

7th

Heaven

Journal of the Aus7 Modellers Group Inc.
No 18



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Winter 2008



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The Aus7 Modellers Group Is Proud To Announce:
**The 2008 Waratah Model Railway Co.
 O-Scale Modelling Competition**

All modellers are invited to enter an O-scale, model railway wagon for the 2008 Waratah Model Railway Co. modelling competition.

Conditions of Entry

- 1) Entries may be of any wagon from the Waratah range.
- 2) The wagon entered must be a genuine Waratah Model Railway Co. kit.
- 3) Judging will be by popular vote of all attendees (including traders) at the NSW O-Scale Modellers Forum on 1st of Nov 2008 at Nth Sydney Leagues Club.
- 4) The completed kit may have been entered in other modelling competitions.
- 5) All entrants should be prepared to allow their entries to be photographed for possible publication.
- 6) The only cost associated with entry is the cost of admission to the event which is \$20.

Prizes:

- 1st Prize: \$ 2 75 open order of Waratah products + \$100 cash
 2nd Prize: \$ 1 50 open order of Waratah products + \$50 cash
 3rd Prize: \$ 5 0 open order of Waratah products.



Contact: **The Secretary**
 Aus7 Modellers Group
 24 Chester St, Warren, NSW, 2824
 0432 732 723
trevorhodes@dodo.com.au
<http://www.aus7modellersgroup.org/>



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 matter what time of year you joined.

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

The Aus7 Modellers Group has a stand at the upcoming AMRA Hurstville exhibition, Oct 4, 5 & 6. Free entry to the exhibition and lunch may be available to any member willing to man the stand for more than two hours on any or all of the three days, however you will be required to provide your details so a roster can be drawn up before September 26.

Contact the Vice President John O'Neill.

Please note the change of date for the Forum. It is now one week later than previously advertised.

The Aus7 Modellers Group invites you to the

**NSW O-Scale
 Modellers Forum
 Saturday 1st of Nov, 2008**

Planned Seminar Topics

- Colour Light Signals
- Layout Construction Methods
- Building the Century Models D50 Class

Plus

- Modelling Competition
- Manufacturer Reports
- Traders who specialise in O
- Bring a model if you have one to share

Everyone welcome!

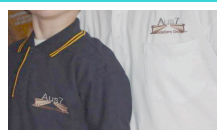
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Contact: Keiran Ryan
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One Modeller's Opinion

Kim Who?

by Trevor Hodges

The Aus7 Modellers Group was put forward as an idea sometime around September 2003. I posted a message on the 7mmAusmodelling Yahoo! Group for people to send their names to me if they might be interested in joining up and asked for volunteers to lead the group and act as a newsletter editor. The group was formed at the March 2004 NSW O-scale Modellers Forum and incorporated a couple of years later.

For a whole range of reasons that aren't worth going into here, the first editor of the newsletter (the first issue was entitled "The Fed") resigned at the beginning of 2003 and we were looking around for someone to do the job. At the same Forum where we formed the Aus7 Modellers Group a man by the name of Kim Mihaly approached me and offered to act as newsletter editor "if I was still looking for someone to fill the role". Was I ever! Kim has been the editor of our little journal for four years, producing sixteen issues along the way. For a range of personal reasons Kim resigned as editor after the production of issue #17.

7th Heaven, the newsletter was retitled after a competition among members, has steadily grown in size and quality over the time Kim has been editor. It started out as a four page black and white introductory issue and has grown to the glossy twenty page effort you're reading now. When one considers that 7th Heaven is essentially a hobby newsletter of a minority model railway scale, produced on an entirely voluntary basis and for a group with a membership that hovers around the one hundred mark, its quality is nothing short of phenomenal. Kim has been largely responsible for the steady improvement in the quality of 7th Heaven over the last four years. He's done an outstanding job and is to be congratulated. Without his hard work and commitment 7th

Heaven would be a very different magazine today.

The way 7th Heaven has been produced up till now may not be conventional by larger publishing concerns, however it has worked for Kim and I over the years and that's all that matters. He and I shared one simple aim; to provide Australian O-scale modellers with a steady diet of articles and information about the models they were working on in a printed form. We've had all sorts of ideas and suggestions made to us about the internet and publishing 7th Heaven on CD and the like over the years but we've always stuck to our guns; we believe that a printed magazine is an absolute essential, basic need of most modellers. Why? Because while computers might have made the publication of 7th Heaven possible, it's a bit difficult to prop one up on your modelling bench while you try to assemble a model. Strictly speaking the editorial duties of producing each issue tended to be shared by Kim and I. I did a lot of the reading/editing, writing and took most of the photos while Kim selected the material to be included, assembled it into an issue on computer and then had it printed and posted to members. We didn't "negotiate" this division of roles, it just happened.

The Aus7 Modellers Group owes Kim Mihaly a huge debt of gratitude. Without him the early publication of 7th Heaven was in jeopardy and his efforts over the years have come in spite of some trying personal circumstances. He epitomises the very best of the volunteer culture that so many of us talk about but see all too rarely. On a personal note I have to thank Kim for his hard work, support and friendship.

Continued on page 6.

7th HEAVEN

Editor: Paul Chisholm
8 Amaroo Ave Blaxland NSW 2774
Ph (02) 4739 4618
paulchisholm@bigpond.com

Advertisements

Full Page: \$100 Half Page: \$50
Quarter Page: \$25 Eighth: \$12.50

Please contact the Secretary or the Editor for any advertising enquiries.

All advertisements must comply with the Trades Practices Act.

Back Issues

Please contact the Treasurer to obtain back issues.

Issues 4-8 are \$3.00 each.
Issues 9-12 are \$4.00 each
Issues 13+ are \$7.00 each
\$1.50 p&h for one or two copies.
\$2.50 p&h for three or more copies.

Aus7 Modellers Group Inc.

President

Keiran Ryan
39 Coachwood Cres Picton NSW
2751 (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

Vice President

John O'Neill
66 Marine Drive Oatley West
NSW 2223 (02) 9580 5403
john.oneill@optusnet.com.au

Web Site

www.aus7modellersgroup.org

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

Some of the exquisite detail on an S7 loco built by Richard Davison. See more of his work in this issue.

Four Wheeled Wagon Detailing

Lance Pymble

LV

I'm interested in modelling the NSWGR in the 1930's and 1940's era, so since the Waratah kit represents the design of the wagon at a later period, I decided to attempt some 'back dating' on it.

The LVs of the 1930's were composite underframe, hook draw gear rather than the later steel underframed, auto-coupled version represented in the kit. So I scratch built a brass underframe and used the kit's W-irons, wheels and brake gear. Erik Olsen has a great website on building underframes in 1:45 scale at

<http://www.modelbaneteknik.dk/model/vogn/undv1-e.htm> with many techniques I found helpful.

I used a CAD package to draw scale versions of the maker's and wagon number plates, and used Press'N'Peel film, printed in the laser printer to transfer the images to brass for etching at home.

