

7th Heaven



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Straight Down the Line - Opinion

by Paul Chisholm

Less Is More

If you are reading this you are probably at least partly convinced of the merits of O scale modelling. I won't list these as they have been discussed in this and other forums a number of times but recently another advantage occurred to me which at first may seem a little strange. This has to do with the range and number of models available in O scale compared to HO. Let me explain. In the most recent edition of Australian Model Railway Magazine I counted nineteen new locomotive or rolling stock items planned for the next two years, four projects just released and reruns of four others and these were just NSW prototype. Even after narrowing these down for era modelled and prototype interest it would leave me in a lather of anticipation and financially damaged! Hard decisions would have to be made.

Then there is the matter of constantly improving standards. Being a long time modeller I already have quite a few models of the prototypes on offer but they certainly don't stand up well compared to the detailed sound and lights equipped versions now available. Replace the old ones? More decisions and financial stress!

Then there is the matter of modelling satisfaction to be gained for the dollars spent. Not much incentive here for someone who likes to build from scratch or kit. Why bother when you just have to open a box and when you go to the club there are so many of the same models that you have to label yours in some way to avoid taking home something that doesn't belong to you.

Somehow it has all become a bit too easy. Now don't get me wrong. I don't for one minute begrudge the HO modeller this feast of choices and if I was still in HO I guess I would be right in there. It's just that I like to have a bit of a modelling challenge, develop and test my skills and produce something that isn't exactly the same as every one else. There is little incentive to spend time scratchbuilding or kitbashing a model if you can already buy it or even worse have it released a few months after you have spent countless hours building it. This leads to a decline in modelling skills and a bland uniformity of models on display.

By comparison O scale not only provides the opportunity for, indeed requires, the development of a wide range of skills but the resulting models are always interesting and varied. Even the same kits when built by different modellers display an individuality of finish, detail and weathering that sets them apart from others and draws attention.

I also find that with O scale I am satisfied with fewer models of higher quality and detail than I would be if I was still modelling in HO. It's as if the size makes up for the quantity and of course you simply can't find room for that many models anyway and your O scale layout probably doesn't need them.

So, there you have it. A perverse advantage of O scale is in my opinion the fact that there is less readily available out of the box. Long may it remain so. I wouldn't like to see O scale become just like HO but twice as big!

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On The Cover

The helper loco simmers quietly below the coal stage at Valley Heights while it awaits the next arrival to be assisted to Katoomba.

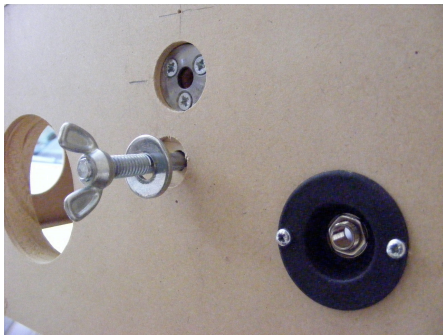
A scene on John Parker's under construction layout. Part two of his description of building it is in this issue.

Valley Heights

An interpretation in O scale Part 2

Part 1 appeared in Issue 29

John R B Parker



Design Criteria versus Reality

Extract from Part 1...

"Desirably, all visible track and turnouts would be hand laid to more accurately replicate the prototype."

I admit it, I have already broken one of the 5 design criteria set out in part 1;

I am pleased to report that the other 4 remain in place and are being adhered to. The on-going revaluation of the Australian Dollar has made Peco Turnouts appear so much more attractive and their use in lieu of hand-laying all track and turnouts will shorten construction time. Hopefully the 'chairs' used to secure the rail will be largely hidden by the ballast and ash common to a loco depot. The mainline and the coal trestle track will still be hand-laid.

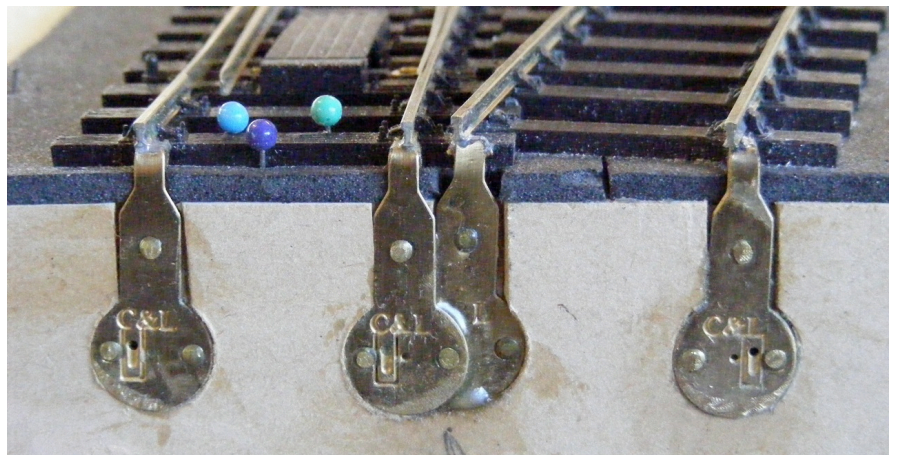
One of the first challenges for the designer and builder of a modular or sectional layout is how exactly will the various sections be joined. Over the years many different methods have been tried so rather than reinvent the wheel I have used a variation of the methods used by a number of others.

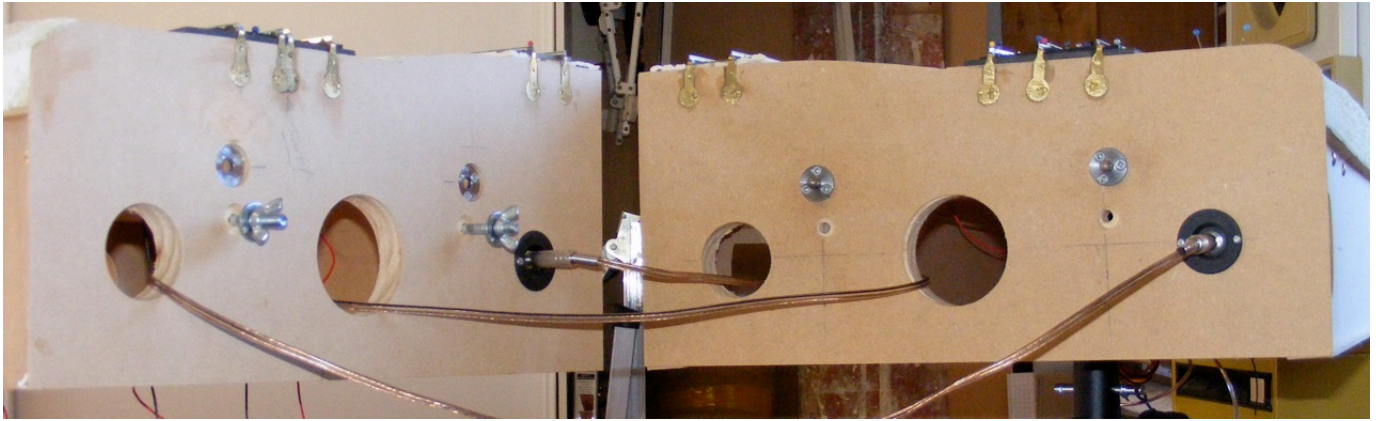
Accurate alignment is assured using pattern makers dowels¹, which are frequently used in baseboard construction. These are available from a number of specialist hobby shops. If possible purchase fittings made from stainless steel or brass. Unfortunately the items I purchased are manufactured from steel and so need a thin film of oil to prevent rust.

