

7th Heaven



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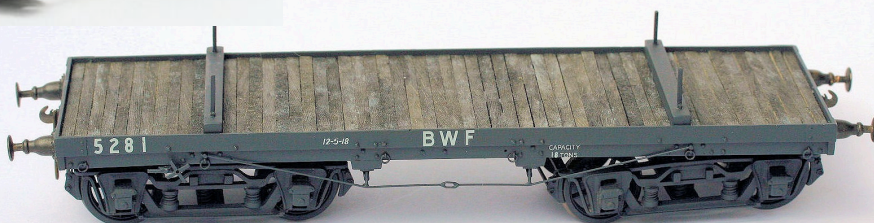


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Straight Down the Line - Opinion

by Paul Chisholm

I am sure that I am not alone in finding that as I get a little older I have a tendency to follow tried and proven paths in many aspects of daily life. Sometimes this is in ignorance of newer easier ways to accomplish the task and sometimes, as my wife frequently reminds me, it is through pure stubbornness and a lack of appreciation for the advice of others. Some time ago I began to realise that these failings had carried over into my modelling as well.

It seemed to have become worse after my conversion to O scale manifested itself in a derision for smaller scales and a tendency to ignore anything non NSWGR (except maybe a little British steam). This was brought home to me a few years back, when upon returning from the annual AMRM exhibition I couldn't really recall anything other than the few layouts and stands which fitted the above criteria because I had just given them a cursory glance and walked on in search of something "O". I also found that I was just flicking through magazines that didn't have the desired content and generally becoming narrower and narrower in my focus.

Somewhere about this time I was looking for ideas about scratchbuilding trees and happened to glance at the cover of a popular narrow gauge modelling publication in the local newsagent. It promised an article on this subject so I bought it and found lots of useful material on the topic but perhaps more to the point of this treatise there was a wealth of other information, not specifically related to 7mm NSWGR but certainly readily usable. Since then I regularly check out this magazine and now buy most issues as I nearly always find something of value. This more liberal attitude has broadened to me becoming a member of the Gauge O Guild and looking forward to their Gazette regularly arriving. Never anything to do with NSWGR but heaps of advice on painting methods, electrical tips, weathering, kitbashing methods, scratchbuilding structures etc. etc. Model Railway Journal is a constant source of material on high quality modelling, which although British and sometimes OO is often readily transferable to the Australian scene.

I took this new viewpoint with me to the next major exhibition and made a conscious effort to give due attention to almost every layout regardless of scale or prototype. As with the publications there was much to be learned and appreciated from just about all, although I have to admit I probably didn't give Thomas the attention he deserved. I noted some of the great scenic features on some of the American narrow gauge layouts, a neat way to represent water, how layouts were lit, some terrific cameo scenes and much more.

The point of all this is that I think it has improved my O scale modelling in many ways and I often find myself thumbing through one or other of the many non 7mm, non NSWGR publications in search of some idea or other that I made a mental note of some time past. If I had maintained my narrow focus I wouldn't have been aware of many of the things I have found. Mind you, the flip side of this is that I am more confirmed than ever in my O scale ways and can't see myself ever going back to anything smaller. The other problem is that it has awoken an admiration for 1/4" scale narrow gauge Victorian modelling. So much to do, so little time!

So be warned. If you can see some of this tunnel vision tendency taking hold of you then try to resist and take a broader view. There's a lot of great modelling in all scales and prototypes out there just waiting to inspire.

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On The Cover

CPH 8 is fresh from overhaul as it trundles through Binnabri on the way to resume its branch line duties. See more of Binnabri featured in the Showcase pages this issue.

Titivating A Century Models (Z) 19 class 0-6-0

Trevor Hodges

It sometimes seems as if the use of DCC is ubiquitous these days in railway modelling, especially in the larger scales which allow full reign to the modeller for the installation of decoders, speakers, wires and bulbs/LEDs. However it is easy to forget how recent the introduction of DCC is and how, until only a few years ago, there were still a majority of railway modelers who had yet to be convinced of DCC's benefits. I vividly remember only a couple of years ago trying to convince a rather skeptical fellow 7mm modeler that, in my opinion, sound decoders in locomotives made all non-sound equipped locos appear rather lifeless and dull. It took him a while but he now writes articles for 7th Heaven that demonstrate how he includes sound in the models he builds!

Trains in O-scale can, like any other scale, quite happily be operated through the use of standard DC. However what happens when a modeler decides to switch to the use of DCC after acquiring a locomotive or two that do not have decoders installed? There's a lot of money tied up in a single O-scale locomotive and a lot of effort has probably been expended on getting a good finish on the completed loco so it isn't hard to see why someone might put off switching to DCC simply because they're a afraid of damaging a valued model.

Having a naturally optimistic outlook on life, I offered to install a sound decoder in a Century Models NSWGR (Z)19 for my friend Chris Harris, who had had the locomotive kit assembled for him a good while before he became involved in Stringybark Creek, which used DCC as standard from its earliest days. Chris had installed a small (HO) non-sound decoder to allow the locomotive to run on Stringybark, however in conversations with him I knew he hankered for the 19 to make some noise. This first decoder sat rather obtrusively under the footplate of the loco (photo 1) with the wires for the motor and lights running up either side of the motor/gearbox. This arrangement worked fine but if

a sound decoder was going to be used then a new location for the decoder would have to be found because these decoders are a lot bigger than standard non-sound HO decoders.

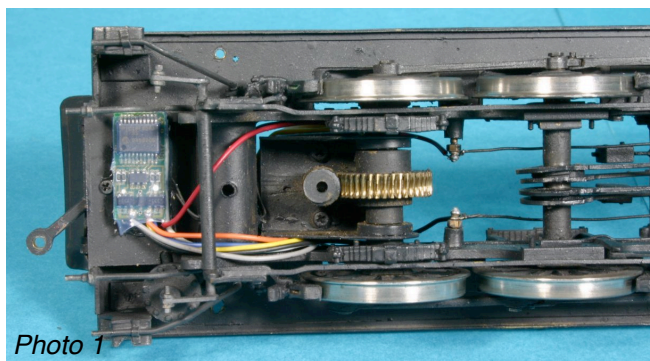


Photo 1

At an exhibition we attended together I convinced Chris to purchase a sound decoder (photo 2) and blithely told him "I'll install it for you, no worries". The chosen decoder was an MRC Brilliance decoder which was supplied with a speaker already attached and, at the time of purchase a number of years ago, was the cheapest sound decoder on the market. Looking back on this offer to install the decoder now I realize what a brave, some would say foolhardy, offer it was because my familiarity with this particular loco was cursory at best, never having built one myself. I had an un-built one sitting in a cupboard at home but that hardly made me an expert. Chris gingerly handed over his prized possession and I trundled home assuming that all would be well when I finally got around to the installation. Luckily I'd told him how busy I was around that time and that it might take quite a while. In reality I was stalling for time, I wasn't *that* busy, I just didn't want him thinking he was going to be getting his loco back before I had summoned up the courage to hack his locomotive about. One advantage I had was that we live about 500km apart so he wasn't likely to drop by unannounced only to see his prized loco sitting in parts on my workbench.

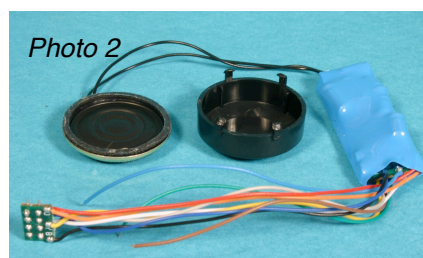


Photo 2

I didn't have an infinite amount of time however because I knew that Stringybark Creek was scheduled to appear at an upcoming AMRA exhibition at Hurstville that year. I was well aware that Chris would be expecting to run his pride and joy on the layout at the exhibition. So I got the loco out and disassembled it to see what I'd let myself in for as the silence, both from Chris and the locomotive, would have been very pregnant if I'd failed to deliver in time for the loco to be run at the exhibition. There were no real surprises on first examination of the locomotive with three main sub assemblies comprising the boiler/cab, chassis and tender. The loco is supplied with a Mashima can motor which is tied to the chassis via a fold up, etched gearbox of fairly standard design (photo 3). The location of the already installed DCC decoder had one advantage in that it allowed the chassis to be test run without the boiler being in place. There were two working lamps installed on the front buffer-beam (photo 4) and a similar set of lamps on the rear of the six wheel tender that I wanted to ensure still worked after the new decoder was installed. The lamps on the back of the tender were connected to the decoder by some thin plastic wrapped wire which crossed the gap between loco and tender via a mini plug. There was no current collected from the tender's wheels.

After my initial examination I consulted Chris and we decided that I'd make a number of changes and upgrades to the locomotive to improve running and take advantage of the decoder's capabilities.

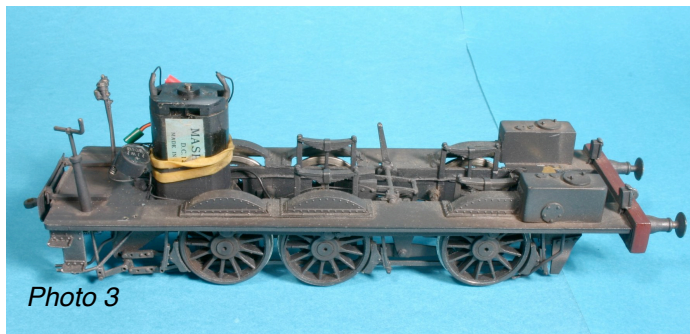


Photo 3

These were:

- To add pickups to the tender wheels.
- Place a light behind the firebox door.
- Install the sound decoder inside the loco or tender, out of sight.
- Install the speaker in the loco, not the tender so that the sound emanated from the correct location.

