7th Heaven

Aus7 Modellers Group Inc.

Journal of the Aus7 Modellers Group Inc.
No 31

$7.70 inc GST
Spring 2011

In this Issue:

The Waratah Model Railway Company

First In Quality - Second To None

Announcing a limited re-run of the NSWGR PHG Brake Van in 7mm Scale

Features:
cast polyurethane body
full underbody detail
sprung buffers
finescale wheels

The kit will be produced in limited quantities
Cost $550 per kit
You can secure your kit with a $150 deposit

Waratah Model Railway Company, PO Box 509, Revesby, NSW 2212

Gwydir Valley Models

EasyDCC *Now Available in Australia*

The Easiest to use DCC System - Fully expandable & upgradable
Full support for all 13 NMRA-DCC functions
Now with ZoneMaster 7 Amp Boosters

FAST TRACKS Easy to build Turnouts
Create Your Own Accurate Turnouts
Also Available:

O Scale Sleepers for track &Turnouts
Decoders from: Soundtraxx, Tsunami
Decoders from TCS, NCE & Lenz
DCC Accessories, High Bass Speakers
Hold & Fold Etch Tools
IRDOT Infrared Detection System
Centreline Track Cleaning Cars
Golden White LEDs: 5mm, 3mm, 0.8mm with leads attached
Micro-Engineering: Rail, Track, Joiners, Track Gauges, Spikes
Kappler Scale Lumber: Sheet, Strip, Bulk Packs
Cobalt Switch Machines & Accessory Decoders
Kadee Couplers, Tools Uncouplers
BA Nuts & Bolts 8BA to 16BA

Gwydir Valley Models
P.O. Box 740 GLEN INNES NSW 2370
Phone: 02 6732 5711 Fax: 02 6732 1731
Web: www.gwydirvalleymodels.com

VISA **MASTERCARD**

Straight Down the Line - Opinion

by Trevor Hodges

The Last Great Project?

If like me you read the UK magazine *Model Railway Journal* you may remember a series of articles entitled *The Last Great Project* that appeared a few years ago. In these articles, David Jenkinson, author of the Wild Swan book *Carriage Modelling Made Easy,* described the development and building of what turned out to be his last layout, a 1:43.5 scale slice of the UK's NER Settle and Carlisle line. The author mentioned at the time that he was somewhat alarmed when the editor of the magazine used the word "last" in the series title, however this did turn out to be somewhat prophetic, as he passed away before the layout was completed.

There's a lot to be learnt from hearing about how a modeller goes about building his model railway, especially a thoughtful and articulate modeller like David Jenkinson. However these articles have been on my mind recently for reasons that go well beyond learning from another's experience. The first of these reasons is that 2011 marks my half century. Turning fifty is one of those landmarks in our lives that can't be ignored and for me it's a signal that I can no longer kid myself that I have all the time in the world to build my dream layout. Given that even a medium sized home layout will probably take me 10 years to approach a reasonable state of completion, I probably need to get cracking.

Another reason these articles have been on my mind is that, quite surprisingly, I'm facing the prospect of actually having somewhere to build a permanent layout in the not too distant future. I do quite like building layouts and assembling kits but I find day dreaming about the prospect of carrying out these activities equally pleasant. If I find myself with an empty shed – or the very real prospect of one – I might have to start making some decisions! With somewhere to run all those wagons which currently reside as unbuilt kits in a cupboard in my workroom, I might have to start assembling some of them!

Will this be my *Last Great Project*? Well I've got to be honest and say the answer is probably yes; I can't seriously see myself starting a big layout project after the age of sixty, and it pays to keep in mind that I've only just started a new exhibition layout that I expect to keep me busy for the next four or five years. However the prospect of an almost endless succession of modelling and layout projects stretching out over the next couple of decades doesn't faze me in the least.

What I've drawn from David Jenkinson's articles, or at least the title of the series, is that there comes a time in all our hobby lives when it probably pays to decide on our priorities. I think I've reached that stage. I'm happy with the scale and gauge I've been working with over the last decade so that's settled; narrow gauge has missed out on another new adherent. It looks like I'll be staying put for the first time in 25 years, so the siren call of a "permanent" home layout sounds very appealing. However possibly the most difficult decision of all has been to decide which segment of the NSWGR I'm going to model and whether this is going to see me change from the Morpeth line. I've been researching and modelling this line for a little over 12 years and moving my focus to a new location would be a huge change for me.

I'm pretty happy with the decisions I've made about my modelling priorities over the next few years. What are your priorities?

Aus7 Modellers Group Inc
P.O. Box 3404 Asquith NSW 2077
www.aus7modellersgroup.org

President
Trevor Hodges
trevorhodges@dodo,com.au

Secretary
Ray Rumble
ausdude6@gmail.com

Treasurer
Anthony Furniss
anthonyfurniss@rocketmail.com

Vice President
John Parker
johnrbp@tpg.com.au

7th Heaven Editor
Paul Chisholm
paulchisholm@bigpond.com

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

Please contact the Secretary or Editor for any advertising enquiries.

All advertisements must comply with the Trades Practices Act.

Back Issues
Please contact the Treasurer to obtain back issues.

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

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

On The Cover
The fireman of 5133 hs just topped up the tender at the water column and the goods departs Arakoola.

A selection of photographs taken at the debut of Arakoola at the recent AMRA Liverpool exhibition can be seen in this issue.

Photo courtesy of Trevor Hodges

Valley Heights

An interpretation in O scale Part 3

Part 2 appeared in Issue No 30

John R B Parker

(Photographs by the author)

Wiring and Electronics

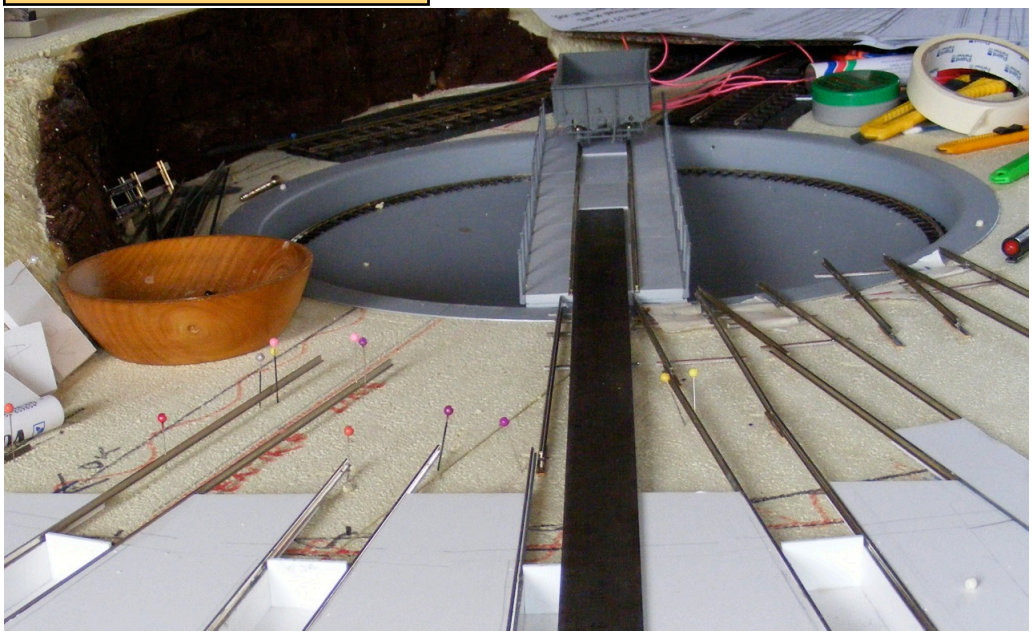
With my background it was obvious that this would be a DCC layout, but decisions still had to be made on the most suitable method of operating the turntable and the various turnouts. As Valley Heights was being developed primarily for operation at exhibitions I felt that it would be desirable to operate it externally from all sides, using hand-held cab control for all operational functions. This would allow the greatest flexibility in interacting with the public. This episode concentrates on achieving that aim with particular emphasis on the electronics and wiring.

Valley Heights includes a turntable together with an Engine Shed and nine connecting tracks. The front edge of the layout bisects the engine shed and six of those connecting roads. I spent some time acquiring drawings of the turntable configuration and in the process discovered that the angle between the engine tracks was nine degrees and forty-six minutes. I decided to use 5 mm foam-core as the basic building material for the floor and the 56 foot long pits. I was reasonably pleased with my results until I placed the 'floor' on the layout alongside the turntable. The photograph below shows the result, a complete disaster, nothing lined up!

