7th Heaven

Aus7 Modellers Group Inc.

Journal of the Aus7 Modellers Group Inc.
No 27

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In this Issue:

NOTICE OF SPECIAL GENERAL MEETING

In accordance with Sec 25 of the Aus7 Modellers Group Rules the Committee has called a Special General Meeting to be held in conjunction with the O Scale Forum on 30 October 2010

Time 11.50 a.m.

Place North Sydney Leagues Club – Kamaraigal Room 12 Abbot Street Cammeray NSW

Purpose of meeting

(a) To confirm the Committee's appointment of Ray Rumble as Public Officer.
.Under Sec 7 of the rules, see http://www.aus7modellersgroup.org/Aus7%20Rules.pdf the Public Officer is required to establish and maintain a register of members. The Public Officer position did not exist at the time of the Aus7 Modellers Group Annual General Meeting in July 2010 and the Committee took action to rectify this oversight by agreeing to Mr Rumble acting as Public Officer.

(b) To change the method of cheque signing.

Sec 36 Funds – management states:-

(1) ….....

(2) All cheques, drafts, bills of exchange, promissory notes and other negotiable instruments must be signed by any 2 members of the committee or employees of the Aus7 Modellers Group, being members or employees authorised to do so by the committee. “

Committee members are spread over the whole Sydney basin and as a result face to face meeting is difficult and time consuming. The Committee seeks, as a Resolution, members agreement to the following change in cheque signing procedure

(2) All Cheques or Electronic Transfers must be signed (physically or electronically) by the Treasurer and authorised in writing (including email) by a second member of the committee.

Straight Down the Line - Opinion

by John Lee

Aus7 has been running for approximately 6 years and this is the first time it has a President who is not modelling Australian, particularly NSW, and is not using 7mm scale but is 1:48/US. Is that preference inconsistent with the aims of Aus7 Modelling Inc? Clearly the answer is NO and this comes about because of the aims and objectives of the group which I have shortformed here

- membership of the group is open to any modeller interested in the scales nominally classed as "O", either 7mm = 1 foot (1:43.5) or 1/4" = 1 foot (1:48).

The objectives of the Aus7 Modellers Group Inc are quite straightforward:

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

Taking points 2, 3 and 4 as our 'to do' list, what have we done in the past and what can we do in the future?

Objectives (2) promotion and (3) dissemination of information
The only universally distributed magazine dealing exclusively with Australian modelling is AMRM. I may be wrong but I think there have been 3 or 4 of our members who have contributed articles to AMRM covering layouts, locomotives and rolling stock. In addition because of the quality of the modelling one of our member's work featured in an article in Model Railroader, (which has a claimed distribution of about 250,000 world wide.). Incidentally that MR insertion came about because a contributing editor of MR who is also an official of the National Model Railroad Association saw the model in question on Stringybark at the 2009 Liverpool Exhibition.

To Do
Articles Aside from contributions to 7th Heaven we need to get articles about 'O' scale into AMRM, if for no reason other than its wide distribution.
Layouts We need 'O' scale layouts ranging from minimum size, (probably 2 metres long), up to double car garage size which can be exhibited at public gatherings whether they be Liverpool or in the local hall. What about something like Stringybark? Well, though I am a great admirer of it, just to be contrary I'll put the view that its sheer size may actually work against promotion. Why? Putting aside logistics there are cost and size issues. In the real world, there is an increasing pace of urban consolidation, and a change in what is happening through that consolidation. This is manifesting itself in families, not just singles/couples, increasingly moving into apartments/smaller houses in the near or inner city areas of Brisbane, Sydney and Melbourne. Apartments/terraces etc. mean no or restricted space for modelling but if we are to pursue our hobby they do force innovative solutions like lightweight and portable layout modules and 'portable module' means we can, for public exhibition, assemble up to double car garage layouts without massive logistics concerns.
CPDOS Huh**?** Well lets call it **C**ontinuing **P**rofessional **D**evelopment **O**(h) **S**cale. My take on CPDOS is that we would run courses, as a followup from Forum clinic/presentations, using paid experts, who would in more detail deal with technology which some of us use now and which will become more important in the future, (and may well be an attractor for younger persons.)
I stress that I am not pushing the case for any particular application, but I am of the view that we need, say, day long courses in, for example Xtrkcad (free layout planning software which can be used with JMRI DecoderPro) DecoderPro. (free, open source integrated application for DCC which effectively is a database, decoder modifier/tuner, controller of signals, panels etc). >> 14

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Back Issues
Please contact the Treasurer to obtain back issues.

Issues 1-14 sold out.
Issues 15+ are $7.00 each
$1.50 p&h for one or two copies.
$2.50 p&h for three or more copies.

On The Cover
The rail motor prepares to depart Stringybark Creek before the threatening afternoon storm breaks.

In the background on the platform can be seen the signal box built by Bruce Wood. In this issue he outlines the construction methods he used.

Stringybark Creek Signal Box

by Bruce Wood

The following article provides an outline of the basic principles I used with building the skillion roof signal box for the Stringybark Creek (SBCk) exhibition model railway. This is a scratch building project, which I found to be relatively easy and enjoyable, and I feel that most modellers would be able to construct this signal box, with just a few evenings work.

To make this scratch-building project easier, I have used Grandt Line windows and door. One significant compromise I have made is with the sliding window on the front wall. The window on my model is wider than the prototype. I have tried to scratch build windows to the correct size, and also tried modifying the Grandt Line windows to the correct width, however I haven't been happy with the results. Consequently for the time being, I will continue to use the Grandt Line windows as supplied.

The SBCk Signal Box was based on the standard NSW design of weatherboard clad "Type F" signal boxes, which were very common throughout NSW, and were represented on both mainlines and branchlines. Typically, the only normal differences between signal boxes of this standard design, was the length, which was determined relative to the size of the lever frame, and generally side windows were not used when the wall was sited close to another building or structure like a water tank. The doorway was more common on the left-hand side of the front wall, and the larger examples of this design of signal boxes had a double set of sliding windows in the front wall.

The vast majority of these signal boxes were mounted on station platforms, however some were used on single line "crossing loops" where there was no station platform, and these signal boxes had their own foundations.

Greg Edwards produces an excellent Data Sheet covering this standard design of Signal Box (Code S3 – Signal Boxes Platform Mounted). For this article, I will not include measurements, as the Data Sheet is the best reference for your own scratch-building project.
Other good references covering this design of Signal Box include the Branchline Modeller, issue # 3 article on "NSW Signal Boxes" and Byways of Steam # 14 , which has an article covering all the signal boxes on the Illawarra Line, which includes some examples of the design we are modelling.

Some modellers who scratch-build O scale structures will use an internal 3mm plywood shell to strengthen the styrene walls. (Thin styrene walls can have a tendency to bow or distort, when not supported.) As the signal box is a relatively small structure, I have chosen to use some internal styrene bracing to provide the required support to the walls.

The golden rule when scratchbuilding with styrene, is to measure twice, and cut once. However, styrene is very forgiving, and if you do happen to make a mistake, it is easy to cut a new piece.

<u>The walls and windows.</u>
For this project, I have fitted the front and rear walls between the end walls. First cutting job will be to measure and cut the four wall pieces. As these signal boxes had timber weatherboard clad walls, for my cutting process, I will try and ensure that there are full width weatherboards, at the top of the wall, and any partial-width boards, will be at the base. You also need to ensure that where the walls join at the corners, the weatherboard cladding is in alignment. Also, with the Evergreen # 4150 "Novelty Siding" styrene, the scribing represents weatherboard very well. One edge of the scribing is at 90 degrees to the board, and the other edge has an angle chamfer which is a good representation of the overlapped weatherboard. However, it does require some care, to ensure that before you start cutting the styrene sheet, that the top side of the wall has the chamfer sloping downwards towards the outside of the wall.

I tend to scratchbuild my building structure models as components i.e. separate components for floor, walls, roof, windows and door. I find that this helps considerably with painting, and after the model is painted, a small dab of glue will hold the parts together. You may find that some parts will press-fit and not require any adhesive to hold in position.

