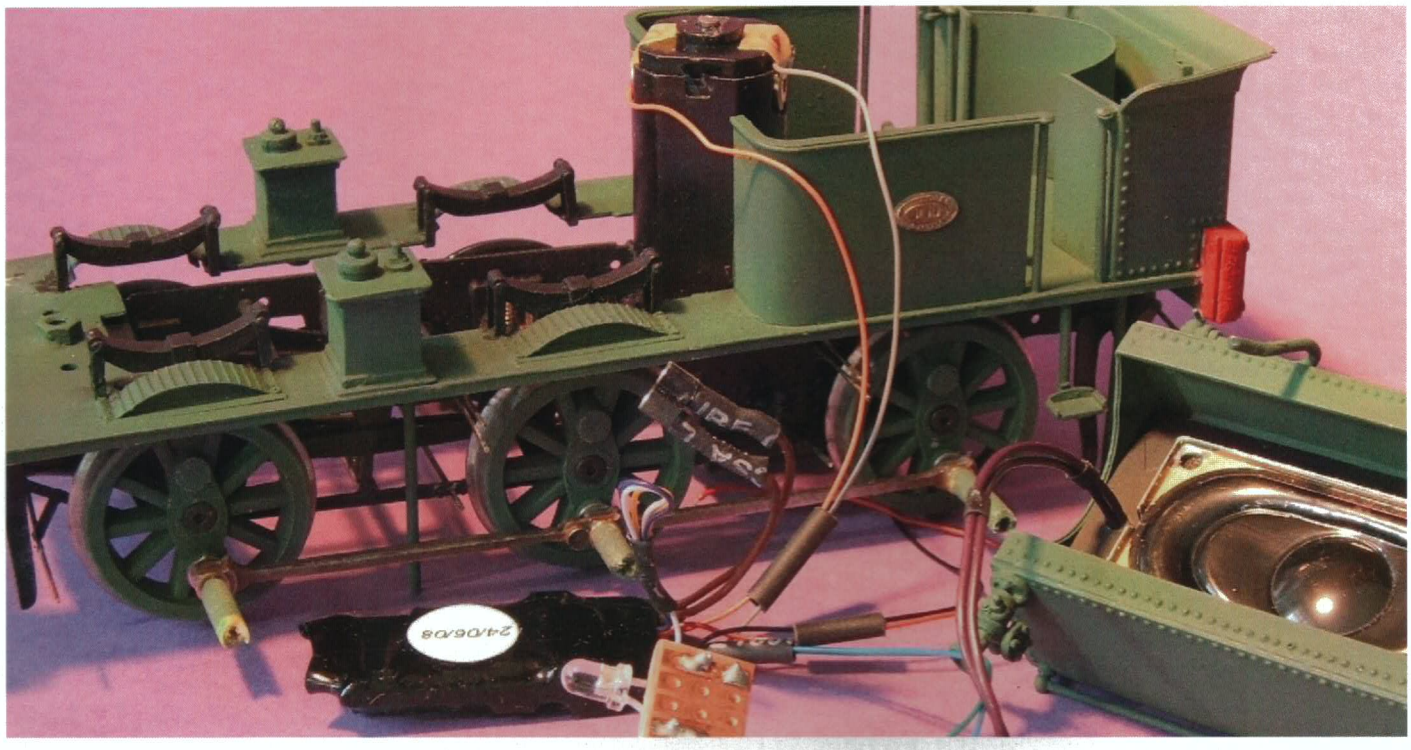
located by the cut-out for the whistle.

16. Yet another trial fit to make sure everything goes together. I did not ultimately screw the firebox to the chassis. The addition of the small LED board (See photo 18), to the motor ensures that the firebox is a snug fit.



17. The saddle tank assembled and finished ready for painting; the tank cap was left in its natural brass finish so it was not fitted until after painting.





18. Proving that everything works!
I decided that the locomotive was green. There is no conclusive evidence of the colour of the NSW locomotives other than they were not all over black. Green was one of the common colours used by Manning Wardle in the late 1800's. The colour in this photograph was changed slightly in the final model including painting the footplate black. The decoder can be seen in the foreground together with the small piece of matrix board which includes the red LED and dropping resistor used for the 'smart firebox". It is attached to the motor and sits inside the firebox. The rectangular 100 ohm speaker is mounted on 2mm thick styrene inside the saddle tank. Sealing compound was used to ensure an airtight box, i.e. no obvious air path between the rear and front of the speaker.