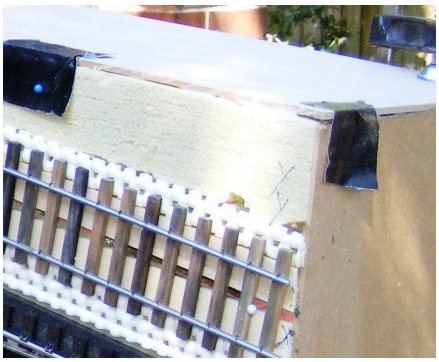
Then finally the penny dropped. This was not the way to do it.

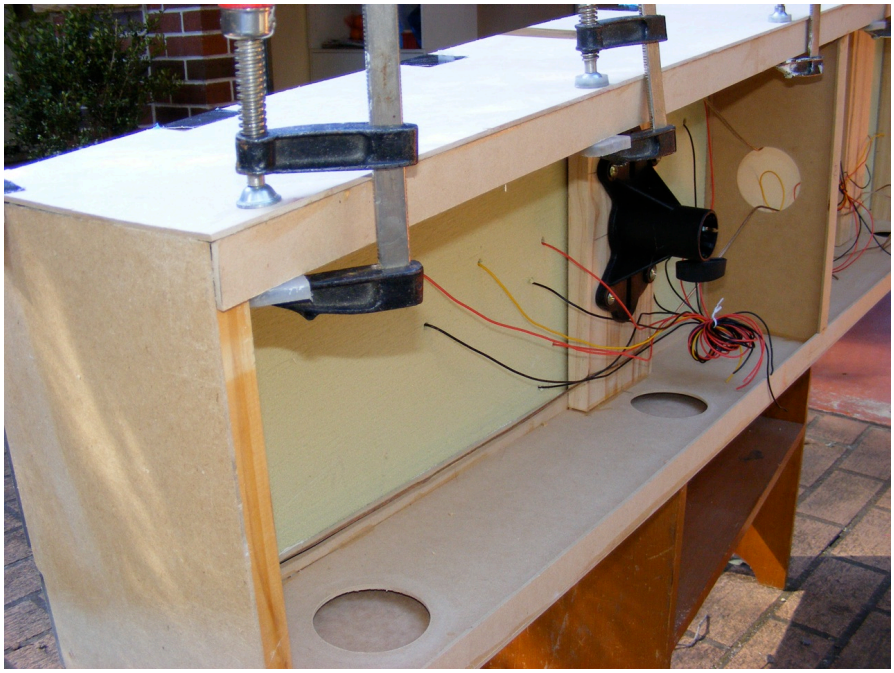
There was no way I could build those tracks with a separation angle of exactly 9 degrees and 46 minutes, and what's more I really didn't need to, all that was necessary was to adjust the turntable as close as possible to the correct angle and then extend the turntable bridge tracks forward for each of the tracks. Each engine shed track could be constructed independently allowing for any necessary minor adjustment between adjacent tracks. This would require a considerable reworking of my failed attempt to build all the tracks together so I decided to put this disaster to one side and move on to another part of the project.

Maybe I could restore my confidence by completing Module 3 first and then return to the main module including the turntable and coal loader trestle later.



Photographs include in earlier parts of this series highlight the method of construction based on 'H' girders fabricated from 3 mm MDF together with a main substrate of 50 mm thick extruded polystyrene foam. Large access holes were cut into these girders to facilitate later cabling. After defining the basic land-form shape of each module, profiled facia panels cut from the same 3 mm MDF were glued in place on each module.





The photographs show the panels being attached to the smallest of the three modules, module 3. Although this module has the highest density of track and points, it is actually the simplest structurally, being almost flat. It seemed logical that this module should be wired and completed first.

Valley Heights has been designed so that all features can be operated from a hand-held cab (controller). To achieve this we need stall-type point motors, stationery decoders and some means of operating the turntable and other animated features. Fortunately products are now available which cater for all these requirements and yet still permit the use of localised push-buttons for those who would like to operate points with just the push of single button similar to that in use with conventional signal diagrams/ control panels.

In addition to the DCC system (in my case from NCE), the following will be used:

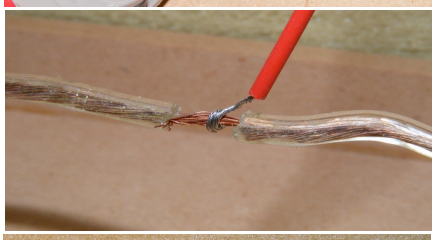
- Tortoise or Cobalt stall-type point motors
- NCE Switch-8 Accessory Decoder
- NCE Mini Panel
- Aux-Box
- Small Momentary Push-Button Switches[1]

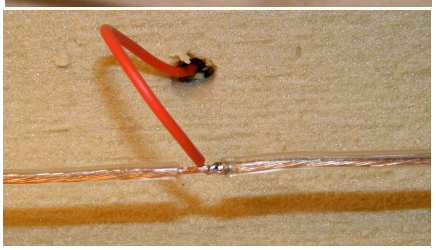
These will be interconnected with a combination of soldered hard-wired connections within the three modules, and the use of Two-wire Bus Cables and 8 wire Cat 5 Patch cables to join the modules together.

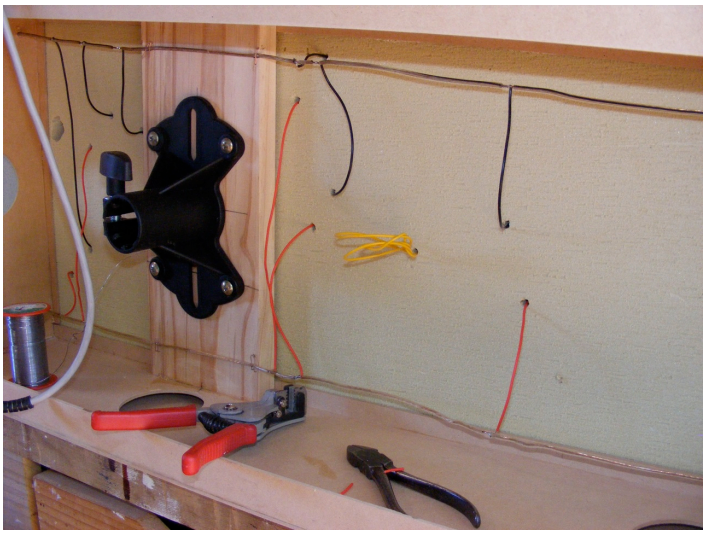
A start had already been made on the wiring before tracklaying began as each section of track was terminated with wire droppers which were fed through holes in the foam substrate. One of the advantages of building a layout from modules is that each module can be handled independently and can be wired in the most convenient way sitting, (or standing), at your work-bench.

Two main bus wires representing both rails run underneath the module. I used medium quality twin-core speaker wire[2] for the buses, stapled in place onto the pine stiffeners. You could use insulated staples but they are not strictly necessary as the staple does not cut through the insulation, and even if it did it is not connected to anything which could cause a short circuit.

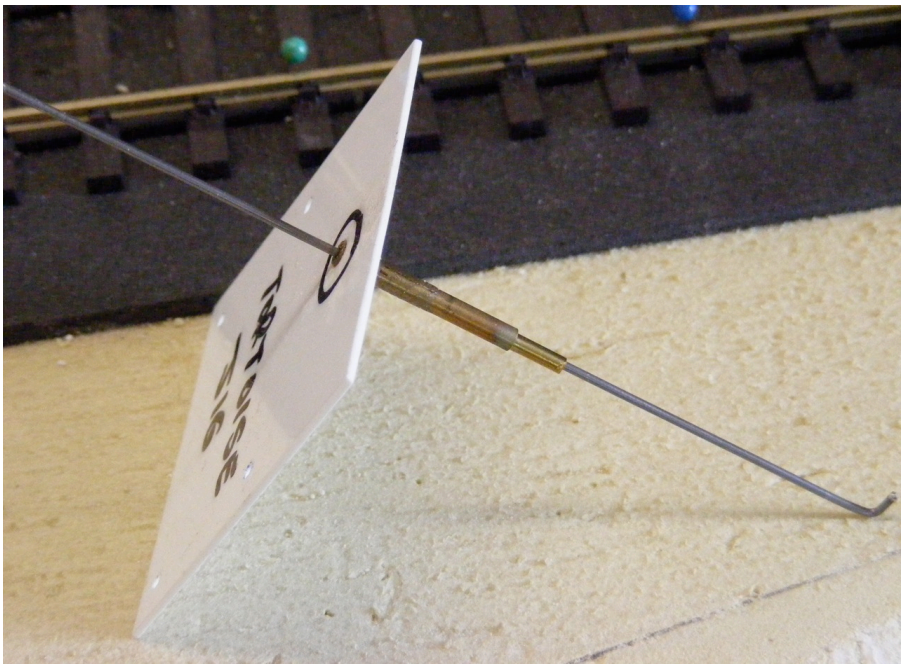
Using ‘squeeze type’ wire strippers it is a simple matter to cut through the insulation and displace it sufficiently to allow the termination of the wire droppers from each section of rail. The bus is not cut in this process and the joint is completed by soldering.