The screw coupling is essential for the period. The double roof is per Nick Sheridan's notes, built from home etched brackets and Grandtline nut/bolt/washers. Nick kindly posted his roofing notes on the 7mmAusmodelling



website in the "Files" sections as "[LV and CW double roof sketches.pdf](#)"

For the period, the body of the LV should have a different arrangement of louvres, but I didn't have the courage to cut into the beautifully detailed Waratah body. The corner posts in this version are longer than in the steel underframed version and needed to be extended down slightly below the bottom of the buffer beam and strapped.

I applied a two part etch primer to the underframe before painting the body and underframe with Floquil paints. The decals are all old HO decals cobbled together letter by letter.

The weathering of the roof was done by first etching the aluminium sheeting unevenly using printed circuit board etch. The etch is dangerous to handle and reacts very quickly with the aluminium so I don't recommend this method, but if you do attempt it ventilation, face mask and gloves are essential. After that I applied Floquil rust tinted in a variety of shades.

Finally, I used artists chalks to apply layers of dust, before applying a clear, flat sealing coat.

KF

The KF is based on a photograph from Ron Preston's 'Day of the Goods Train' which I believe depicts a wagon converted from a K by the removal of the wagon body. The darker areas are meant to represent where the wagon body was attached. I don't know whether the low side timbers were normal





practice at this time or represented an order for a special version but I modelled them since the wagon in this form is right for the period I'm modelling.

The Tulloch's makers' plate and number plate are home etchings. My etching technique has improved since these early attempts. Like soldering, cleanliness is the key to getting consistent results.

The added detail in the centre underframe is meant to represent the door locking mechanism which remained after the removal of the body.

Again, the decals are all old HO decals placed together letter by letter. The model, as pictured is not finished. There are still a few details to go, such as the nail holes in the timbers and I have been working on a method of attaching small chains to represent the brake rod safety chains and cutting some gears for the hand brake mechanism mounted under the auto-coupler.

The process of researching the wagons and building the models has brought details to my attention that I doubt I would have observed otherwise.

I've looked at pictures of these and many other wagons many times over the years but one looks more closely (and at higher magnification now I'm nearing 50) when looking for the details to model.

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.



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NSWGR ICV Van in 7mm Scale (1:43.5)



Photo Roger Porter

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One Man's Mission

By Paul Chisholm

Ever been discouraged by the slow progress of some of your modelling projects? Then before reading this be warned that it will either inspire you to greater things in your modelling or make you think about giving up altogether. Hopefully the former will be the case.

Recently I was fortunate enough to visit the National Railway Museum in York, U.K. This is a superb facility and the collection of locomotives, rolling stock and railway related artefacts is astonishing both in variety and standard of presentation. However the display that impressed me most is outside the main hall in an area that could easily be missed by the hasty visitor. That certainly didn't apply to me as I spent the whole day there! Arrayed along a wall is a series of locked glass display cases which display the modelling output of one man, James Peel Richards, who began in 1944 to build a collection of models of the London North Western Railway which by the time of his death in 1999 at the age of 96 amounted to 42 locomotives, 150 coaches and 420 goods wagons. The quality of the models is superb. For example the coaches all have interior detail and passengers and feature complex panel work and elaborate colour schemes and lining. Such was his dedication to detail that they are built to operate on 33mm gauge track as he considered this more accurate than the conventional O scale 32mm.

I was so impressed by this collection that I had to find out a little more about the man and how he came to achieve this output of models. There proved to be very little information available as he was known to be a very unassuming and private individual despite involvement in a number of railway interest groups. The best source came from his obituary, written by a colleague, Charles Cooksley and I acknowledge this as my primary source.

After leaving school at Rugby he studied engineering and is known to have attended lectures by Nigel Gresley and worked for the Vulcan Foundry (his father had been works manager) on locomotives for British and overseas railways. Subsequent occupations included fifteen years farming with his brother in Sussex. He began building exact scale locomotives during WWII and in 1946 became a model engineer in O gauge. On retirement he commenced one of the largest individual production lines of hand built models ever likely to be achieved. He mass produced individual components and used these to construct his models in an unbroken output until the mid 1990s which is acknowledged in the Guinness Book of Records. Along with this he found time to be involved in the preservation of historic LNWR locomotives.

He gave his models to the NRM in a legacy and they are currently form a display which is not only testimony to the modelling skills of this remarkable man but is surely an inspiration to all O scale modellers. So, dig out that kit that has been sitting half finished in the bottom draw of the modelling desk and get on with it. You might not equal J.P. 's achievements but you can set your own personal record.

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Continued from page 3

I know better than anyone what he has contributed to this magazine, our group and to the broader hobby.

Thanks Kim, I'm going to miss working with you. I'd also like to welcome Paul Chisholm into the role as the new editor.

By the way, the one and only time I have ever met Kim face to face was at the March 2004 O-scale Modellers Forum. Don't ever let anyone tell you that the internet and computers haven't changed the world. It's made 7th Heaven possible.

S7 Locomotives by Richard Davison

Caledonian Railway (Scotland) 0-4-2 No. 705

The prototype locomotive was designed by George Brittain and built in two batches between 1878 and 1882. No. 705 was built in 1881, Dubs works No. 1490. Originally fitted with a six wheel tender, No 705 is shown with a four wheel tender from an earlier loco. Fitted to facilitate turning on small turntables.

Commercial parts; motor, gears, works plates, lettering/lining (waterslide transfers made from my artwork), some NBW mouldings on the front of the steam chest below the footplate, hinges on toolbox and water filler lid.

The model is scratchbuilt to S7 standards including wheels, buffers and couplings. Platework is nickel silver and boiler mountings and fittings are brass and copper. The wheels have either brass or aluminium centres with steel rims; motion work is steel. Cab spectacles are 0.1 mm glass. The lining is in the Brittain style, the engine is finished with satin varnish and has not been weathered.



North British Railway 0-4-2 #26, R&W Hawthorn 1845

The model is built to S7 standards and apart from motor and gears is entirely scratch-built. Most of the platework is nickel silver, and the boiler mountings are brass. The boiler is clad with individual strips of 1.2 x 0.6 mm stripwood stained with a spirit dye. The wheels have aluminium centres that were fretted out by a modified Sid Stubbs method with steel tyres added. They are hub-insulated. Power is supplied by a Mashima 1824 flat can motor driving through a 27:1 idler gearbox. The main gear is sandwiched between the eccentric sheaves on the driving axle. I intend to fit inside motion when time permits. The motor is withdrawn through the end of the firebox, and the backhead is retained in position by three small rare earth magnets. The engine breaks down into inside frames, outside frames, footplate and smokebox/boiler/firebox.

The tender tank was built from separate sheets soldered to an inside frame to simulate the prototype construction. Pick-up is through the tender wheels/axleboxes/hornguides mounted on insulated axles. It is an experiment that is not as successful as I would like. The connection to the motor is via the drawbar which consists of two slices of copperclad glued edge-to-edge; the copper on each side takes one half of the feed. The drawbar is invisible below the fall plate.

Cosmetic rivet detail was impressed before cutting out the sheet components so as to minimise distortion at edges. I cut wide at first then trim to the line with a piercing saw. The piece is clamped in the vice with a thin piece of balsa against the rivets. For straight cuts I use the vice jaws as a cutting guide. The side rods are steel with bronze crankpin bearings. The cotters are rods with the ends filed flat and pass through holes drilled in the bosses so that only the flats are visible top and bottom.