References

Materials

- Manning Wardle 0-6-0 K class kit
  - PME
- Loksound 3.5 decoder (part #52401)
- Loksound 20x40mm rectangular speaker (part # 50448)
- Phosphor Bronze strip
- PCB sleepers (used to mount wheel wipers)
  - Model Railroad Craftsman
- LED's, matrix board and resistors
  - Jaycar

Useful websites

- Photographs of many Manning Wardle Locomotives
  http://www.transportarchive.org.uk
- 6 minutes of vision of Sir Berkeley,
  A preserved MW 0-6-0 in operation in 2007
  http://www.youtube.com/watch?v=R7zne15alp

Useful reference books

- Etched Loco Construction….Iain Rice
  Wild Swan Publications ISBN 090686786X
- Locomotive Kit Chassis Construction in 4mm ……Iain Rice
  Wild Swan Publications ISBN 1874103100
- Selsey Tramway (Volume Two) ….Laurie Cooksey
- Byways of Steam 21
  - Available from A.R.H.S. Bookshop
- Pansy The Camden Tram ....Ian Dunn & Robert Merchant
- The Campbelltown to Camden Railway ...Ian Dunn
- Camden to Campbelltown. "Wanderer" (late CC Singleton)
  Bulletin (1951 Jan-Mar
  - Accessible from The A.R.H.S. Resource Centre

One Modellers Opinion cont

However, the purpose of these notes is not to provide a treatise on weathering details, it's to offer the view that O-scale weathering is very different to that often used in HO. Matin Welch's book illustrates this superbly. Weathering in O-scale is more noticeable and attracts greater scrutiny, it must be subtle and understated. A model should be weathered, but it must not look as if it's been weathered, but then this is all just one modeller's opinion.

Thrilmere - A portable layout

Warren Clowrey

By designing your portable layout and considering it's transportation first, you'll be on the right track from the start. Even if you are planning a home layout, build it in module format, for one day it will have to move, and when that happens you just cut the rails and scenery at the module joints and unclip the electrical connector or cut the wires at each module joint. When you rejoin the modules simply solder the wires to connectors for the next move or simply solder the wires back together if you are not using electrical connectors.

I would make at least one dimension a maximum of 2'6" to fit through standard sized doorways. ie: module baseboards widths or overall fixed height of module including baseboard thickness.

The layout bench work is of open grid 4" x 1" DAR timber, with self contained legs. When the layout is set up it measures 16'L x 1'6"W x 4'H above ground and when packed up it would measure 4'L x 1'6"W x 1'4"H. Compact enough to fit on the backseat of a car. The modules are held together with bolts, washers and wing nuts. Anything protruding above baseboards would be required to be carried separately and added when set up. ie: rolling stock, structures and trees etc. The bench work can also be of L girder design or Quebelok construction. The choice is yours.

The track sub roadbed is supported by cross braces of the open grid. The track sub roadbed could either be medium density foam or 12mm plywood with the foam for sound insulation. It is optimum to have the top of the railhead 1" below the top outer edge of the bench work. This allows for you to have fixed low level structures like loading banks, platforms for goods sheds or stations, earth banks, docks, ground signals and ground throw over point levers. I also find it provides a stable edge to rest your hands on while moving the shunting pole up and down the layout to couple and un-couple the train, as the centre of the Waratah couplers sit at 5/8" above rail level. NSWGR wagons have an outside lever diagonally opposed for the release pin of the auto-couplers. This lever sits at 1" above rail level.

For point operation, I would use a simple push pull method with a dpdt slide switch for the live frog . If you were to use slow motion point motors the 4" of the open grid frame may have to be larger. I also make my points shorter for feasibility reasons. If I used a #6 point of 60' long, approximately 18", my clearance point would be 2' of track including the point. I make my points 14" long giving me a clearance point at 18".

The module width I've chosen of 18" incorporates three tracks and a roadway at the front, so the back shunting tracks are nearer to me for hands on un-coupling. You could make the width up to 2' for transportation in cars or wider if you had a van or trailer. I've based my track plan on using three modules creating a 12'L x 2'W x 4'H layout.

The trackplan of the switchback has six points including a single slip. It has a single mainline with two sidings doubling up for the run-around. The single slip has a dock and a goods shed siding off it. At the end of the 3rd track is a cattlerace then a loading bank into a dock . You could model for whatever rollingstock you have to support the industry. It is important that you have your headshunts and run-around the same length for operation. Clearance for my headshunts is 735mm but room allows for 755mm, giving it a bit more spacious look during operation, or the 20mm difference could be added to your point lengths.

Module 1

Single mainline 755mm headshunt with one point leading to the single slip and the 3rd track, depending what side of the of the framework you start on, it could be a L/H or R/H point.