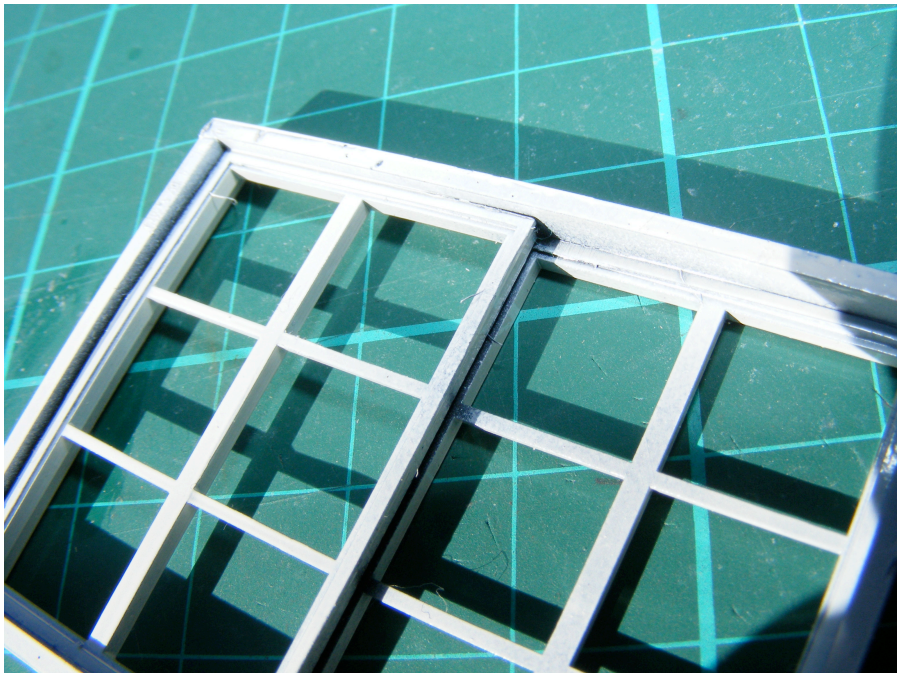
For my styrene scratch-building, the adhesive of my choice is Plastruct Plastic Weld. Many modellers use MEK, which will do a similar job.

First step for preparing parts will be to measure and mark the cutting lines on your styrene sheet, and again paying special attention to ensure that the weatherboard chamfer slopes the right way.

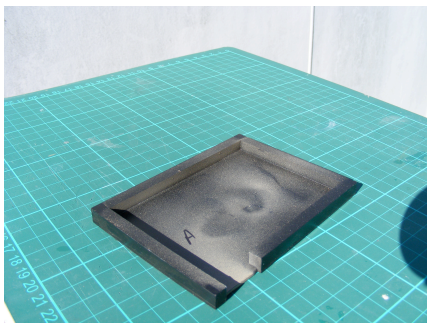
After you have cut the four wall pieces, next step will be to cut the three holes for the windows and the hole for the door frame. The side wall windows can be used straight out of the packet. These windows are centred, so measure the inside dimensions of the window casting, and cut your holes so that the window sill will be at the correct height above the ground. The same basic principle applies for the door frame. Measure the internal dimensions where the door frame will be inserted into the wall, and cut the appropriate size hole, in the desired position, in your front wall.

The front sliding-windows will require some modification, and this is probably the most challenging stage of the project. The Grandt Line windows # 3772 has the vertical muntin being forward of the horizontal muntins, and the windows need to be thinned for our conversion into a double-sliding window. I use a combination of filing and rubbing the face of the window on some Wet and Dry abrasive paper mounted on a piece of MDF, to cut-back the thickness of the window front. Ideally, it would be good to remove enough material so that the vertical and horizontal muntins have equal prominence, however you need to exercise some care, as these fine injected styrene parts are fragile.

The two windows will go into a frame made out of Evergreen strip # 158. Typically, the window on the right-hand side will be forward of the window on the left-hand side. Where the two windows overlap, I have had to cut-out some material on the rear side of the right-hand (forward) window. I hope that my accompanying photo will properly illustrate this. The window hole you cut into the front wall will need to fit the external dimensions of the frame you made.



For the window sill I used a piece of Evergreen strip # 8610, with the ends rounded – refer photos. The exterior window surrounds are made of Evergreen strip # 8410. The sill and surrounds will overlap the window hole on the inside dimensions by approximately 1.5mm around all four sides. This will assist the window to sit level within the wall when the window is assembled.



When you are satisfied that all your windows and door frame fit in the holes you have cut in the walls you can join the four walls together. Remember for my projects, my corner joins have the front and rear walls fitting between the end walls.
The last two jobs to finish the walls will be the protection boards which are at the base of all four walls and the corner edging. The protection boards were made from Evergreen strip # 159 with some filing on the top edge to give a chamfer. For the corner edging for all the wall corners I have used Evergreen angle # 292.

The Base:
I used a piece of 2mm styrene sheet for the base, which fits inside the four walls. The inside is lined with Evergreen strip # 199 to keep the styrene walls straight and in alignment. Note from the photo that there is no reinforcement support where the door frame is as the door frame protrudes internally past the inside wall alignment. (Please refer to the photo.)

The Roof:
For the roof, I have used some 2mm styrene sheet as a false roof to give internal support for the aluminium corrugated iron sheeting. I fitted Evergreen strip # 199 on the inside of the false roof which press-fits against the inside of the end walls (Refer to photo). The ends of this reinforcement styrene are cut to the same angle as where the roof and front and rear walls meet.

The side of the styrene to which the aluminium “corrugated iron” is attached was roughened with a coarse file to allow the adhesive a better opportunity to adhere. The corrugated iron sheet can then be cut to size and glued with a suitable adhesive to the styrene false roof.
It is best to have a small amount of over-hang on the front side to allow the corrugated iron to extend above the guttering. Next, cut the barge boards and rear fascia with Evergreen strip # 158. These are attached to the outside of the two sides and rear, level with the top of the corrugated iron and the ends

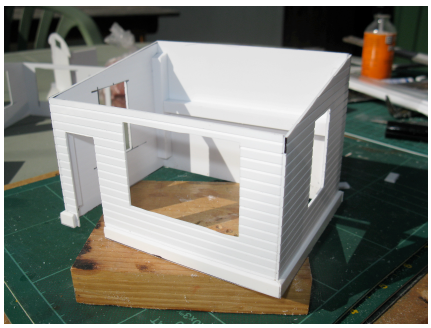
have to be cut at 90 degrees, vertical to the base of the building.

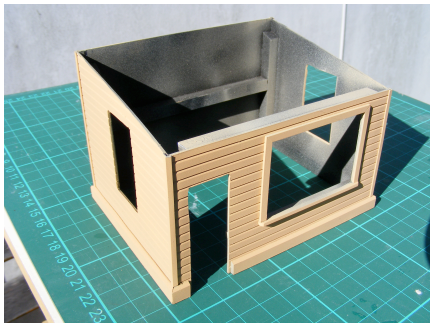
The front fascia, I have glued to the underside of the styrene false roof using Evergreen strip # 145. There will be a noticeable join, however this will be hidden when the guttering is added. I have used some Evergreen angle #292 on the two sides and rear of roof, to cover the gap between the barge boards and the corrugated iron.

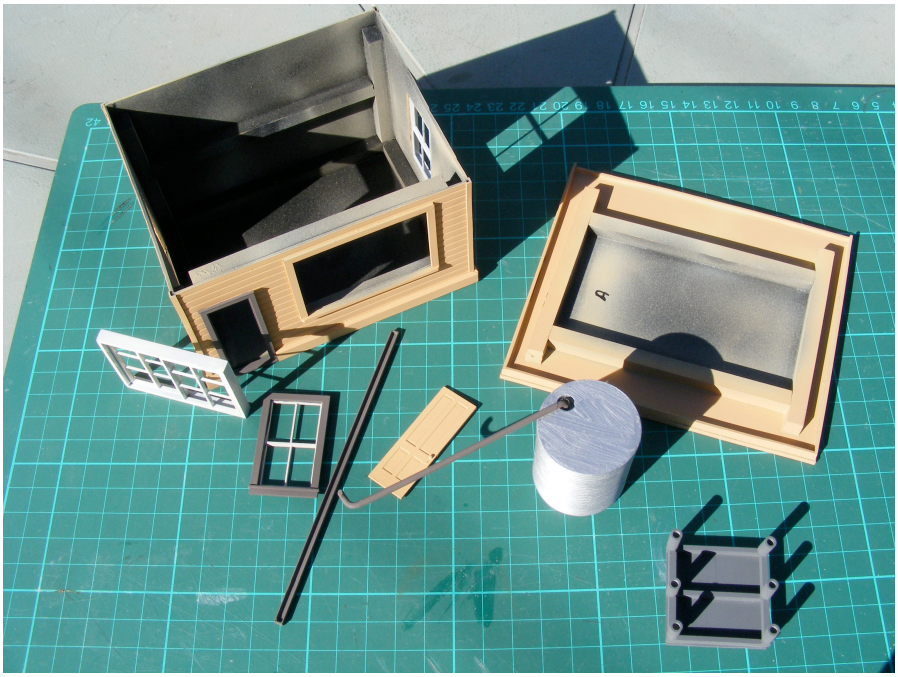
For the guttering, I have used Plastruct 3.2mm U channel with a small piece of styrene at each end to close-off the guttering. For the downpipe, a piece of coat-hanger wire, I find does the job at the best price!