The Brilliance decoder came supplied with a speaker and an NMRA plug so the first thing I did with it was remove the plug and identify all the wires leading to various parts of the locomotive. There were really only two possible locations to house the decoder itself: either in the tender (photo 5) or inside the boiler. The tender looked a very good candidate at first even though there wasn't quite enough depth in the cavity under the coal storage. But this could be easily remedied with a little judicious hand milling with a Dremel and the correct bit. However I rejected this location in the end because of the sheer number of wires that would have needed to cross between the loco and tender. The only other location available to house the decoder was in the boiler and, while there was plenty of room

in this location there was a problem in accessing this space because the locomotive kit had been assembled well before Chris had entertained any idea of installing a DCC sound decoder and there was no access path between the firebox and the boiler (photo 6). These two components are supplied as separate polyurethane castings and to get a decoder inside the boiler I was going to have to open up a hole large enough to pass the decoder through along with its attendant wires. Needless to say, this would have been a straightforward job to carry out before the loco was assembled and painted.

Before tackling the radical surgery I was contemplating on the junction between the boiler/smokebox assembly I took a breath and did some work on the backhead and firebox in preparation for installing a light behind the firebox door (photo 7). I carefully removed the brass firebox door casting from the backhead and drilled a hole of suitable diameter where the opening to the firebox is represented by a shallow dimple. My plan was to make a small styrene box to house a bulb that would

glow and flicker through the hole I'd drilled, utilizing one of the lighting features available with the DCC decoder. I constructed the styrene box and tested it for later installation but did not glue it in place at this stage. I also took the opportunity to grind and file flush any protrusions into the firebox that would restrict where I could glue things or interfere with the motor and speaker installation.

The next job was the installation of the speaker. Chris had indicated that he wanted this installed in the loco, rather than in the tender, as he was concerned that anyone listening to the locomotive operate may have been able to detect the sound was emanating from the wrong part of the locomotive. The decoder we were using for this installation came supplied with a speaker already attached, so I wanted to use this if possible. There were a couple of locations where the speaker could be installed but the choice was again restricted because the locomotive was already built and painted. I did

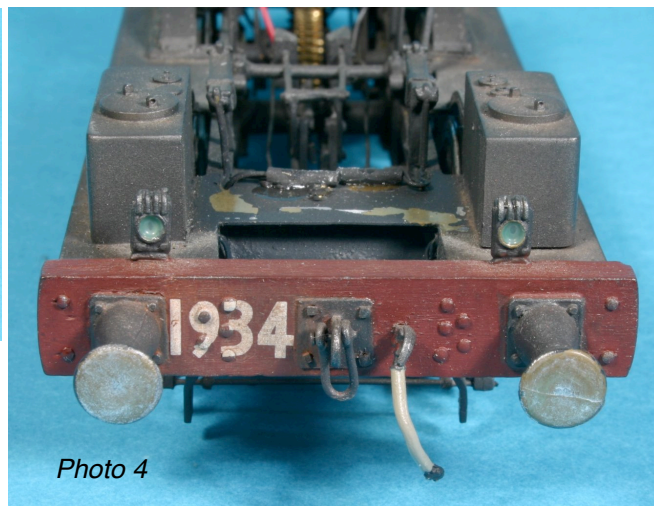


Photo 4

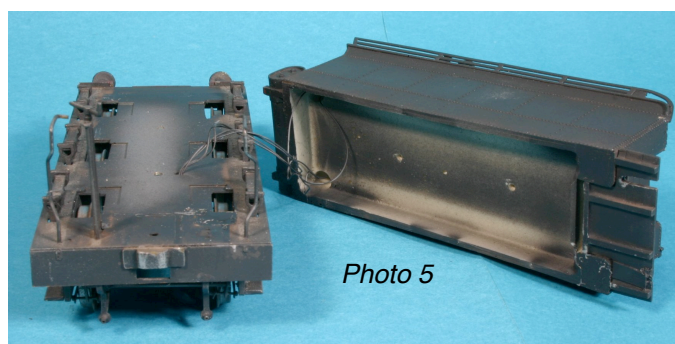


Photo 5

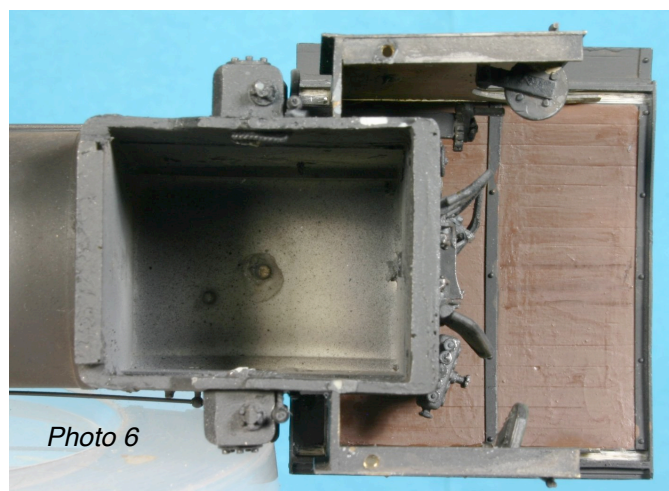


Photo 6

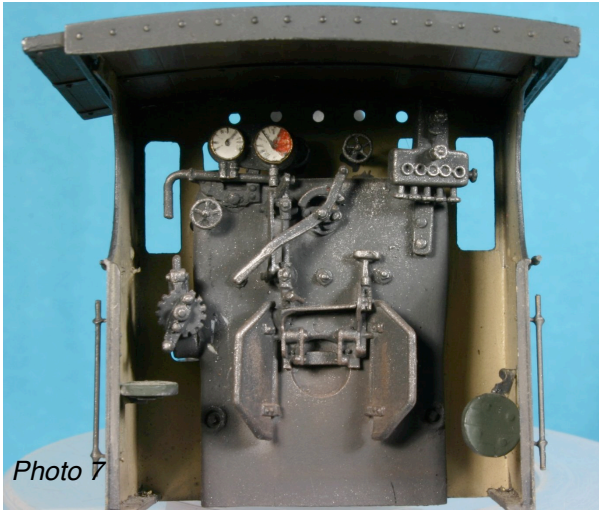


Photo 7

some measuring and discovered that there was just enough depth available above the motor for the speaker to fit at the top of the firebox if the plastic "sound box" was removed from the speaker. I intended to install the speaker in a sealed cavity I was going to create in the loco anyway, so this plastic box wasn't needed. The only problem was that the diameter of the supplied speaker was too wide for this space (photo 8). To overcome this problem I trimmed a couple of millimetres from two opposing sides of the speaker's metal frame to narrow it enough to fit snugly in the top part of the firebox. This operation was carried out using my trusty disk sander with a very light touch to ensure I didn't take off too much material, thus ruining the speaker. Removing material in this way from the edge of a speaker is ok as long as you don't actually cut into the speaker's vibrating membrane, the bit that actually produces the sound.

I glued two styrene blocks into the roof of the firebox, mounted the speaker on a suitably dimensioned piece of .030 styrene sheet and glued this into position. I finished up by sealing the edges of this with acrylic sealant. I avoid using any type of sealant that isn't acrylic as I've found the vapours from the non-acrylic type can affect small electric motors through corrosion, especially in the confined spaces inside a model locomotive.

In conjunction with the task of installing the speaker was the need to open a hole up between the firebox and the boiler. In his articles on installing a speaker into his 32 class locomotive (7th Heaven issue

#20 & #21) John Parker described using a *Speedbore* or spade drill bit to drill an appropriate sized hole in the end of his locomotive's firebox. This method wasn't possible in the assembled 19 so I had to find another way. The method I eventually settled on was to gouge a hole in the wall of the firebox using a electric rotary tool such as a *Dremel* and an appropriate cutting bit. The gouge bit I used was a High-Speed Cutter 9.5mm #199 available from *Bunnings* or online from suppliers like *My Tool Store* at <http://www.mytoolstore.com.au>. I can't pretend that taking to Chris' pride and joy with a gouging bit in a high speed rotary tool wasn't just a little scary but the job went remarkably smoothly and the resultant hole was perfectly adequate, if not particularly neat. All that was required of it was to allow the passage of the decoder and that was achieved (photo 9), I'm just glad Chris wasn't there while the job was in progress and the polyurethane chips were flying!

As a final job before reassembly I had told Chris that I wanted to install some extra pickups to allow the collection of current from the tender wheels. I achieved this by gluing in some copper clad circuit board under the tender and soldering and bending some light phosphor bronze wire to lightly rub on the back of the tender wheels. This is a job that I would recommend carrying out however you operate your locos, whether with or without DCC. Better current collection is the best step you can take in improving the running of your locos no matter what method of control you use. I installed a couple of extra mini-plugs to allow the current to pass between loco and tender and then reassembled the loco and tested it to see how it ran. It

seemed to operate fine and it did sterling service on Stringybark Creek for two days and then, on the third day of the exhibition it stopped and wouldn't move. A while after the installation of the decoder I got the locomotive back off Chris and investigated what had gone wrong by installing a replacement decoder from the same manufacturer. The problem seemed to reproduce itself with this second decoder so the decision was made to replace the decoder with a *Soundtraxx Tsunami* and the locomotive has run beautifully ever since.