Module 2

Single mainline 2nd point leading to the 2nd track, at the beginning of the module.

Single slip and the 3rd track coming off module #1. Single slip feeding the dock and the good shed siding and also for the run-around.

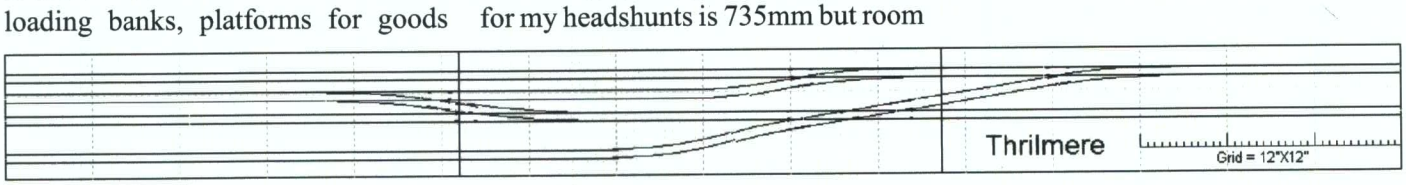
The 3rd track to have the start of the crossover completing the run-around into the
2nd track. Not all of the point is on module #2.

Module 3

All three tracks are the full length of the module. The 2nd track will have a headshunt of 755mm, a trailing point and the tail point of the reverse crossover. The loading bank doubles up as a dock.

I have laid the track so the single mainline is closest to the public allowing me to shunt the three sidings and dock. The dock is used to roll a car on and off a flat wagon. The position of the car is constantly changing; whether it be on the dock, on the flat wagon in the yard or in the made up train on the mainline ready for departure.

A 16' version of Warren's Thrilmere Plan



Module 4

The 4th module could have a separate feature such as a loco facility, even a turntable. Or you could extend the track plan over the four modules giving you a longer train. The idea of the track plan is to have a train on the mainline with the loco on module #1and the guards van on module #3 and to get the guards van to the goods shed on module #1 on the other side of the train and through the single slip.

Legs

I prefer attached timber legs with a diagonal support brace. The legs are 1½" x ¾" DAR held on with bolts and nylock nuts. The diagonal support brace would have a wing nut and doubles up with holding the legs and brace in place for travelling. You could simply have trestles but this is another trip back and forth with setup and pack up. With three modules, the middle module doesn't need legs. The legs are tucked in between the open frame with the diagonal brace on the outside. This would give an approximate rail height of 4'. You can have metal extended legs for more height or shorter timber legs. Therefore the height can be where you want it.

Conclusion

Thrilmere will eventually be the terminus of the branch on my home layout, by which will also be highly portable. This is why the track plan has a run-around. The home layout will be a figure eight folded on top of itself with a double mainline. I will be using Stringybark Creek's storage roads below and a prototype freight yard of Liverpool above. There will be a single branch line rising up through Heathcote Road and then on to the terminus of Thrilmere. The home layout will have L girders bolted to the walls for the modules to sit on and won't be using the legs.

Holsworthy and the army siding don't offer much scope for operation, but the army trains are appealing. There was also a special weekly riflemen's train on Saturday afternoons and the loco's driver was a crack shot himself.

The name Thrilmere is a play on words of Thirlmere and having fun. Enjoying the mere thrill of playing trains, oops sorry, operating a model railway.

Full Steam Ahead

The module lengths can be as long as you wish, but being portable 6' would be OK and 8' be the maximum length if you are fit or have a trolley. These lengths also allows for a higher layout.

You could also adopt this concept for your home layout with modules up to 8' x 3' and with no need to hinge them. Transport would then be when you move house, hopefully once or twice in a lifetime. You would also have help to move them and as long as they fit through the doorway of the room, you could build them as big as you want to. I have a double glass sliding door I can remove, a bit over the top but do-able. The flexibility of size is up to you , just keep in mind your method of transportation if you want a portable layout.

So now get busy in your workshop, devise a trackplan and build your own Thrilmere.

