

7th Heaven



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Straight Down the Line - Opinion

by Trevor Hodges

Too Much Of A Good Thing

As I worked on preparing this edition's Commercial News column I was swapping emails with our editor Paul Chisholm amid trying to extract information from various recalcitrant manufacturers and suppliers of O-scale product. It can be like herding cats sometimes! Anyway, in the course of this flurry of phone calls and emails I mentioned to Paul that I'd sent out an initial batch of about twelve emails and it turned out I'd left a couple of contacts off the list! As you will notice if you read the column, not all of these have contributed information this time which is pretty standard. Now on the surface twelve or thirteen suppliers may not sound like a lot but it's not too long ago that I was able to get away with sending not many more than four emails out in preparation for each issue. That's a 200% increase over the course of the last few years.

If we take this completely unscientific, anecdotal evidence as our starting point the various scale/gauge combinations of "O" are being well served by a wide variety of products undreamed of just a few years ago. I count no less than 4 locomotives in 7mm of NSWRR outline (both ready to run and in kit form) that should be hitting the market in the next 4 or 5 months and I'm getting hints about a couple of others that are in the closely guarded, wink, wink, nudge, nudge category at this stage. There's the (C)38 from Precision Scale on the way, the 49 from Auscision that's recently appeared and a (C)36 announced for next year. We have no fewer than two (AD)60 Garratts on the way and at least two kits for the NSWRR A3 station either available or soon to be released. I was told recently that there's possibly a third kit for an A3 on the way! Wow, there must be dozens of layouts out there needing A3's hey? Hang on a minute, let's get a bit of a reality check! Three kits for an A3 station?!

If you were to ask me how many O-scale modellers there are modelling in 1:43.5 following the NSWRR in Australia I honestly couldn't tell you. The current membership of the Aus7 Modellers Group stands at 105, although I'm occasionally told by commercial suppliers that there are quite a few people who model in O who aren't in the Aus7 Modellers Group. But even if this group of non members equals the current Aus7 membership (and I think this grossly exaggerates the numbers to be quite honest) this still only totals approximately 200 modellers. Many people buy r-t-r models and kits which will sit proudly on mantelpieces and never intend to run them: there's nothing at all wrong with this especially if it helps make a locomotive I want commercially viable. However, whatever the exact number of modellers who are working and purchasing O-scale products, no one is going to convince me they need *three* kits of the same station!

I take my hat off to our manufacturers who risk their money on a sometimes fickle modelling public: I wouldn't risk my money trying to sell modelling products to a fussy bugger like me! I thank them for their efforts and wait with genuine excitement to see what's coming next. However you've really got to wonder where this is going to end. Is this a case of too many A3's being barely enough or is it all going to end in tears? I'd like everyone to get the models they want and for the manufacturers of these products to make a fair and reasonable return on the money they've invested. However I can't believe that our tiny market can support such a tsunami of product over such a short space of time and I'd hate to see our scale take a step backward through a crunch in the market.

For the sake of our hobby let's all hope I'm not back to sending out only four emails for each Commercial News column in a couple of years. Perhaps it won't come to that....

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On The Cover

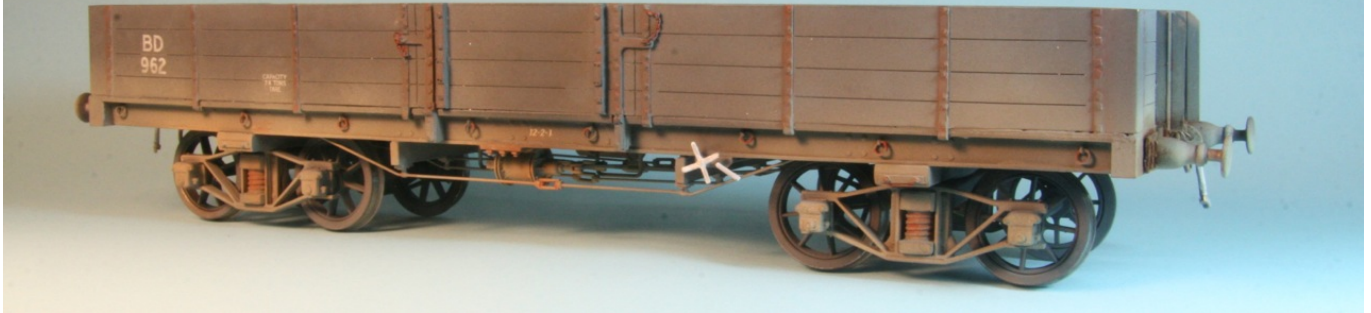
There were no 7mm layouts at Liverpool this year but the small module Stikoledom built by Glenn Scott to showcase some of his Model O Kits products provided some interest for O scalers. See if you can work out why it is named Stikoledom