Obviously it is essential that these are mounted in exactly the correct location to ensure accurate alignment. I found it easier to recess the two halves of the connector into one side. The female half should then be attached using the supplied countersink screws. The other half can then be temporarily fitted. Clamp the two sections together. The male portion of the connector has a pointed protrusion on the rear. As the two modules are pressed

together a small depression will be made indicating the exact location where the hole needs to be drilled to mount this half on the other module. Bolts glued in place together with easily tightened wing nuts provide the physical force necessary to clamp the sections together.

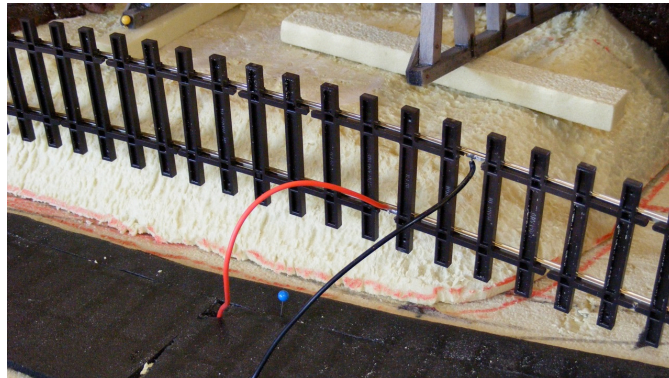
The ends of the rail are soldered to baseboard end track protectors² available from C+L Finescale and other suppliers.





Photographs which hopefully will explain this also show in part the method used to connect the wiring between modules. The main bus will be connected with short double-ended patch cables each fitted with standard 6.5mm mono jack line plugs³. These will mate with 6.5mm mono chassis sockets⁴ mounted in socket mounting cups⁵ commonly used in P.A. speaker systems. Not visible in these photographs are the Cat 5 patch cables⁶ which will be used in conjunction with RJ45 modular sockets⁷ for all other wiring including turnout control and auxiliary services.

One of the big advantages often promoted by the builders of micro layouts is that much of the construction can be carried on a bench or any convenient work table. Modular layouts share this advantage, no more crawling under a fixed layout to install wiring. The problems associated with lying on

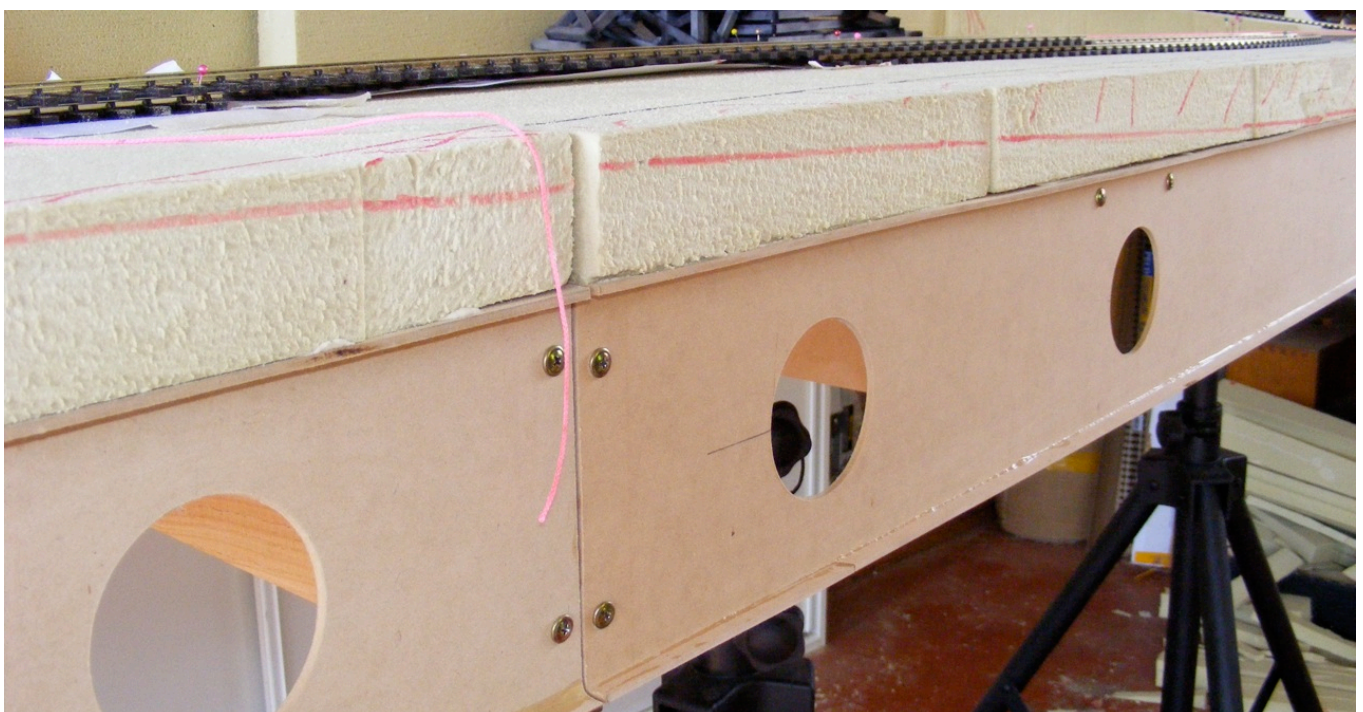


your back whilst using a soldering iron above your head, are in the past.

To ensure trouble free operation it is recommended that each individual piece of track is electrically connected to the main wiring busses. 'Droppers' or feed wires are soldered to the underside of each physically separate piece of rail, including the individual pieces of rail in a turnout. It is a simple matter to

drill holes in the foam for the feeders before the track is finally mounted in place. We will return later to the task of connecting up all these feeder wires.

Valley Heights presents an interesting challenge to the builder due to the grades involved. It is just not possible to lay the track on a flat surface and then add the scenic elements later. Although some of the track around the turntable area is flat, there are some steep grades involved at the prototype location which include 1 in 30 and even 1 in 20.



Due to the space constraints on the layout some liberties have been taken resulting in a slight compression of both the length and depth of the section modelled. This has resulted in more vertical cliff faces and a slightly steeper grade on a portion of the coal trestle than existed in reality, (as mentioned in Part 1 this is an interpretation of Valley Heights Loco not an exact replica!) Construction has proceeded by building the landscape at the same time as tracklaying, with all the main wiring to follow later. The modular construction used will simply this process as the individual modules can be laid on their side on the workbench.

The early 'construction in progress' photos indicate how simple it is to add scenic elements above the nominal ground level by cutting to shape pieces of scrap foam which are then be glued in place. Some elements of the layout are below ground level so it was necessary to remove sections of the foam⁸ and even drill out sections for the ash disposal tunnel in front of the coal bins. As the photographs indicate the use of rotary cutters mounted in a slow speed drill makes this a very simple process. The foam is very forgiving, if you accidentally remove too much, smaller filler pieces can be inserted and another attempt made.