Number plates etched brass from my artwork by Custom Photoetching in Melbourne.



REVIEW—WARATAH MODEL RAILWAY Co. ICV WAGON KIT

Roger Porter



The NSWGR ICV insulated vans were built in 1922 by Robert Kilborn Ltd, and were allocated 80 random vacant numbers from the Wagon Register. When introduced to traffic, the vans were painted in gunmetal grey with a silver roof, but like most goods wagons they underwent changes during their life.

During the early 50's, the vans were repainted in white, and at about the same time acquired bracing to their end walls. Many of the vans were leased to private companies for dedicated transport of their products, such as Bowthorne Butter, Peter's, McNiven's, Nepean Milk, and were often signwritten as such. Of particular note were the 8 vans sold to F.J. Walker Ltd, which were painted light blue, and being devoid of brake gear were captive to the Darling Harbour wharf area. Two vans only were fitted with doors in the end walls, and many were fitted with altered internal arrangements of shelving and ice bunkers.

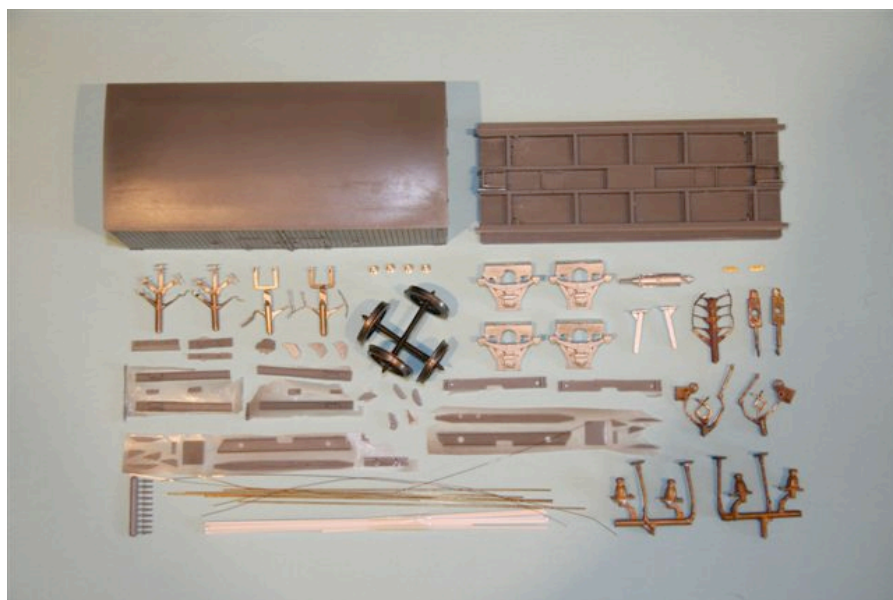
Some of the ICV vans lasted until the mid 60's, by which time they had usually been fitted with Turton buffers. ICV 4684 is preserved at Dorrig, and ICV 237 is at Thirlmere. Both of these vans had been recoded to Departmental service stock as L122x and L241 respectively at a late stage of their careers. More information can be found in Bob Gallagher's article "The ICV Insulated Van" in the AMRM No 235, August 2002.

The 7 mm ICV wagon kit as supplied by the Waratah Model Railway Co is well packed in a stout card box, and comprises all parts necessary to complete the model, including wheels, sprung buffers, decals, and screw couplers. The inclusion of buffers and couplers is a pleasing addition and a departure from previous Waratah wagon kits which now adds significantly to the end value. The body and underframe are each one-piece polyurethane castings. The

W-iron / axlebox assemblies and the brake cylinder are whitmetal and there are many detail castings in polyurethane and cast brass as appropriate. The kit includes a one-piece corrugated brass roof and various sizes of brass wire. A particularly nice touch was the inclusion of a correctly numbered etched brass underframe plate, matching the decal number, with different numbers being available on request from Waratah.

As befits a quality kit, all of the parts were clean, sharp and square with minimal flash having to be removed. The masters for this kit were prepared by Trevor Hodges, and have been well thought out.

This Waratah kit was a real pleasure to assemble, and once again reinforces the benefits of O-gauge modelling in that we're working with something that has such substance and presence. A brief check showed that the completed



make the roof assembly more robust.

The instructions quite rightly draw the modeller's attention to a critical phase of the project and that is attaching the underframe to the body. Before doing this a piece of scrap steel was araldited to the inside floor of the van to bring the total weight of the model up to about 220 grams. I understand that wagon weights are a personal thing and a much discussed topic but I felt that a few grams over the Gauge O Guild recommendations was suitable for a rigid framed 4-wheeler.

model complied faithfully with the prototype's dimensions and details. The one-piece body supplied had a slight inwards dish, but was easily corrected by inserting a stout styrene bulkhead to ease the sides outwards.

The model was assembled in accordance with the instructions, which are very well thought out and profusely illustrated with clear close-up photographs. Such is the clarity of the instructions that a careful novice or beginner would have no trouble in producing a fine model.

There are only a couple of minor areas where I departed from the instructions. The first is that I added a couple of additional intermediate styrene blocks underneath the roof centre supporting ridge strip of .060 x .060 styrene to give additional support to the corrugated roof centre "ridge" just in case it sagged. This event may or may not have occurred, but it's harder to add them later on.

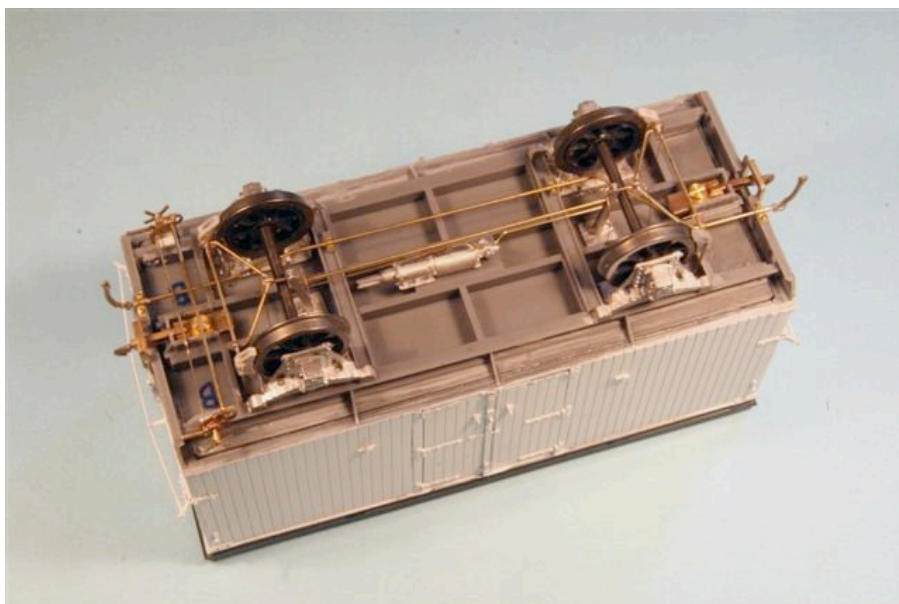
The second departure was brought about by concern as to the fragility of the attachment of the brake hoses and through brake pipe (train line) assembly, in that the hoses are in a vulnerable position subject to knocks and bumps. To give additional support to the hoses, I added a couple of shortened brass lace pins into holes drilled through the brass strip saddles that secures the brake pipe to the headstock.