Photo by Paul Chisholm

WARATAH MODEL RAILWAY COMPANY

NSWGR "BD" WAGON KIT

Reviewed by Roger Porter.



During the 1880's and 1890's, the New South Wales Government Railways introduced the system's first types of bogie wagons. Amongst these early bogie wagons were 84 wagons built in the Railway's workshops which were coded "BD". The 32 foot wagons were built in various batches from 1892 to 1907, being allocated various 3, 4, and 5 digit road numbers. Withdrawals from service started in the mid 1940's, with many surviving until the mid 1950's. The BD wagons were used for bagged wheat, baled wool, and general freight.

As originally built, the BD wagons had their floor planking laid diagonally, but this was changed to conventional 9 inch transverse planking during major overhauls starting in 1924. Also, the wagons

were originally built with a complex kingpost truss arrangement which was converted to a simpler queenpost arrangement during those overhauls, which had been completed by 1930. The Waratah BD kit represents the wagon as it was in service after the 1924 / 1930 overhaul with transverse floor planking and queenpost trusses.

The kit is nicely presented and comprises cast polyurethane sides and ends, cast brass bogies, Waratah spoked wheels, sprung buffers, and several brass and whitmetal detail castings. The sides and ends are complete with internal strapping, and the floor scribed to represent the planking. All castings are of a high quality with minimal clean-up required, the brake linkage and turnbuckles being particularly

fine. The detailing of the brake cylinder linkages is something that one would now expect from a 7 mm kit.

The instructions are very clear, with several helpful photographs, and all major dimensions of the completed model are accurate. Upon checking the parts list, a couple of minor items were found to be missing, but these were promptly posted out by Waratah.

Some care must be taken when cleaning up the bottom edge of the side castings to avoid damaging the bottom of the side strapping, which is a nice delicate detail. The instructions suggest using Araldite when assembling the bogie bolsters to the bogie side frames, whereas I would normally solder such things.





However, the Araldite worked just fine. Following on from that, I chose to Araldite the bogie pivot castings to the floor rather than using the screws supplied. The screws seemed a bit fiddly, and there is plenty of "key" for the Araldite to grip.

The coil springs for the coupler hooks are too stiff for their purpose, making installation difficult. I resisted the temptation to lop off a coil or two, and was only able to compress and install the springs by cutting a groove into the blade of an old screwdriver (similar to the Romford screwdriver) to compress the spring over the tail of the coupling hook.

The brake gear levers and clevises are very nicely cast, a bit fiddly to set up, but produce a very pleasing result. I wasn't sure how to deal with the turnbuckles on the truss rods. Should I run the truss rod wire right through the turnbuckle in the interests of rigidity, or, should I stop the wire at each end of the turnbuckle, producing a see-through turnbuckle at the expense of rigidity. I chose the latter option, and it looks great, and is just rigid enough to survive an accidental drop to the floor.

Given that the model is so completely detailed, a minor omission was the latch and chain on the door latches, but this was easily remedied by installing a few links of a fine chain in the position of the latch to fill in the gap, as shown on the photograph. The decals provided allowed for the road numbering of "BD 962", and Waratah advise that twelve different sets of road number decals are available.