Materials and suppliers (In order of article references)

1. Baseboard alignment dowels
C+L Finescale - #C1191
2. End track protectors
C+L Finescale - #C1012
3. 6.5mm Jack mono line plug
Jaycar - #PP 0194 or similar
4. 6.5mm mono chassis sockets
Jaycar - #PS 0162
5. Socket mounting cups
Jaycar - #HS 8025
6. Cat 5 patch leads
Jaycar - #YN 8202 or similar
7. RJ45 surface modular sockets Jaycar - #YT 6064
8. 50mm thick Foam
Austech - Goldboard 50mm
9. Mt Albert scale lumber
The Railcar
10. Banana plugs piggy back
Jaycar - PP 0391 or similar

Supplier Details

C + L Finescale

<http://www.finescale.org.uk/>

Jaycar

<http://www.jaycar.com.au/>

Austech

Austech External Building Products
PO Box 4208 Marayong NSW
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Phone: 02 9831 1623

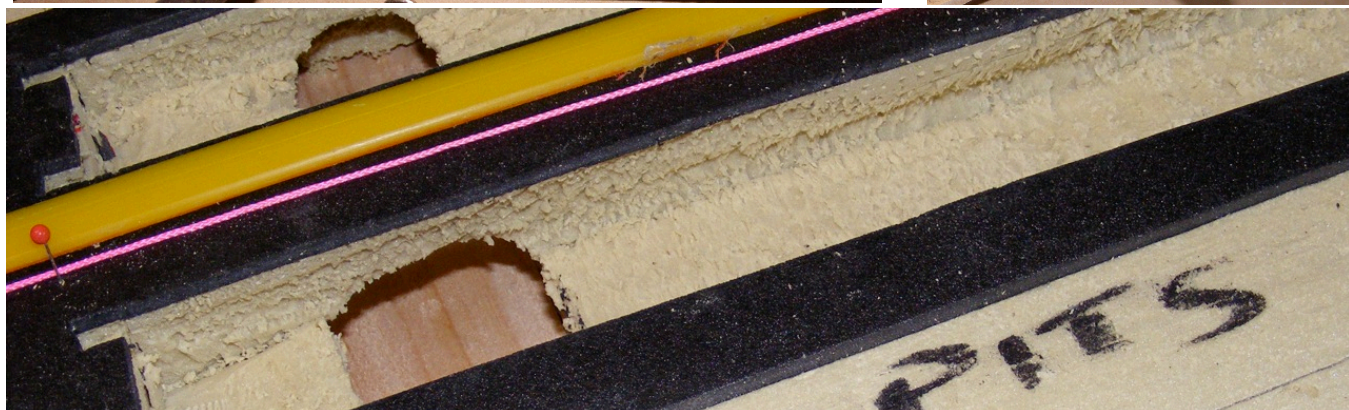
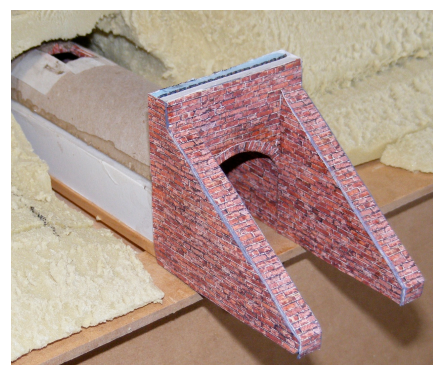
Email: sales@austech.com.au

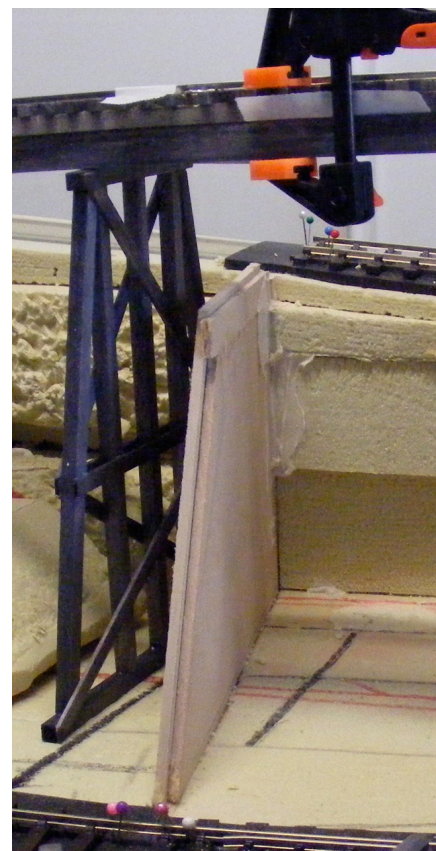
The Railcar

<http://www.railcar.com.au/>

As the ash tunnel requires a cut right through the main foam structure an additional piece of 50mm thick foam was glued underneath this section accommodating both the tunnel and the depths of the cut-outs necessary for the locomotive service pits.

I was looking forward to building the coal bins and trestle together with the zigzag access road but was amazed at the amount of scale timber required.





My purchases made substantial inroads into the stock holdings of Mt Albert scale lumber⁹ held by The Railcar. It was necessary to use 1:48 scale material (U.S. O scale) rather than the correct 1:43.5, (I am not aware of any supplier of the correct 7mm scale.)

The 'in progress photos' give some indication of the size of this significant portion of the layout and also highlight a new 'problem', or should that be 'challenge'. I have discussed earlier some of the solutions to running rails across module joins but how to you cater for a join on a trestle effectively in mid-air? My current plan is to fix the western end of the trestle directly to module 1, which incorporates the turntable and cut-away engine shed.

The actual join will be close to a trestle bent and just inside the edge of the module rather than on the actual edge.

The coal bins complete with the extension of the trestle are constructed as a removable piece of scenery which will 'plug' into the western portion of the trestle and then be physically located in place on module 2. The aim is to fabricate a hidden plug and socket using rugged banana plugs and sockets¹⁰ to achieve the physical and electrical connection between the two halves of the trestle.

Will it work? I hope so, but you will have to read the next instalment to find out if it did.



One Half Baked Solution

Trevor Hodges



I read Derick Cullen's article "O Scale in a Single Car Garage" in issue 28 of 7th Heaven with interest. I'm as interested in the trains and track of my chosen hobby as the next person, but I also have an ongoing interest in the design of layouts and their associated infrastructure. I'm especially interested in ideas concerning how we might squeeze the type of operating we want into the relatively small spaces often available to us. Successfully designing a layout in O/7mm scale is not just a matter of redrawing a plan from a smaller scale and then ordering the timber from the local hardware. You probably can get what you want into the space you have available but you need to think smart and Derick gives a plethora of practical suggestions in his article on how you might achieve this.

In his article Derick mentions a "half baked" method of turning and storing trains he refers to as "the rotating transfer table" and goes on to say that he knows of no examples of one of these devices. He seems to be referring to a transfer table/traverser that incorporates into its design a central pivot that allows the whole table to rotate, thus providing a facility to turn the trains as well as allowing individual tracks to be aligned with an exit/entry track (or multiples of same) as in any standard traverser/transfer table. By way of illustration I might point readers to some examples of these devices illustrated in books and magazine articles which should be readily available to most modelers (see the references at the end of this article). However, in addition to these "foreign" examples, I thought it might be timely to relate my own experience of building a similar device and its application to O scale.