The heads of these pins are just visible in the underframe photo.

Photo No 3 in the instructions notes that the W-iron assembly should be fitted hard up against a locating block cast into the underframe, but slight variances in casting tolerances mean that the W-iron may need to be located fractionally away from the locating block to ensure that the axles remain parallel to each other and at 90 degrees to the underframe axis.

The attachment of the raised roof to the body is fragile, and one should avoid lifting the model from the roof, however I understand that Waratah are developing revised roof attachment castings that incorporate cast spigots which will

As instructed, care must be taken when attaching the underframe to the body to ensure that the underframe is square and will not rock when placed on its wheels on a glass plate. It's rightly noted that "you only get one go at this". With this in mind, when I was happy with the fit of the body to underframe and the buffer beam fitting. I glued one end only of the underframe to the body, and let it cure. This meant that the free end of the underframe could then be fractionally twisted within the body if necessary to ensure that the wheels would sit squarely without rocking prior to gluing that end and the sides. Slow drying or gap-filling "super-glue" works well here as it gives a little bit of adjustment time.



The completed model was airbrushed with Railey Paints, using white for the body, silver for the roof and wagon grey for the underframe. It was then aged slightly with a diluted watercolour wash in places, a light dust of diluted Floquil Polly-S mud and light touches of chalk and weathering powder.

The most difficult part of the whole model was highlighting the external strapping and hinges in dark grey. I found that it was best to err on the side of not quite enough paint cover, rather than risk too much paint, which would lead to blobs and runs. A fine quality brush, paint of the right consistency, a steady hand and appropriate neck lubrication produced a result that was only satisfactory.

In summary, the Waratah Model Railway Co ICV kit makes into a beautiful model that perfectly captures the essence of the prototype with its wealth of fine detail. All parts and castings are of top quality and fit together so easily. Aided by the highly detailed instructions, this is an ideal project for the beginner wanting to fill in a weekend and a couple of nights.

Reference.....Gallagher, Bob...
AMRM Issue No 235 August 2002
"The ICV Insulated Van".

AIR BRUSH PAINTING MADE EASY

Ray Rumble

Here's a little idea I got from a recent visit to veteran 0 gauge former NSW modeller **Ron Fox** now retired at his Sunshine Coast house/model railway retreat.

He came up with a unique easy system of providing a fast and portable air source for that quick air brush painting job of your just-completed 50 class, or 48 class, tender, carriage or wagon.

Ron has always used a cheap easily purchased paint air brush kit available anytime on eBay for between \$25 and \$30. He modified the air-brush supplied hose and fitted a standard car tyre hose fitting available from any auto shop for \$1 and bingo - a portable air compressor supplying an adequate air pressure for the delicate air brush spraying system.

If you see any of the brilliant work by Ron Fox, the air brush does an excellent paint job for small work like we do every day. He is retired now, but is still building superb QR rolling stock running on 16mm track. He still supplies hundreds of parts for NSW and Queensland modellers and is still passionate about 0 gauge modelling of British, NSW and Queensland stock. He counted up recently and has in his collection over 198 locos and over 300 wagons and carriages. A lifetime dedicated to model railways.

Issue 16 Caption Competition

Due to the small number of entries received (2) it has been decided to cancel the competition.



NSWGR (1:43.5) "TIMBER" PLATFORM FACINGS



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Aus7 Modellers Group 2008 AGM Minutes

Date 19/7/08

Minutes Secretary - Trevor Hodges

Present – Trevor Hodges, John Parker, Anthony Furniss, Paul Chisholm, John O'Neill, Matthew Ratcliffe, Ray Rumble, Lionel Pascoe, Ray Graff, Michael Moore, Mark Fisher, Ted Aubrey, Andrew Mac Donald, John Lee, Dave Pallas, Chris Pallas, Bruce Lovett, Warren Clowery, Dave Morris, Bob Rawlins, Roger Porter, Tim Ryan, Keiran Ryan,

Apologies – Bruce Wood, Matthew Moore, Barry Sherringham, David Patterson, Andrew McLean Williams, Gary Flack, Harry Horgan

Meeting Opened at 1.30pm

1. Keiran Ryan read previous minutes. Moved that they were a true and accurate record of the 2007 AGM. Seconded by W Clowery. Carried Unanimously.
2. Business arising from those minutes. None.
3. President's Report. Keiran Ryan reported that three members had passed away in the previous year and offered condolences on behalf of the membership to those members families. Announced the resignation of Executive member and Newsletter Editor Kim Mihaly. Kim was thanked for his efforts on behalf of the group. Trevor Hodges was also thanked for his contribution to the production of 7th Heaven. Keiran spoke about the 2 Forums held during the course of the year and mentioned the module contest held at the Oct 2007 Forum. Keiran thanked all members who had taken on executive roles in the group. Keiran moved that the report be accepted. Seconded by John Parker. Carried Unanimously.
4. Treasurers Report. Roger Porter delivered the Treasurers Report. Roger moved that the report be accepted, seconded by Bob Rawlins. Carried Unanimously.
5. President declared all executive positions vacant and Chris Harris was asked to chair the meeting.

Nominations for Executive Positions

President – Keiran Ryan was nominated by Bob Rawlins, Seconded by John Parker. Carried Unanimously.

Treasurer – Roger Porter was nominated by Dave Morris, Seconded by Paul Chisholm. Carried Unanimously.

Secretary – Trevor Hodges was nominated by Mark Fisher, Seconded by Keiran Ryan. Carried Unanimously.

Newsletter Editor – Paul Chisholm was nominated by Trevor Hodges, Seconded by Dave Morris. Carried Unanimously.

Vice President – John O'Neill was nominated by Trevor Hodges, Seconded by John Lee. Carried Unanimously.

6. General Business

Bruce Lovett raised the issue of membership cards. He felt it would be an advantage to have these issued to members. Discussion about this. Bruce said he thought it would be a good idea to have the back of the membership cards act as a receipt. Keiran replied that we had issued membership cards in the past but that they had imposed a cost on members and had been dropped. He undertook to look at this issue again.

Bruce also suggested that the group should look into running its own model railway exhibition focusing on O-Scale. He suggested hiring a small hall in Sydney for this in Sydney. Keiran spoke to this proposition. He mentioned holding one at Thirlmere to time with another event and any such undertaking would require volunteers to organize the event. Chris Harris asked whether Bruce might be willing to approach people he knew with layouts that could be put on display and Bruce agreed to do this. Bruce also suggested using the hall at Thornleigh that used to hold the O-Gauge Modellers Workshops. John Lee spoke to the range of layouts that might be available for such an exhibition. Mark Fisher mentioned the amount of rolling stock that is probably sitting in cupboards and suggested that an exhibition might be a good way to encourage modellers

to get these out and put them together so they could be displayed at an exhibition. Further discussion centered on some ideas about the best way to promote the scale at Hurstville and at other exhibitions.

John Lee put his name forward to be a co-ordinator of a group dedicated to building a Double Garage sized layout.