The installation of DCC decoders, especially sound decoders, in 7mm scale locomotives is a task that is relatively easy due to the space available to us inside locomotives in this scale. The options are greater and the sound reproduction produced from the larger speakers we can use mean that installing DCC sound is a relatively simple and satisfying task. However it pays to think seriously about these issues before constructing a locomotive because the installation of a decoder is significantly easier during construction. However with a little planning and a steady hand it is possible to install these items after construction and in the end the effort is worth it, just ask Chris. Although now that he's seen what I did to the inside of his loco he may not agree!

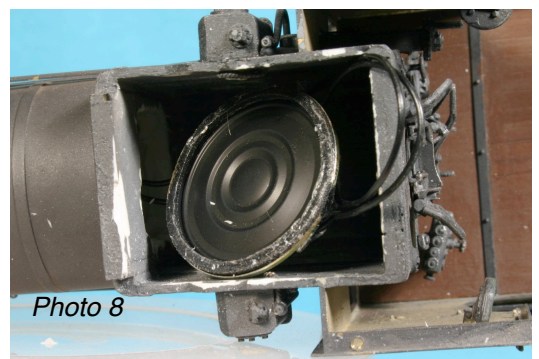


Photo 8

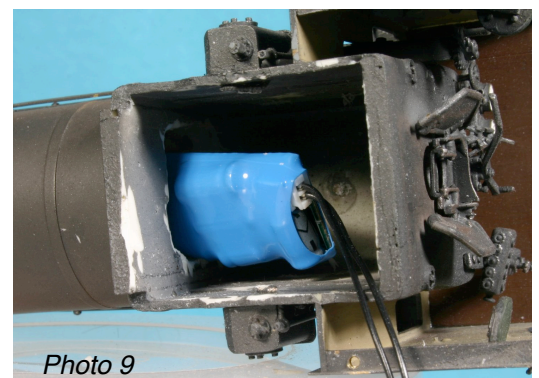


Photo 9



Review of the O-Aust NSW "CV" Covered Van

Bruce Wood

The Sydney Model Railway exhibition at Liverpool in October is a major event on our calendar, and one of my first priorities when I visit the show is to call at the O-gauge vendor stands, and in particular, see what new releases are available. This year, O-Aust released three new models, - the CV, four-wheel covered van, the FME bogie wagon, and the FR carriage. I purchased the CV kit, and have written this review on my experiences with constructing the model.

I opened the box, and the kit was well packed with parts wrapped in protective paper and plastic bags. The instructions covered seven pages, and are well set-out, and easy to read. There was a black and white "photo-copy or scanned image" picture of a completed model on the first page, however the picture on my instructions was very dark, and the lack of contrast made it difficult to see much of the detail on the model.

The kit is complete, except for couplers, and a small amount of fuse wire. The instructions suggest reading the entire instructions prior to commencing construction, and also takes for granted that the modeller has some experience building kits.

I unwrapped the polyurethane parts, and the quality of the castings was equal to the best I have seen. The castings were crisp, straight, even thickness, no air bubbles, and almost no flash. The opposing sides were equal in length. The solebars were cast in white metal, and required a minimal amount of clean-up, with a small amount of flash mainly around the W irons. I washed the parts in washing detergent to remove any mould release residue, and allowed to dry.

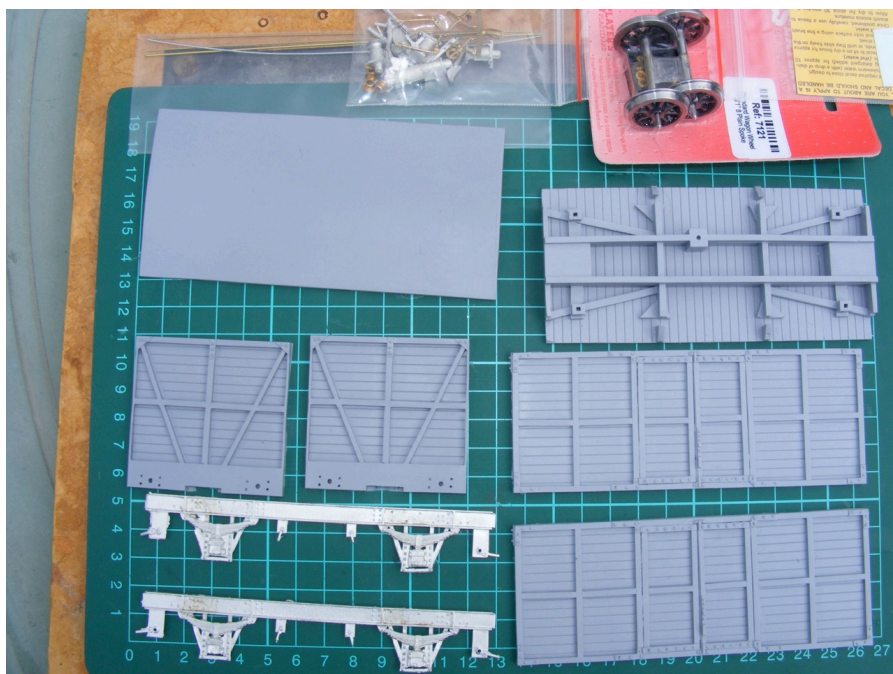
The first instruction suggested drilling the holes in the floor for all the brake hangers. However, the reference points for the holes were based on measurements from the outside of the wagon sides, so I decided to leave this job until after the sides had been constructed, and the floor could be "dry-fitted". The four sides went together as planned. I use Zap-a-gap Medium CA (superglue) for polyurethane models, and where two pieces of polyurethane are to be joined, I will roughen the contact area with a fine file or piece of abrasive paper, and this will enable a better grip for the adhesive. With the roof, the instructions made reference to "guides" on the roof underside, for positioning. My roof did not appear to have any guides, nevertheless it wasn't difficult to position the roof evenly.

When I inserted the floor, I found it to be approximately 0.75mm short. The instructions make you aware that there may be + / - adjustments required, and any adjustment should include both ends. As the

adjustment I had to do was minimal, I attached some 0.75mm styrene strip to one end to extend the length.

After finishing the body and the floor, it was onto the solebars and wheels. My model came with Slaters spoked wheels. The instructions advise the holes in the axle boxes for the bearing may need to be drilled deeper with a 1/8" drill. I feel that this instruction may relate to another brand of wheels which O-Aust often use in their kits? For Slaters bearings, you need to use 2.65mm drill (which is a lot smaller than 1/8"). You also need to exercise extreme care when setting-up your bench drill for these holes, as there will not be much material left on the wall of the axle box. I glued my Slaters bearings in with Super-strength Araldite, however another alternative would be to tin the brass bearings and use low-melt solder.

One instruction makes reference to the grab irons and shunter's step, however there was no instruction



on where exactly these were to go. I was only able to locate a couple of photos of CV's, and neither van appeared to have shunter's steps or handrails, so I choose not to have these fitted to my model.

When you fit the wheels, it is always important to use a piece of very level track to ensure all four wheels have equal contact on the rails, before the solebars are permanently glued. All the underfloor detail, went as planned. As mentioned above, I use Superglue to hold pieces in position, and one day later, I will run a fillet of Super-strength Araldite on the joins to give added strength. The standard buffers included in the kit, are the rigid type. All the buffers on my rolling stock are sprung, to allow close-coupling, and for buffers on adjoining vehicles to compress, and negotiate curves. Consequently, I substituted the kit buffers for sprung buffers.

With the couplings, my models use the Waratah Alliance knuckle couplers. I feel that the appearance of these couplers best replicate the prototype. I had to construct a suitable "coupler box" to hold the coupler in the headstock, and also at the correct height. This was done using a few pieces of styrene strip.

When the model was complete, I do a final "check-over" in preparation for painting. Any gaps in the joins were filled with Tamiya filler, and any excess adhesive on joins was cleaned-up with small files or fine wet and dry abrasive paper. After this step was finished (and the Tamiya filler dry and sanded smooth) the model had a good wash. The body can be washed in normal washing detergent, however the chassis where flux was used on the soldering joins, I use some degreaser from Supercheap, and then a good wash in washing detergent. For painting, most general purpose NSWGR wagons

were painted in gunmetal black lacquer. For replicating this colour (which varies significantly when the vehicle is exposed to weather and the normal stains from operational use) I use automotive self-etch primer from automobile paint suppliers. Grey self-etch primer, with a very amount of black will result in a suitable "dark grey" (gunmetal) colour. After the vehicle had been painted, and allowed to dry for a few days, the decals (4) were applied. I use Microscale "Micro Set" decal setting solution to allow the decal to soften and improve the adhesion to the painted surface. After allowing the decals to dry for 24 hours, I spray Testors Dullcote over the decals to protect them and this also masks



the outline of the decals, so it blends in with the paint work. My final step with painting will be some white paint on the uncoupler release handle, the grade control lever, and the handbrake wheel. I usually paint a bit of rust colour on the brake shoes, and finally some light weathering using a light dirt brown from the airbrush, which will contrast well with the darker gunmetal black.

The verdict: – I thoroughly enjoyed constructing this model, and I believe the photo will testify that this is a very appealing model. The external frame bracing on this model will make it unique in my van fleet. I spent about an hour a day, for a week, to build this model.

The completed wagon weighs 180grams. Wagon weight is a subjective topic, however I will probably add approximately 30 grams. I construct all my vans so that I can remove the body from the chassis, so I can gain access to inside the van, so adding a small amount of lead weight is an easy job.

The period which I model is the late 1950's to early 1960's. As at 1963, there were just over one hundred CV's in operation, so this model will perfectly compliment the style of mixed loading goods trains which I enjoy modelling.