In my article on Queens Wharf (AMRM, June 2009) I related some details concerning the tortuous path this little shunting layout took in coming into existence. In the article I mentioned that originally the wooden trolley Queens Wharf operated from (photo 1) was designed to be a rotating traverser or transfer table for my Morpeth

layout. My first attempt at building a 7mm layout was a very loose interpretation of Morpeth, a line which branched off the main north at East Maitland. The layout was restricted to two walls of the garage or, to be completely accurate, it ran down one wall and in front of one of the roller doors of my double garage (see title photo). I only had one car so I didn't need to access the other roller door. The layout was configured in a capital L, very similar to that illustrated in one of Derick's examples on page 13 of his article. The end of the short part of this L was where the line met the rest of the world and it was at this point that a fiddle yard was needed to allow the trains to exit the scenic portion of the layout.



Trains exited the layout via a hole cut into the backdrop (photo 2). The layout used all the available permanent space for the scenic portion of the line and train storage, however it was configured, would need to be temporary. It would need to be placed into position when the layout was in use otherwise it would permanently block the other garage door (the one that remained in operation to let me get the car in and out). After reading Gordon Gravett's second book on 7mm modelling (see

references), I decided that the solution my storage problem was to have it on wheels, so I set about building a traverser table on wheels to allow trains to be stored and turned all in the same unit.



The end of the layout where the trains exited was readily accessible but the floor in this section of the garage was far from flat making it less than ideal for this type of storage arrangement. The trolley (photo 3) was constructed from dimensional radiata pine: the four uprights are 70mmx70mm (3"x3") while the timber forming the three "frames" were standard 70mmx20mm (3"x1"). The surface of the sliding table and the storage shelf below was 12mm mdf. The main body of the trolley is two 3x1 ladder frames connected by the four 70mmx70mm upright legs. Four trolley wheels are screwed into the bottom of each leg. The traverser was made from a third, separate frame with the mdf top and this had two extensions at each end which ran in some simple, wooden drawer runners attached to the trolley (photo 4). The trolley top no longer exists so I can't check the dimensions but it was wide enough to hold four lines of track and was narrower than the top frame attached permanently to the trolley. I think the photo



makes things reasonably clear.



When the layout was in operation I would first move the car onto the drive and bring trolley out of storage from the other side of the garage, where it spent its life pushed against a wall (photo 5). It would be rolled into position against the end of the layout (photo 6) and secured into position with some over centre latches. Electrical connection was made via a simple din plug and socket arrangement.



The plug was on a tether on the end of the layout with sockets on each end of the trolley. DCC made wiring up this arrangement a breeze. A DPDT lever switch was placed at the end of the layout causing the last 300mm of track to be dead until the trolley was wheeled into position thus engaging the lever on the switch. When a train was needed the operator simply moved the traverser to the correct track (photo 7 & 8) and drove the train on or off the scenic portion of the layout. When the available trains had been used on the layout once the trolley could be unlatched from the layout and the whole thing rotated and reattached, thus allowing whole trains to be turned without the need to handle stock.

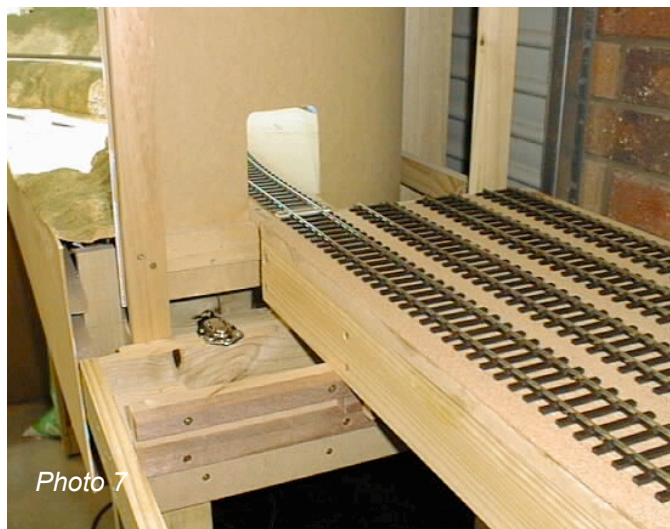


Photo 7



Photo 8

Now before you start thinking that I'm an awfully brave person letting my models run onto such an exposed table top arrangement, let me assure you that this traverser was very much in its Beta phase of development when the photos were taken. The plan was for it to have all sorts of safety devices such as side walls, electrical trips and end stops installed before entering full service. The reason there are no photos of trains on the table accompanying this article is because I rarely ran a full train onto it: it didn't survive long enough for the safety refinements to be installed. As usual, poor old 4811 was the test bunny for this idea

and you can see her treading warily onto the table in the photo 9. As I mentioned in my AMRM article, I balanced my desire for more scenery against the need for a fiddle yard and the fiddle yard lost. So Queens Wharf was born, taking up residence on the trolley originally intended for the traverser.



Photo 9

The lessons learnt from the experience of constructing and testing this trolley are many and varied, but I'll restrict myself to the most salient:

A traverser/trolley arrangement such as that described here works. Such a flexible track arrangement allows more scenic length in a restricted space; and let's be up front, who amongst us has too much space for their layout?

This arrangement has one outstanding benefit; it allows trains to be turned without having to touch them. The plans for my trolley included a cover over the whole table that would allow trains to be stored on it permanently, eliminating the need to unpack and pack up the trains at the start and end of an operating session. This is especially important in a scale where the models are so big and relatively heavy.

The most critical factor in making a traverser that spins - the method used to spin it doesn't matter much in this respect - is that the table's framework must be absolutely flat. No amount of bending and tweaking later will achieve a truly flat frame, so you must ensure this is designed in from the start. Radiata pine is notoriously prone to bends and twists and no thickness of mdf will level things out. You'll have to take my word on this. The reason you must have a really flat surface is that when you spin the table around the level must be the same at both ends if trains are to successfully run on and off the table. In this instance I would recommend spending a little of your hard earned and getting a friend with a welding rig or a local engineering work to knock you up a frame from steel, as long as it's truly flat and square. Trolleys of this type really only start becoming feasible in scales such as O because the wheels on our stock are a little more forgiving of slight track irregularities.

The method of allowing the table to slide back and forth doesn't really require anything too fancy. I didn't use standard drawer runners because the only ones readily available at the time had a slight "drop" designed into the slide action. Even with the full extension drawer slides available these days that do not incorporate this feature, I'd still go with my rather crude 1"x1" home brewed runners. Why? Because when I slid the table into position I wanted it to stay there; any arrangement that was too free to slide would require a locking mechanism and this isn't needed where two wooden surfaces meet. A little bees wax is all that is needed to smooth things out and to prevent unwanted jerks appearing, and I'm not referring to your brother in law dropping by to drink your beer.

The wheels I used were quite expensive and can be purchased at all good hardware stores. They have medium hard rubber tyres and glide smoothly over concrete floors. You don't need the even more expensive clutch locking versions if you use the latches you can see in the photos to secure the trolley in place.

This type of trolley is only really applicable in a more permanent arrangement such as Derick's theoretical single car garage. For this reason you can make the trolley as heavy as you like, in fact the heavier the better, as this will tend to reduce the possibility of the whole show tipping over. The wider apart the wheels are the better so you may decide to put them on outriggers to widen the footprint. The ideal length is a matter of personal choice, but my table was 1.8m long, mainly because that was how much space I had available to store it against the opposite wall. I would hesitate to go much longer than this, but whatever length you settle on, ensure that you have the space to turn it safely. There may not be quite enough room in a single car garage for a layout *and* the space to spin a 2.4m long trolley!

References

Gravett, Gordon, *7mm Modelling Part 2 Building a Layout*, Wild Swan Publications, 2000.