The foregoing covers the basic construction methods I used to scratch-build this type of signal box. If you choose to have a water tank, the stand is very easy to construct from styrene. I used a water tank purchased from Ian Lindsay Models.

With the painting, I model the late 50's and early 60's era, which used the "stone" paint schemes. After the stone era many signal boxes were painted white, with various colours used for the trimming and the roof.
As previously explained I construct and paint the pieces as components (refer photos), so after painting, I assemble the components together. The windows, prior to assembly, should have some clear styrene attached to the insides.
I have built three of these standard signal boxes and enjoy the model as a very straight-forward scratch-building project. Two future projects, I plan to do will be firstly the signal box at Tumulla crossing loop (west of Bathurst), which is different to the standard design, in that the doorway is on a side wall, and I would also like to model one of the large examples such as South Grafton, which had a double set of sliding windows.







Parts List

Part	Material used
Floor	Styrene sheet 2.0mm
Walls	Evergreen styrene # 4150 (Novelty Siding)
Front windows	Grandt Line # 3772
Front window frame	Evergreen strip # 158 (4.8mm x 1.5mm)
Front window surrounds	Evergreen strip # 8410 (2.8mm x 1.1mm)
Front window sill	Evergreen strip # 8610 (2.8mm x 1.6mm)
Side windows	Grandt Line # 3752
Front door	Grandt Line # 3619
Corner stripping	Evergreen Angle # 292 (2.0mm)
Protection boards on base of walls	Evergreen strip # 159 (6.0mm x 1.5mm)
Internal wall bracing	Evergreen strip # 199 (6.3mm x 6.3mm)
	Evergreen strip # 189 (3.2mm x 6.3mm)
Internal roof support	Styrene sheet 2.0mm
Roof	O scale corrugated iron sheet – no brand name
Front fascia	Evergreen strip # 145 (2.5mm x 1.0mm)
Rear fascia	Evergreen strip # 158 (4.8mm x 1.5mm)
Barge boards on roof sides	Evergreen strip # 158 (4.8mm x 1.5mm)
Roof stripping	Evergreen Angle # 292 (2.0mm)
Internal Roof bracing	Evergreen strip # 199 (6.3mm x 6.3mm)
Guttering	Plastruct # 90583 3.2mm Styrene U Channel
Downpipe	Brass rod or coat-hanger wire – approx 2.5mm
Signal Box plan	Greg Edwards Data Sheet S3

Building Styrene Rolling Stock

Paul Chisholm

This article is based on a presentation made at the Aus7 Forum in October 2009 at which I outlined my approach to constructing rolling stock from styrene. I claim nothing new or remarkable in the methods used but hope others will find them of some value and be encouraged to attempt their own models. Of necessity I have dealt very briefly and generally with the topic; with the aim of demonstrating that you don't have to be a master craftsman or have an extensive workshop to achieve good results.

Despite a recent upsurge in the availability of kits and ready to run models for Australian and particularly NSW O Scale models it is likely to remain the case that many vehicles we might desire for our collections may never be produced commercially. To me this is the appeal of O scale because I enjoy the challenge of researching and thinking through how I can build the model I want and then I have the pleasure of building it and the satisfaction of viewing the result and knowing that I have created something unique from raw materials. No out of the box model or even a kit model can compete with that.

Styrene is my preferred material because it is very easy to work with and requires a mininimum of the skills required for construction in brass or other metals. I do use brass for some parts but styrene is used for the basic body and underframe.

Perhaps it's appropriate at this point to dispel the myth that styrene is not a strong enough material for O scale models. I can't say it will work in all applications but used in passenger and freight vehicles like those I have constructed it can form a very rigid box structure that will withstand all normal service. Of course it is subject to distortion in high heat situations but a little care and thought in storage and transportation should prevent any problems. Some of my models are now three or four years old and have shown no sign of any distortion.

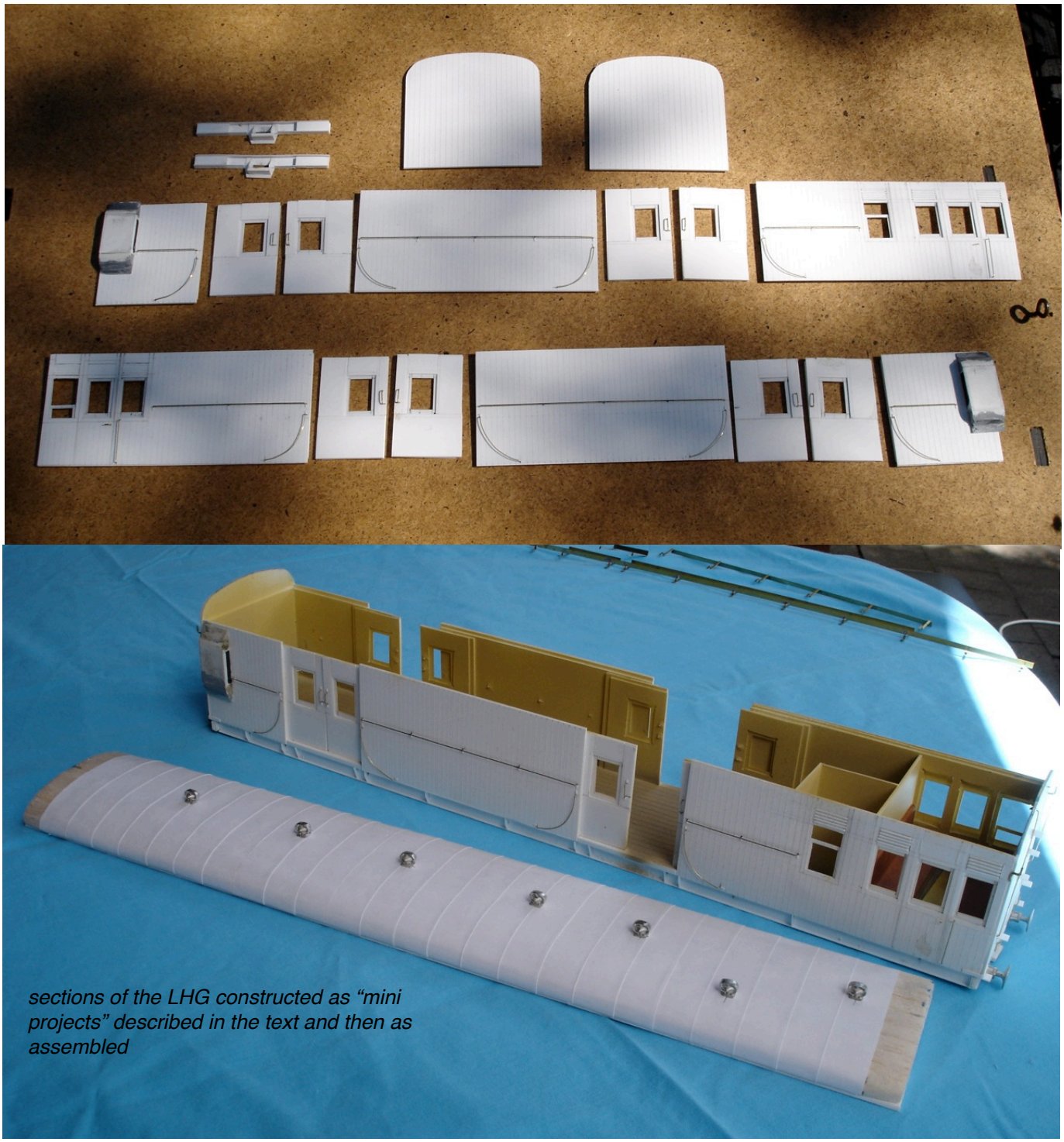
I don't intend to describe a step-by-step construction of a particular vehicle because it is unlikely that you will want the same models I do but these basic techniques have worked for me and if you apply them to the model you want I am sure you can succeed.

My first step with a new project is to research the prototype thoroughly if at all possible. I am afraid that most plans and diagrams of rolling stock you are likely to acquire are pretty much useless. The excellent Data Sheets range is an exception to this observation. This is particularly so with the NSWGR general arrangement diagrams that were (are) generally available. The first problem is that in many respects they are just plain wrong and secondly any measurements taken from them are likely to be widely inaccurate. There is no substitute for photographing and measuring the real thing. If your vehicle no longer exists, or you just can't get to it, do try to source the best diagram you can and as much photographic evidence as possible. If the plans are in HO enlarge them so that any measurements you do have to take from them are likely to be more accurate. Take copious photographs and sketch parts or areas that don't show up well in photos. Examine the vehicle very closely to see how it was constructed and you may find that the same methods can be applied to your model. This is all very enjoyable and gets me out in contact with the 12" to the foot scale.

Armed with all this information you are now in a position to plan how it will be constructed. Make lots of drawings about how you think things will fit together. Spend a lot of time thinking and drawing before you start cutting and gluing. It's much easier to tear up a bit of paper than scrap an assembly because it didn't work out.