Disclosure: The reviewer has no financial connection with O-Aust, and the review model was purchased at the Sydney Train Exhibition, for the standard price.

Postscript: The issues noted in this review were raised with O-Aust, and consequently O-Aust have advised that the instructions for the second batch of CV's will incorporate the following amendments:
•CV's did not have shunter's steps or handrails,

and this reference will be deleted.

- The reference to the "guides" for the attaching the roof, will be removed.
- The instructions for the wheel bearings was intended for North Yard wheelsets, and the amended instructions will note this.
- Efforts will be made to try and source a clearer picture of the completed model to appear in the instructions.



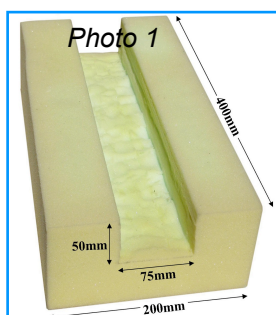
Waratah-Haskell CPH Modification to DCC/Digital Sound

By Gary Spencer-Salt (Model Railroad Craftsman) and Ray Rumble (Aus-7)

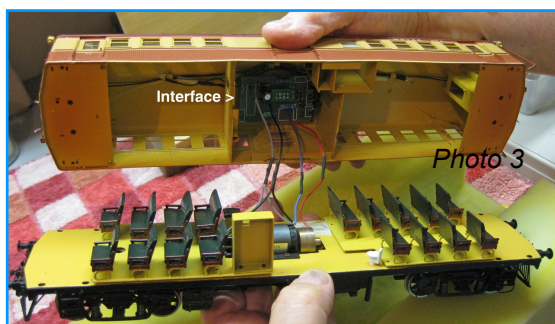
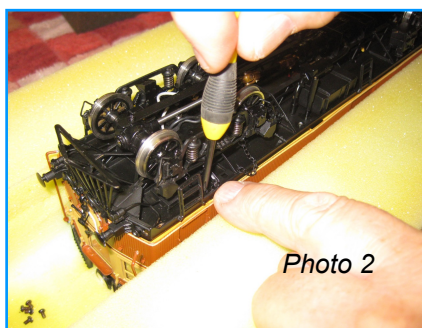
This addition project is not for the faint-hearted. The project is to add a DCC decoder and sound to a superb r to r model now delivered in many homes this Christmas. Gary has spent many hours recording live CPH sound grabs for the project (and is still working to improve each grab), and is selling a kit of decoder, sound, plug and wire lengths needed for the project.

First, read the instruction leaflet from Waratah that should have come with the impressive model carry case. The most critical damage you can do is to the paintwork on the water pipes leading from the radiators into the chassis. Use a small screwdriver wrapped in tissue to lever the pipes from the chassis.

The next advice is to build yourself a sponge-rubber cradle for you to up end your new machine. Ray Rumble had already anticipated this and acquired a scrap piece of sponge-rubber from Clark Rubber for about \$2 or \$3. Mark out the cut out trench as per **PHOTO 1**, this is best done with a kitchen electric knife (permission granted by she - who - shall - be - obeyed). Dislodge at the radiators end the two pipes attached to the chassis, leaving the radiator ends still attached. We now have to disassemble the machine by up ending in the cradle and at each end there are 8 tiny screws to undo and save in a plastic bag. These screws are two on either side, front and back **PHOTO 2**.



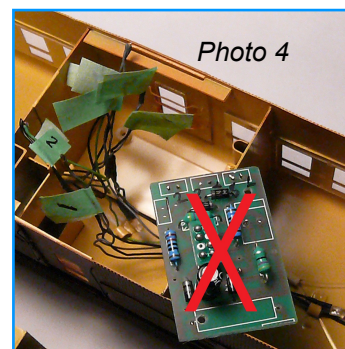
Remove the body and because the motor leads are far too short they allow you to only turn the body upside down to one side of the chassis **PHOTO 3**.



Using fine wire cutters, reach down onto the green interface board and snip the two motor wires clear and the two pickup (track) wires. They are obvious - large thick wires compared to the 32 gauge wires elsewhere. This allows the body to be released and put aside on the work bench.

At this point, it is wise to consider extending those wires by about 40mm in length. The easiest way is to slit the black heat-shrink, unsolder the four wires and replace with same gauge, same colour leads that are 40mm **longer** than those discarded, again covering the joints with heat-shrink. This will make life easier when placing back together with the body.

Undo the two black PK head screws holding the board which is to be discarded. Place the two screws and two spacers aside for use later to hold the new interface board. Your spacers may have stuck down like Gary's, but Ray's came away when un-screwed. **PHOTO 4**. Cut six small pieces of masking tape and loop them around each one of the six wires off the board and marking them 1 to 6 and noting their source. Not that critical, but it does easily identify the headlight wires to separate them and easily identify each wire. At this point, snip the wires clear and discard the board.



Now, to the manufacture of the new interface board **PHOTO 5**. This is a standard piece of Vero type board from Jayco Electronics, part # HP9540 and you'll need a couple of mini IC socket pin strips - 32 way Jaycar Electronics part # P16470. Have a look at the board and cut the tracks as indicated by red line after you have cleared the surplus copper rails as shown.

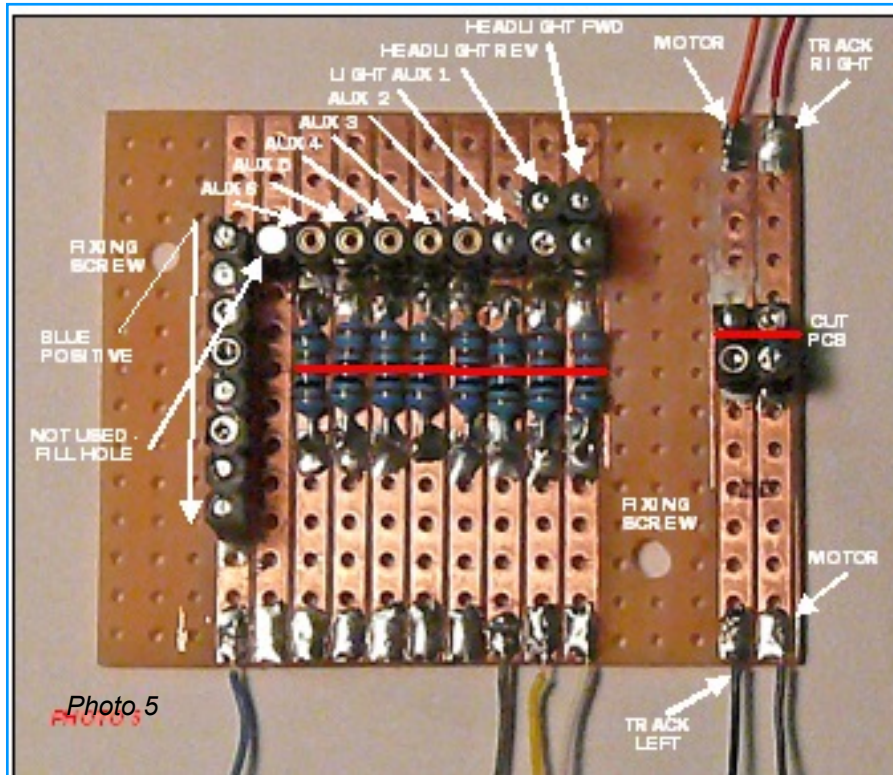
Locate the front headlight wire and extend the positive (+) with a length of blue wire and the negative (-) with a length of white wire. Now locate the rear headlight wire and repeat except extend the negative (-) wire with a length of yellow wire. Now locate the leads to the front bi-colour LED remembering the centre pin is positive (+). Extend the positive wire with a length of blue wire, then twist the remaining pair and solder together. Extend using a length of white wire. Repeat for the rear bi-polar LED except extend the wire with a length of yellow wire.

Next locate the interior light wires and extend the positive (+) with a length of blue wire and the other with

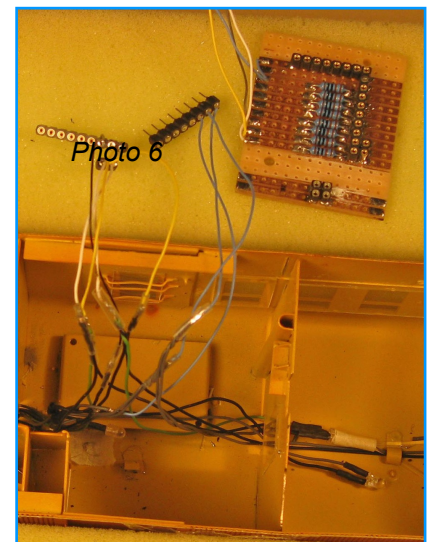
any colour except one of colours used before. The reason is to colour code all the leads to allow correct installation into the plugs.

Assemble the wire into their respective pins—all blues go into the 8 pin socket marked blue positive (+). The other wires go into a 9 pin socket with the 9th pin removed. This is in conjunction with the filled hole which codes this loom.

headlight and the blue wire from the bi-colour LED, twist together. Put a blue wire into an available blue socket. Go to the rear lights and the blue for the front headlight and the centre or the positive for the bi-colour LED, twist together and put this blue wire into another available blue socket. Find the blue wire for all the interior lights, twist together and put blue wire on them, trim to correct length and solder them into the socket.