Payne, Christopher, *Brink Valley Tramway Railway Modeller*, July, 2010.

Fielding, Robin, *The Fiddle Yard for Grove Ferry Junction – Model Railway Journal No: 199*, Wild Swan Publications, 2010

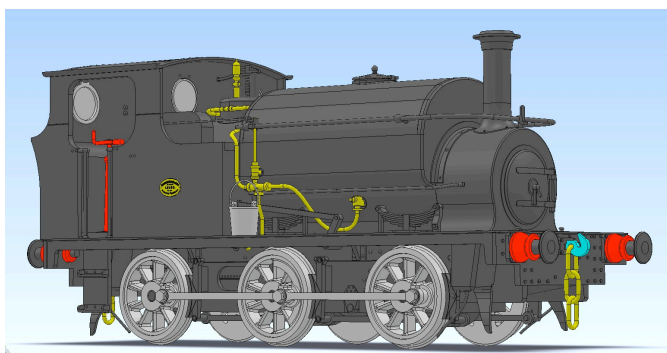
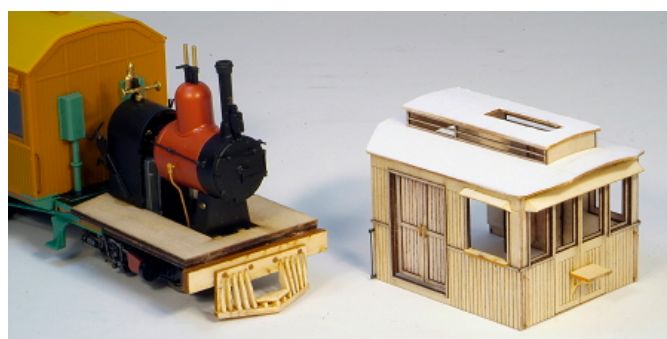
<<< 18 Commercial News cont.

Final price is to be confirmed but expected to be around \$500 range and will be available through hobby retailers. Trade enquiries from model railway retailers are invited. It is hoped that the above-mentioned loco tools will be available as a separate detailing pack. This will depend on how they are included in the tooling moulds.

The pilot model for the brass, ready to run 7mm scale NSWGR No. 1021 Manning Wardle 0-4-0ST has been completed and was in transit to Australia at the time of writing. Photos will be available as soon as the model arrives and can be accessed via the website.

This model is being produced as a limited run of 100, ready to run, in two liveries: lined blue, as preserved at Thirlmere; and unlined black, both with red buffer beams. Price is expected to be around \$600-\$650. Ordering will be via the website.

The On30 (1:48) South Australian Railways 'Coffee Pot' Steam Railmotor Nos 1 and 2 have been available since Christmas 2010. In partnership with USA modelling tool and kit supplier Micro-Mark, Ixion has developed a conversion pack to turn the Coffee Pot No2 into a backwoods or branchline steam railcar. This conversion pack should be available by early September.





The model

Waratah-Haskell is to be congratulated on the production of a fine model of the popular NSWGR rail motor at an extremely competitive price. The purchaser cannot fail to be excited when after opening the wooden presentation box realisation occurs that this model also represents really excellent value.

If your normal motive power is DC, or even if you purchased the model just for display on the mantelpiece then the story ends here, but if like me you think that models should move, sounding and looking as much as possible like the real thing, you are faced with a bit of a quandary.

The model as delivered is fitted with interior lighting, headlights and the correct red and white marker lights together with an 8 pin socket for the installation of a DCC decoder. It is possible to plug in a suitable non sound decoder and operate the model under DCC, but regrettably without any control over the lighting and of course no sound. This is a problem common to many of the current HO models delivered as DCC ready, I am afraid the circuitry needed for independent lighting control is just not installed.

Decoder selection

It is important that an appropriate decoder is selected to suit the model and if this was a conventional diesel locomotive there is no doubt that the Loksound XL V3.5 with appropriate sound file would be the obvious choice. It is however the most expensive solution and is probably an overkill for this model which can

Do we really need another CPH article?

The comprehensive article in 7th Heaven Issue no 28 provided a wealth of information on dismantling and modifying your CPH rail-motor, regrettably after reading some may have felt that the whole procedure was just too difficult to attempt. In this companion piece I have attempted to simplify the process by providing wiring diagrams and also highlighting other options which can be considered when adding controllable lights and sounds.

Contact me if you need further assistance with function allocation and programming .

easily be controlled by the more cost effective Loksound V3.5 or its successor the Loksound V4.0. Of course there are other possibilities but for the sake of brevity this article will consider only these two as the best choice options.

My initial CPH modification was completed prior to the availability of the specially recorded CPH sound files from the Model Railroad Craftsman. I took advantage of the many sound files available directly from ESU Loksound making minor modifications to provide accurate horn sounds. I used #52454 (VT98 Railcar) as the starting point. These sounds are not exactly correct for the CPH but with the addition of appropriate horn sounds it does provide a reasonable representation

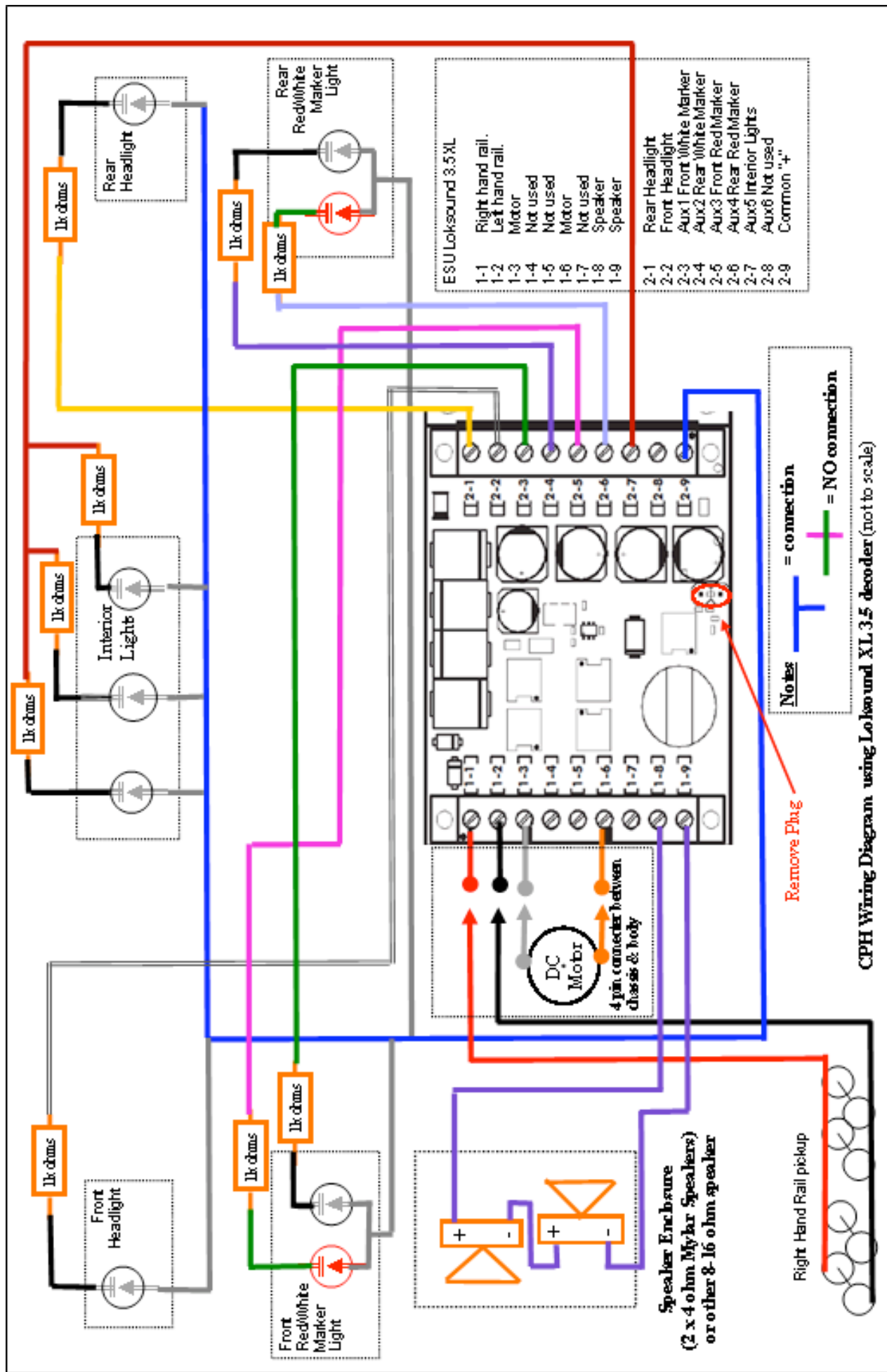
of the CPH. It does not include however the extra sounds such as 'seat turnover' included by MRC. For 'sound authenticity' I would recommend purchasing either of the two versions from MRC the only drawback is that as the 'sound file' is not made available, the purchaser cannot edit any of sound information or even re install it if for any reason the decoder was re- used for another application.