When doing this planning I find it helpful to try and break the project up into small manageable sub assemblies. Modeller's can be put off by the seeming complexity and immensity of the task but if you think about the construction in smaller elements it doesn't seem so daunting. Think about sides, ends, roofs, underframe etc. as models in themselves and if you can achieve each of these in turn you then have the parts for assembly into the whole. Somehow or other it all becomes more achievable. It's a bit like constructing your own kit. Take a look at photo of the LHG body parts and you will see what I mean.

I can't stress too much the importance of measuring accurately. It may seem obvious but it is absolutely vital to measure very carefully when marking out and cutting



sections of the LHG constructed as “mini projects” described in the text and then as assembled

parts. When you think about it a pencil line in 7mm represents a line about 1’’ wide and if you repeat this over multiple measurements such as laying out window spacings you can be 12” out by the end of the vehicle. So, don’t use a pencil. Use a sharp scriber instead and if visibility is a problem wipe a soft pencil over the line later to make it clearer. If optically challenged like most of us these days use magnifying lens glasses or similar.

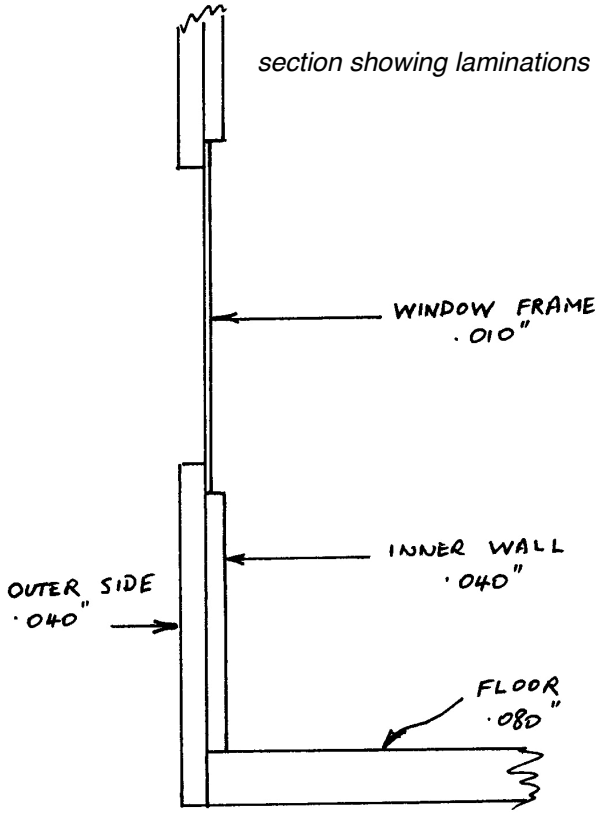
O scale is big and will consume a lot of material. Buying small quantities in hobby shop packs can be very expensive and sometimes the sizes available are not big enough for the part you want to make. Fortunately there are suppliers of styrene sheet in most capital cities and a phone book or Internet search should find you someone who can meet your needs. Being near Sydney I sourced mine from City West Plastics at Rydalmere. I found them very helpful and came away with several sheets of various thicknesses that were so large they wouldn’t fit in the boot of the car. A few years later I still haven’t used it all up. This purchase cost me about $40 and I estimate that the same quantity from a hobby supplier would have been about six times the cost and even then some of the large size sheets required were simply not available. However these large sheets do need to be stored flat to prevent bowing over time. Maybe under the bed!

You will still need to buy strips and specialty shapes such as channel, angle, rod, half and quarter round etc. Even though expensive there is really no substitute for the accuracy and convenience of these pre cut

materials. I seem to have settled on Evergreen brand by default because it is widely available and there is an extensive range. If you look up their website you can download tables of all the shapes and sizes available and this makes selection of the right pieces very easy. Plastruct also have a wide range and an excellent website.

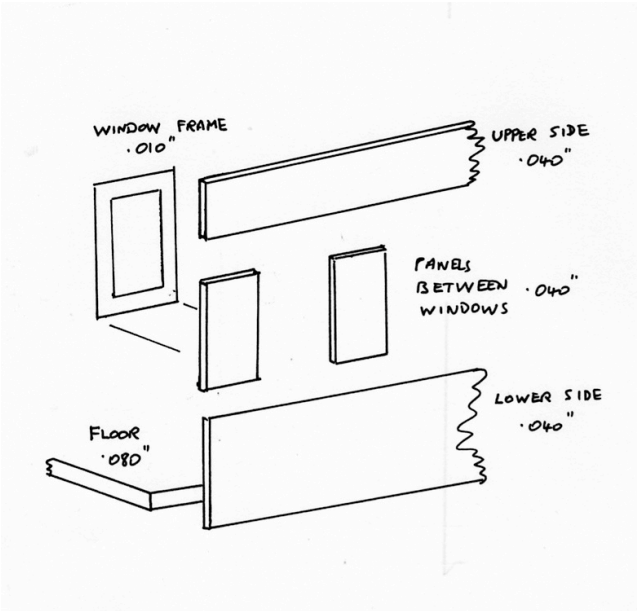
When selecting these items you may find that your precise requirement lies between two available sizes. I have found it best to choose the smaller as a compromise rather than the larger. Somehow on a model something which is oversize seems to stand out far more than one which is undersize. This also applies to wire for handrails and the like. Remember that some handrails in reality are only around ½" in diameter which translates to wire 0.30mm. Thick, bulky handrails don't look good to me.

Enough of the generalities. Now something specific. All of the models illustrated have been constructed on a basic flat floor of either 0.060" or 0.080" styrene. More often the thicker. The wall construction varies a little to suit the particular model but generally laminations of 0.040" are used for the lower and upper walls and the sections between windows. The window frames are from 0.010" and fit into recesses behind the outer side. Glazing is then applied after painting. The section diagram should give you the general idea. Detail such as panelling, moulding, letter boards, belt rails etc. are applied to the outer wall using the commercial strips mentioned previously. In the case of vehicles having tumblehome sides i.e. curving in at the bottom, the styrene can be gently manipulated to a curve which it will retain but spacers between the inner and outer walls may be required to support this.



section showing laminations

One of the most difficult things to get right is to achieve square and consistent openings for windows in passenger cars as well as the window frames themselves. I find I get better results for the former by making the wall from upper and lower sections and cutting the spacers between the windows separately. The diagram below shows this. For the frames themselves I generally just have to measure and cut the openings very carefully, rejecting any that don't seem accurate enough. A very sharp blade and good eyesight plus magnifier glasses helps. A tool that I have found very useful for removing material from the opening is the "nibbler" which is available from Micromark and has a myriad of applications in other ways as well. Shown alongside it is a scriber that is great for scribing planking, door openings etc. It doesn't create a ridge as an ordinary scriber does but actually removes material to make a fine furrow. This is also available from Micromark. You can use commercial planked siding if you wish but you can't always get the spacing you want and I think the scribings are often too deep and pronounced to be realistic.




the scriber and "nibbler"

The underframes are made from channel or I beam sections of appropriate sizes. I try to apply as much detail as possible, such as brackets and rivets but sometimes omit the finer features. This doesn't seem apparent once the model is painted and weathered. Recently I have become aware of some detailing products that would make these much easier to achieve, including miniature rivets and even rub on raised rivet detail that can be applied like dry transfer lettering.

My roofs are made from wood suitably planed and sanded to shape and size. This process is made much easier with the aid of a belt sander but longer roofs might have to be made in two halves. Getting the right profile is aided by making profile templates from metal and screwing them to the end of the blank before sanding back to the profile outline. Once shaped the roofs are covered in strips of cartridge paper to represent the canvas or malthoid cladding that is such a prominent feature of NSWGR carriages. At first I overlapped these slightly but this produced a prominent ridge that was visible when the carriage was painted so I changed to carefully laying the strips edge to edge which gives a better appearance. The roofs are permanently attached to the bodies as this gives additional rigidity and strength to the structure and makes the application of gutters and cover strips where roof and walls join much easier. Canopy ends for passenger cars like the TAM and the high roofed EHO are difficult to achieve and lots of filing, sanding and patience are required. An additional complication arises where the end of the vehicle is not flat and inevitably there will be some filling with modelling putty or similar. This is another reason why the roofs are not removable.

Hardware such as ventilators, buffers, couplers, brake reservoirs etc. are generally sourced from Waratah Models or O-Aust. The screw couplers are Slaters products. The bogies are also from the previous two suppliers but those under the TAM. LHG and high roofed EHO have been considerably kit bashed and modified. This process was explained in my article in 7th Heaven #19 which is still available.

The models have been airbrushed with various colours from Floquil for the body and Tamiya for the underfrmes and bogies. Glazing and interior detail such as seats and compartments are left until after painting and of course the roof must be done separately and then fitted or sometimes fitted and sprayed after masking the body. Lining was done with a bow pen and decals sourced from O-Aust or made up from bits and pieces in the scrap decal collection.