The trick with dealing with these mini plugs and sockets **PHOTO 6** is to use a low heat setting on your adjustable soldering iron (like 340jc), quickly tin the hole and fill with a dab of solder and dunk the wire in the liquid pool. **These are tiny plastic coated pins and sockets which will easily melt and destroy themselves with excess heat.**



Next place the board beside the body in the cradle and drape out all the colour coded wires. The front headlight and marker light white wires are inserted into the two sockets headlight forward and the yellows are inserted into the headlight rear. The interior light is inserted into AUX 1. All the blue wires are collected into one of the available sockets in the blue positive (+).

Put the body in the cradle, put the new board next to it on the centreline, hang the wires over and trim to a convenient point. It's a balance between too much wire against too little. Leave enough for you to be comfortable with when you assemble the board.

Identify the two pairs of yellow wires and two pairs of white. One pair will route to your front and rear markers while the other will route to your headlight. Two plugs are to be provided. Put your headlights (yellow) into one socket and your marker light (yellow) into the rear socket. That will then control the reversing light situation. Find the wire for your interior lights that can then be soldered into AUX 1 which sits next to the other auxiliaries. For those who may want independent switching of the markers by driver command, you could use the other auxiliaries 4, 5 and 6 - that's a personal choice.

Once you have identified those wires solder in the socket, identify all the blue wires from the front and rear. From the front take the blue wire from the

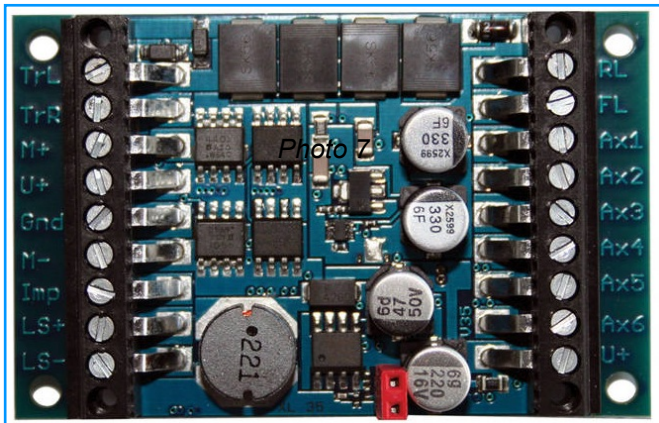
After you have assembled all your blue wires and headlight wires, move to your motor wires. The most important point to remember is you must imagine an X on the motor connections. Whatever one of the pins you are going to designate as your orange lead, put an orange paint dot. The orange dot now designates the location for the orange motor wire with the grey located on the diagonal of the X. The red pickup should now be located adjacent to the orange with the black located on the diagonal of the X.

At this point, make up a loom of wire about 100mm to 125mm long. This will be taken into the motor compartment. Make up the loom with the plug, twist the wires together - plug it in making sure all the wire colours are correct.

You should now have all the wires on the board. Do a trial fit on your board to see it all fits. Fix the new interface with those tiny PK head screws you saved in the plastic bag. It should screw back into the screw holes that held the original interface board.

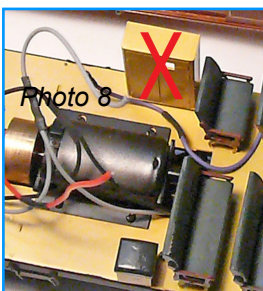
Move now to the decoder. Turn the board over and identify the two clear sides where there are no components and cut two strips of doubled-sided tape, one for each side. A nice spongy type 10mm wide and

1mm thick double-sided tape is ideal. Trim back and you are ready to install. At this point, don't take the waxy tape off or stick down. Bring up your light leads, trim them to the correct length. This wire is 32 gauge and easily handles the currents we use in this area. After trimming (4 to 5mm), to provide a good solid anchor, fold the trimmed section back on itself (sat 2 to 3mm total) and tin well for a good solid anchor. Once you have prepared all the wires in this way, identify the screw terminals from the decoder instructions. Refer to **PHOTO 7** as sometimes it is difficult to read. Insert white headlight into **FL** and the rear headlight into **RL**. Next install the interior light into **AUX 1** and the blue lead into **U+**. Next connect the motor loom with the orange **M+** and the grey to **M-**. Then connect the red wire to **TrR** and the black to **TrL**.



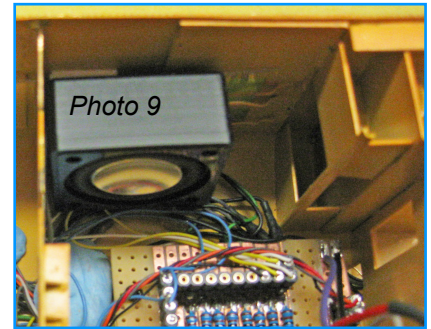
Take the loom that connects to the motor file, take the decoder to the other side of the loco, bring the loom up to it. Bring those wires, cut them to length, tin them and prepare them like the others. Install them into their correct decoder positions.

To install the speaker, a 28mm bass QSI speaker fits perfectly in the spot originally occupied by a brass cabinet **PHOTO 8** which can't be seen from outside and must be removed. Beside the cabinet is the front passenger seats on a plate held to the chassis by 4 tiny screws from underneath. Remove these four countersunk screws which releases the plate holding seats and cabinet, then unscrew the two screws holding the cabinet. It is suggested you place these two screws and the cabinet in a plastic bag in case you may want to sell the model later as a collectable - this is a working model now. Replace the 4 screws holding the seat plate to the chassis. We found these 4 screws very tight - caution as the heads do strip very easily.



Because of irregularities on the surface of the adjacent body wall where the speaker will fix to, we found it necessary to pack out the rear of the speaker enclosure with three thicknesses of 1mm x 12mm double-sized tape and position as **PHOTO 9**. Note the position of the speaker in relation to the interface board. Note also how the speaker enclosure

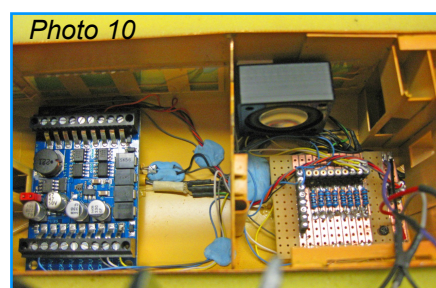
fits on the wall perfectly out of sight beside the door window opening. Take the two speaker wires, slot it through the interior wall along with the other wires, strip, tin (as before) and screw into the decoder speaker slots. Note the speaker to connect to **LS+** and **LS-**.



We are now ready to install the decoder into it's position. Conduct a trial fit before removing the protective strip from the double-sided tape. You might find the position may shadow the interior LED light and you may have to reposition by raising up the LED to overcome any shadowing. A small styrene mounting bracket glued to the roof would be a wise support.

Before mounting the decoder, find a spare motor with temporary wiring to test run and check all is well - headlights, marker lights, interior lights are working as planned. When all is well, strip the protective tape off both sides of the double-sided tape, locate as **PHOTO 10** and press down firmly. It is suggested the grey TRIMTAPE (available from auto suppliers) is the best for our use, rather than the usual 3M product and sticks very well holding the decoder firmly in place.

Blue Tack is the ideal fixings for the multitude of wiring laying around inside. Make up a few small balls, arrange your wiring as neat as possible and in a number of places, press the Blue Tack and wires up out of the way, out of sight on the roof of the cabin. Despite the size of the decoder on the roof, you have to really look closely to detect it.



A good time now to add some passengers in their seats, good bright clothing and colours. A good source of cheap pre-painted figures are the bulk

packs offered on eBay most of the time by various Chinese suppliers.

If soldering the wires to the interface board terminals as we have done rather than plugs and sockets, remove the board and solder the motor leads and pickups right and left. Remember, red is right hand rail, black is left hand rail. Fit your body back on temporarily, check all the wires are out of sight and place on the test track.

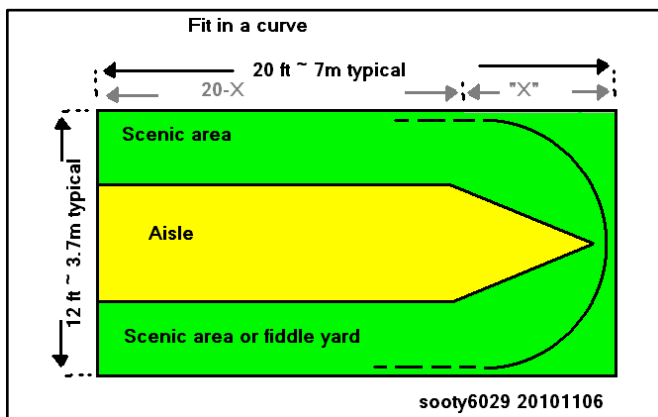
0 Scale in a Single Car Garage – Some Well-Done and Half-Baked Ideas By Derick Cullen with help from Bruce Lovett and John Lee



Introduction

At the last two Big Days Out (BDOs) of the Aus7mm modelling group and in the yahoo discussion group of the same name, a recurring theme has been fitting an 0 scale (1:43.5 or 7mm / foot) layout in a garage. On the face of it there does not seem to be a problem... the typical garage size of about 20 x 12 feet (7m x 3.7m) should be able to accommodate a modest model railway. For those converting from HO scale, the equivalent in HO at 10 x 6 ft nudges into the "small to medium" size range, and offers scope for adequate but not lavish opportunities. Alas this is not the case with 0 scale. Conventional practice has 6 ft (1828mm) radius curves and #6 points that soon prove difficult. It is the 6 ft radius and the 12 ft width that are incompatible. Here is a summary of some of the discussion, with some well-done and half-baked solutions.