Option 1

If you want the greatest sound output, the Loksound XLV3.5 decoder will be your choice. The output stage is capable of sound levels suitable for even the noisiest of exhibition environments, at home you will need to adjust the volume to a much lower level.

This decoder comes with screw terminals so it is not really essential to use an additional Printed Board Assembly to mount the resistors necessary for the various LED's. Simply cut all the wires terminating on the PBA in the model. Remove and discard this PBA. All of the 'grey' wires from the LED's are connected together and then to the '+' or common point on the decoder. A 1K (1000 ohm) resistor should be soldered to each of the 'black' and 'green' wires emanating from the LED's. The other end of the resistor is soldered to a wire of the same colour and then each resistor and the two soldered joints covered by small diameter heat-shrink tubing.

The detailed wiring diagram on the following page should assist in this process.



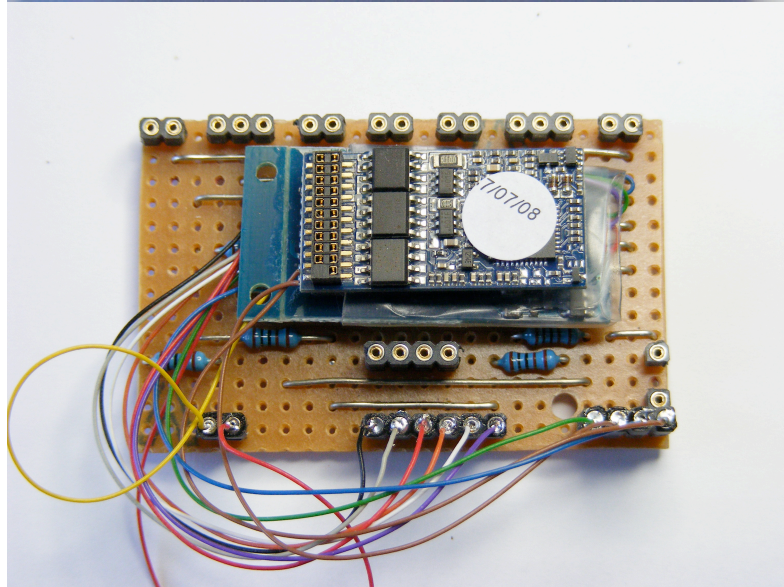
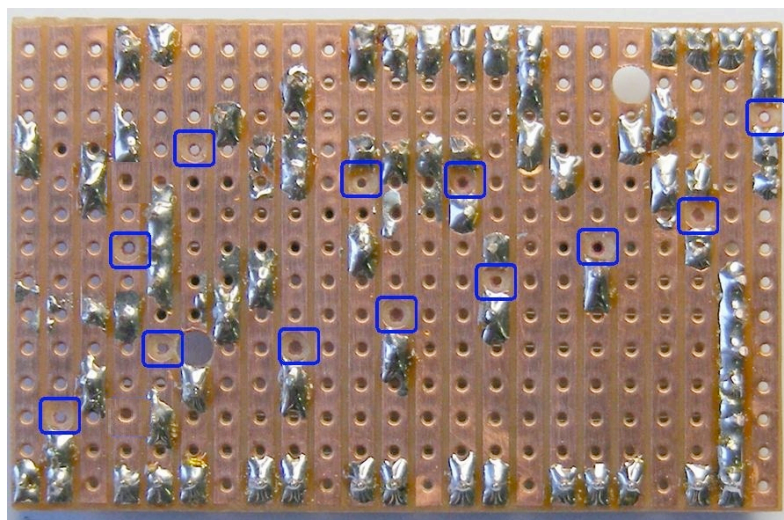
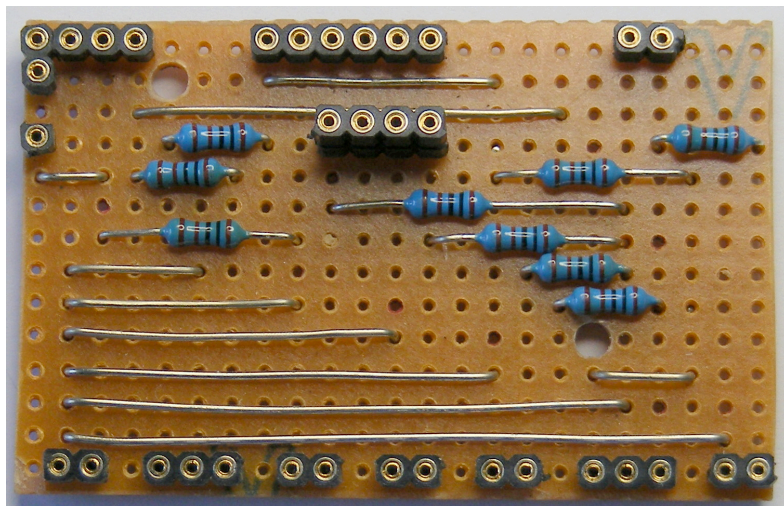
Another option is to mount one end of the resistor in the terminal on the decoder and then solder the black or green wire from the LED to the other end of the resistor. A short length of wire could also be used in a similar way as the termination point for the 'grey' wires. Unfortunately in most cases you will find that as the lead from the LED is not long enough it will have to be extended with another piece of wire, which is the principle reason for the suggestion of including the resistor as part of the extension.

Option 2

The leading photograph in this article shows a complete installation based around a modified version of the standard Loksound V3.5 decoder. This modification which adds another function is not particularly difficult but there is an easier way if we start with the 21 pin version of the decoder and add the 21MTC Adaptor (Part #51968). This adaptor board provides access to an additional two functions; we will only use one in this application. The use of the Loksound V3.5 is more than adequate in this model and the sound levels achieved are probably closer to scale levels, the rail motors were reasonably quite in operation. It is also cost effective, saving about \$100 on option 1.