The model was brought up to the Gauge "O" Guild recommended weight of 230 gms (1 gram per mm of length) by adding some strips of lead between the underframe longitudinals, and it rolls very freely at that weight. Interestingly, had the NMRA recommendations been followed, the model would have weighed about 400 grams. (initial 5 oz plus 1 oz per inch of length).

The completed model was primed with Tamiya Grey Primer from an aerosol spray can, then airbrushed with Tamiya XF 24 dark grey, followed by an airbrushed dusting of Tamiya XF 19 sky grey and XF 57 buff. Some details were picked out with various powders , chalks, and hand brushed washes of acrylic paints.

In summary, the Waratah BD kit produces a beautifully detailed wagon that is so full of character. It's a real joy to work with such high quality castings, and to find that everything fits exactly as it should. The model has plenty of appeal for the experienced modeller, but would be within the scope of a careful novice. The subject model was purchased by the reviewer from Waratah at the normal retail price.

Further reading,...

"Thow Bogie Wagons of the NSW", by Ian Dunn, AMRM October 1997.

Postscript....

The wagon that is the subject of this review and photographs, BD 962, has had an eventful recent past, due to a "senior's moment". During the application of some light dusting, I was holding the completed model in one hand and the airbrush in the other when the model slipped from my grasp and headed for the floor.

The next 3 seconds went into slooow-mooootion. The wagon glanced off a housebrick used as a doorstep, shedding two buffers and two small brass angle end braces. It then bounced and pirouetted through 180* and came to rest on the concrete floor, shedding a third buffer, a tie down ring, and about one third of the long side. During this moment of panic the airbrush hose looped around the open jar of dark grey paint and also brought it to the floor, somehow not breaking the jar, but depositing the last of the mixed paint on the floor, mercifully missing the spreadeagled wagon and its trail of debris.

My despair was great to behold. However, the breaks were surprisingly clean and after some nervous hours everything was back in place. The only blemish is that some of the weathering is not as subtle as I'd have preferred in an attempt to disguise a crack or two. I suspect that the damage was minimised by the use of the much-maligned ACC, which tends to shatter cleanly upon a sharp impact. There are days when one shouldn't get out of bed!



A couple of years ago I undertook the relatively simple conversion of the Century Models (now Waratah) LV kit into the milk version. The recent release of Austrains HO version of the milk tanker served as a reminder of this O gauge kit-bash, and that 7th Heaven might be interested in a basic description.

Firstly a little background on the railed transport of milk might not go astray, though this thumbnail sketch makes no pretence to being a comprehensive study or necessarily an historically accurate one. In days of yore, farmer Brown loaded his milk into heavy lidded stainless steel containers known as churns (aka urns) and these were transported to the siding to be loaded into rail vehicles, perhaps open trucks, perhaps vans. Eventually it was deemed to be more efficient to establish centralised milk depots to which the various farmer Browns transported their milk, to be then loaded bulk into large rail-borne tanks. It appears that NSWGR and/or dairy co-operatives must have initially reasoned that the transport of this time sensitive product to centres of population be best undertaken within a louvred van, presumably for reason of keeping the product cool, and thus unspoiled.

Later, it is surmised, technological developments, such as improved inner linings allowed open to air tank wagons, such as the BMT and the BMF, to adequately protect milk from the elements during what was often a stop start journey to a city in a variety of seasons and weather conditions. The south coast milk train, for instance, commenced its journey to Sydney from Bomaderry/Nowra in the mid- morning with loaded tankers containing the surrounding district's finest dairy product, then worked its way north collecting additional loaded wagons at Berry, Gerringong and Albion Park. It then worked express to the Dairy Farmers facility at Darling Harbour. The empties had been dropped off at the aforementioned depots the previous evening by the down Nowra mixed, a leisurely excursion which was timed to pick up students from south of Kiama (Jaspers Brush, Toolijooa etc.) for their school day at Nowra. It

must also be noted that late night revelers, having missed the last electric service out of Sydney, were known to pour themselves into the passenger car of the mixed, often a dogbox, and after falling asleep and over-traveling their intended destination of perhaps Hurstville or Sutherland, would then quite appropriately be in the doghouse with the missus when they eventually found their way home many hours later from somewhere down the coast after a cold night on, say Helensburgh station.