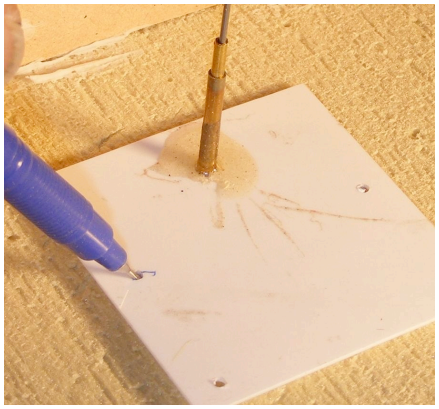


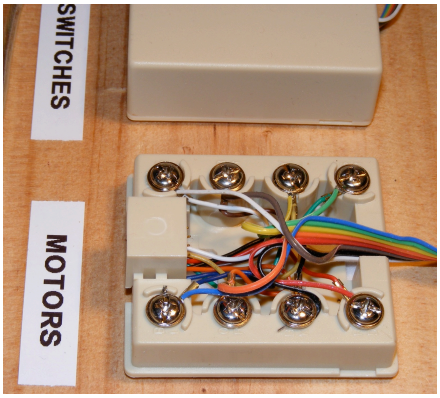


Installation of the Tortoise Slow Motion Motors was greatly simplified by being able to work on the module placed upside down on the bench. I used a simple jig to identify the correct location and then glued the motor in place using the same acrylic construction adhesive used earlier. As the construction uses a 50 mm foam base, the operating actuators need to be longer, (and less flexible) than the wire supplied for this purpose with the Tortoise. They were fabricated from .047" hard piano wire and the hole on the actuator arm was enlarged slightly to accommodate the larger diameter.



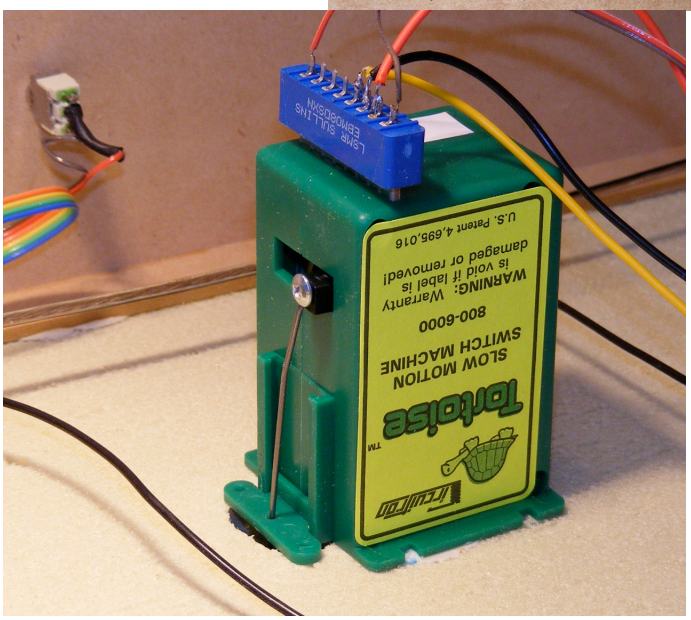
I also made up a simple test box, using a 9 volt battery, connector and a DPDT switch so that the motor mechanisms and points could be checked for smooth operation. This tester can be used in either the normal or inverted position.

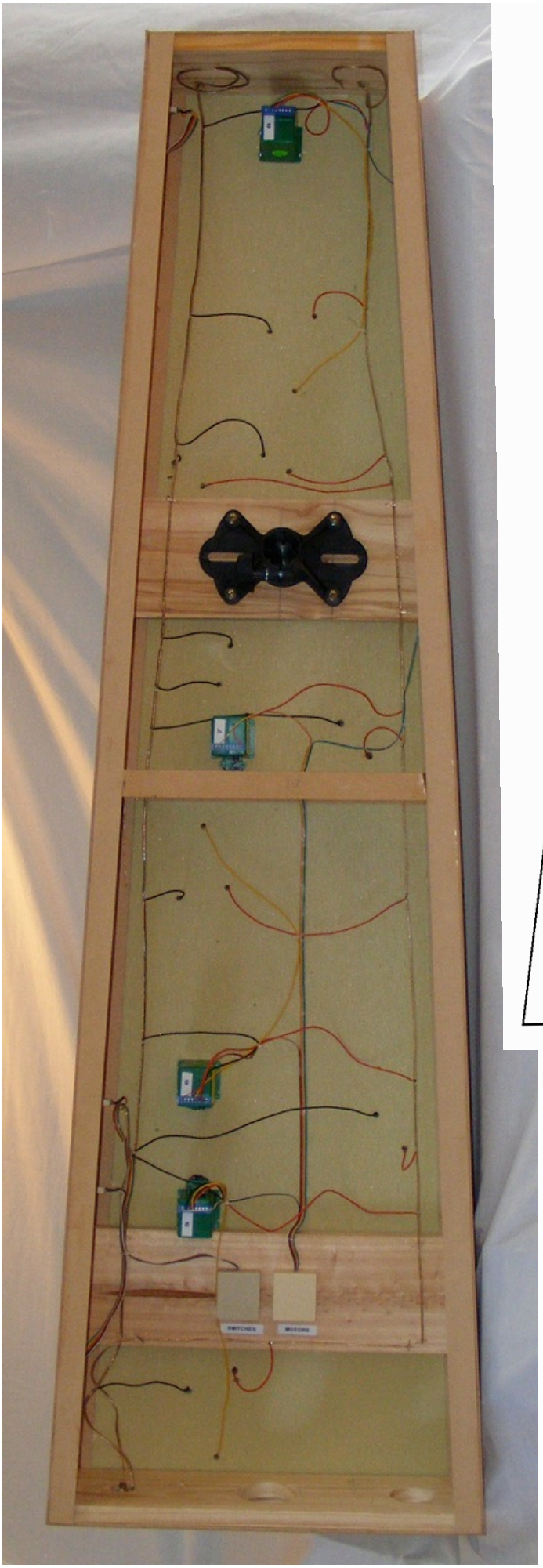


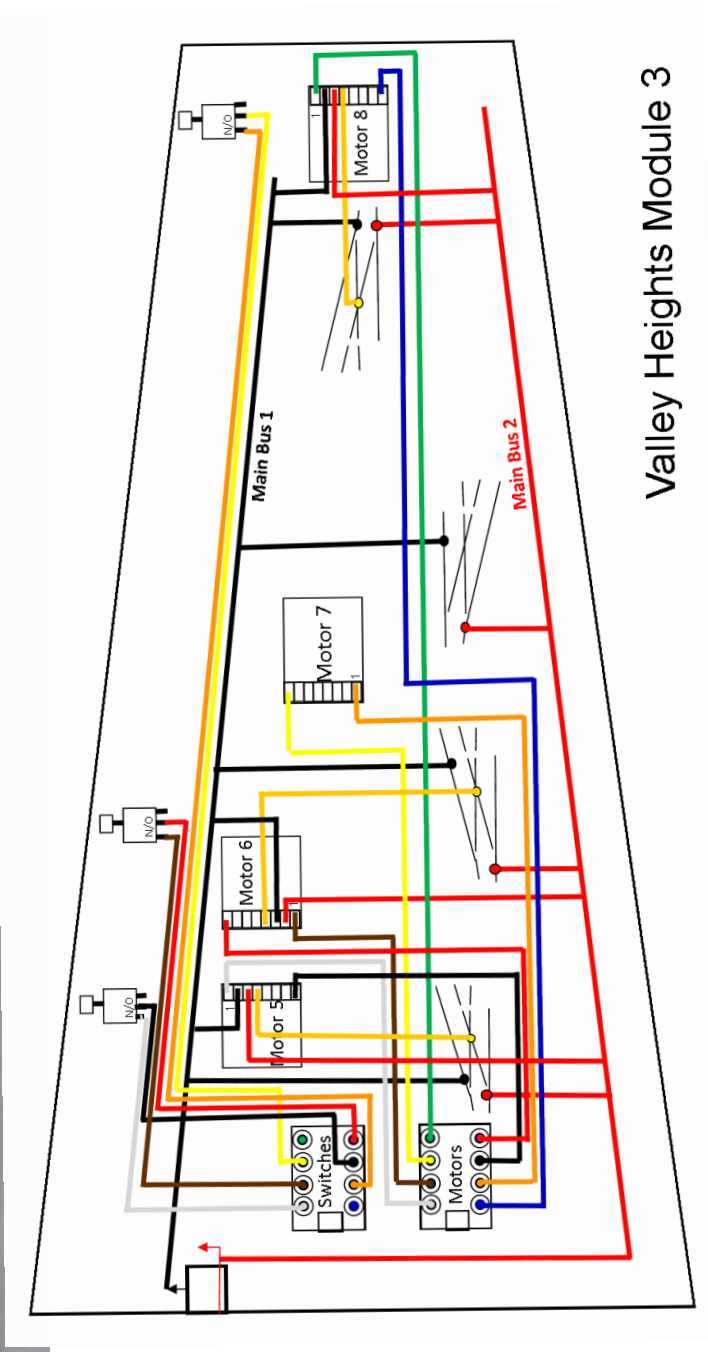


Part of the design philosophy is that the turnouts will normally be operated directly from the hand-held DCC cab, however switches, mounted so that the push-button is flush with the profile panels, will permit manual operation at the actual location. The switch machines and their associated local switches are each terminated on RJ45 surface mount modular 8 pin sockets[3] using multi coloured ribbon cable[4] for ease of identification.