In this example it is easier to mount the resistors on a piece of matrix board. The photographs of both sides of the assembled board, should aid in its construction, the board is ultimately mounted in place of the PBA discarded earlier. It should be noted that in addition to the two mounting holes, twelve cuts need to be made in the copper track where indicated in blue. Close examination will show that the cuts are made with a drill or you could use the new spot face cutter available from Jaycar (part #TD-2461), which is especially designed for this purpose.

All the components are mounted on the non-copper side. Jaycar part #PL-6470 IC socket strip is used to make the both sockets and plugs as required. I used a plug and socket connection for the 4 way connector between the chassis and the body. 2, 4 and 6 pin plugs were also used for all the decoder leads. This permits easy removal of the decoder without the use of the soldering iron should this ever be necessary.



All other connections were made by soldering directly to the sockets on the board. You could of course use the same IC mounting strip to make plugs for each wire rather the hard wired approach, but this is not really necessary as it is unlikely the board with its resistors will ever need maintenance.

The wiring diagram on the next page indicates all the connections. The third photograph shows the actual decoder held in place on the resistor board with double sided foam tape. As neither the adaptor board nor the decoder is normally insulated a piece of suitable heat shrink tubing was used on the adaptor board. The decoder should not be covered with this material.

A Long Shafted Kadee Coupler For O Scale

Jim Longworth

I use Kadee couplers. A couple of items of my rolling stock have buffers, notably steam locomotives and guards vans. When mounted on rolling stock with buffers the heads of the knuckles on the Kadees do not project out beyond the faces of the buffers sufficiently for the coupler to engage with the coupler on the next item. This is not a problem when coupling and running buffered and un-buffered stock together. But they will not couple together buffer-to-buffer automatically. They have to be coupled together by fiddling with two full-sized, 12in to 305mm, hands. Restricted longitudinal movement prevents the coupled rake from rounding some of my tighter curves.

To the best of my knowledge Kadee do not make an O scale coupler with a long shaft. Therefore i set out to make one as an experiment.

Materials

Each coupler required:

Two standard couplers.

A short length of $\frac{3}{16}$ in square section brass tube.

Razor saw; files; super glue.

Method

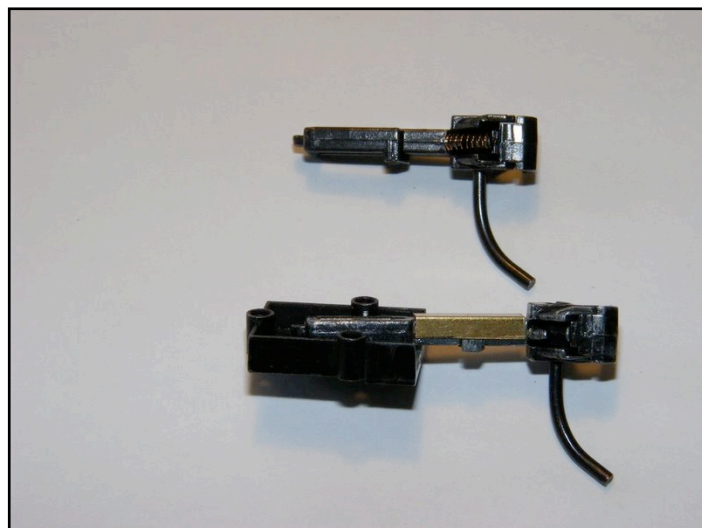
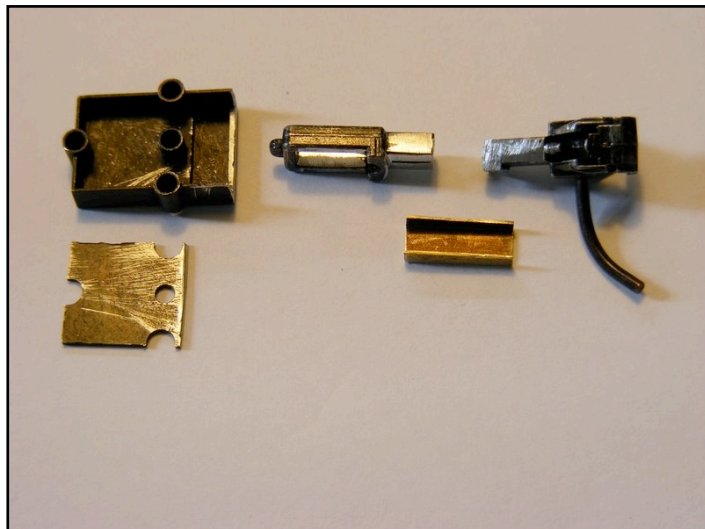
My method was to:

1. Cut the knuckle head off one coupler, leaving the maximum length of shaft intact.
2. Cut the centring spring retainer off the other coupler, again leaving the maximum length of shaft intact. I actually cut through the centring spring retainer and filed the resultant boss down to the same size as the coupler shafts. By varying the length of the remnant stub-shafts one could vary the distance beyond the buffer faces that the knuckle will project.
3. Cut a short length of the $\frac{3}{16}$ in square section brass tube sufficiently long to cradle the full length of the two part pieces of stub-shaft end-to-end. Slit the square tube into two sections, looking like [], by cutting along the centreline of two of the

- opposing sides of the tube with a razor saw.
4. Cut the open end off the coupler pocket back to where the bottom of the pocket becomes thicker.
5. Cut the coupler pocket lid back to just before the side set of mounting screw retainers, to let the splice oscillate freely.
6. File all cut edges smooth.
7. Glue both cut-off stub-shafts into the brass splice, with the splice fitting over them from the top side.
8. Assemble and mount the modified coupler onto the item of rolling stock as required.
9. Enjoy shunting.

The result is that the extended length coupler shaft now positions the coupler knuckle well out beyond the face of the buffers, allowing the coupler to couple up to other items of rolling stock which are also equipped with buffers. An additional benefit is leaving two centring-springs and two knuckle-springs as spares.

Marshalling a train consist to avoid wagons with buffers being positioned next door to each other is relatively easy on the model layout. However during shunting, the front of the locomotive, which is fitted with buffers, is highly likely to need to be coupled to the rear of the guards van, also fitted with buffers. To minimise the number of long-shaft couplers I need to make, I have fitted them only to locomotives at this stage.