Reverting to the main thrust of this article, the transport of milk, one can imagine a hot summer's day would test the insulating capabilities of rolling stock during a journey such as that from Nowra to Sydney. Similar challenges faced milk trains operating on the short south (including product from the Camden line), the lower north coast, the lower main north and the Richmond line. Nonetheless, louvre bodied milk vehicles were gradually phased out towards the end of the 1960s and into the 1970s as newer types of uncovered tank wagons took over. During the time when the author regularly observed the up Illawarra milk train passing through Como in the 1960s, mostly behind C32 class steam till about 1965, then 48 class diesel, the train would consist of a mixture of MLKs and BMTs, but any technical advantage of one type over the other is beyond the expertise of the author, though one would assume the open tank type would be less complicated to fill and to drain. Perhaps a reader with further knowledge on this subject will post comment in a future edition. As further evidence of the author's lack of scientific knowledge, the claim that the milkshakes at Como made with steam hauled milk had superior texture to that of diesel hauled milk is to be treated with extreme caution.

Note that the up Illawarra milk was an all bogie train at this time, the brake van being the MHO or EHO off the previous evenings down mixed. However, four wheel milk MLVs were still being used during the 1960s on the short south, Richmond and Camden lines.

Eventually, milk trains disappeared altogether, replaced by road transport.

Louvre bodied milk tank vehicles were converted from existing LV and MLV wagons, the latter (bogie) version being recoded MLK, while the four wheeler retained its original code. In order to install the tanks, one into an LV, two into an MLV, the louvre end panel was removed. Perhaps it was not possible to remove the end as a single unit without damaging it, but for whatever reason, the removed end was replaced by a simple planking arrangement, at one end only on the LV and at both ends on the MLV. Perhaps this arrangement was chosen in order to facilitate ease of any future tank removal. Additional modifications took the form of removal of small panels at floor level to enable wash outs, necessary for the removal of the inevitable small degree of spillage during filling and decanting. Clearly hygiene was of utmost importance in the transport of a vital staple product possessing a short shelf life - rancid milk odours could not be countenanced. As an aside, milk wagons delivered to dairy farmers Darling Harbour were taken to Pippita for wash out.

Modifications to the Century/Waratah LV now to be described could be adapted to the O-Aust MLV in order to create an MLK. When tackling the altered end piece, two avenues beckoned - to modify the existing part or to scratch build. I settled on the former, because the photograph included here of the prototype at Windsor in 1966 indicated the original vertical support beams were retained. Therefore I sawed out the louvreed sections from one of the end castings, used a file to tidy up the remaining skeleton (with buffer beams still attached), then to that remaining bare frame added the planking, which was made from balsa glued to thin plastic sheeting suitably cut to size. The plank sizes were 'measured' by 'guestimation' from the photos. Other modelers may choose a more scientific approach, chasing up plans, or fashioning the planks out of plastic, then scribing the wood grain. Ideally one would find a prototype vehicle to obtain information from, but the existence of one is not known to the author.

The original LV has three right angled L shaped metal strips, like flattened angle irons, wrapping around each 90 degree corner, equally spaced from top to bottom, binding the side to the end, and these are represented

on the plastic kit. On the altered end, these are not used, therefore the modeler may choose to file these from the side moulding, at the appropriate (altered) end.

The accompanying photographs, illustrating each end of the model, show the lower sill 'wash out' cut outs. These were made by first drilling holes, then filing. Clearly it is easier to make these alterations before the body is assembled.

Standard LVs could be seen with and without the double roof, but it is presumed all milk conveying versions would carry this feature, which would provide additional insulation, and this can be seen in the aforementioned

Windsor photograph. The century kit did not have the parts to make the double roof, therefore this will need to be fabricated by the modeler. To do this I followed the instructions and drawings provided by Nick Sheridan at a previous Aus7 Forum. I used fourteen of the small metallic corrugated sheets supplied by Nick, bent to shape. On reflection, I seem to have mounted mine slightly too high, when comparing my model to the Windsor photo. Whether these parts are still available is not known, but presumably another supplier should have an equivalent product to represent a corrugated roof in 7mm. (Editor's Note: The drawings referred to are available from the Files section of the 7mm Ausmodelling Yahoo site).