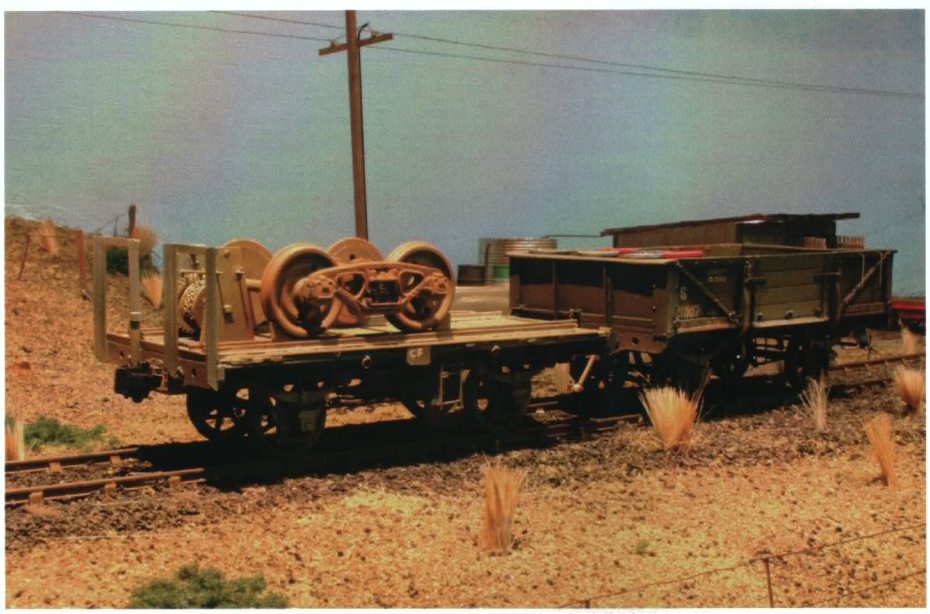
Modellers Forum Diorama Competition

Trevor Hodges

In Oct 2007 over 60 modellers gathered for the biannual Aus7 O-scale Modellers Forum. The executive of the Aus7 Modellers Group, in conjunction of the proprietors of the Waratah Model Railway Company, had organized a diorama modelling competition to promote scenic modelling in O-scale. The results of the competition were some outstanding modelling as can be seen from the accompanying photos. The winner of the competition, Stephen Reynolds, was presented with a PHG brake van kit by Waratah.

Modellers should begin thinking about entering the upcoming competition which this year focuses on the assembly of a Waratah rolling stock kit. The competition will be again judged by popular vote of those attending the Forum however entrants must follow a few simple guidelines:

- The assembled kit must be in a completed state.
- The kit must be a Waratah Model Railway Company kit.
- Modellers are encouraged to detail, weather and alter their model to fit an appropriate prototype use.



Above :
Bod Treseder's wheat shed. Each wheat bag is an individual piece of modelling clay.

Left :
Rolling stock on Matthew Ratcliffe's diorama.

Above :
Dave Pallas found a novel way of incorporating a Waratah RU into his diorama scene.

Left :
Matthew Ratcliffe's diorama won 2nd prize. Some outstanding modelling from a young modeller.

Trees are Models Too !

Stephen Reynolds

Materials

Wire
Plastic coated 2 or 3 mil thick, that contains 4 to 6 strands of copper wire. Best type is wire that when bent into a S figure, it holds its shape and will not tend to straighten out.

No More Gaps
The cheaper the better.

Tint to colour
No More Gaps flat plastic paint will do very nicely

Tape
electrical , masking etc

Wool
brown Lambs wool the type that spinners use.

Foam
Woodlands Scenic in colour of choice

Weathering powders
for highlights on trunk

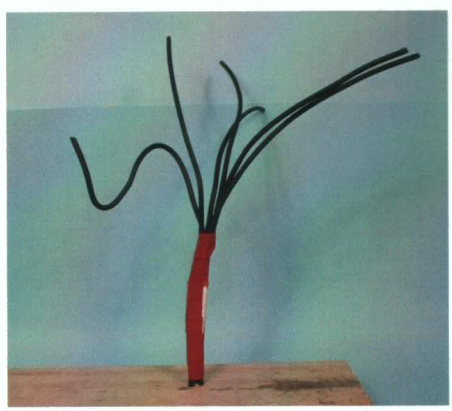
Gray undercoat - spray can

Block of wood
with a hole drilled in it for a base to anchor tree during construction

Step 1

Cut 6 or 7 lengths of chosen wire 40 scale ft (280mm) long and start to bundle them together at the base. Cut one piece 5 scale ft longer. This will act as a anchor both during construction and when finally placed on layout.

Have some ideal of the shape of the finished tree trunk and branch formation at this stage

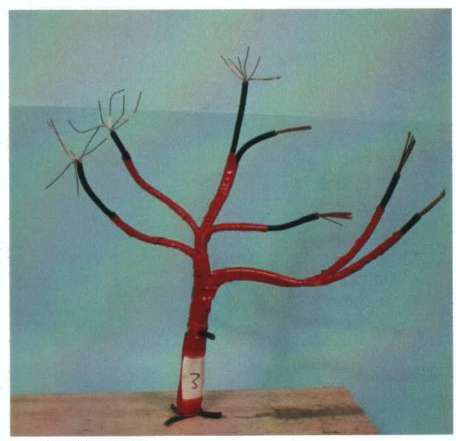


Step 2

Start to bundle wire up with tape. Masking Tape works just as well. Thicker at bottom of the trunk and at junction of branches. Work up the tree with a gradual tapering towards the end of branches.