Website – Keiran mentioned the group's Yahoo! site wasn't being used very much and suggested that this might be closed.

Past issues of 7th Heaven and how best to make these available was discussed and Keiran said he was working on putting issues on CD to be made available for sale.

Keiran mentioned some of the problems around the use of direct debit for paying membership dues.

Dave Morris spoke about the responsibilities taken on by the Executive team. Ovation.

Meeting Closed at 2.30pm

Treasurer's Report

Presented at AGM on 19th July 2008.

SUMMARY.....

Opening Bank balance at 1st July, 2007.....\$2,777

Closing Bank balance at 30th June, 2008.....\$3,535

Increase in available funds.....\$758

Total income\$6,252

Total expenditure.....\$5,673

Surplus of income over expenditure.....\$579.

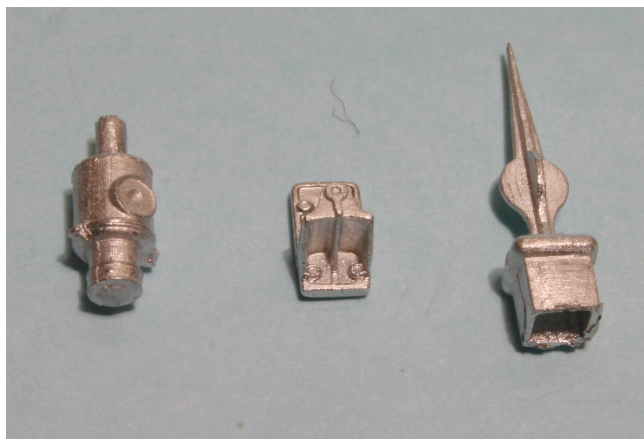
Commercial News – Trevor Hodges

Keiran Ryan Models

Keiran Ryan, *Keiran Ryan Models*, 39 Coachwood Cres, Picton, NSW, 2571, (02) 46772462, krmodels@gmail.com & www.7mmkitsnbits.com has passed on the news that the signal components are on hand and the instructions to allow the modeller to use these to construct NSWGR signals are being written. The instructions will be packed with the kits and will be provided on a CD. Photos of both prototype and model signals will be included.

News on the 20 class is that the project is progressing. Parts are being drawn up as 3D renderings and a test chassis frame is being cut in Australia at the time of writing. The resulting detail components and chassis will be on display at the Hurstville exhibition and the next O-scale Modellers Forum.

Keiran mentioned that coloured light signals are being considered as an option for production. These would be single hood for two and three aspect signals.



Continued on page 19.

Sprung Buffing Plates for your 48 Class Loco.

by Roger Porter

INTRODUCTION

The operational and visual realism that's available to us in our chosen "O" scale extends to many areas of modelling. Operating couplers, sprung buffers, and the realistic close-coupling of loco's and rolling stock adds to the sense of realism which is now attainable. Sprung buffing plates on diesel loco's is an obvious extension in that search for realism

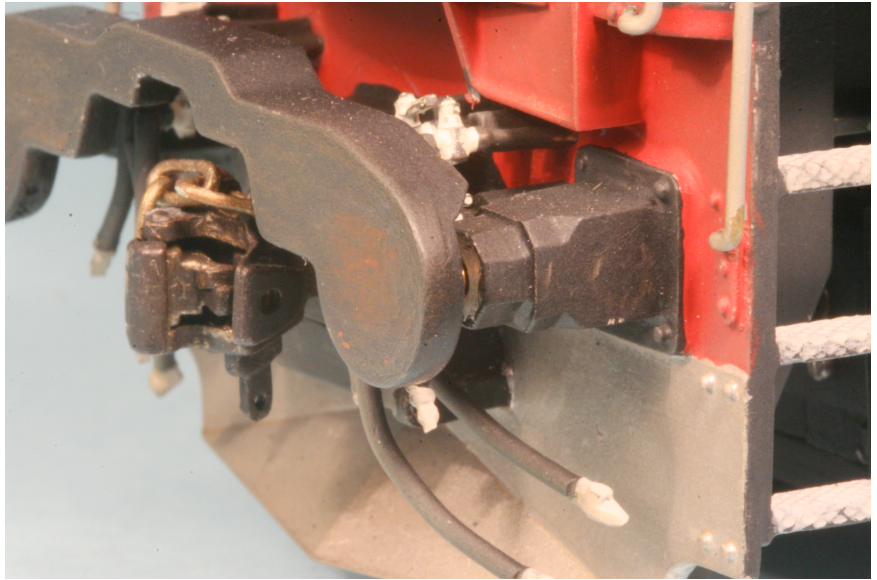
The following notes and photo's relate to the "O-Aust" 48 Class locomotive kit, an excellent kit which provides a sound base for those little enhancements, such as sprung buffing plates.

STEP 1...

Install pieces of 1.2 mm brass wire on the buffing plates as shown in the photo. Using the dimples on the back of the casting, drill through 1.2mm and with the wires projecting slightly through the holes, solder into place using low melting point (70*) solder. File flush on the face side, and make sure that the wires are parallel to each other and at 90* to the front face, or binding will occur. The wires should be 25 to 30 mm long, they will be trimmed later.

STEP 2...

Modify the buffing plate mounting blocks as shown in the diagram, and the photo. When drilling the 1.3mm hole right through, make sure that it is in the centre, and right on the axis of the block. A drill press is recommended. The 1.7mm x 4.0 deep hole at the rear is to allow the wires and buffing plate to "skew" slightly during operation, such as when coupled loco's take up position on a reverse curve. The 2.3mm x 2.0 deep hole at the front may need to be eased down to 2.5mm deep to allow full compression of the springs, trial this when assembling, but be careful not to "over-drill".



STEP 3...

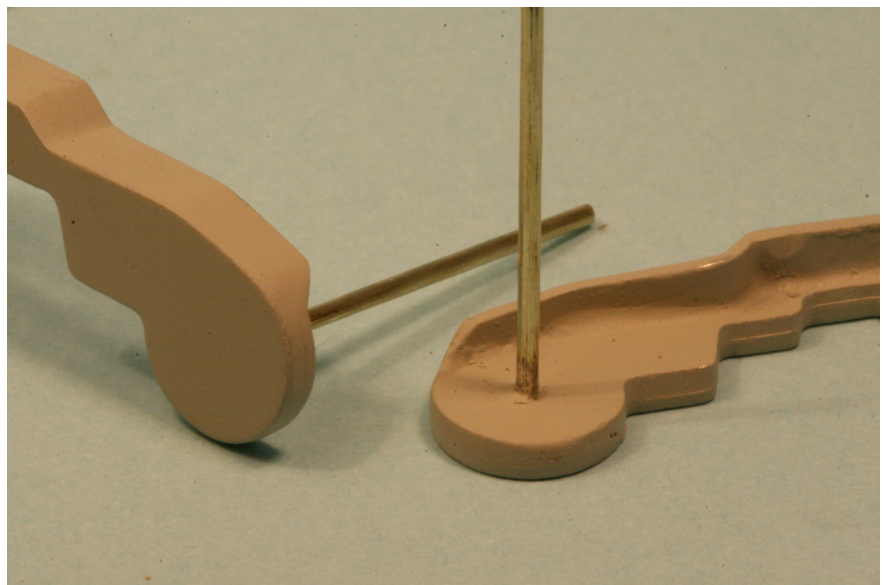
Open out the two buffer block mounting holes in the main headstock casting to 3.5mm dia. Also, open out the holes in the small square buffing block backplates to 3.5mm dia.