The next step might be to model the actual tanks, which would make an interesting feature if one

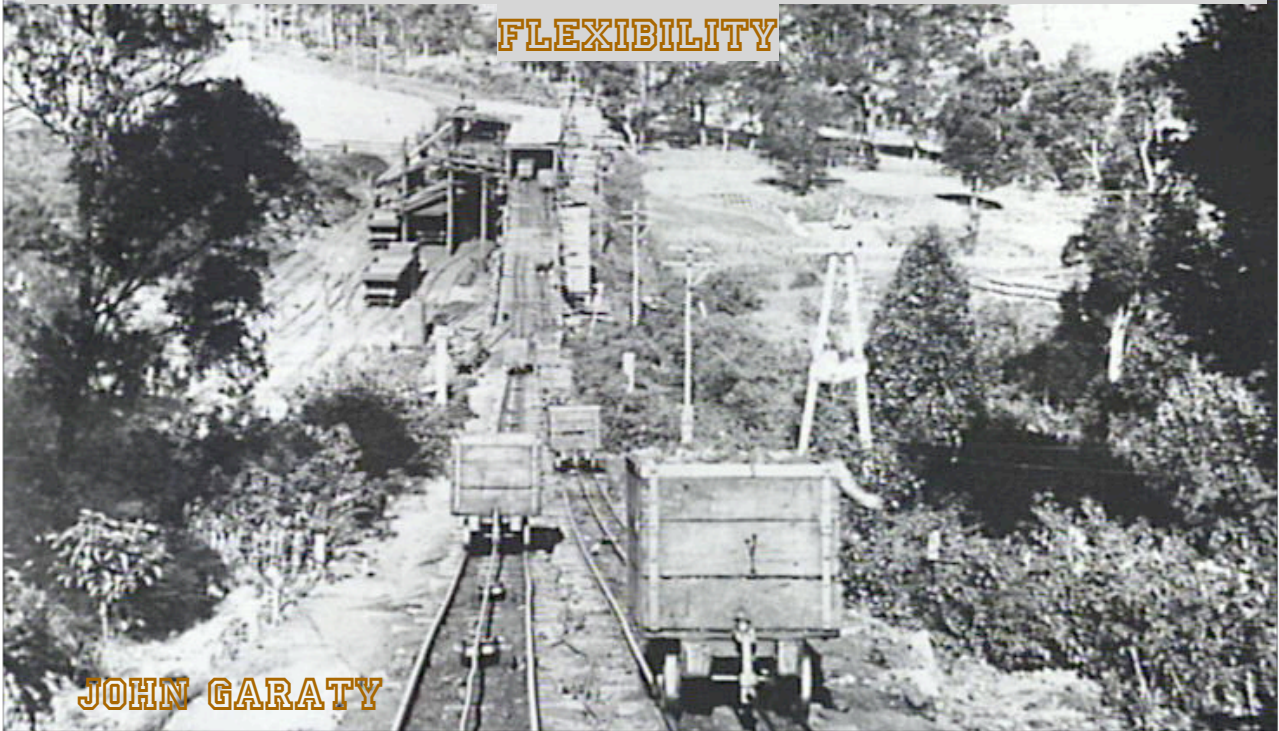
was modeling a milk depot scene and having the van doors open. I will leave this to another modeler.

As an aside, the banner photo depicts a red letter day for the author and a friend. There were only two 55 class in service at the time, so it was lucky to score 5597 on the pick up. Additionally, a 30 tank working the Richmond - Blacktown shuttle struck trouble and was replaced by the Katie! And if that wasn't enough, 4016 worked the through Richmond train from Sydney. Photographers dream about days like those. One can only hope one of the manufactureres will eventually produce a 55 class in 7mm, unique in being the only locomotive outside North America to feature Southern valve gear.