Step 3

Strip the plastic coating of the end of each piece of wire exposing the copper wire for at least one inch or more. This will become part of the armature of the tree branches.



Step 4

Apply No More Gaps straight from tube onto Framework. Spread out with half inch paint brush. Thicker at the trunk then tapering out. Try to cover all wire and tape with this initial first coat and let dry.

Step 5
Apply second coat of No More Gaps that has been coloured with flat plastic paint to the trunk and branches. The colour should be close to the tone you want for the finished tree and let dry.

Step 6
Use gray undercoat to spray end of branches to colour any perfections.

Once dry spray tree frame with dilute india ink to create `relief `such as you do with rock castings.

Once dry, dry brush on white or light gray paint for highlights also apply weathering powder to add various colours too trunk

Step 7
Next apply Lambs Wool or as a substitute Polyester Fiber that has been teased out and sprayed with Black Enamel paint. Tease wool out, the thinner the better, and apply to the end of branches. Work on one branch at a time. Make sure there is plenty of light showing through, don't just plonk wool on in a ball, otherwise this will give a very unrealistic appearance.

Give the wool a trim-up with scissors into a realistic appearance.

Step 8
When happy with appearance spray with hair spray. Then apply foam, course dark Khaki coloured foam first then finer lighter coloured foam on top to bring out highlights.

Try making various types of trees with different coloured bark and most of all observe the prototype.

Review O-Aust S Wagon

Anthony Veness

Everyone needs S Trucks on their NSWR layout. Lots of them. And then some. But we all know that ! As common as weeds, they were a simple design and used to convey just about anything you care to imagine, all over the system. There has been a great deal published on these vehicles over the years, and one of the best is a series of articles written by Craig Warton in issues 191 and 192 of the AMRM. Here you will find all you need to know about this wonderful little wagon, with some great prototype photographs to help you detail your model.

7 millers have been a pretty lucky bunch. This is the fourth S Truck model to be released in our scale. There has been the Gago (now marketed by Waratah) model and no less than three from O-Aust Kits. Each release by O-Aust has been an improvement on the last, and this model is no exception. It is by far the best one in terms of overall accuracy and visual appeal.

New patterns were created to cast this latest body moulding, formed in one piece, polyurethane material, which takes a departure from the design of the previous kits that required 5 pieces to make up the body.

The kit comes in a stout cardboard box that is designed to store the completed wagon once completed.

As you can see in Figure 1, the kit contains everything you need to build a highly detailed model. The only exception is couplers, these being left to the individuals taste. Having said that, the kit allows for Kadee couplers to be installed.

On my sample, the body casting was very crisp with minimal flash. It features full interior detail, bolt heads and individually scribed floor boards.

The door planks were separated from each other on my example (very nice) and featured some great timber grain detail. I had to clean up around the bolt heads on the top sill where the casting exhibited some minor imperfections, a job which took all of 30 seconds.

While I was in a cleaning up mood, the pewter castings for the W irons, and various underframe brackets were given the once over with various files, blades and differing grades of paper. Construction followed along with the destruction sheet (pretty much !!) with some notes added here.

The instructions direct you to drill all relevant holes at the beginning of construction. Before anything else ! DO IT ! Don't ask me how I know ! (and don't forget any.....especially underneath the wagon.....Im not going to tell you about that one either !)

One feature I'd like to see on future runs is the addition of blocks fitted underneath the floor, that would allow the modeler to drill holes for the safety loops at the ends, and not go through the nicely cast timber floor boards. I will get onto the manufacturer about that one.

I drilled some additional holes (8) in the body at the top of the side doors to allow for some eye bolts. There will need to be 2 on each side of the door. With the addition of some chain (4 pieces) and another eye bolt on the end of each length of chain we can now form the pinned door locking mechanism. I used Detail Associates HO eye bolts, as they look about the right size.

Another feature I like to add is the destination label clip. Some manufacturers add this detail but the casting process doesn't allow for the part to be freestanding, so I prefer to scratch build this part. On this model it isn't present at all, saving me the trouble of removing it from the body. Bend a small length of fuse wire around an appropriate size drill bit and insert it into #78 holes drilled in the appropriate locations diagonally opposite each other on the body. Add a small piece of strip styrene at the base to represent the spring mechanism.