What I have outlined here is of necessity brief and gives only the most basic introduction to the topic. If you want to explore it further I highly recommend the two books listed below as references. Recent developments in computer aided design, laser cutting, rapid protyping and etching may have made some of the methods I have used a little dated but for those of us who don't have the skill or inclination to pursue those methods or if we just want one of a particular vehicle then they could assist you in creating that unique model. Besides there is still nothing quite like the satisfaction gained from creating something from raw materials and being able to say "I built it."

References

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Wild Swan Publications. 1996

Cooke. D. Estell. D. Seckold. K. Beckhause. J.
Coaching Stock of the NSW Railways – Volume s 1 & 2
Eveleigh Press 1999 and 2003

Suppliers

City West Plastics 19 – 21 Antione St. Rydalmere NSW
Waratah Model Railway Co.PO Box 509 Revesby NSW
charris1953@gmail.com
O-Aust Kits www.oaustkits.com.au 07 3298 6283
Micromark www.micromark.com

Four models built using the methods described

MINUTES OF THE AUS7 MODELLERS GROUP INC.
ANNUAL GENERAL MEETING – SATURDAY 24 JULY 2010

Held at the AMRA Clubrooms, Barry Avenue, Mortdale

Present
Trevor Hodges, Paul Chisholm, Mark Fisher, Mac MacWilliam, John Parker, Bruce Wood, Ray Rumble, Bruce Lovett, Andrew MacDonald, Ray Graf, Chris Harris, Roger Porter, Ross Verdich, John Lee, Anthony Furniss, Dave Morris, John O'Neill

Apologies
D. Petersen, K. Ryan

Chairman
The President tended his apologies and was unable to attend and chair the meeting. Vice President John O'Neil agreed to chair the meeting. Meeting commenced at 10:08 a.m.

Minutes
John O'Neill read the minutes of the 2009 Annual general Meeting held 12 July 2009. Bruce Lovett reminded the meeting that only financial members and those who attended the 2009 meeting could approve the minutes as true and correct.The minutes were accepted, moved Andy MacDonald, seconded Ray Rumble – unanimous.

Comments on minutes. Bruce Lovett asked if a membership list is provided to each member. Secretary advised this had not been done on the grounds of privacy. A membership list could be provided to those members wishing it on a motion from the meeting. lapsed

Bruce Lovett noted that the minutes suggested all hobby shops be contacted, especially about the Forums. Forum Committee member Ray Rumble advised some twenty nine shops, model railway clubs and various branches of A.M.R.A were sent posters and handbills prior to each Forum.

Mr Lovett also pointed out to the meeting that it was agreed that membership forms should be included with each 7TH Heaven mail out but this was not done. After discussion it was agreed by the meeting that the editor would insert a membership form in each magazine in future. Agreed unanimous.

Mr Lovett asked about what had been done about the suggestion the group seek to attract youth membership. A vigorous discussion on this topic proceeded and John Lee felt that many groups had the same problem and it was a difficult issue. Mr Lovett suggested scout and school groups could be contacted which would be further discussed by the incoming committee. Agreed

A question on membership and the treasurer reported there were about 110 financial members in 2009/10, with 68 renewals so far. He advised he waited about a month after the end of the financial year and sent out reminder notices which brought a good response. It was agreed the treasurer would continue with this practice.

When questioned about the Form advertising, the treasurer advised that originally it was agreed the three main traders attending the Forum would be charged a fee of $200 and their logos would appear on all promotional material to offset advertising costs. This had been done at the last three Forums, however the organising committee in consultation with the treasurer agreed the three organsiations adequately supported the Forums by their attendance and contribution of lucky door prizes on the day and it was agreed no levies would be charged in future.

Mr Lovett also questioned why no report was ever released about the conduct of the Forums. Mr Lee (organising committee) offered to write such a report in future that could either be published in 7th Heaven or circulated.

Mr Lovett enquired if a suggestion some years ago that a booklet be produced to attract members had been proceeded with. The secretary advised that the committee of the time looked into costs and it was agreed it was not justified. He further asked if a copy of the constitution was being provided to each new member. The Secretary advised this was not done but a copy could be obtained by each member on request.

Treasurers Report
Anthony Furniss gave his Treasurers report showing the group had total current assets of $7, 963.98 at the end of the financial year. He tabled a written report to all members and moved his report be accepted. Seconded Mark Fisher. Mr Lovett reminded the meeting that the Department of Fair Trading required that a copy of the minutes and treasurers report needed to be lodged with that organization on an annual basis. It was agreed copies be lodged within 30 days of the meeting.

Election of Officers
John O'Neill declared all positions vacant. Trevor Hodges advised that former President of many years, Keiran Ryan had sent him a letter advising he was not standing again in any position and apologised for being unable to attend the AGM. The chairman called for nominations.

President
There were no nominations for the position.
Editor 7th Heaven
Paul Chisholm was nominated by John Parker, seconded Mark Fisher.
Carried. Accepted by Paul – unanimous.
Treasurer
Anthony Furniss was nominated by John parker, seconded by Bruce Lovett.
Carried. Accepted by Anthony – unanimous.
Secretary
Ray Rumble was nominated by Mark Fisher, seconded by Mac MacMillan
Carried. Accepted by Ray – unanimous.
Vice President
John Parker was nominated by Mark Fisher, seconded by Ray Rumble
Carried. Accepted by John – unanimous.
President
A second call for nominations. John Lee was nominated by Trevor Hodges, seconded by Bruce Lovett
Accepted – unanimous.

Further Business
Bruce Lovett moved a motion, seconded by Mark Fisher that a letter of appreciation be sent to Trevor Hodges and Kieran Ryan for the long service to the group and their efforts in promotion of the group since its inception. Paul was also thanked for his long editorship of the magazine. Unanimous.

Treasurer Anthony Furniss advised that NSW Fair Trading had made many changes to association regulations and he had problems with the constitution regarding the signing of cheques. Section 21 required that all cheques be signed by both the treasurer and a second person. At present the bank instructions were in place for just the treasurer's signature. To change the constitution an extraordinary meeting would have to be called. The meeting agreed an EGM be arranged to change section 21 to require the treasurer to sign cheques and be authorised by a second committee member. It was agreed an extraordinary meeting should be arranged to coincide with the next Forum and that members be advised of the EGM in the next 7th Heaven once a date had been set for the October/ November Forum.

A discussion took place about the future of the Forums and the meeting agreed the current style of BDO should continue twice a year. A discussion ensued about the current venue, North Sydney Leauges Club. It was felt the venue was ideal if numbers remain about 70 as at the last Forum. It was agreed the new committee could rearrange the trader areas to provide more seating if required for increased numbers. The current committee consisted of John O'Neill, John Lee and Ray Rumble. They reported that the organisation of the Forums had gone well with meetings via telephone conferencing. It was agreed that the same committee would continue however other volunteers would be welcomed. Trevor Hodges was asked to prepare a history of the BDO/Forums for the next 7th Heaven. It was further agreed that all presenters be our guests and not be required to pay a door charge. Moved Mark Fisher, seconded Andrew Mac Donald – unanimous. Members were disappointed at the numbers entering the model competition. It was agreed that just one prize be awarded. The committee would look at the whole question of competitions. It was agreed to vigorously promote tables of "show and tell" items by members. It was noted that models should include a sign detailing the builders name and a brief description of the item.

A discussion about 7th Heaven ensued and Paul reported that 200 copies were being printed, however the meeting believed this print run could be reduced. Paul was asked to contact the printers to determine the cost of a lower number of 150 copies. Paul encouraged all members to contribute articles to the magazine, as he was low on items for the next issue.

Members were asked to consider volunteering some time to man the Aus7 stand at the coming October Liverpool Exhibition.

It was agreed unanimously that the treasurer be authorised to make a contribution of $100 to our hosts, the Australian Model Railway Association for the hospitality and fine lunch after the meeting.

The meeting closed at 12:05 p.m.

FOLLOW THE STRING A TRUE STORY

Bruce Lovett

"Remember this Brian," I asked? "This" was a wooden pattern for an O Gauge loco driving wheel I unearthed in a drawer while helping my brother sort out our late father's workshop." I don't think I will ever forget the look on your face when you walked into the lounge room." he laughed. As we leaned against the bench and talked, the memories came flooding back, memories of a Christmas so long ago.

It was Christmas , 1934, and I was the ripe old age of five. We lived in a semi-detached house in North Bondi, a suburb of Sydney, we being my father, mother, two older brothers and a sister. The house had a separate garage which was also my father's workshop and as I had a leaning towards technical things, Dad was teaching me how to use simple tools. Also, I loved trains. This was probably a rub-off from my father who also liked trains and even had an engine drivers certificate which he gained when employed as the engineer at a coal mine in Tasmania before I was born. Although I had more or less free run of Dad's workshop, it was placed out of bounds for a fortnight leading up to Christmas.