STEP 4...Assembly.

It's about now that you may want to think about painting the headstocks and pilots in red and silver (depending upon prototype) and fitting the brake hoses. Trust me, it's a lot harder later on. This assembly sequence will still work if the headstock casting has already been fitted to the loco underframe.

Refer to the assembly photograph. The springs are available from the "Waratah Model Railway Co". Alternately, you could use springs from "O" scale Kadee couplers, or from Slater's plunger pickups. If using the latter two, the front hole dia and depth may need to be adjusted slightly.

For the tiny retaining collar, I used a No.12 BA hex nut, cleaned out with a 1.2mm dia drill. You could also use a loop of ...say...0.8 mm brass wire, or a slice of copper or brass tube, or a Slater's crankpin collar.



Assemble the spring, buffer mounting block, and backplate loosely onto the headstock casting. Don't assemble the collar just yet. As best as you can, ensure that the buffing plate moves in and out freely by a few millimetres at it's almost compressed position. Due to occasional minor casting variations, and inaccuracies of your hole drilling, some adjustments may be necessary, such as opening up the holes in the headstock casting to clear the yet to be fitted collars.

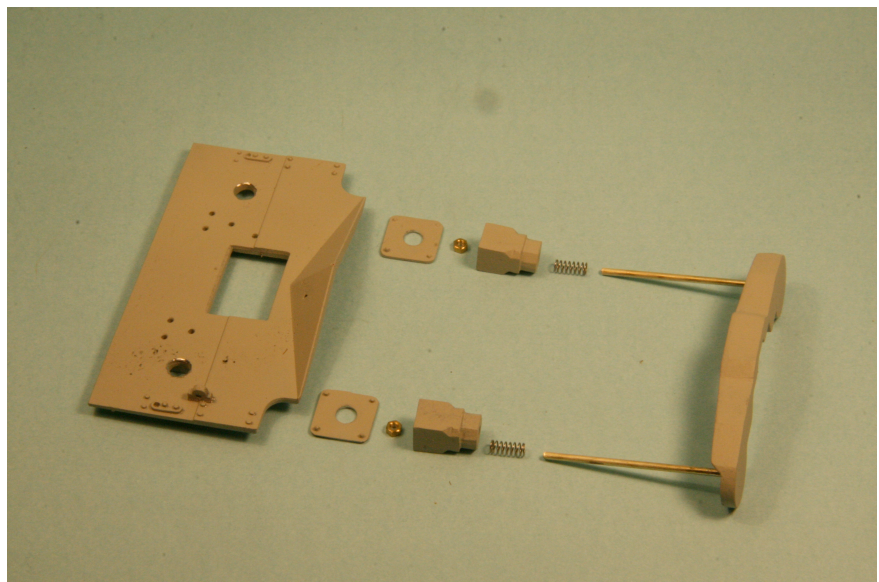
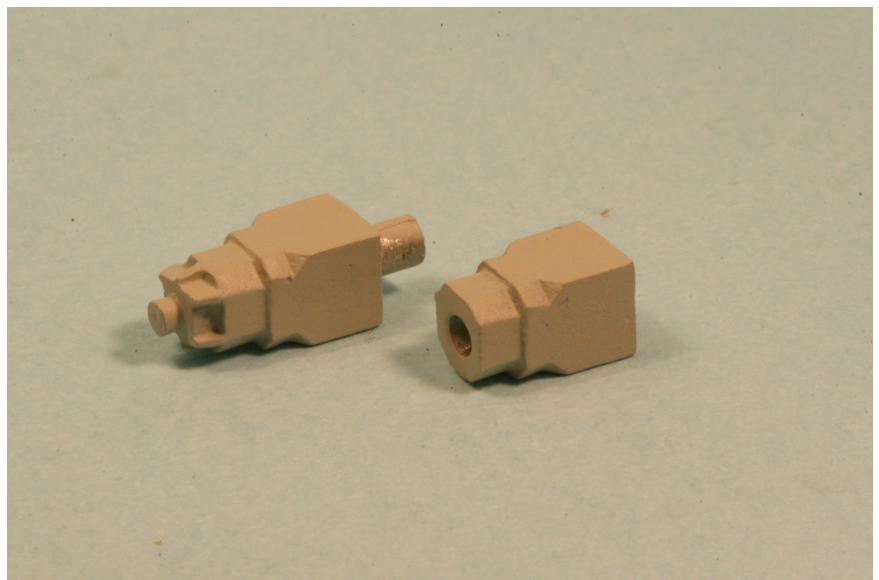
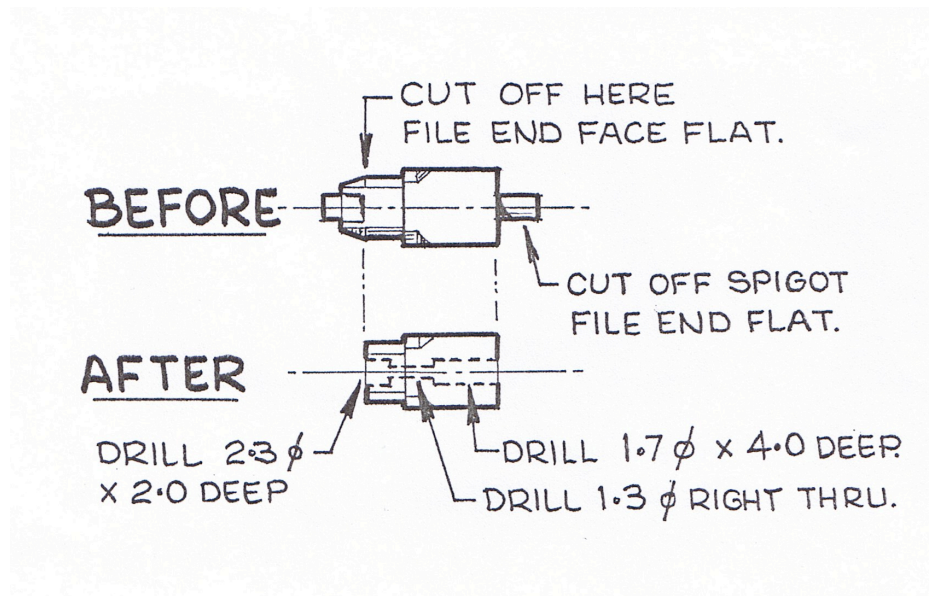
When satisfied that it will all work, hold the assembly in place on the headstock with the buffing plate fully compressed against the springs, take a deep breath, and run some ACC adhesive into the mounting block/headstock interface.

When set, ensure that the buffing plate moves smoothly without binding. Some slight tweaking of the wires, or careful easing out of the holes may be necessary to achieve this. When satisfied, solder the collars in place on the wires to give about 2.0 mm movement to the buffing plate, and trim off the excess wire length.

One of the underframe members will need to be notched to give clearance to the rearward movement of the retaining collar, determine on assembly.