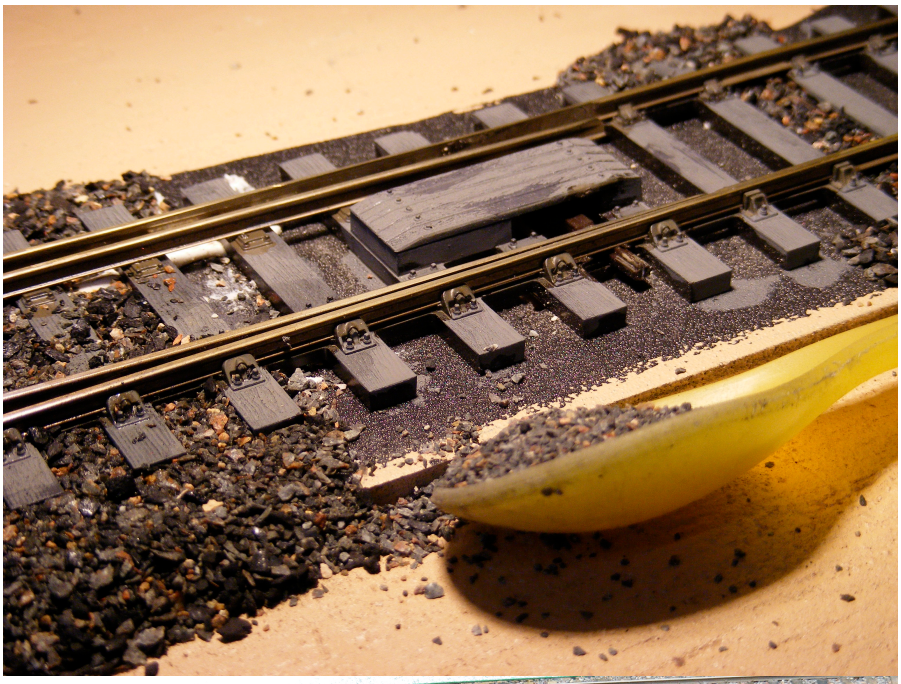
These will these be connected to similar sockets in first module with Cat5 Patch cables. They will ultimately be connected to the NCE Switch-8 which includes all the stationary decoders. (There will be more on this subject later in this series.)







The underside of Module 3, (the first to be completed) shows the position of the major items and the wiring diagram completes the picture by identifying all the interconnections. Each Tortoise Switch Motor includes two SPDT switches; one switch is wired to switch the frogs on each of the points. Motor 7 drives the catch point so does not require this function, in this case the only connections are those required for the motor. The photographs show 8 pin connectors on each of the switch machines. They are very convenient during the testing stage but they do not fit the Tortoise exactly, so can result in open circuits if not aligned correctly. I will probably remove them and solder the wire directly to the motor's PCB board.



Both the hand-laid and the Peco track were glued in place on Trackrite 4mm Flexible Track Underlay[5] purchased in sheet form. The rails were painted a suitable rust colour, (Floquil Rail Brown) and the Peco track sleepers, (Poly Scale Grey) to represent weathered sleepers. I usually use diluted latex glue for ballasting as it has the advantage of always remaining flexible; however I was concerned that it would not be rugged enough for an exhibition layout so the more familiar diluted PVA was used. Early indications suggest that this combination together with the extruded polystyrene foam has excellent sound deadening properties.

There is a significant difference between the ballasting of the main line and that of the tracks leading into the Loco Depot. The main line is at the moment in an 'as new' condition whilst the other tracks are already showing some signs of coal, ash and dirt which accumulated over time. Much more needs to done on the scenery when the other modules have reached a stage of near completion.

The previous part of this saga ended with the question of whether or not the proposed method of joining the two sections of the coal road trestle would work satisfactorily. I still don't know if the idea of using of banana plugs and sockets will work but will provide an answer in the next, and perhaps last, part of this series.

For Sale

CPH 22 never run - $1400
S wagon - $100
MRC van - $150
K wagon - $100
KF flat wagon - $100
MLE wagon - $100

Unbuilt Kits
19 class loco with bogie tendet, cut away cab - $1300
2 K wagons - $100 each
RU wheat hopper - $100
LV van - $100
PHG Guards Van - $450

Phone Mick
0438629049

Misc bits
2 pkts fence - $4
8 sheep - $5
loco nos - $5
2 scratch built points (L & R) - $75
5 metres track

Additional Materials and Suppliers

(In order of article references)

1. SPST Miniature Switch-Jaycar #SP0711
2. Heavy Duty Fig 8 Speaker Cable-Jaycar #WB1709
3. RJ45 Surface Mount Socket-Jaycar #YT6064
4.16 Core Rainbow Cable-Jaycar #WM4516
5. 4 mm Sheet Black TRACKRITE Track Underlay

Waratah Model Railway Company

NSWGR Weighbridge "Humpy" kit.

Review by Bruce Wood

When I attended the Aus7 Forum in March, I visited the Waratah stand and Chris Harris had a selection of Waratah kits available for sale. The recently released Weighbridge "Humpy" kit caught my attention. I was looking to purchase an "easy kit", to give me some relief from a couple of very complex projects I currently had sitting on my workbench. Consequently the Weighbridge was the chosen kit.

The Weighbridge kit is packed in a plastic bag, with the kit instructions wrapped around the model parts. The front page of the instructions has a good sized picture of the completed model, and after studying this picture, first impressions were that the kit should be reasonably straight-forward and not too difficult to construct.

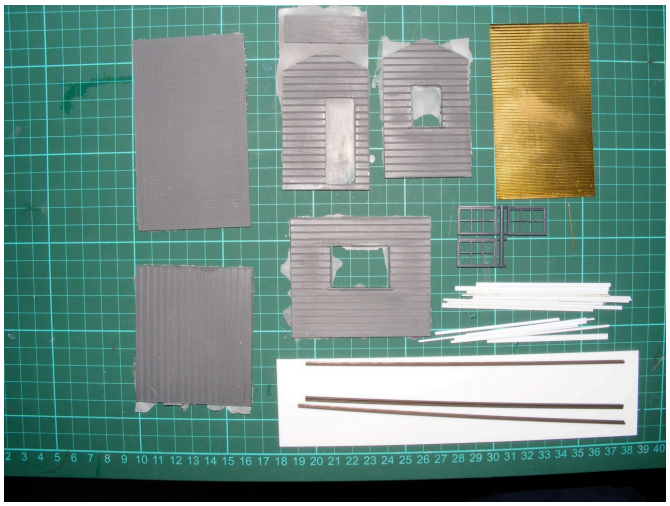
After removing the parts from the packaging, and studying the instructions, everything appeared simple enough. There were six major pieces cast in polyurethane, three injected styrene windows, and one large piece of styrene sheet, numerous smaller styrene strips, a piece of brass corrugated iron (roof) and some rail.

The instructions to assemble the model are covered in seven A4 pages. This may appear to be an extraordinarily large number of pages for such a simple structure, however the number of pages is better explained with the quality of detail and information provided. The instructions take the format of twenty photographs covering the construction from start to finish. There are two pages of text which cross-references to the photos and explains the recommended construction method. The instructions also include a list of the parts included in the kit, and there is an elevated site plan showing the placement of the weighbridge table, the" Humpy" and guard rails etc. After reading the text, and reviewing the corresponding pictures, I had a very clear understanding of how to proceed with this model.