The solebar is partly cast with the main body and requires the bottom flange to be added out of the strip styrene provided. I had some trouble with this bottom flange fouling at the door guide post locations, and needed to trim them slightly in order to achieve a good fit.

The underbody detail went together as suggested in the instructions with a minimum of fuss. One additional small detail I added was the Cable to grade control valve. I bent a small section of fuse wire into a '7' shape and added it to the wire running between the grade control valves, just in behind the valve casting.

As stated before, this kit is designed to accept Kadee style couplers, but as I use Gago couplers a little more work will be required. If the Editor wants me to, I can look into preparing an article on scratch building an infill to the coupler pocket and adding more accurate details.

The completed unpainted model can be seen in the accompanying photos.

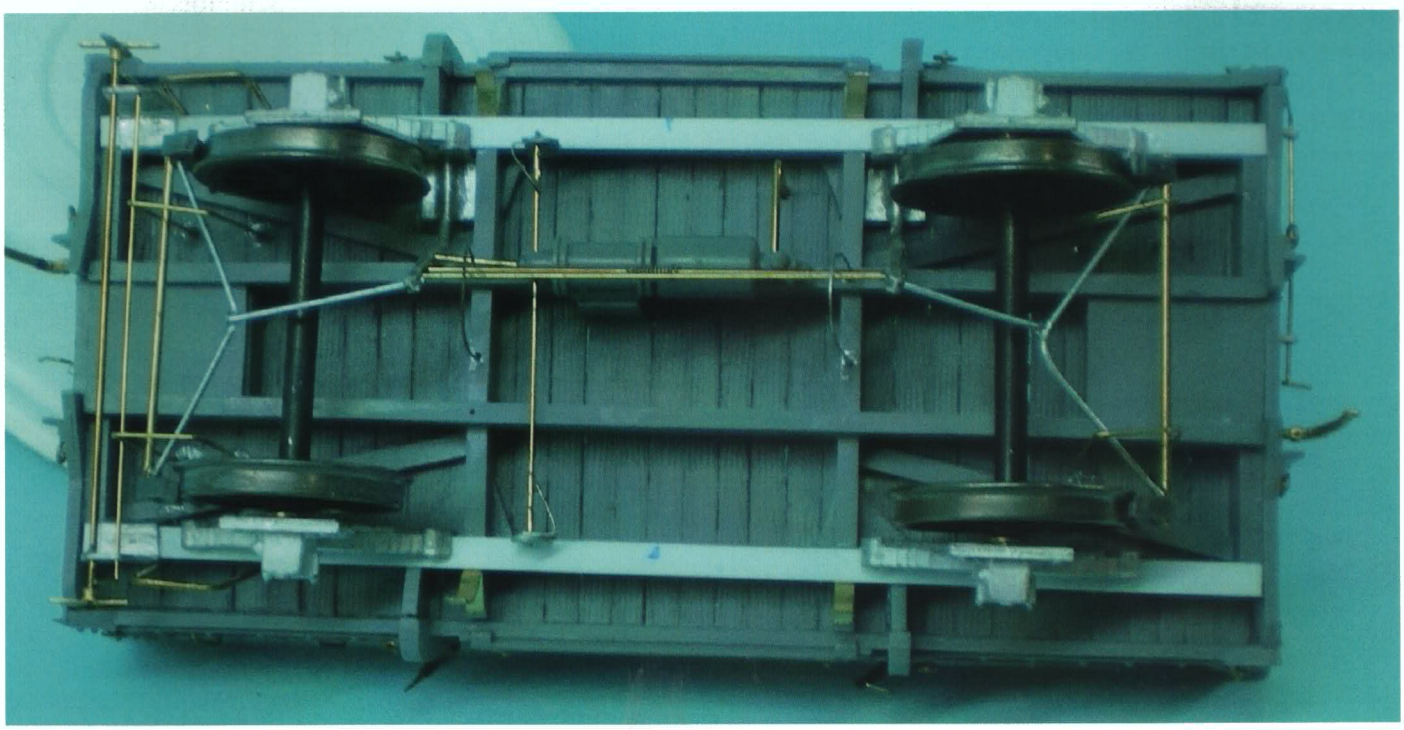
Painting is a breeze for this model. First, the model will need to be washed to clean off any mold release agents and oily fingerprints. I used Tamiya German Tank Grey for this model, giving it a light coat as an undercoat, and allowing it to dry overnight. A final series of light coats completed the main colour. The model was then allowed to dry for a week and a coat of gloss was applied in preparation for decaling.