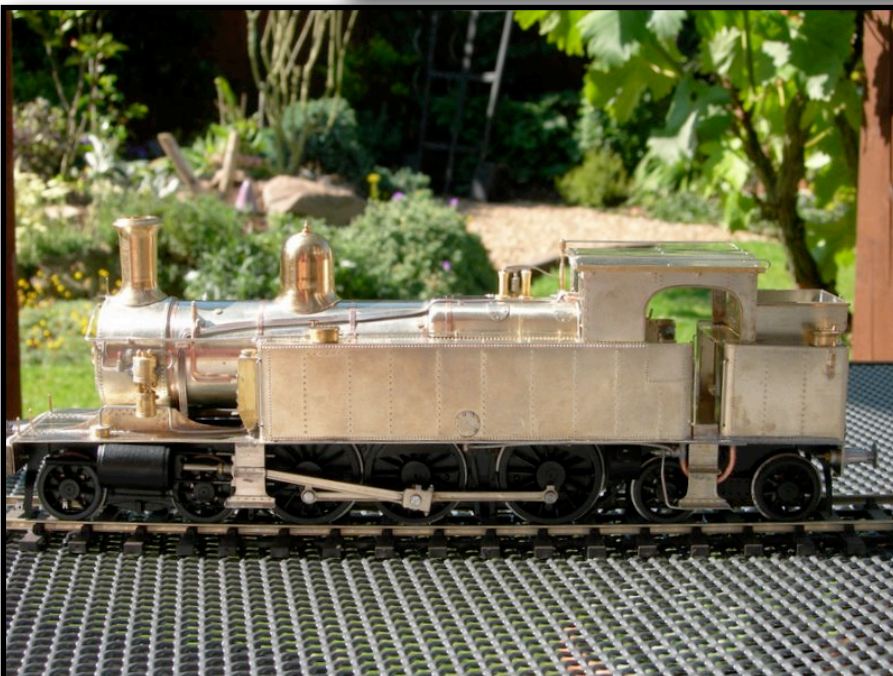


Showcase



Some creative kitbashing by Peter Krause. HR 322 was the prototype car and differed from the other HRs as it had its entrance doorway in the middle. The model was built by combining HR and FR side castings.

RBRs were standard BRs with one compartment and the adjacent toilet area set aside for use as a buffet. An extra side door was provided in the corridor opposite the buffet. As with the prototype, the model was built from a standard BR kit.



The wonderful workmanship of highly respected British modeller, Bill Davis, can be seen in his first ever attempt at a NSW locomotive. 3030 is being built for John Parker, who will add the finishing touches of sound, paint and subtle weathering when it arrives in Sydney later this year. John is viewing the prospect of painting such a beautiful model with some trepidation.

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 announced the release of their kit for the NSW 30 class tank locomotive. The kit consists of polyurethane, pewter and lost wax brass castings as well as an etched brass chassis and rods and Slaters wheelsets. Three different bunker options are included with the kit. Price is \$1500, not including postage.

Also now available are 7mm scale etched brass numbers for NSW steam locomotives.

The planned VR ELX bogie open wagon in 1:48 is finally nearing completion with expected release in the second half of 2011.

Future projects include NSW GSV four wheel sheep van, NSW BSV bogie sheep van, NSW EHO passenger guards van and NSW CX "dogbox" composite passenger coach. A 3AE 6 wheel passenger bogie should also be available later in the year.

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 passed on the news that the HG brake van is progressing satisfactorily with a release date expected in the second half of 2011.

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 dlwpeterson@optusnet.com.au has passed on the news that the 12 Class kit has sold out. A new batch will be run but this will be limited to a once off run. Cut-off for orders for the new run is mid August 2011. DPMS expects to be able to hold pricing at \$2100 per kit

Design for the Z13 has commenced. A test build of the etches is expected to be completed by late August. Subject to any design changes, the complete kit should be available late 2011. Pricing will be \$2000 per kit.

Test builds of the original version of the 12 Class (C79) in both Beyer Peacock and Dubs forms are being undertaken to gauge if there is sufficient interest to proceed to kit form. More details will be provided when they come to hand. Pricing is yet to be set but should be of the same range as the Z13.

Dress-up kits for the Century 19 Class should soon be made available as well as some new components to enhance these kits. The etched components consist of two cab options and the footplate and chassis as originally provided by PME. The chassis and footplate etches are only available for S7 spacing however they can be modified by modellers with experience to suit F7 spacing. In addition DPMS can now supply components for inside motion as well as etched rods. The inside

motion components can be sourced from Laurie Griffin or alternatively from DPMS. Castings are in nickel silver. The crank axle can be supplied by DPMS assembled as one piece. Well detailed assembly instructions are available. The etched rods are available in early or late versions. They are designed to accept the one piece threaded steel crankpin /collar used on the 12 Class. Pricing is yet to be set.

Bergs/Haskell/O-Aust Kits

Bergs Hobbies, Keiran Haskell & O-Aust have passed on the news that a revised and painted sample of their joint venture, the NSW 44 class/SAR 930 class brass ready to run locomotive in 7mm scale, is expected to have arrived in Australia around mid 2011. Orders with a deposit are now being taken. There will only be a single production run and numbers will be strictly limited. Three body variations of the 44 and one of the 930 are planned. Based on the previous experience the model is expected to sell out quickly.

Ixion Models

Ixion Models, PO Box 303, Quakers Hill, NSW, 2763, Australia, (02) 9626 9273 or (02) 4957 415, info@ixionmodels.com and www.ixionmodels.com have passed on news about several projects of interest to O-scale modellers. The first of these is that they are to produce a ready to run, finescale, injection-moulded model of the Hudswell Clarke standard 13in x 20in inside cylinder 0-6-0 contractor's saddle tank locomotive in 7mm scale (1:43.5, 32mm standard gauge). The CAD design work for the engine is complete with tooling now under way. See the website for prototype information.

Made in the same Chinese factory which produced the On30 Coffee Pot models, the model will feature:

- An injection-moulded, painted, ready-to-run body and chassis
- Finescale wheels incorporating six-wheel electrical pickup
- High-torque flywheel-equipped motor, driving the rear axle
- 40:1 precision gearbox for slow, smooth running
- Sprung rear wheels, and prototypically correct 'inside-out' coupling rods
- DCC and sound ready, with provision for easy speaker installation
- Full cab detail
- Hook drawgear, with three-link couplings and sprung buffers
- Choice of three liveries: lined maroon, lined green, and lined blue
- Included is an etched brass fret for cab side marker's plates, saddletank nameplates and engine number plates
- Also included will be a set of injection-moulded 7mm scale loco tools.

>>> 11

44 Class



**STRICTLY LIMITED
ONE RUN ONLY**

Order Form

44 Class Details	Loco No.	Code	Qty
44 Class Original body + paint scheme with yellow side filters (4401-4405)	4401	4401-OY	
	4403	4403-OY	
44 Class Original body + paint scheme with Indian Red filters (4406-4440)	4419	4419-OIR	
	4424	4424-OIR	
44 Class "1960s" Version Upgraded 4401 - 4440. As delivered 4441 - 4480	4404	4404-60	
	4416	4416-60	
	4459	4459-60	
44 Class "1970s" Version Austerity Paint Scheme	4425	4425-70A	
	4451	4451-70A	
	4462	4462-70A	
44 Class "1970s" Version Reverse Paint Scheme	4423	4423-70R	
	4458	4458-70R	
44 Class Undecorated		44 Undec	
SAR 930 Class Maroon & Silver	945	945-SAR	
	947	947-SAR	
	950	950-SAR	
	955	955-SAR	

Brass Diesel Locomotive 7mm "O" Scale Ready to Run
pre-production sample, final model will have alterations and improvements

\$1995

For orders placed with a \$500 deposit prior to 31 Aug 2011

\$2295

For orders placed after 1 Sep 2011

Name:

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Phone:

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Parramatta NSW 2150
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Email mail@bergshobbies.com

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NSWR 30 CLASS TANK LOCOMOTIVE



KIT NOW AVAILABLE

Features:

- Polyurethane, Pewter and Lost Wax Brass Castings
- Etched Brass Chassis and Details
- Slaters Wheels
- Mashima 1833 Motor
- Provides for a Range of Locomotive Variations
- Three Coal Bunker Options included