Solution 1: Fit in a curve



At the October 2010 BDO Bruce Lovett presented a talk on his garage-sized railway. He fitted in a couple of stations connected by end curves into a typical garage. The measures employed to achieve this included...

- Selection of small prototypes for rolling stock and stations. Bruce runs NSWGR 18 and 19 class 0-6-0s, mostly 4 wheel wagons, but with the odd short bogie passenger and goods vehicle in a branchline setting
- These small vehicles are equipped with KD automatic couplers installed such that the buffers on buffer equipped vehicles do not touch
- The first two measures ensure that his trains can negotiate tighter than conventional curves successfully, in his case he used 3 ft minimum radius with transition / easement curves on approach
- Conventional #6 points were used in station yards.

There was some lively discussion following Bruce's presentation. It seems to me the room was split into two

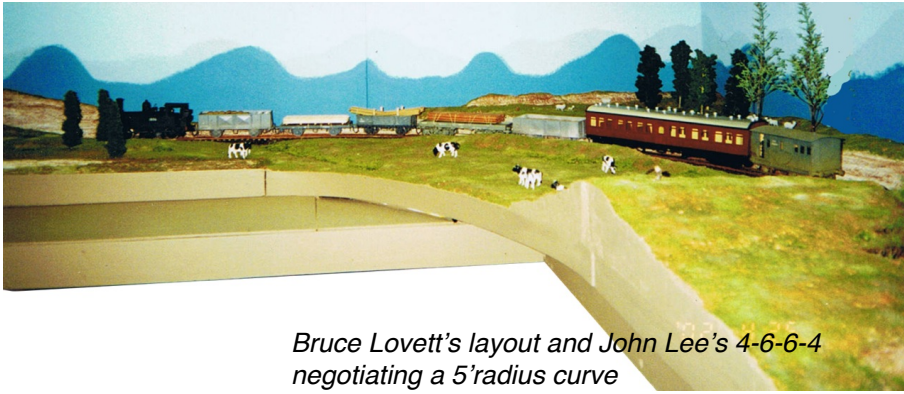
camp. Those who could tolerate the KDs and inoperative buffers instead of 3 link couplings and the attendant risk of bufferlock (see note) acceptance of small rolling stock and the appearance of trains on very sharp curves, and those to whom one or all of these compromises were unacceptable. Someone muttered the word "cheating".

I think there are 3 things going on....

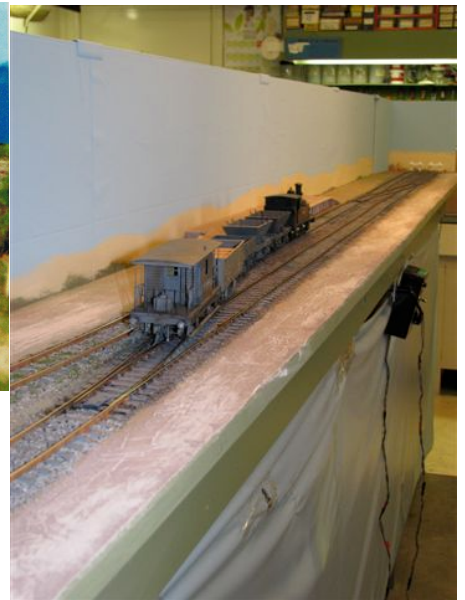
- the thought that 6ft radius is not just good practice, but minimum practice
- the kit manufacturers are picking this up, reference Paul Chisholm's talk on the 32 class kit and the struggle to get it to perform on Stringy Bark Creek. I guess I can set aside DPM's 12 class as being at the perfectionist end of things, but the rest need to lighten up a bit. Paul's talk and my garage have stopped me jumping in and buying a 32 class kit.
- 6ft radius ensures that nothing other than a shunting layout will fit in a single car garage, the most obvious spot for a layout in Australia.

My sketch above spells out the design constraints in the typical garage. The dimension X is that required for a transitioned curve plus clearance from the walls of the garage. In the typical 20 x 12 ft space, 5 ft radius (1500mm) is about the maximum. The owner of a very nice kit-built BR 4-6-2 on display at the BDO opined that it might be persuaded to negotiate a 5 ft curve. John Lee's preceding presentation contained the advice that his double-garage US 0 scale layout used 1500mm minimum radius and accommodated 4-6-6-4s. However, advice about the luscious DPM 12 class 4-4-0 kit and Paul Chisholm's kit-built 32 class 4-6-0 was that 6 ft was about the minimum. So with the state of the art with Australian outline kits it seems that the solution is not viable for any but the smallest prototypes, even before we consider bufferlock.

One question that did arise in my mind was the use of #6 points. Bruce's yard layouts were typical NSWGR and therefore contained parallel "loops" connected by crossovers or a point-and-reverse-curve. Under these circumstances it is wise to use wide radius points because a crossover creates an "S", or reverse, curve that induces offsets between vehicles negotiating them. For body mounted couplings, if these offsets become severe, derailment follows. But wide radius points eat length. One way to use smaller radius points compatible with the smaller rolling stock is to eliminate reverse curves from the track plan, for example arranging yards on a curve such that crossovers and point-and-connecting track between concentric tracks can be of opposite "hand", eliminating the S curve. #5 or #4 points may be feasible if we are willing to abandon some of that typical NSWGR look. If we look

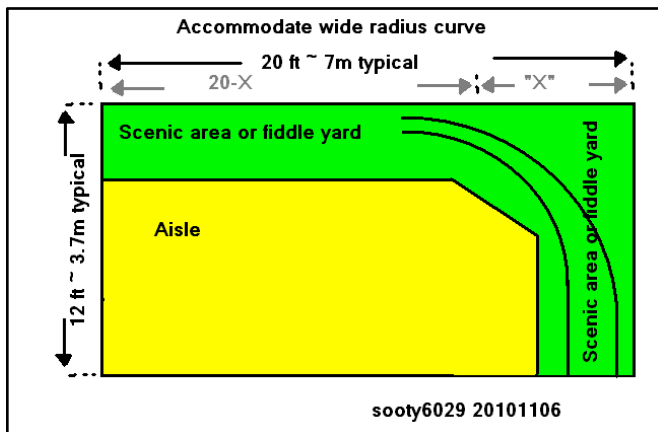


Bruce Lovett's layout and John Lee's 4-6-6-4 negotiating a 5' radius curve



hard enough we can find genuine NSW examples of non-typical yard layouts.

Solution 2: Accommodate wide radius curves



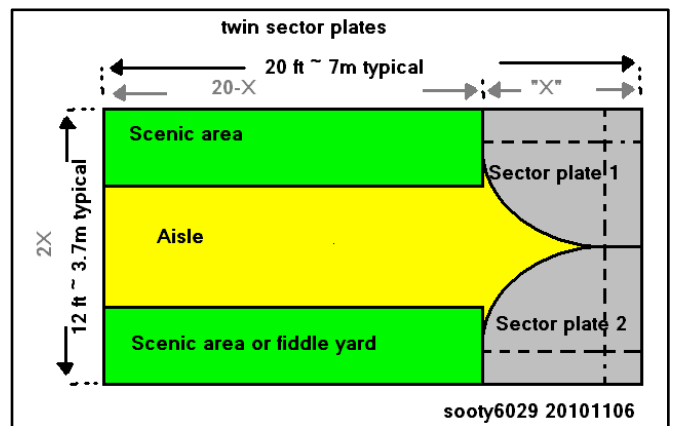
For those for whom any of the compromises involved with Bruce's solution, or my further compromise, represent show-stoppers, Kim Mihaly suggested (on the yahoo group) a solution that has been tried in the UK successfully. The layout is arranged as an L such that at least some of the curves can accommodate the stiffest rolling stock, and buffer with 3 link coupling system. My second sketch, above, sets the scene.

Curves in the range of 6 ft to about 7ft 6in can fan out on the short leg of the L, dimension X, and still leave some room for straight track. But note that the wider the widest radius, the more length is "robbed" from the longest leg of the L. Obviously there is a balancing act. The configuration can be used in one of two ways: fiddle yard on the long leg and curved station on the short, or straight station and curved fiddle yard. Quite a number of UK layouts of this sort have used a curved

sector plate fiddle yard, so it is practical. It also means that a typically straight NSWGR station layout is possible. However, there ARE NSWGR stations on curves, the Captain's Flat branch terminus pops into mind.

As a bonus, the L configuration suggests it might be practical to consider both the layout and the family car cohabiting in the garage.

Solution 3: Twin Sector Plates



This solution was suggested to me over lunch at the April 2010 BDO by Brian Millar. Brian has a long, narrow space he is filling with a shunting style layout but was contemplating "turning the corner" by using a train turntable or sector plate. Of course with trains of short cuts of wagons this is a practical. But is it relevant to our garage and compatible with "line-haul" trains rather than shunts? The sketch sets out the design parameters.

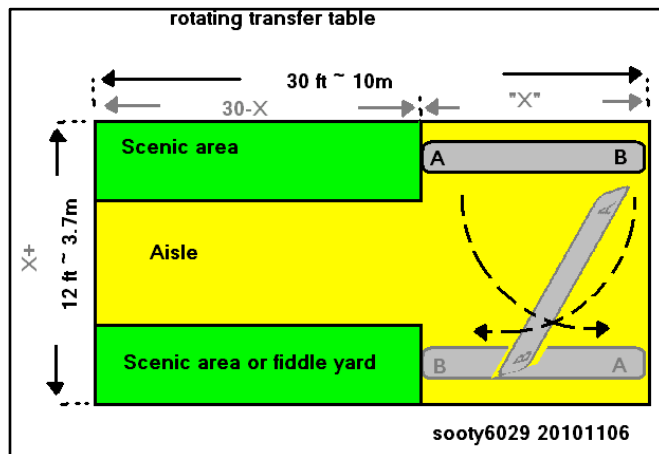
In drawing this up it became clear to me that a single sector plate cannot "turn the corner" satisfactorily as the train will have to reverse onto the next section. No worries if the next section is a fiddle yard, but embarrassing if it is a "on-scene" station or scenic section of track. And so we have two sector plates that

together turn the train through 180 deg for a properly oriented loco-first arrival.