On Christmas Eve, my mother, brothers, sister and I arrived home from shopping to find Dad hard at work in his workshop. I was made to wait outside while the rest were ushered into the inner sanctum. All I could hear were muffled ooh's and aah's and whispered conversations until finally they emerged with large smiles on their faces. Later that night an excited five year old was put to bed after hanging up his pillow case, which hopefully Father Christmas would fill with lots of presents.

It was not a large house; consisting of lounge, kitchen/ dining, two bedrooms and a closed in back verandah which I shared with my two brothers. Looking back now, they were probably almost as excited as their young brother.Christmas morning dawned and I awoke to find my whole family standing around my bed. " Come on, get up and read the sign" they chorused. There on the foot of the bed was a sign which simply stated " FOLLOW THE STRING" and tied to the bed was a length of string which stretched out through the door and beyond.

What treasures lay beyond the door? A three wheeler bike, a pedal car, a Meccano set or a cowboy suit complete with six gun? These thoughts flashed through my mind as I followed the string out through the door, down the back hall, through the kitchen, up the front hall to the lounge room, with my family excitedly clustered behind me. Here I was made to wait until everyone was inside the lounge room when I was given the signal to "Come in".I walked through the door into the lounge room and there it was! My face must have lit up like the proverbial Christmas tree for sitting in the middle of the floor was, to a five year old, a model railway empire.

The empire consisted of a sheet of plywood, about 6'0" x 4'0", mounted on a timber frame, painted green and under the track and the roadways painted black. Screwed to the plywood was an oval of Hornby O Gauge 3 rail tinplatetrack. Sitting resplendent on the track was a 4-4-2 tank loco painted glossy green, black and red with the number 332 proudly displayed on it's side tanks. It was complete with cylinders, Stephenson outside valve gear and a brass whistle. Coupled to the loco were three four wheel goods wagons including a petrol tank wagon. Oh joy, oh exquisite joy !

The controller was screwed to the board in one corner with the wires running to a transformer enclosed in a wooden box. My father quickly gave me instructions on operating the loco and then my very first electric train began to roll. And roll it did , only stopping when I had to eat and sleep over the following three days. It had to stop then as I wore out one of the collector shoes. This was the sliding shoe type and wore a hole in the middle. Dad made up two new shoes with little rollers of brass which never needed replacing.

The loco was truly a work of art being built entirely without the benefit of scale plans. All Dad had to go by was a photo of an English tank loco from which he drew his own plans using a fair bit of what we now call "modellers licence".Construction was mainly scrap brass and tinplate, the boiler being a piece of brass tube with the cab, coal bunker and side tanks made of tinplate. The boiler front was the round brass cover off a light switch, while the chimney, dome, whistle and buffers were turned from brass on my father's then twenty years old lathe. Brass was also used for the chassis, bogie wheels and drivers. As loco drivers were not available, Dad made his own wooden pattern complete with spokes, had them cast in brass, finally turning them to profile on the lathe. Drive was by worm and gear which he also turned up on the lathe, motive power being provided by a six volt electric motor from a Klaxon car horn.

This was 1934 in the middle of the Great Depression and times were very tough. My father, like so many business men of the time, through no fault of their own, had lost his business comprising two radio and electrical shops in the Eastern suburbs of Sydney. Dad was a qualified electrician and radio mechanic and too proud to go on the dole, so we struggled along on whatever work he could find, a new power point here, re-wiring a house there. It was a long time later that we found out that Dad and Mum often skipped a meal so that we children could eat.

As part payment for a job he did, Dad received the Hornby 3 rail track and battered goods wagons. The wagons were straightened, repainted and lettered, a standing joke in our house for a long time being the tank wagon. One side was hand lettered "MOTOR SPIRIT", while the other side had "MOTOR SPITRIT". Dad must have been very tired when he finished lettering that wagon about 2-00 am on that Christmas morning long ago.

That layout provided hours of enjoyment over many years, not only for me, but also for my brothers and sister and was the envy of a lot of my friends because, to have an operating ELECTRIC train set in those hard times was very rare indeed. As times slowly improved

we received gifts of Brittains lead farm animals and fences, some more goods wagons. Dad turned up some wooden barrels on the lathe and Mum made up little sacks on her sewing machine which we filled with sand and sewed up the ends. After all these years I still have one of those wooden barrels.

Unfortunately, due to several moves in later years, the layout was dismantled. The fate of the 4-4-2 tank loco number 332 is a little hazy, but I think it was included in my collection of 0 Gauge tinplate that I sold around 1946 to finance my start in 0 Gauge two rail fine scale. Looking back now I realise the ingenuity used by my father in designing and building my loco and the sacrifices my parents made in giving me my first electric train.

There are memorable times in your life, each having it's own special significance. For me it was the day, with much trepidation, that I started work, the ride in the cab of a 20 class tank loco shunting the yard at Hornsby with the smell of coal smoke and hot oil swirling around, the excitement of our marriage day, the thrill when our first daughter arrived and another thrill when our second daughter arrived. Of different, but nonetheless special significance, is that Christmas morning so long ago with the sign at the foot of my bed which read "FOLLOW THE STRING "Well Brian, if we are to get this workshop sorted out, we had better get cracking" I said.
Footnote. My father passed away on the 29th January, 1988, at the age of 89 years. Right up to the last day he was interested in and encouraged me in my hobby of railway modelling . For this I will be eternally grateful.

<< 3
PCB creation and PIC usage

Sketchup (free 3D drawing program that can turn photos into building plans)

An open source application that can be used to produce rapid prototyping files.

The foregoing are only some examples of the vast field that needs to be covered and the last two applications are reflective of the fact that essentially 'O' scale in this country is a scratchbuilding/kit assembly operation. And, by the way, if you don't know or are unsure what all the abbreviations/terms mean then that is probably an indicator that CPDOS is needed.

Library of Best Practice
I accept that we only have a small group and an even smaller number of regular contributors of knowledge but I believe we need to do a lot of comparative/ analysis work on a whole range of subjects. Here are but two examples.

Test track reviews of 'O' scale locomotives to determine FA, TE, current draw, min radius etc. This is not done at the moment.

Module construction criteria e.g., cost, weight, functionality etc

Objective (4) Friendship and Social Interaction
We have our Forums and for the future maybe we've got StringyBark V2.

To do
Some of you who are also members of Yahoo 7mmAusmodelling chat group would have seen post #12746 wherein a member of Aus7 Modellers Group through the Executive seeks 'expressions of interest' from nearby persons to operate layouts and participate in a 'round robin' layout visit scheme.

This initiative from that member has further implications in that maybe we can start, at least in the Sydney region, like groups in North Western/Western Sydney, South Western and South Eastern Sydney.

If such action came about then a possible future outcome is that we could generate either layouts or attract more people to Aus7 Modellers group.

Finally…
I've offered some opinions and some suggestions but the way forward is up to you.

Please think about what we might do and bring those thoughts to the next Forum on Saturday 30 October 2010.

John Lee
President

Essential Modelling Tools

Chris Harris

Much has been written about the process of successfully soldering a joint between two pieces of brass, but there is little to give guidance as to how the joint should then be cleaned up to enhance the appearance of the assembly and to prepare it for painting. Basically, it is necessary to convert an assembly such as the one in photo 1 to one that looks much more like one in photo 2.

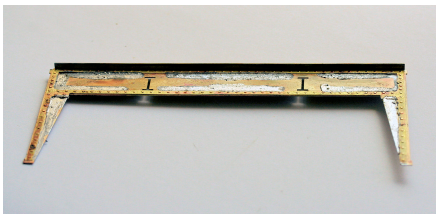


Photo 1

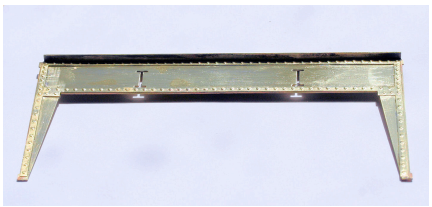


Photo 2

There are some useful tools which can help with this. Firstly, the blobs and other “spills” of solder should be scraped off with old files that have been ground to give a sharp, chiseled end, such as in photo 3. The sharp corners of the files can also be used to run along a flat joint and scrape away the solder bead outside the joint: the solder between the two surfaces should be sufficient to hold the joint together and as much as possible of the visible solder should be removed.