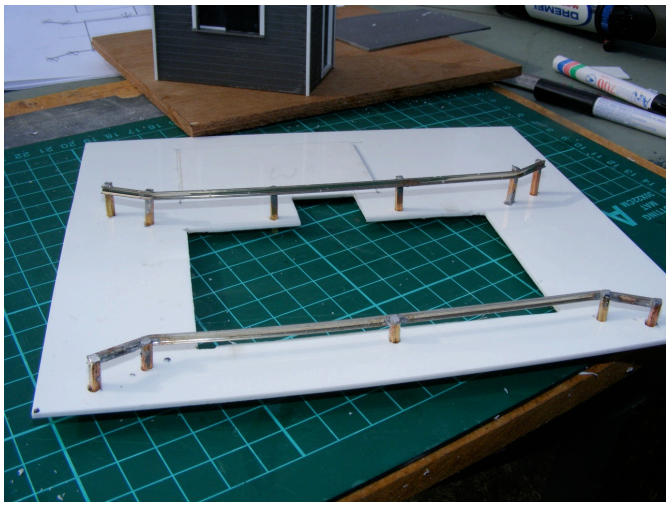
All the polyurethane castings were of a high standard. The actual "cast iron weighbridge table", was the highlight of the model. This very fine casting shows the following inscription in the casting:

1914
To Weigh 20 Ton
H Pooley & Son Ltd
Birmingham & London
No 524

This level of detail is one of the reasons I enjoy modelling O scale, and definitely gives this model the "WOW" factor! I knew that when it came time to paint the model, I would need to be careful to ensure a very thin covering of paint is applied, and preserve this level of detail in the casting.



The contents of the kit, set-out on the modelling board.



A mid-construction photo showing the styrene "ground-level surface" with the hole cut to accommodate the weighbridge table. This photo also illustrates the brass square section used for the guard rail supports.

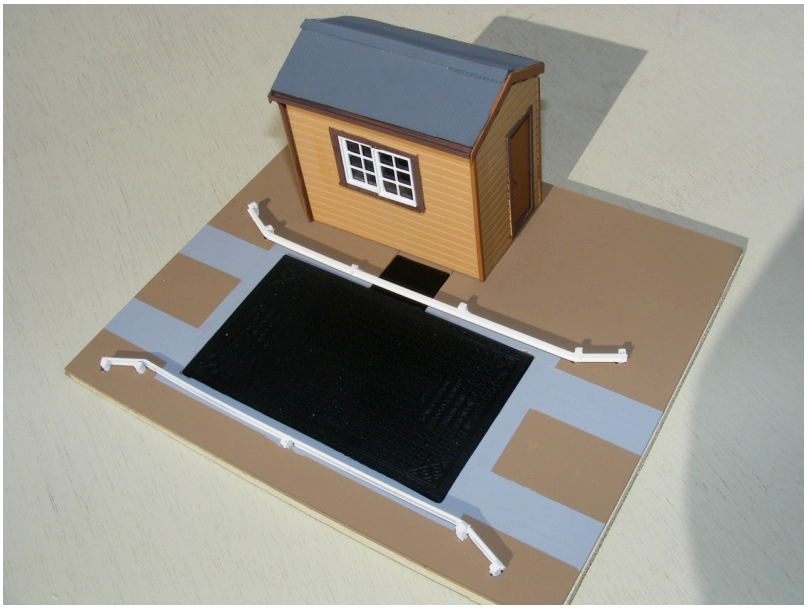


Photo showing the completed model, after painting, and prior to

Everything with the model construction went according to plan, and no problems were encountered. It took me approximately three hours to complete the “Humpy” and site including the base and guard rails etc. The instructions recommend setting up the weighbridge on a base. I used some sheet styrene as “ground level” with a rectangle hole cut to accommodate the weighbridge table, and some ply-wood was placed under the styrene to provide a solid base. These materials were not part of the kit. I trust that the accompanying photos will illustrate how I achieved this stage of the project?

I made two variations from the standard parts supplied with the kit. The “U’” channel supplied for the gutters, I substituted this with Plastruct brand U channel which I use when scratch-building my own structures. The Plastruct product has higher sides compared to the styrene U channel supplied with the kit. Also, the guard rails which border the weighbridge, as these are fixed with vertical pieces of rail mounted into the ground. Given the uneven shape of the rail, and the difficulties associated with having good surface contact area for soldering (or gluing) to join these parts, I chose to use some 3mm square brass section for my vertical supports. Many of the weighbridges I have seen had concrete blocks supporting the guard rails, so I was comfortable with using square-section of brass for this purpose.

I enjoy modelling the 1960’s era with the stone colour schemes, therefore my model was painted in the standard light, medium and dark stone colour combination, and white window frames. All the masking, and five coats of paint (including the undercoat) was probably the hardest and most time consuming part of the project. I like Humbrol enamels for painting, for their hard durable finish, and to achieve this, I like to give the paint plenty of time to fully cure between coats. With our wet and cold Sydney winter, and very limited painting opportunities, I felt the painting stage, took forever!

In conclusion, I was very happy with the quality of the end result. I found this to be a relatively easy model to complete, and I trust that the accompanying photos will testify that it looks an important feature in its new setting. As I stated in this review, the detail in the actual weighbridge table is exquisite, and adds that additional level of detail I like to have in my modelling in my efforts to achieve “replicating the exact scene in miniature”.

Constructing structures typically require a lower level of experience compared to rolling stock, and this model would be a perfect project for a relatively new modeller, wanting to improve their experience. You get the opportunity to work with a number of different materials, you can build your own base to suit your own requirements, you can choose to solder your guard rail supports or alternately use an adhesive, so overall you have plenty of alternatives to experiment and test your skills, and on a model which very little can go wrong. I would highly recommend this kit for modellers of all levels of experience.

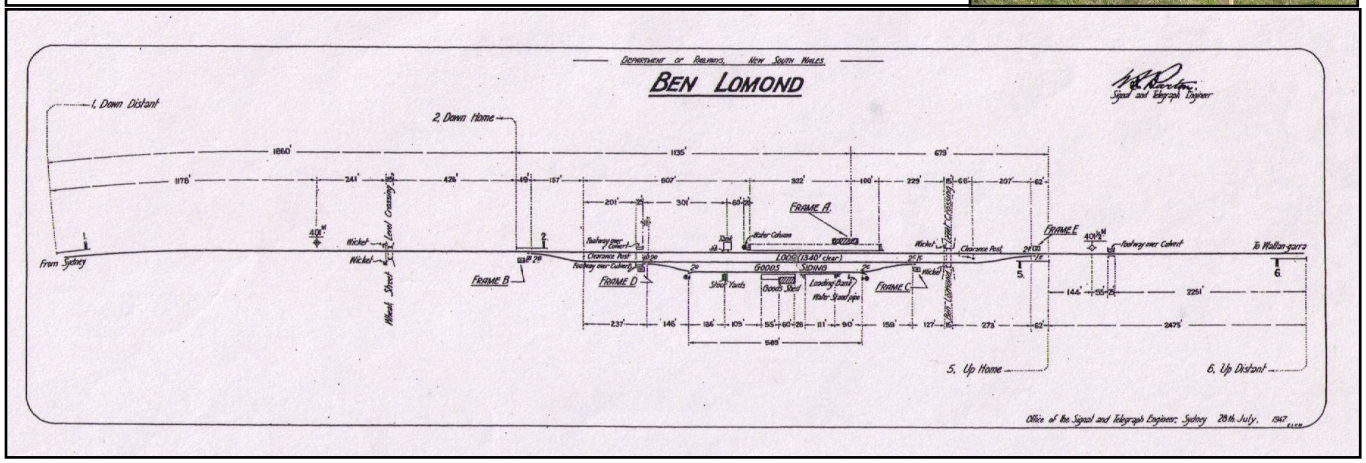
Disclosure: This model was purchased at the March 2011 Aus-7 Forum for the standard price, and the reviewer has no commercial connection with Waratah Model Railway Company.

The late afternoon sun hits the weighbridge. (Note the weighbridge manufacturer’s name cast in the table.)

PROTOTYPE MODELLING

IN A SINGLE GARAGE

By Peter Krause



I have discovered a better way to get rich other than by winning Lotto. If I were to charge $1 to each person who walks up to the O-Aust Kits stand at model train shows and says “I would love to model O gauge but have not got the room” it would not take long at all to earn a lot of money.

There are many ways of building an interesting O gauge layout in a small area. The obvious one is around the walls of a single garage so at the risk of remaining in the poor house, here is a feasible way of using a prototype location as a basis for a small but interesting model railway.

Some time ago an article in Railway Digest (Volume 33, No 1 – January 1996) on Ben Lomond, a small village on the line from Werris Creek to Wallangarra, caught my eye. The overall length was 1703’ which in O scale terms is about 12 metres and allowing for 1.8m curves at each end could be built to exact prototypical size in a length of 16 metres. Still too big for the average modeller but modellers do have access to and do make effective use of “selective compression” and “modellers licence” so my mind began to focus on whether Ben Lomond could be “captured” within the confines of a single garage.

The concept lay dormant in my mind for a number of years (some unkind souls would argue that it is actually my mind that is dormant) until I was returning along the New England Highway from the 2009 Sydney Model railway Exhibition when I decided to detour into Ben Lomond for a look. Except for the goods shed and the stockyard every thing was still in place, albeit a bit dilapidated and someone was actually living in the stationmasters house.This got me thinking again.