Obviously train length is limited to that which will fit on either sector plate, and the maximum train length is half the width of the space, in our case 6ft, the maximum value of "X". What will fit in 6 ft? A 32 class with three short bogie passenger vehicles (end platform cars, dogboxes or F cars)... short but with some prototype justification. Of course goods trains of 7-8 four wheelers of the same total length will look more believable.

The half-baked component in this scheme arises from the question about coordinating two movable track sections to interface reliably. I once read an engineering text about moving leaf railway bridges (swing, lift, drawbridges). The advice was that ensuring alignment of both ends of one leaf with permanent foundations was tough, but asking two leafs to interface with each other in midstream and midair was asking for trouble. And that is what we have here! No doubt there are some engineering solutions, but you have been warned.

Solution 4: Rotating Transfer Table



The restricted train length and a possible engineering difficulty with the two sector plate solution suggested another half-baked solution... the rotating transfer table. There is no known working example of this, although there have been a number of "wheel-away" fiddle yard solutions documented, and this may not be a lot different.

The sketch tries to show how a mobile transfer table that can be rotated end for end might connect scenic and/or fiddle yard elements on both sides of the garage with the trains exiting the device in proper loco-first orientation. This time I have relaxed the "typical" garage restriction and substituted my own situation... I have a longer than usual 10m x (a still unfortunately typical) 3.7 m garage. Under these circumstances the "X" dimension that robs from the useable long dimension, can take more without reducing the scope of the scenic components too much.

There are some things to note about the transfer table:

- Its maximum length (the X dimension) can approach the maximum width of the space. An 11-12ft table would be enough for a 32 class with 6-7 short bogie passenger vehicles. In my case this

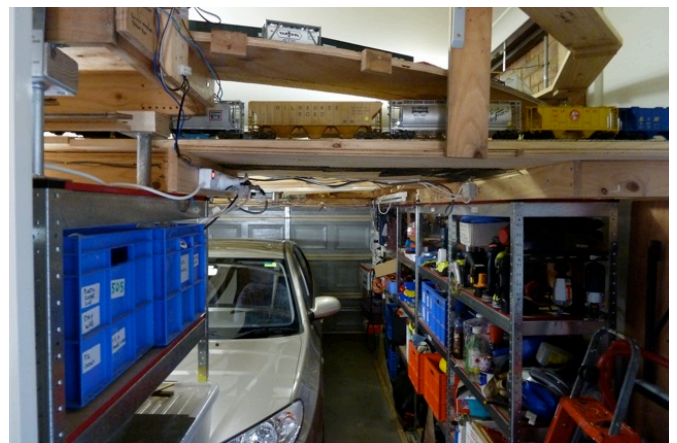
would leave the scenic area about 18ft long, not quite enough for a "Minories" (see note) to accommodate a similar length train. So a maximum possible length for the table might not be the best solution.

- It has to be rotated end for end to retain proper train orientation
- Engineering it as a shelf on casters rolling on the garage floor is obvious but may have some drawbacks. In my case guaranteeing a junk-free floorspace for rotation would be a difficulty. Some wall-mounted or ceiling-suspended tracking might be a better, even if technically challenging, solution.
- Variations on this theme might have the table connecting three scenic areas, an additional one occupying some of the aisle space, or if the transfer table were equipped with a "train elevator", scenic areas at different heights. But then I am well-known for reprehensible overengineering.

Some Notes

About the car

Three of the four solutions presented here imply the car shall be evicted from the garage in favour of the model railway. This is as it should be. After all, the word "garage" is french for railway siding! In mitigation I suggest that a carport for the car is a good solution. It has been pointed out that a wet car can significantly impact a model layout constructed with typical materials, and in any case the car will dry out better in a carport. However, if push comes to shove and the car must be accommodated in the garage, then all solutions could be constructed such that the model railway structures are above car level. In the photo below John Lee has shown us how the car and railway can survive in peaceful coexistence.



About buffer lock

Bufferlock is a condition such that on a curve a buffer on one vehicle slips past the buffer on the adjacent vehicle when being propelled. The buffer will not slip back and when the curve eases derailment is inevitable. It is not only on model railways that this can happen. Some empirical research is needed to establish the radii at which bufferlock becomes a threat. It is likely to be different for different vehicle types (4 wheelers vs. bogie vehicles) and might be influenced by hard to predict factors such as relative spring tension or lack thereof in the buffers and 3 link coupling system of the adjacent vehicles. Current radius

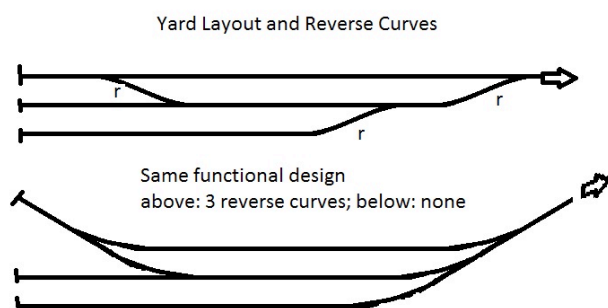
recommendations range from 6ft (1800mm) to 4ft6inches (1400mm).

About Minories

In the mid 1950s Cyril Freezer, then editor of the UK Railway modeller, devised a classic design for a city secondary terminus. It had only three platform roads, an ingenious throat arrangement and curved platform roads such that reverse curves were minimised. Originally for TT3, it has been built in a variety of scales and sizes. O scale versions require about 30 feet (10m) in length, including fiddle yard, if built straight. However, there is one O scale version that uses small tank locos, four wheel coaches, and special trackwork to fit into only 20 feet (7m). I have compiled an "electronic scrapbook" on Minories and will be happy to share it.

About reverse curves

Reverse curves (or S curves) abound in most NSWGR yard layouts with their concentration on parallel main and loop lines/sidings. It is the connections between parallel lines by crossover or point and curve that cause the problem. Body mounted couplers on adjacent vehicles are forced into awkward angles as the vehicle ends swing in opposite directions through the S curve. If the curves are tight and/or the vehicle end overhang is large, derailment and/or bufferlock can occur. The prototype avoids such problems by using shallow angled points such as #8 or better, something that eats space on a model. Below is a sketch of two versions of a small terminus yard layout, each functionally the same. However, the top layout contains 3 (or possibly 4) reverse curves, and thus requires shallow angled points and the minimum recommended is #6. The bottom layout contains no reverse curves, and the point angle can be determined by the radius of the closure rails that accommodates the rollingstock, and not the vehicle offsets. For example a #4 point is compatible with a 36 inch (900mm) transitioned curve. Of course the bottom layout does not look as "NSW" as the top one, but can be significantly shorter for equal capacity.



References:

Richard Sharpe (compiler), "Small Layouts", Gauge 0 Guild, 1990
Derick Cullen, "Minories Scrapbook", unpublished MSS 2008
Bruce Lovett and John Lee, "Layout: O scale in 1 and 2 Car Garages", unpublished presentations O Scale Modellers Forum 30/10/2010.

<<< 11

A TIP! If you are a little nervous at placing voltage on the unit first up, purchase a 10 watt, 12 volt auto globe, solder it in series with one of the pickup leads going to the test track. If when you turn the power on the globe lights up, you have a short circuit. These supplied decoders have very sophisticated overload protection, but better to check before running serious current through the decoder. It will clamp down the current to 3/10th amp. You'll need to go back and check all your wiring again.

Once you establish all lights are working, front and back lights are showing correctly on forward and reverse, turn the body back over, recheck that you have not pinched any of the wiring to the chassis, particularly pinching the motor wires to the chassis. Turn over and settle the body back in place on the chassis and replace the 8 tiny screws holding the body to the chassis on either end and both sides. Reglue the two water pipes from the radiators to the chassis and you are ready to play trains.

WARNING! Extreme care must be exercised during installation. The chassis is full brass and is "hot" potential to the decoder and current is just looking for a way of getting into the circuit and will cause serious damage to any decoder, often through the back door. If there is anyway the motor or pick ups are touching the chassis, you have big problems.

Model Railroad Craftsman can customise your function assignment if advised before delivery. The default settings for the decoder will be thus:-

- F1: Guard
- F2: Long or continuous Horn
- F3: Short departure Horn
- F4: Passengers adjusting seats
- F5: Guard unloading baggage
- F6: Auxiliary 1
- F7: Auxiliary 2
- F8: Engine Start
- F9: Auxiliary 3
- F10: Auxiliary 4
- F11: Auxiliary 5
- F12: Auxiliary 6

Model Railroad Craftsman will make available a kit comprising an NMRA 8 pin plug plus a variety of colours in 32 gauge hook up wire (each around 300mm lengths) to make it easier for modellers. You will however have to visit your local Jaycar dealer for the board and mini pin connectors.