Photo 3

The files referred to above can be made from files that would otherwise be discarded, for instance those which are clogged with solder: what better way to recycle solder-clogged files than by using them to remove solder.
However, the chisels will not be able to remove the finer or more tenacious areas of solder. So secondly a steel disc or grinder in a mini-drill can be used. Photo 4 shows a collection of discs and grinders. The discs are very helpful in removing solder, but, like a toothbrush, they tend to become a bit “shaggy” after a medium amount of use, and lose their “edge” and their ability to get into corners. They can still be useful, however, when removing solder from flat surfaces, and sometimes it is a good idea to go over an area first with a shaggy disc, and then use a newer disc on those parts not successfully treated by the shaggy disc.

Grinders can be used to get into areas that that the discs cannot reach, or where some component of the assembly obstructs the use of a disc. They also become ”shaggy” after a while but, again, the shaggy ones can still be used successfully in some circumstances and should not be discarded just because they have become a bit woolly.

Thirdly, to remove the last faint traces of solder, and indeed dirt or any other impurity, and to polish up the joint prior to painting, a sanding disc, as shown in photo 5 below, is of great assistance when used in a mini-drill. While sandpaper will often be a cheaper alternative, sanding discs have a few advantages.

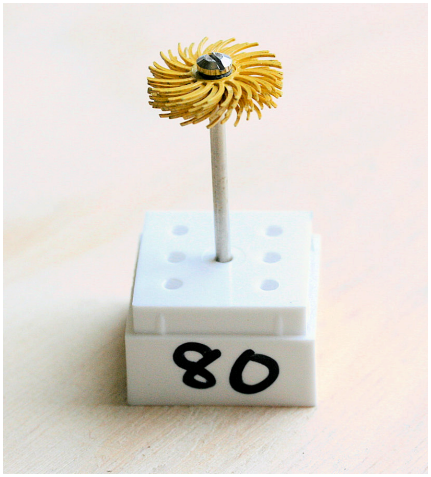
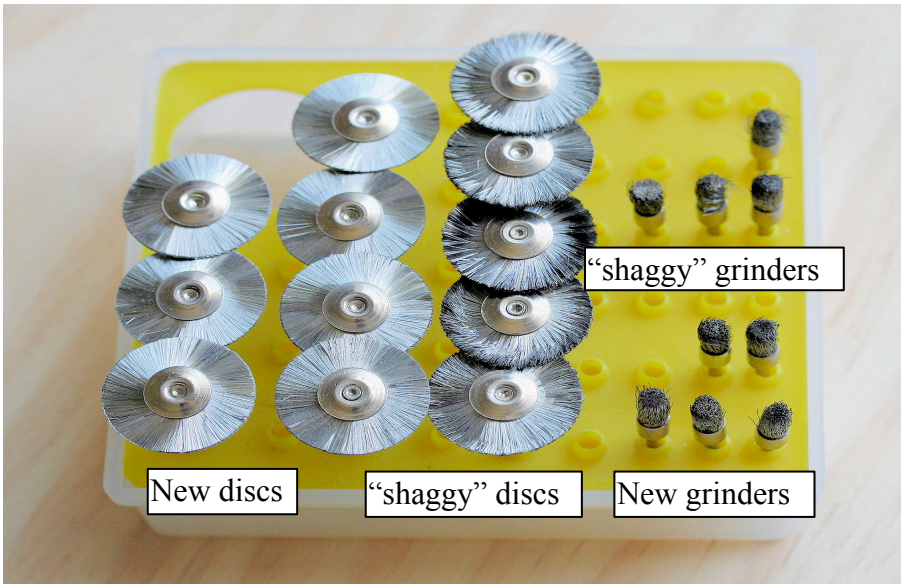


Photo 5

Sanding discs come in a number of different levels of coarseness, from 80 (pictured above), which is the coarsest, to 2000, which is extremely fine. They must be clean before use but are invaluable for sanding and polishing, not only soldered joints, but indeed any etches, castings or models. They allow fast but subtle abrasion and are very gentle in their action which makes them extremely helpful when sanding delicate areas of models which could quite easily be damaged or which would be difficult to sand with sandpaper, such as pipes and handrails.



The discs and grinders can be purchased from jewellery suppliers.

Cheaper versions of the sanding discs are available from some suppliers of modeling tools . These consist of a collett with various colour-coded discs of varying grades of coarseness which can be installed on the colett as required. Photo 6 shows the contents of a packet of these types of sanding discs obtained from Micro Mark.

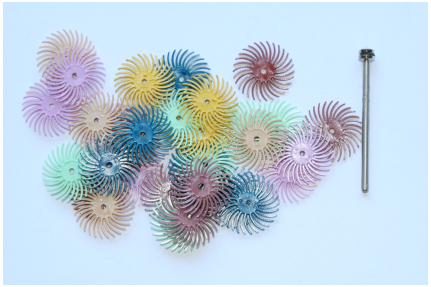
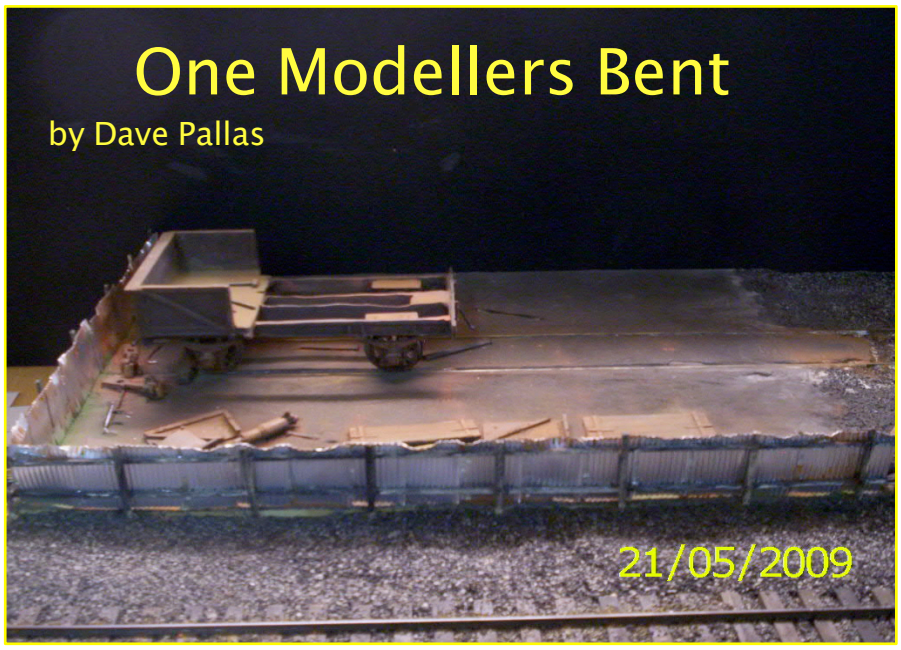


Photo 6



The inspiration behind what I model at times is just a one off photo used as a filler in one of the various mags I read. This diorama was done for an O Scale Forum modelling competition. The idea for the competition was to construct a diorama using a Waratah wagon. I thought why not? I have a couple of S wagons lying around. But here is where my warped sense of modelling kicked in. I thought anyone can build a really good award winning model but how do you dissemble a wagon? In the deep dark recesses of my mind a photo lurked waiting to be brought to life.

The photo in fact appeared in a mag a few years ago, which for the life of me I can not find. It was a photo of an S wagon in a siding being scrapped. Bingo my entry was born. So not being able to find the photo I had to go off memory to build the diorama. So off to the work bench.

The first item built was the S wagon. As the body is a one piece casting, I had to think what would the real wagon look like as it was being pulled apart. In the photo only one end and two sides up to the door were still on. So with dremel in hand the first operation was the removal of the doors, next the two sides and then the end. This was the easy part. What to do with the floor? I had to remove the floor but leave structural members in place. So the floor was carefully cut length ways first then across. This left remnants of the cast floor boards on top of the support beams. So out with the files and file away. Once satisfied that the wagon looked as though it was being deconstructed it was ready to be assembled. In that I mean the axle boxes and wheels were added.

Next was the little module for the wagon to sit on. This was made from scrap timber I had lying around. The track is hand laid code 100, spiked on timber sleepers. The area where the wagon sits is Chucks ballast cement weathered with loco dust. A word of warning. This stuff stains everything it comes in contact with. Still cleaning it off the floor. The ballast is Chuck's Loco ash. The fence is made up of scale timber and corrugated iron. Other detail items such as the gas tanks, taps and tools come from Kerroby models. Parts cut off the wagon were left piled up along the fence awaiting transport to the scrappers. Everything was painted and weathered to look old and dirty. As with a lot of modellers who kitbash or scratch they have an in built signature to identify it as theirs. My signature is an animal hence Stringy Bark Creek had the rabbit plague module. This module is no different, it has two Kerroby cats. Black of course. The photos show the wagon and diorama.

The module made a brief appearance at the Forum in 2008. I was not expecting the module to win any prizes it was done for fun and something different. Also to show that there is a prototype for almost anything.