Firstly I considered what trains passed through Ben Lomond. Depending on the day up to three passenger trains in each direction could pass through.

- 17 & 18 Brisbane Express
- 12 & 13 Glen Innes Mail
- 22 & 23 Northern Tablelands Express.

Photos suggest that the Glen Innes Mail southbound and the Northern Tablelands Express northbound met at Ben Lomond at least on an infrequent basis, offering an interesting operating manoeuvre.

Additionally there were goods trains, 419/420 being the main one and others as required. Livestock to and meat from the abattoir at Tenterfield was a major source of traffic through Ben Lomond, as was wool and grain and fruit from South West Queensland which was transhipped at Wallangarra. In later years there was also significant bulk fertiliser traffic.

Looking at the composition of the passenger trains, the Northern Tablelands Express services circa 1930-50 were provided by 4 car R car sets 103 and 104 plus EHO and hauled by a 32 class locomotive, about 320’ overall length which is about 2.25 m in “O” Scale. On this basis a passing loop of 2.5 to3 metres clear length would be adequate. The Glen Innes Mail by the time it reached Ben Lomond , having left its sleeper in Armidale, was generally only BS-FS-MHO hauled by another 32, about 255’. I also felt that goods trains could be tailored to accommodate the available passing loop length. So far so good.

The three metre width of a single garage is going to restrict curves at each end to about 1200mm radius, not ideal but they do work. The Century Models 50 class steam locomotive will negotiate 1200mm radius curves as should the 30T when it becomes available. The O-Aust Kits 32 might struggle though. If the modeller prefers a later era, the 48 was the mainstay of the line in the diesel era and the O-Aust Kits/Bergs 48 has no problems with four foot curves.

station platform

loading bank

signal cabin - lever frame A

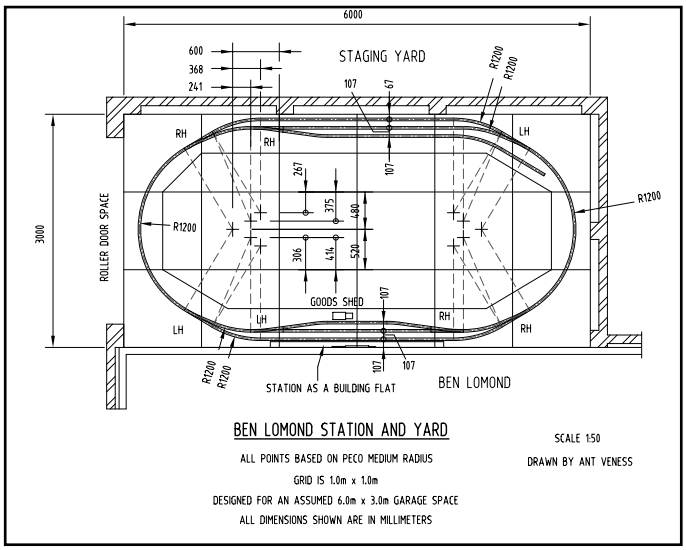
station and surrounding scenery

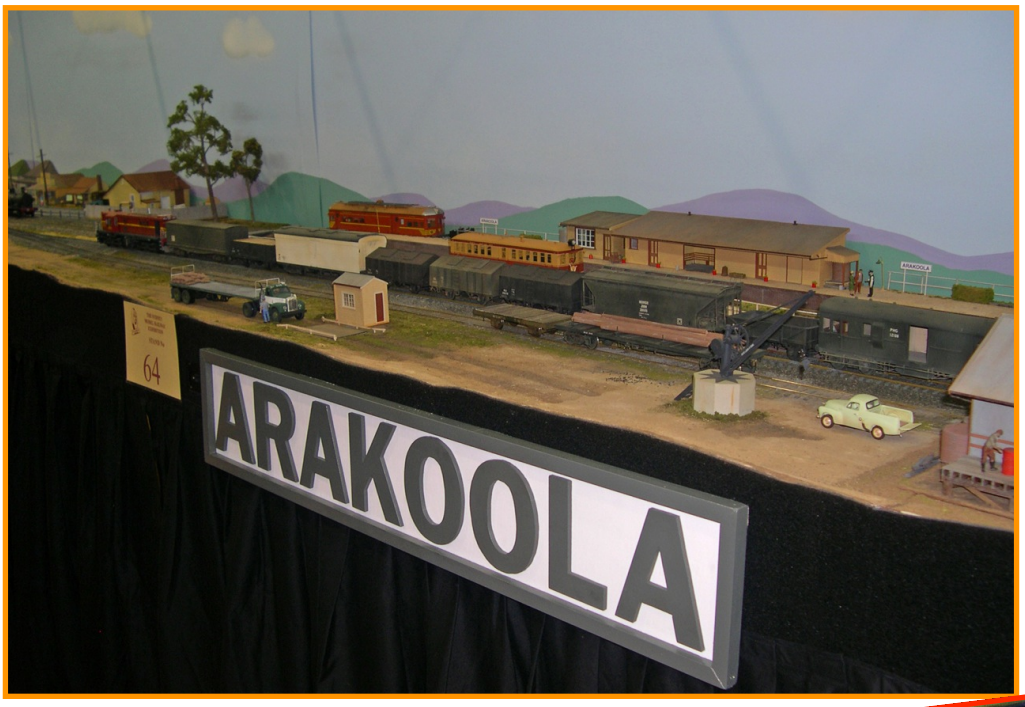
With the assistance of Anthony Veness a CAD plan was drawn up based on Peco medium radius points and flex track to confirm that a reasonable representation of Ben Lomond could be achieved within the confines of a single garage. The following was the end result: The above plan covers the basics only. As stated, the station would need to be represented by a “building flat” due to the limited space.

I am unsure of what type of goods shed would have been provided but given the size of the village a G1 type shed would probably have sufficed. Bergs Hobbies produced a G1 goods shed a few years ago. There would be sufficient space to include the station masters house in the bottom left hand corner and the stock yard and loading bank can also be represented.

The staging yard as drawn is a suggested option. Reference is made to the article in 7th Heaven No 28 (Summer 2010/2011) on the subject of O Scale in a Single Car Garage. This article explores several options and may assist with providing other staging yard options.

So there you have it, a reasonable representation of a prototype station in a single garage. Sure there are compromises but is not that what modelling is all about. We don’t have prototype flanges on our wheelsets after all.





O scale made a spectacular return to the AMRA Model Railway Exhibition at Liverpool with the debut appearance of Arakoola. This layout has been constructed in just eighteen months by six members of the former Stringybark Creek team assisted by two enthusiastic associates. The layout was awarded the Norm Read B.E.M. O Gauge Perpetual Award, The Best Australian Prototype Layout – Private Award and Exhibitors' Choice Award. An article on the layout will appear in a future issue.
Photos by Dave Morris and Ray Rumble.

Holden utes are popular with the townsfolk.

Dusk settles over the station as a local farmer backs up to the goods shed to collect some tractor parts that arrived on the afternooon goods.

The water tanks and column are ready to fill the tender of the next train to arrive.

Fred prepares to weigh his bags of potatoes on the back of the trailer at the weighbridge in Arakoola goods yard.

The major local industry at Arakoola is the NORCO Co-Op where an MRC awaits loading with some of the fine dairy products of the district.

Charlie has been here all day without a bite. Perhaps he needs to choose a quiter spot as the noise of passing trains must be scaring the fish.

The Grizzlers Rest Hotel is very popular with the locals and there is always cleaning to be done each morning.

It is early morning and the main street awaits the “peak hour” when even more than two cars and a bus can be expected!

GO ON - GIVE IT A GO

Bruce Lovett

In the Summer Issue No. 28 of 7TH Heaven, Derick Cullen authored a very well researched and thought provoking article on building an O Gauge 7 MM Scale layout in a single or two car garage. This article covered many designs for permanent or semi permanent layouts on one level at waist height.
However, if the powers that be (she who must be obeyed!) has stipulated (ordered!) that the car or cars must be garaged each night and would not have a bar of a carport, don't despair, there is an alternative so that you can operate your prized locos and rolling stock.
As Derick pointed out in his article, most single garages are about 20'-0" by 12'-0", whilst double garages are about 20'-0" by 16'-0", or, as mine is, 18'-0" by 16'-0".

SUGGESTION No. 1. Plan 1.
This is the simplest solution and requires a shelf along one of the long walls for the full length and 1'-6" to 2'-0" wide depending on whether you have a Range Rover or a Toyota Corolla in the garage. Two thirds of the length could be taken up with a branch line terminal station and yard, whilst the other third contains a fiddle yard with a sector plate or turntable at the end for releasing and/or turning the locos. The entry to the fiddle yard could be disguised by a road overbridge, a cutting or a forest of trees.