The decals were wonderfully printed, thin and well in register. They snuggled down beautifully onto the model with Microscale's micro-sol and any residual was cleaned up with a moist cotton bud.

The white safety markings were then applied to the brake handles, grade control valve handle, and the coupler lift bars.

The whole model was then given an overall coat of matt, to seal in the decals and tone down the glossy appearance.

This was a very enjoyable build and is highly recommended, not only for the experienced modeler, but for someone starting out in 7mm scale.



Commercial News

Trevor Hodges

Keiran Ryan Models

Keiran Ryan, *Keiran Ryan Models*, 39 Coachwood Cres, Picton, NSW, 2571, (02) 46772462, krmodels@gmail.com & www.7mmkitsnbits.com have announced the development of a storage rack for wire and styrene. Contact KRM for details. There should be a pilot model of the 20 available at AMRA Oct Hurstville exhibition. Keiran had the patterns for various signal components on display at the Forum. These had been mastered using rapid prototyping technology. The initial batch of laser cut point laying jigs sold out at the Forum. The final price was $20. Anyone who is interested should contact KRM for details.

Above : O-Aust CR Pilot Model

Below O-Aust LLV

O-Aust and Century Models

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. O-Aust had a painted, pilot model of the (C)32 4-6-0 class locomotive on display at the April Forum. The chassis frames will be etched and some of the detail castings will be produced in pewter rather than brass. All the components are on order and the kits should be available for sale by mid 2008. They will be produced in batches of 10. This kit was being produced under the O-Aust name.

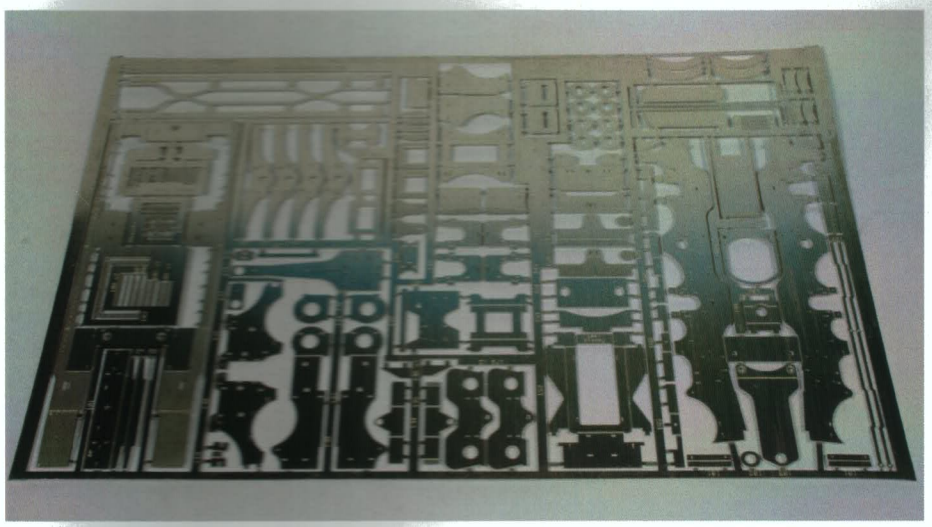
O-Aust have announced a programme of improvement of their early rolling stock kits starting with the MRC. This kit will be followed by most of the other early kits and should make them easier to assemble and improve the detail.

Current projects in the pipeline:

- The SRC is ready for release, only instructions are outstanding.
- The LLV is also ready for release and is having instructions written. A painted pilot model was on display at the Forum.
- The two oil tank cars, 3000 and 5000 gal, are due for release later in the year.
- A pilot of the CR passenger carriage was on display at the Forum. The major technical difficulty with this kit is in the production of the end corridor connection diaphragms. Peter expects that if the CR is a success then further kits of similar, mansard roofed NSWGR carriages will follow: FR, BR, HR etc.
- 2AA bogies will be released as a separate item and are the result of the work on the CR.
- Patterns for the MHG brake van are being worked on so this project is definitely going ahead.

Finally O-Aust announced their next locomotive kit release will be the NSWGR (C)30 4-6-4T. It is worth noting that this is the tank locomotive,

O-Aust 32 Class pilot model



PME - test etch for the Z12

not the tender locomotive currently under production by the previous proprietor of Century Models. While O-Aust will accept expressions of interest on this locomotive kit no monies will be accepted as deposits at this stage. The (C)30, 145 in class, was specially designed for Sydney's ever expanding suburban workings early last century. The first batch of 35 was received from Beyer and Peacock in 1903-04 and the rest were progressively introduced into service through to 1917. Because of the success of these locomotives they were considered too valuable to scrap after the progressive electrification of the suburban network so 77 were converted to a light tender, 4-6-0 arrangement.