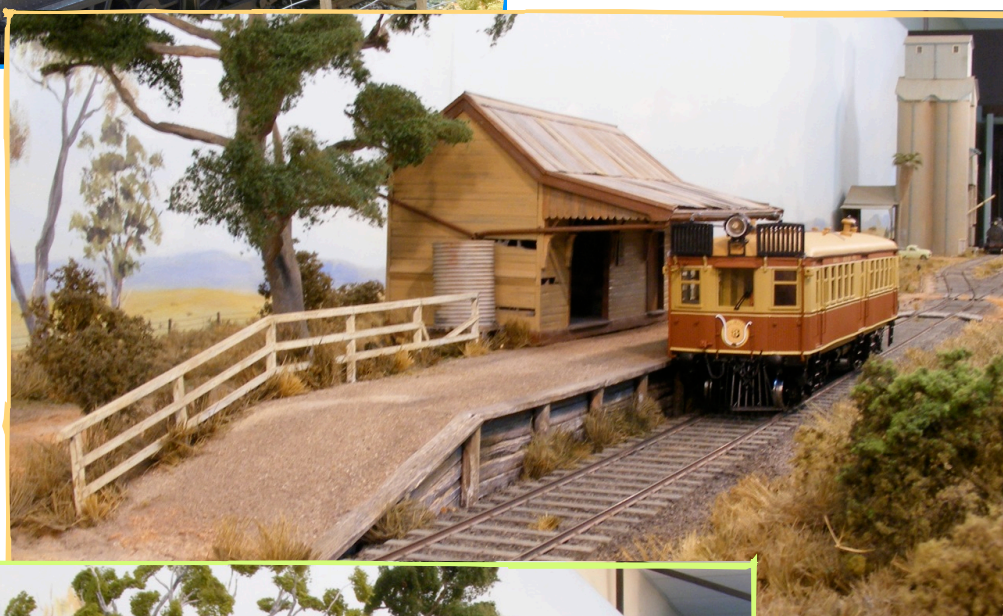
For information about the kit contact Gary at Model Railroad Craftsman, Shop 2, 1st Floor, 64 - 70 Main Street, Blacktown 2148. Phone 9831 8217

Showcase



1934 gets ready for a trial trip on Queens Wharf after its workshop attention by Trevor Hodges. The crew must be taking a break on the platform.

On its way back from overhaul the rail motor pauses at Binnabri's somewhat neglected station.



Once the CPH has cleared the section and handed over the staff the weekly pickup meanders on its way.

Both photos by
Bruce Wood

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 passed on the news that there have been some slight delays to the production of the 4-6-4T (C)30 due to "acts of God" (earthquake in NZ). Things seem to be back on schedule with a release date hopefully in time for the April Aus7 Forum.

Pattern work for the HR passenger carriage is 99% complete. Some difficulties in gathering some final prototype information around minor details on these carriages is holding up final production. Once this information is in hand the kit will be put into production.

The pilot model of the 44 class has been returned to the factory in China with a list of detail changes. Production should occur during the second half of 2011. Orders with a deposit will be open to those wishing to purchase from April 2011. Once the size of the order has been determined the production numbers will be locked in with no second run contemplated.

The drive mechanism for the 44 will be come with a centrally located can motor, twin flywheels, driven worm gear in a bogie mounted tower and pickup from all wheels. Front and rear headlight will operate with marker lights changing colour depending on the direction of travel. From examination of the pilot model there should be more than adequate room for the modeller to install larger DCC decoders such as the Loksound XL.



First and uncorrected pilot model of the O-Aust/Bergs/Haskell 44

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 have announced they are doing a new production run of their popular S

wagon kits. These are expected to sell out fairly quickly so anyone interested should contact Waratah. Price should be held at the same level as previous runs.

The HG guards van kit is in the final development stages and should be available in the second half of 2011. Body components will be in polyurethane with white metal and brass detail parts. Price TBA.

The weighbridge kit is now available for purchase. Instructions will have illustrative photos to ease construction of the polyurethane components and the etched brass weigh plate. All parts needed to produce a detailed mini scene are included. Price \$110.

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 want to pass on their apologies for delays to the delivery of the NSW 4-4-0 (Z)12 class kit. Production delays have been caused by a range of factors, not the least of these being the severe weather conditions in the northern hemisphere. At the time of writing all the kits have been packed and should be ready for delivery in January 2011. To reduce the possibility of damage caused by posting the kits, DPMS would prefer that those who have placed orders contact them to arrange delivery. Postal delivery will be at cost. Anyone wishing to purchase a kit should contact DPMS. The cost of a kit that has not been pre ordered will be \$2100.

A test assembly of the NSW 4-4-2T (Z)13 suburban tank locomotive has been completed successfully. This locomotive will be delivered to the designer in the UK shortly to allow the manufacturing process to commence in the first half of 2011. Because so many of the components of this locomotive kit are shared by the (Z)12 it is hoped that delivery timescales will be considerably reduced.

Outback Model Company

The Outback Model Company, 27 Brown St, Stawell, Vic, 3380, <http://www.outbackmodels.com/> or via email outbackmodels@gmail.com have passed on the following information about their range of 1:48 scale building kits.

The Outback Model Company is a relatively new Australian company producing a range of Australian outline O-scale (1:48) building kits and is owned and operated by John Hunter and Laurie Green. The aim of the company is to satisfy the market for those modellers who want a scratch building experience without all the work involved in this type of modelling. The kits are produced as limited runs and when they are sold out there is only limited capacity for re-runs. The kits are fully designed and manufactured by OMC in Australia.

The company produces a growing range of building kits and custom accessories. The latest kit to be made

available is St Agnes church, a small wooden structure that can be seen in numerous locations throughout country Australia. The basis of the kit is a laser cut wooden skeleton which is assembled and then clad, board by board, by the modeller. The kit is \$75, simple to construct and comes with custom "stained glass" windows. Further detail packs of pews and a picket fence are also available for \$15 each.



A wide range of accessories are available from The Outback Model Company and these include pallets, windows and buggy kits. Check the website for details and prices.

The next planned kit is a small school building based on a one teacher school on the Victorian side of the border near Echuca. Details will be posted on the web site as they become available.

Precision Scale Models

Precision Scale Models 4 Palmer Court, Mount Waverly, Victoria, Australia, 3149, 1300 562 633, 0418 554 760 <http://www.precisionscalemodels.com.au> or via email at jdella@precisionscalemodels.com.au have passed on news regarding their upcoming production of the brass r-t-r NSW C38 4-6-2 locomotive in 1:43.5 scale.

Drawings for the model have been examined and returned to Ajin Precision Co. Mfg of Korea to ensure an accurate model will be produced. The next stage is the production of pilot model and it is hoped that this will be in Australia by the middle of 2011. Any changes needed will be determined from this pilot model.

The model will come DCC equipped with a Digitrax decoder as standard but sound is not being offered as an option. The model will be delivered in 32mm gauge with Finescale wheels and will have operating LED

headlights and marker lights. The locomotive will come standard with a Mashima can motor.

PSM have not settled on any specific prototypes for the production of future 1:43.5 or 1:48 projects: however they are actively looking into the production of further models in these scales and welcome customer feedback. Whatever is finally produced will include both large mainline and small branch-line locomotives.

'O' SCALE FORUM 29 October 2010 **President's Report**

Location: Kamaraigal Room, North Sydney Leagues Club, Cammeray NSW

Attendees: 68 persons which included about 10 persons from outside the Sydney Region

Vendors: Bergs, David Peterson Modelling Services, Kerroby Models, KR Models,,O-Aust Kits,Waratah Model Railway Co, Model Railroad Craftman

Clinics: 'Manning Wardles' – John Parker

'Tylers Crossing' – Stephen Reynolds

'MS Word and the Rubicon Logger's Hut' – Prof Klyzir

'Scratchbuilding.....basic wagon building/kit bashing....' - Martin Hartley

"O" Gauge in 1 and 2 car garages' – Bruce Lovett & John Lee

O-Aust trophy Best Model – Stephen Reynolds for his electricity transformer and Robert Tresider for his Narromine footbridge.

Other matters: (a) two special resolutions re Public Officer and cheque signing were passed unanimously

(b) next Forums to be on 26 March 2011 and 29 October 2011

(c) Layout Module building promotion announced

As indicated above Aus7 Modellers Group are proposing to offer a subsidy to an individual or group to undertake construction of a modular O scale layout.

Terms and conditions are too extensive to include here but these can be viewed on both the Aus7 web site at www.aus7modellersgroup.org and the 7mm Ausmodelling Yahoo Group site.

44 Class

Brass Diesel Locomotive
7mm "O" Scale Ready to Run



Expected availability early 2011

A project jointly developed by:



Initial Inquiries to Peter Krause O-Aust Kits info@oaustkits.com.au or 07 3298 6283

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Parramatta NSW 2150
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Email mail@bergshobbies.com

O-Aust Kits

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Golden White (prototype) LEDs 3mm

0.8mm Golden White LEDs with leads

Miniature Globes 1.5v, 12v, 14v, from 1.2mm dia.

Clover House O scale PC Sleepers

Other Brands Stocked:

BA Screws & Nuts-Kadee Couplers - Billboard Decals-Model Etch
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P.O. Box 740 Glen Innes NSW 2370

Ph. 02 6732 5711 Fax. 02 6732 1731

www.gwydirvalleymodels.com

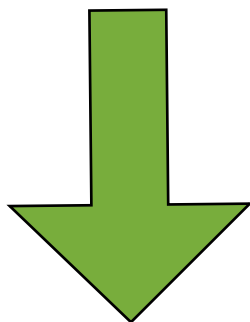
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Aus7 Modellers Group Membership

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 26th March 2011

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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