A shelf about 3'-0"above the layout with the brackets on top and the shelf bolted to them will leave the underneath clear for mounting the lighting. This shelf will provide much needed extra storage space, but, best of all, lighting can be mounted underneath behind a pelmet at the front about 6" or 9" wide. The underside of the shelf and back of the pelmet would give better light reflection if it is given two coats of a flat white acrylic paint before installing the lighting, the flat white paint softening the light reflection.
Extra shelves could be installed underneath the layout or the layout shelf diagonally braced back against the wall for storage of the lawnmower, blower etc.

A backscene board of Masonite between the layout and the shelf above would provide a smooth surface for painting a scene, or, you could paint the garage wall. If you are very clever, you could wet the Masonite and curve it up underneath the shelf above.

This type of layout would, I am sure, meet with the approval of the house management and provide a lot of operation for one, two or even three operators. On my own layout I can easily spend from one to two hours enjoyment making up and breaking up trains in the main station and yard.

SUGGESTION NO. 2 Plan 2.
To further extend Plan 1, why not a wider layout, say 3'-0" wide but hinged from a shelf which is fixed to the wall, the fixed shelf being the same width as the shelf above which contains the lighting. The reason for hinging the layout from the fixed shelf is that you could run a track off the layout onto the fixed shelf fanning out into two or three sidings. Obviously the rails would need to be cut where they pass over the join between the layout and fixed shelf. At the end of each operating session the locos and rolling stock could be run onto the sidings on the fixed shelf eliminating picking up each piece of rolling stock and locos, thus doing away with possible finger marks, or, worse still, DAMAGE !

The hinges between the layout and fixed shelf would require mounting on "riser blocks" about 1" high to clear the track on both shelves. Buildings on the layout could be fixed in place but would require careful positioning so that they are out of harms way when the layout is folded.

If the thought of lifting a layout section 18'-0" to 20'-0" long worries you, why not halve it into two sections. In the down position the two sections could be held
together with ¼" bolts and wing nuts. There are a number of suitable catches available to hold the sections to the lighting shelf when folded to the up position.

Fold down legs of 2"x1" or 2"x2" timber hinged from the underside of the layout and fitted with folding steel brackets, the same type that are fitted to card tables, would support the layout in the operating position and fold up out of the way when the layout is not in use.

There are a number of "plus's" with this type of layout apart from the fact that it still allows a home for the car. Best of all is the fact that when the layout is folded up the locos and rolling stock are protected from dust, moisture, damage and prying eyes.

SUGGESTION 3. Plan 3.
The floor to ceiling height in garages can vary from 7'-0", the building regulations minimum, to 10'-0". My two car garage measures 9'-6" floor to ceiling. This third suggestion means still working off a fixed shelf the same width as the shelf above with the lighting, however, at one

end is a double fold out section made up of two sections say 5'-0" long by 2'-0" wide, depending on the width and height of your garage. These two sections fold up against each other then fold up against the fixed shelves.

The suggestion is that the fixed shelf contains a reasonable through station with goods yard, a dummy tunnel mouth at one end and the fold out section at the other end. On the fold out section would be a fiddle yard or what the yanks call "staging". At the end of the non hinged section all tracks would merge onto a sector plate for releasing the locos, or, preferably a turntable for turning the locos. To add to operation it would be a good idea to have a turntable on the fixed shelf if space permits. As in Suggestion 2, the fold out section would require fold down legs to support these sections and suitable catches to hold them in the folded up position.

Where the fold out section is hinged from the fixed shelf, riser blocks would be required for the hinges as outlined previously. As for the double fold section, it would need to be hinged underneath with standard butt hinges to fold back on itself before folding back against the bottom and top fixed shelves.

This type of layout would increase operating possibilities and the curve at the end onto the fold out section could be 4'-0" to 5'-0" radius depending on the length of the fold out section.

CONSTRUCTION.

Some of the O Gauge layouts I have read about, particularly in American magazines, are built to run 5"gauge live steam, not O Gauge. The open grid benchwork is often constructed of 4"x1" timber sheeted out on top with ¾" thick plywood and mounted on 4"x 3" timber legs. To me this seems like a case of very cheap timber or over building.

Page 3.

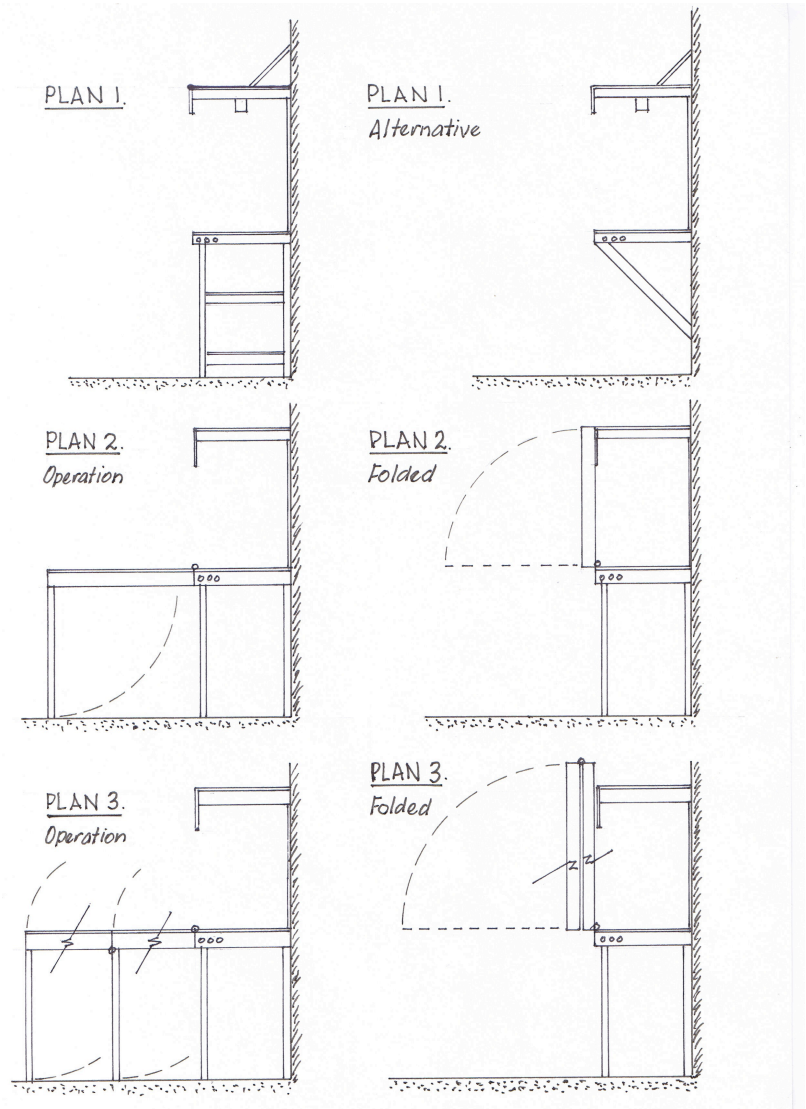
In each of the layout designs I have suggested, my recommendation is that the shelf fixed to the wall be constructed of 3"x1" dressed pine including spacers and sheeted out on top with ¼" plywood, all joints glued and screwed. In Suggestions 2 and 3 the fixed shelf has to support the weight of the fold up sections and their legs, so it needs to be strongly constructed.

For Suggestions 2 and 3, the fold up sections can be built of 2"x1" dressed pine, including spacers and diagonal braces, the tops sheeted out with ¼" thick plywood glued and nailed and all joints glued and screwed. My layout sections use this type of construction and do not have any twist or bind in sections 6'-0" long by 2'-6" wide. However, if you prefer and are stronger than me, substitute 3"x1" timber for the 2"x1"timber.

To make wiring the layout a lot easier on the back and for tracing possible problems in the future, after cutting the spacers to length, about 1" in from the front end drill two or three ¼" holes spaced 1" apart. Wiring for controllers, point motors, signals etc. can then be run along underneath the layout through these holes. Between the spacers plastic cable ties could be used to hold the wires together and prevent them dropping down.

Because "She who must be obeyed" has stipulated that the car or cars must be garaged each night, wet or dry, means that a wet car can increase the humidity in the garage to well over 90%. Unpainted timber will soak up this moisture like a sponge and acrylic glues, e.g. Aquadhere, will tend to weaken. Needless to say the hinges and folding brackets will develop a lovely patina of RUST. Before long the layout sections could develop twists and binds resulting in disastrous effects to track and points.

To counter these problems I strongly recommend that after the glue has set on every joint, a good coat of paint be applied to all surfaces including hinges etc. It doesn't have



to be up to the standard of a Carriage Painter, as long as you seal the timber surfaces to prevent moisture penetration. With the fold up sections it would be a good idea to paint the underside of these sections the same colour as the walls so that they merge into the walls. Apart from protecting the timber, it will look better and certainly meet with "Her inside's" approval.