Showcase

This model of RFR 64 was kitbashed by Peter Krause as part of a project to build R car set 103 as used on the Northern Tablelands Express from 1935 until superseded by RUB sets in the 1950s. It was built from an O-Aust FR. The prototype was also converted from an FR.

Thanks Keiran and Trevor

From the contacts box on page three, and the AGM minutes, readers will note that Aus7 has a new President and Secretary. We could not let this issue pass without recognising the contribution of the retiring office bearers to the organisation.

The Aus7 Modellers Group arose “organically” in 2003 out of a group of modelers who were dissatisfied with challenge that faced an Australian modeller wishing to take up standard gauge modelling in O-scale, namely 1:43.5 and 1:48. Keiran Ryan and Trevor Hodges played a pivotal role in establishing the Aus7 Modellers Group however this did not happen in a vacuum and its formation was also the product of a lot of hard work by many individuals.

Keiran had spent many years working in the hobby as both a modeller and manufacturer and was best known for his company KRM, his long held desire to model the rail facilities at Peak Hill in Central NSW and his near obsession with the wheat silos. Over the years he had become gradually more interested in the O-scale modelling and for most NSW modelers this meant the adoption of the UK scale of 1:43.5 running on 32mm gauge track. Keiran had attended a number of O-Gauge Modellers Forums as a presenter and enjoyed the enthusiasm and camaraderie of the people involved in these events. He gradually found himself becoming an advocate for the modelling of local prototypes in O as his interest and enthusiasm grew and eventually he decided that he had to do something in this larger scale and eventually settled on the Camden line as his focus. In mid 2003 Trevor Hodges approached him with an idea for the formation of some sort of group to help O-scale modelers contact each other and in September 2003 he started the 7mmAusmodelling Yahoo! Group which has grown to have a membership of over 200. When the Aus7 Modellers Group was formed at the March 2004 Forum Keiran was the natural choice for President and he remained in that position until July 2010.

Trevor took up O-scale modelling after having attended a couple of O-Gauge Modellers Forums in the late 90’s. From a very early stage he was dissatisfied with the amount of information available to scale O-scale modelers and set about trying to fill some of the knowledge vacuum with his “Getting Into O-Scale” series of articles in AMRM from April 2003 to Feb 2007. At around the same time he took an overseas trip and attended the UK’s premier 7mm event, the Gauge O Guilds Guildex held each year in Telford. This huge event convinced Trevor that more could be done for local Australian O-scale modelers in terms of organization. After getting back from the UK Trevor discovered that Keiran had started the 7mm Ausmodelling Yahoo Group which he promptly joined and within days was canvassing the possibility of starting a modelling group with the aim of producing a regular magazine/newsletter focused on O-scale.

At about the same time, the O-Guage Modelers Forums had come to an end and Nick Sheriden set about organizing a replacement event with more of a focus on local prototypes. The first of these was held in March 2004 and Trevor and Keiran asked Nick’s permission to hold an open forum where the possibility of forming a group could be discussed. Those interested were invited to sign up and the group grew from these very early beginnings. The name Aus7 was the brainchild of Rick White who suggested it for a set of local O-scale modelling standards and Aus7 was eventually co-opted for the name of the group. The Aus7 Modellers Group, with a current membership of just under 100, has managed to continuously produce a regular full-coloured quarterly magazine for the last 7 years, it organizes the regular O-scale Modellers Forums held twice a year at Nth Sydney Leagues Club and has played a role in fostering such important projects as Stringbark Creek.

Thanks Keiran and Trevor, for your contribution to the hobby and the founding of Aus7

Paul Chisholm - Editor

Commercial News

Trevor Hodges

O-Aust

O-Aust Kits info@oaustkits.com.au, and via the web site at www.oaustkits.com.au, at PO Box 743, Albany Creek, Qld, 4035, mob 0419680584 or (07) 3298 6283 have supplied photos of the pilot model of the NSWR (C)30 (tank) and the pilot model should be available by Christmas.

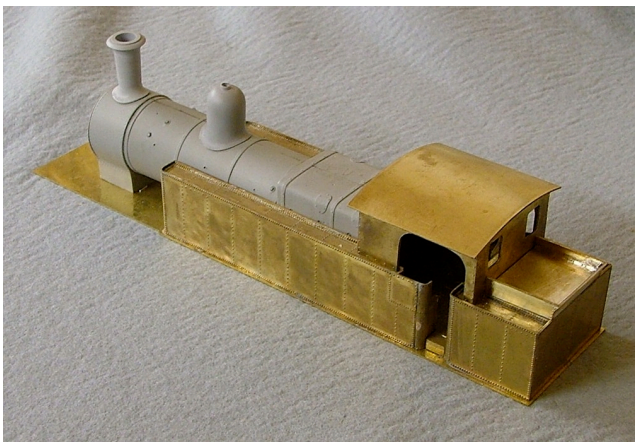
The CV 4 wheel wagon kit is now available for purchase at a price of $140.

An FME kit including two of the recently released LCL containers, is available for $195 with the containers available separately for $35 each. These containers (which ran on NSW rails from the early 50's to the late 60's) are currently available in only one version however the insulated and "bulk" versions will be available shortly.

The FR intermediate carriage kits are now available for sale as of the time of writing. The terminal and independent versions are only available to order. All versions are $450.

A new mechanism for the O-Aust Kits/Bergs NSW 48 class locomotive is now available. It consists of two Mashima 1833 motor powered bogies which eliminates the need for any mechanism components to be located in the body. This will free up significantly more space inside the locomotive body for those modellers who wish to install DCC, sound and lighting. At the same time an improved method of attaching the sideframes to the mechanism unit has been added. A buy back scheme will be available for any modeller who wishes to upgrade from their original mechanism to the new mechanism.

The Victorian ELX in 1:48 should be available by Christmas. This kit will incorporate a one piece body casting, price to be announced.



C30 Tank Loco under development

Waratah Model Railway Co

Waratah Model Railway Company, 149 Kyle Bay Rd, Kyle Bay, NSW, 2221 (02) 97851166 charris@nigelbowen.com.au and waratahmrc@optusnet.com.au. At the time of preparing these notes Waratah have announced that the CPH models have arrived and were being checked, ready for delivery. The following is the public announcement from Waratah proprietor, Chris Harris.

"We are happy to be able to announce that we have the CPHs in stock and are currently checking each of them in preparation for delivery. We now need to know what arrangements purchasers want to make for delivery.

If you live in Sydney, you may wish to pick up your CPH from Dave Morris. Please telephone him to make arrangements on 0415 976 442. Alternatively we can post your model to you or arrange to have it sent by courier, either express or standard, either with or without insurance, as you require. We will obtain a quote for this and let you know the cost so that you can send it to us with the balance of the purchase price.

As before, payment should be addressed to Waratah Model Railway Co, 149 Kyle Pde, Kyle Bay, 2221. We have no credit card facilities so payment must be by cheque or cash. Alternatively funds can be transferred into the "Waratah Model Railway Co" account no 1177 1827 at Commonwealth Bank BSB 062 000, but if you use this method, please email me to confirm that the transfer has been made."

Waratah have announced a re-run of their popular NSWR PHG brake van kit. The kit has had some minor improvements made to ease construction and the kits should be available for purchase in time for the Oct Forum. The price has been held at the same level as the previous release, $550.

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 have taken the final step toward the release of the NSWR (Z)12 class locomotive kit and are currently in the process of packing boxes for delivery to customers. Some final castings are yet to arrive however it is hoped that the kits should be ready for delivery by the time you read this.

Haskell/O-Aust/Bergs Hobbies

Keiran Haskell, O-Aust & Bergs Hobbies have announced that photos of the pilot model of the NSWR 44 class should be available for viewing at the upcoming AMRA Liverpool exhibition in early October. The Pilot model itself should be available for viewing at the next Forum to be held a couple weeks after the exhibition

Please Note

Don't let your membership lapse

Aus7 Modellers Group Membership

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

Memberships are due for renewal by June 30th no matter what time of year you joined. Please forward payment to the Treasurer, Anthony Furniss at 32a Hillview Street Hornsby Heights NSW 2077. You must be a financial member to vote at the AGM in July.

The O-Aust Trophy

O-Aust Kits is proud to announce that they will once again be sponsoring a modelling competition at the next O Scale Forum to be held on 30th October 2010

Trophies will be awarded for the two best models - scratchbuilt, kitbuilt or kitbashed.

The rules are as follows

- winners will be selected from models on display at the forum and the modeller must be in attendance
- models must be to 7mm or 1/4" scale
- models must be of Australian prototype, any system or state.
- kits may be from any manufacturer, not limited to O-Aust.
- prize winning models will not be eligible for entry in any future competition
- models may be a locomotive, rolling stock or structure
- competition to be judged by Peter Krause or his nominee

O-Aust Kits

www.oaustkits.com.au

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