AND FINALLY...

If it's all gone to plan. The buffing plate when free should end up in the same position as it would if it was mounted rigidly. When coupled to another loco, or to buffer fitted auto-coupled stock, the plates or buffers will just be touching, allowing the auto couplers to clank into place nicely.



THE 7mm CONVERSION

An informative tale for the 7mm beginner by Chris Harris

In September 2003 I had a telephone call out of the blue from Nick Sheridan. I had first met Nick about 10 years earlier when we were both involved in Colorado-style On3 modelling. However, over the years since then I had become very busy with family and work and had not done any modelling at all for some time. It had got to the stage, however, where I was thinking I would like to get back to it and realising that if I was to do it successfully I would need to be proactive by actually setting aside time for it, rather than waiting until I had "spare time". One thing that I had come to understand was that after you get married and particularly if you have children, you never have spare time! So Nick's call was timely.

He told me that he had started to get involved in NSWGR 7mm modelling and he was organizing a day-long seminar in a few weeks time for people interested in that scale and prototype. Would I like to come along? I thought this might be a good way to kick-start some modelling enthusiasm and so, although I did not intend going out of On3, I told him I would be there.

I was surprised at the quality of the models on display at the seminar – which was nicknamed the BDO (Big Day Out) early on and which Nick organised twice a year – the number of people in attendance, their knowledge and their willingness to share this knowledge. I met people like Keiran Ryan and Phil Badger who appeared to have unbounded enthusiasm for 7mm and were more than happy to answer any questions, even from people new to the scale like me and did so with patience and good humour. Although I was still intending to continue with On3 I bought a Century Models (now Waratah Models) K wagon kit as I left, just to see what it was like.

Without realising it I had taken my first step on the road to conversion to 7mm!

It took a while to build the kit. I had never built a kit which involved the assembly of brake components before and the brake gear was a little challenging. I was pleased that I did not need a magnifying glass to do this and that my fingers were actually small enough to manipulate the parts. I was particularly impressed with the amount of detail which was possible in this scale. I had always thought HO was a bit small and this had been the reason I was in On3 but as I put the K together I found myself wondering why I was modelling a prototype from another country when there appeared to be a reasonable number of kits available for NSW prototype in a larger scale. I finished the kit and was reasonably happy with the result. I had also by then joined the Aus7 Modellers Group, which had been formed to promote the scale and I had become a member of the Yahoo chat-room which had been set up for 7mm modellers to exchange information and photos of their models. By the time the kit was finished I was ringing Nick to find when the next BDO would be held. My involvement in the new scale was deepening!

I enjoyed the second BDO even more than the first. There were several interesting presentations on different aspects of NSWGR history and workshops which focused on different modelling techniques. I recall Keiran speaking about the Camden line, and how it could be modelled and Nick demonstrating a way to "age" corrugated iron using acid and metal black. One other thing that I was becoming conscious of was the camaraderie and friendship between the people in this scale. It is an emerging scale with a great deal of enthusiastic and genuinely friendly participants. But the aspect of this

BDO which I most remember is the Century Models 19 class loco that was being displayed among the other models. It had exquisite detail and, more, it had real "heft". When you picked it up it was a serious weight and you realized you were not dealing with a toy or even a mere model but a work of art which was impressive enough to display on a mantelpiece. While I still assumed I would continue in On3 this was a model worth having for its own sake and so I purchased a kit. Now completed, it does spend a lot of time on display at home and is a beautiful model.

My physical conversion was proceeding but mentally I was still with On3!

The Liverpool October exhibition took place the next month and I spent most of the time at one part of the hall called "7th Heaven" where there was a display of an Australian combined narrow gauge/standard gauge interchange by Rick White called "Speedlimit 20", a single module from Trevor Hodges "Queens Wharf" modular layout and Dave Morris with his Waratah Models promotion booth. Again, they were all very friendly and more than happy to answer my naïve questions. I bought a Waratah LV kit and got started on it as soon as I got home.

My mind had now caught up and I was ready for the full conversion to 7mm!

So when I saw a notice posted on the Yahoo! website a few weeks later by Dave Morris calling for people who would be interested in constructing a large 7mm exhibition layout to showcase the scale under the heading "Gunnas need not apply" – I was one of the first to respond. The inaugural meeting of the people who answered this notice to build what is now called "Stringybark Creek" (the "Gunnas"

as we called ourselves until we remembered that in fact we were the “doers”) brought me into contact with more dedicated, top quality modellers. The talk of a 50’ layout and how we would build it and operate it was exciting stuff. I was hooked. By this time my conversion was complete!

While we “Barkers” started with about 8 members, during the year we picked up a few more. On each occasion someone new would come to one of our working bees just to “see what was going on” (they would say) and after a few hours with us, and seeing what we were doing and what we had planned, they would also start to get involved. The project itself and the camaraderie between the “Barkers” was infectious!

By the time of the October exhibition in 2005 we had a 55 x 12 layout with a continuous mainline and although we had a lot of work yet to do nobody who saw it could have failed to have been impressed by its size. It won’t be finished for a while but it will be a landmark layout that will introduce a lot more people to 7mm.

Having been converted, I was becoming actively involved in more than one facet of the new scale! At the same time I was also becoming interested in the production of kits and doing a bit myself to promote the scale. After some discussion with Dave Morris I became his partner in the Waratah Model Railway Company, producing wagons and line-side details in 7mm. This is another satisfying part of the hobby for me, along with the construction of Stringybark Creek and my own modelling.

At about the same time the Aus7 Modellers Group was incorporated and I was elected vice-president. I saw this as an opportunity to further promote 7mm and at the same time to make a contribution to a scale which had completely reinvigorated my interest in railway modelling.

By this time, of course, 7mm was occupying a reasonable amount of

my time which, since I found it interesting and most of all relaxing, was just what I needed to offset the pressures in life such as work etc!

I still look forward to the biannual BDO and the opportunity to exchange views and information on the Yahoo! chat-room, not to mention the chance to see the modelling being done by others that are posted in the “Files” section on the website. In fact the chat-room is the first thing I go to when I turn on my computer

So, in less than 3 years, I have gone from being a complete novice to someone who is involved in several different aspects of the hobby. It is impossible not to be impressed by the kits made by master modellers in this scale, such as Roger Porter, Trevor Hodges, Dave Peterson and John Parker and the detail and “presence” that can be achieved in 7mm is truly breathtaking. One thing that I have noticed is that while most 7mm modellers are converts from some other scale very few people leave 7mm once they arrive. In my opinion this is as much because of the people you will meet in the scale as the models themselves.

Once you get inquisitive about 7mm you will find that your interest and enthusiasm will grow and you will start to get involved and the more you get involved, the more interested and enthusiastic you will become. Not everyone will want to join a group building an exhibition layout or go into production of kits or become an office-bearer in the Aus7 Modellers Group, but it would not be a bad thing if they did! There is more than enough room for everyone.

But don’t creep up on it like I did. Jump straight in and get involved as soon as possible!

VALE GEORGE BERG

Fifty years ago in 1958, George opened the door of his first Berg’s Hobbies shop in Parramatta, N.S.W., the present shop being their eighth in Parramatta.