That old saying "The best laid plans of mice and men etc. " also applies to railway modellers. You probably thought that when you moved into your present home you wouldn't move again. HA HA HA ! I would strongly, repeat, strongly suggest that in constructing one of these layout designs that you look to the future. One day you may have to move, so, to ensure that there isn't any heartbreak in demolishing your layout, make sure that it can be moved in sections and set up somewhere else without any damage. This can be achieved by building the fixed shelf design with shelves underneath in units, say, 6'-0" or so long to suit the length of the wall, which can be screwed to the wall and the sections bolted together with ¼" bolts and nuts. Rails over these section joins during construction would need to be cut and joined with rail joiners. To maintain electrical flow, fine jumper wires would require soldering on either side of the joiners on the outside of the rails NOT on the joiners. If or when that time comes, horrible thought, it is an easy operation to cut the jumper wires, unbolt the sections, unscrew them off the wall and walk each section out the door. Easy !

Note 1. In Plans 2 and 3 certain details e.g. light fittings, brackets, have been left out for clarity reasons.
Note 2. The plans show end elevations only and the parts are not captioned, as, hopefully, the text has explained all parts.
Note 3. All dimensions are in Imperial measure, however, I am sure the younger members can convert them to Metric measure.
Now, who will be the first member to write an article complete with photos on how he built a layout in his garage and send the article to the Editor. So, put down this magazine now and GO ON - GIVE IT A GO !

<< 19

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 wishes potential purchasers of the NSWR (Z)13 class 4-4-2T to know that DPMS is now seeking firm commitments from customers so that the viability of the project can be assessed. A $500 deposit will secure a kit and help to ensure that the project proceeds. The kit will allow the production of a model in both early and late (extended coal bunker) versions. Deposits can be made at the upcoming Forum or by mail order.

Plans are well underway for the release of a kit for the (C)79 4-4-0 locomotive (essentially an early version of the (Z)12). It is envisaged that the kit will allow both the Dubbs and Beyer Peacock versions of this locomotive to be constructed. Patterns for parts from this kit will be available for viewing at the upcoming forum.

Plans for the a re-issue of the kit to produce the Morts Dock tender are well advanced. An expression of interest can be lodged with DPMS at the upcoming Forum. The bogies for this kit will be produced as castings, doing away with the problems associated with the assembly of the etched bogies in the PME kit for this tender.

The upgrade etches (previously produced by PME) for the Century 19 class are available at the time of writing. These can be used to produce the locomotives cab (both porthole and cutaway versions), footplate and chassis of a (Z)19. Smokebox door and cylinder cover castings are available as an option, as are a set of nickel silver etched side rods in both early and late versions. An etch of parts to allow the production of a 6 wheel tender is also available.

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 are pleased with the reaction at the Liverpool AMRA model railway exhibition in Sydney to the 7mm model of the Manning Wardle 1021 was very strong, with more than 60% of the run now spoken for. The first painted sample was on display and this was very well received. Items that need correcting will be sent back to the factory, and a fully corrected model should be in Australia by December 2011. Once this model has been signed off, and a firm delivery date set, sales will be made available via Ixion's website where regular updates about progress on projects are posted. It is hoped that the model will be available for a New Year release.

Production of the 1:43.5 Hudswell Clarke 0-6-0 saddle tank is on schedule and a first running sample will be on hand by November. This model will be available in three liveries which can be viewed on the website. This model should be available for sale in shops and via the website in the New Year. Trade enquiries are welcome.

Haskell Co
Haskell Co, 628 DaJung 2nd Road, Tsoying district, Kaohsiung City, Taiwan, Post code 813,
phone on ++886928696159 (people making contact by phone should remember that Taiwan is not on Australian EST, so no phone calls before 12 noon Australian time please), email naguoning@hotmail.com has provided some news about the VR 1:48 Y class locomotive they are producing. The model will be produced with a central motor with 2 flywheels (unlike the DERM model, which had the motor between the axles). The expected price should be just under A$1000, sent from Taiwan, including postage to Australia.

The model will be available in 3 paint versions (as delivered with black handrails, spoked wheels etc, late VR with yellow handrails and disc wheels or V/line grey and orange). Unpainted versions will be available, but only by pre-order. The model will have Kadees fitted and will be delivered in a finished MDF storage box similar to the CPH. Some modifications will be made to the foam inside the box.

The model has fully sprung wheels, power pick up on all wheels and all wheels are powered. Planned release date is scheduled sometime in 2012.

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 a second batch of 30 class tank locomotives was received in time for the AMRA Sydney Model Railway Exhibition. There are still some of these available for purchase.

The Century Models 50 class locomotive is currently out of stock. A re-run of this kit will be considered when there is demand for it. The proposed etched brass O-Aust replacement mechanism for the 50 (similar in design to the 32 and 30 tank) is close to being finalized. It is anticipated that this should be available sometime in 2012.

There has been some demand for a rerun of the HR passenger guards van. Modellers who still wish to purchase HRs should advise O-Aust of their interest. A decision about re-running this kit will be made after demand is assessed.

Future plans include the GSV 4 wheel sheep van and EHO passenger/guards van, both of which should be available early 2012. A BSV, bogie sheep van and CX composite passenger coach (aka the “dogbox”) should also be available sometime in the second half of 2012.

It is anticipated that the 30T locomotive with the 6 wheel P class tender will be available during 2012. The alternative T class and Baldwin tenders will be made available, but to order only.

The P class tender will also be available separately.

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 advise that the instructions for the BD are being written and the kit should be available by Christmas.The instructions for the 70' bridge are also being written and it will be available by the April Aus7 Forum.
The final HG components are being finalized and this kit should be available by April 2012.

Preliminary planning is underway for the production of rolling stock kits for a NSWR TRC, bogie water gin and BSV bogie sheep van. Delivery dates will be made available later in the planning process.

Precision Scale Models

Precision Scale Models 4 Palmer Court, Mount Waverley, Victoria, Australia, 3149, 1300 562 633, 0418 554 760, http://www.precisionscalemodels.com.au/ or via email at jdella@precisionscalemodels.com.au have announced that work on their 1:43.5 NSWGR (C)38 class locomotive is progressing satisfactorily. Work is proceeding on both the VR R class and the 38 at the same time, with the R slightly more advanced. They were expecting a pilot model from Korea as this was being written. Once this arrives the model will be assessed for faults and then corrections sent back to the Asian factory. As a guide, the R class required approximately 20 corrections. Once the pilot model has been returned to the factory, delivery should occur within 12 months.

PSM mentioned that some customers had informed them they had not received feedback after lodging an interest in a model on the PSM web site. Evidently this was caused by an old internet mail server which has now been corrected. Anyone who has registered and interest in a model should be receiving a regular newsletter. If you have not, it is strongly recommended that you contact PSM and advise them of the model and colour scheme you are interested in. A newsletter is planned for the end of Oct.

PSM do not accept deposits on planned models. After you have registered an interest in a model, and the model has arrived in Australia, PSM will contact you and full payment will be requested.

Bergs/Haskell/O-Aust Kits

Bergs Hobbies, Keiran Haskell & O-Aust have a pilot model of the r-t-r brass NSWR 44 class on hand to evaluate details and paintwork. This can be viewed at Bergs Hobbies shop in Parramatta and will also be on display at the Aus7 Forum on 29 October. After the Forum the pilot model will be returned to the factory in China for detail changes to be incorporated into the final models. At this stage it is expected that the production run will be scheduled for early 2012. > > 18

O-Aust Kits

PO Box 743 Albany Creek Qld 4035
Phone 07 3298 6283
Fax 07 32986287
Mobile 0419 680 584
Email info@oaustkits.com.au
Web www.oaustkits.com.au

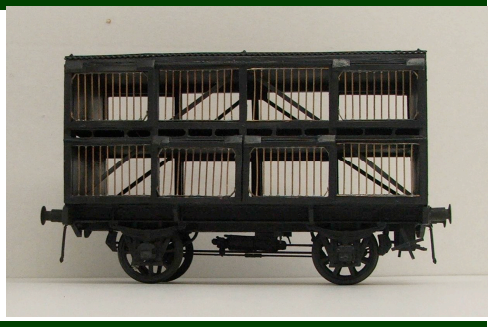
NSWR 30 CLASS TANK LOCOMOTIVE

KIT NOW AVAILABLE

KITS PLANNED FOR FUTURE RELEASE

NSWR EHO PASSENGER GUARDS VAN

NSWR GSV 4 WHL SHEEP VAN



WORK IN PROGRESS SAMPLES

FINAL MODELS WILL HAVE ALTERATIONS AND IMPROVEMENTS