Prototype Model Engineering

Prototype Model Engineering (PME), PO Box 644 St Ives, NSW 2075. David Peterson made several announcements about PME's plans but he began by thanking those people who had offered their condolences over the death of Ron Sebbens, David's business partner in PME. Probably the most important announcement was that, as far as he was able to make such assurances at this stage, PME will continue trading and producing its kits after a short delay to sort out the legal issues surrounding Ron's passing.

The (Z)12 4-4-0 is on track for release later in the year and PME had on display a set of nickel silver and brass test etches for the locomotive. A further set of etches for the tender should be in PME's hands for evaluation very soon. The boiler will be a turned brass tube. While this kit will allow for variations in its construction it is important to note that, due to some significant differences between the early and late versions of the prototype locomotive, it will not be possible to produce an early version using this kit. A pilot model built from the test etches should be produced in the next 6-8 weeks from the time of the Forum (April 5th 2008).

In further news the (C)38 4-6-2 is progressing well. Some issues around Ron's death may cause a small delay to this project. Details will be announced when the situation is clearer.

PME have announced that the future release of a (C)13 4-4-2T is a possibility and the feasibility of this project is currently being examined. David announced that this is on the "wish list".

PME have announced a change to their production of rolling stock kits brought on by a significant increase in the cost of etching. They are currently investigating the production of rolling stock kits utilizing polyurethane castings for the main body components with PME's own etched W irons going under these bodies.

Waratah Models

Waratah Model Railway Company, PO Box 509, Revesby, NSW, 2212 (02) 97851166 charris@nigelbowen.com.au and waratahmrc@optusnet.com.au have announced that the there had been a few last minute hitches with the production of the NSWGR ICV van kit. Chris Harris of Waratah said at the April Forum that he was a little disappointed with these frustrating delays. He announced that the kit should be available by the end of April and will sell for $195. Two pilot models were on display at the Waratah stand at the Forum and Chris made the statement that he felt that the ICV would be an ideal kit for the inexperienced modeller to begin modelling in 7mm. He further announced that the yard crane and BD kits should be available for sale at the Oct Forum.

Waratah Models ICV

O-Aust Kits

www.oaustkits.com.au

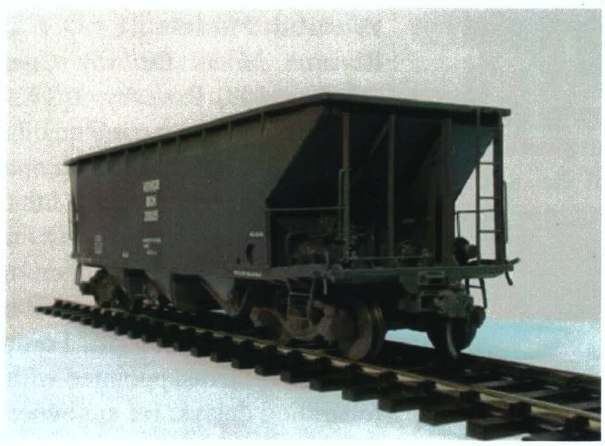
Suppliers of:

- O Gauge Australian rollingstock as kits and ready to run*
- *Century Models* 7mm scale NSWGR steam locomotives
- A large range of O-Gauge parts and accessories

LATEST RELEASE

NSWGR SRC

KIT AVAILABLE



NSWGR BCH coal hopper

KIT AVAILABLE

NSWGR BWH Wheat Hopper

KIT AVAILABLE

NSWGR ACM Branchline Sleeper

KIT AVAILABLE

NSWGR S Wagon
with one piece body casting

Kits available		Planned for future release:	
O-Aust Kits	*Century Models*	**O-Aust Kits**	*Century Models*
C32 steam loco 48 class DEL, ACM, S wagon, MRC, UME, BCW, CW, BHG, BCH BWH, SRC, LLV, QLX (QR) BBV (QR), K/KA (QR)	Z19 class D50 class	C30 Tank Loco 830class DEL, Shell 3000 & 5000 tank, MLV, MHG, CR, DH loco (QR)	C30T

PO Box 743, Albany Creek, Qld, 4035 or email pa_rl_krause@bigpond.com.au
Phone 07 3298 6283 Fax 07 3298 6287
Mobile 0419 680 584
www.oaustkits.com.au

(*Note: Ready to run rollingstock is available to order only)