During the ensuing period, George and his son Peter have supplied a continuous range of Australian prototype locos and rolling stock in N and HO Gauges and more recently in O Gauge.

Fifteen years ago George handed over the reins of the business to Peter who has carried on where his father left off by maintaining that continual supply and introducing many of his own ventures in locos, rolling stock and lineside structures, all to the Australian prototype.

In 1992, the National Model Railroad Association Australasian Region recognised George’s tremendous contribution to the model railway hobby by presenting him with a suitably inscribed plaque which he treasured.

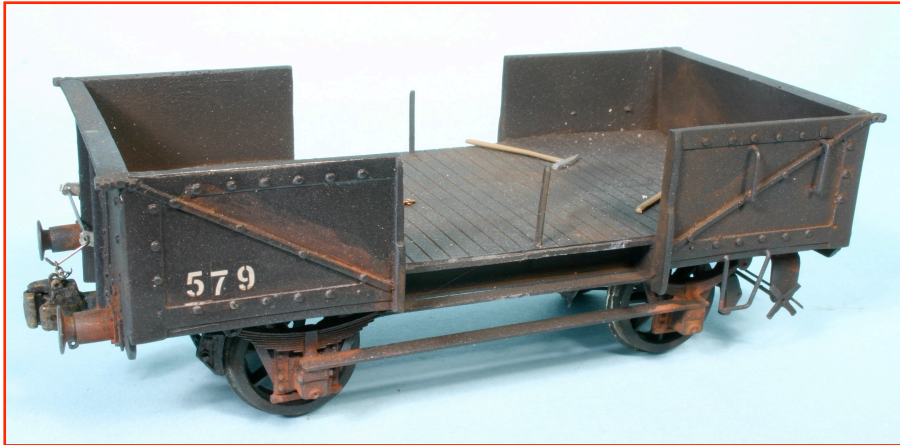
Over the past ten years George fought and won many battles with his health and finally passed away on Tuesday, 27th May, 2008, at the remarkable age of ninety three.

He will be sadly missed by his wife Lore, son Peter, daughter Karin and the hundreds of friends he made in the model railway world.

Bruce Lovett

Showcase

There is some great O scale modelling going on out there and it would be great to share it with our readers. Send in a photograph of your work and let us be inspired.

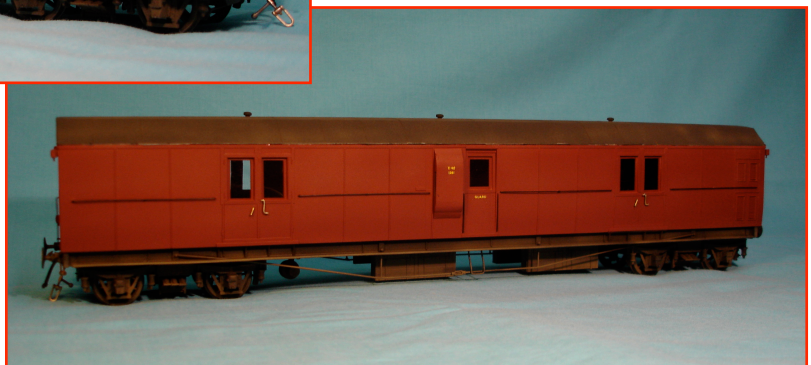


A shunters truck converted from an O Aust S wagon by Dave Pallas.

A pioneer slab hut constructed by Harry Horgan from a photograph in a book on the early history of the Hay district.



Two EHO passenger brake vans recently constructed by Paul Chisholm.



Commercial News continued from page 13.

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 has announced that the SRC is now available for commercial sale at a price of \$140. The kit consists of a 5 piece polyurethane body, North Yard spoked wheels with cast and etched details. Slaters wheels can be supplied if the customer places an order for these. These wagons were introduced in 1927 with 4 types being produced. Some were still in service as late as 1970.

The LLV should be available at the Hurstville exhibition. Instructions are being written at the time of writing. The kit consists of a 5 piece, polyurethane body, both types of ends including a pair of 2BR bogies with cast details. It is hoped that this kit will be available for under \$200.

The 3000 and 5000 gal. tank cars have been slightly delayed but are still under active development. Materials are being sourced at the time of writing. The same situation applies to the MHG; under development with materials being sourced.

The 2AA bogies, a development of the CR project are now available for commercial sale as a stand alone item. The CR is progressing satisfactorily.

Work has commenced on an FR independent carriage and on the (C)30 tank.

SAR/ANR 830 class version of the 48 class DEL is now available. A sample is being assembled at the time of writing.

New patterns for the MRC and MLV have been finalised and future production will be from these patterns. The new patterns have been made to eliminate problems that were apparent in the previous ones.

A new mechanism for the 50 class loco based on the 32 mechanism is now available and future 50 class sales will include the new style mechanism and be sold under the O-Aust Kits name. The original Century Models mechanism will continue to be available on request. A conversion kit to change an existing (unassembled) Century Models mechanism to the new type will also be made available, price expected to be under \$150.00.

David Peterson Modelling Services *David Peterson Modelling Services*, PO Box 644 St Ives, NSW 2075,

Tel 61 2 9144 1521, Mob 0402 156 048, Email dwpeterson@optusnet.com.au.

David Peterson has advised that a new business, David Peterson Modelling Services, has been established to offer services to 7mm modellers.

This scope of services will include, but not necessarily be limited to, the following; design, production, and availability for sale of locomotive and rolling stock kits as a complete package, design, production, and availability for sale of locomotive and rolling stock accessories and components as individual items, assembly of kits, in part or in total, on a commission basis, production and sale of finished models also on a commission basis.

At this stage David has decided that the company's focus will be on the NSW railway prototype, generally for the steam period, the 1800's to mid 1900. It is intended that some of the product and services previously offered by PME (Prototype Model Engineering) will be incorporated in the new business, and subject to the issue of probate for the estate of Ron Sebbens. Anybody wishing to enquire about outstanding orders or expressions of interest with PME may contact the new business. Production time frames for previously announced PME projects will be announced as and when this information becomes available.

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 instructions are presently being written for the U wagon. These should be of a similar standard to the ICV. They should include some historical notes and will be available in time for the Hurstville exhibition.

The 5 ton yard crane project is progressing satisfactorily and should be available for the November O-Scale Modellers Forum. The concrete base will be a polyurethane casting with the other parts being white metal castings and the gantry being in brass.

The BWF bogie flat wagon is currently under development. This kit will consist of a polyurethane body, brass arch bar bogies and detail castings.

The BD wagon is also still under active development. This bogie wooden open wagon will be supplied with white metal "diamond" bogies with brass and white metal detail castings. The body will be in polyurethane. BD's were built in several batches between 1892 and 1907 with 38 still on the books in 1955. An excellent article appears in the October 1997 issue of AMRM, pages 36 - 41.

O-Aust Kits

www.oaustkits.com.au

Suppliers of:

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

LATEST RELEASE



NSWGR LLV Van

KIT AVAILABLE



NSWGR C32

KIT AVAILABLE E



NSWGR BWH Wheat Hopper

KIT AVAILABLE E



NSWGR SRC Wagon

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, 830class 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 Shell 3000 & 5000 tank, MLV, MHG, CR, DH loco (QR)	C30T