THE STANDARD-GAUGE DOUBLE-SLIP AT CORRIMAL COLLIERY

WHY IT WAS USED AND HOW IT ADDS TO OPERATIONAL
FLEXIBILITY



The Peco bullhead rail double-slip in O-scale standard-gauge (SL-E790BH) is probably the most expensive piece of set-track that Peco manufactures. However it can add great flexibility to your shunting areas and save a significant length of track which will allow you to hold and shunt more wagons in a given length of baseboard. This can be an especially significant advantage if you have severe space limitations for your layout.

However for our model, the double-slip was a "must have" because Corrimal was one of the few places, if not the only place where a double-slip in bullhead rail was used by any industry in NSW. The diagram below has been distilled from various historic references. It represents the general layout of standard gauge track arrangements at Corrimal at the bottom of the narrow gauge incline. The diagram is not to scale.

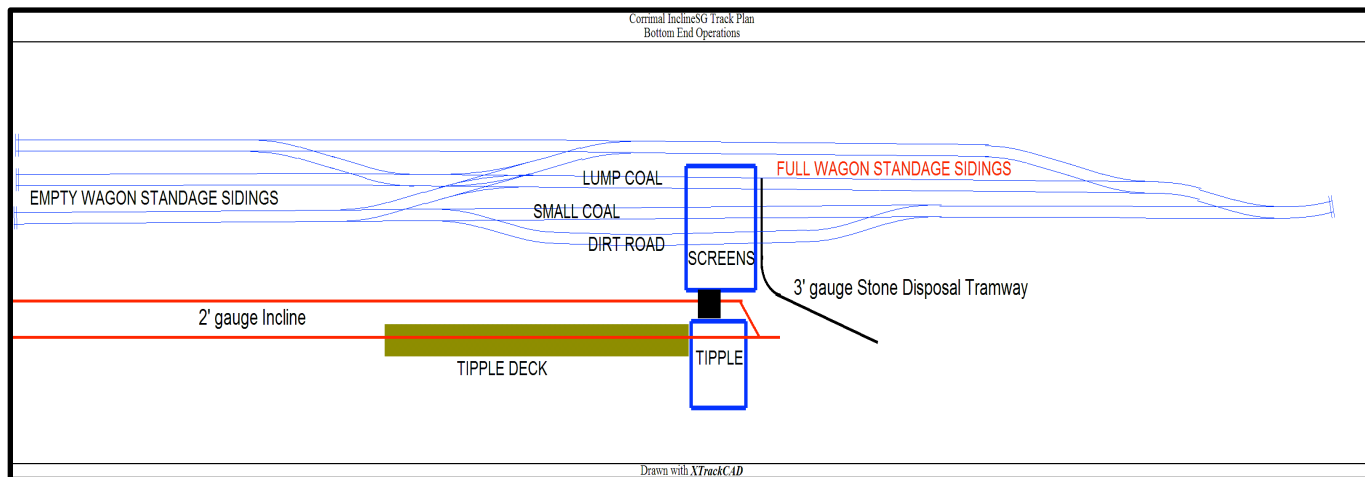
This standard-gauge trackwork including the double-slip, was

installed in 1888 when the original 2' gauge "main and tail" rope incline was shortened and converted to a self-acting continuous-rope incline. The long length of this earlier incline had severely limited the output of the mine. This new standard gauge railway was intended to overcome the limitations of the earlier incline, by hauling coal away, over the flatter part of the run to the NSWGR connection near the present site of Corrimal station, in larger wagons of about 10 Ton capacity. This freed up a large number of the smaller $\frac{3}{4}$ -ton capacity 2' gauge coal skips that could then be returned empty to the coal face quicker, rather than being held captive above ground on the longer slower incline. This trackwork was demolished in 1955, after the standard gauge line was diverted to serve a new washery at nearby Tarrawanna, directly below the mine.

The double-slip was used because of the geography of the area. The track layout to the left of the Screens building was tightly constrained by the rapidly rising Illawarra escarpment. This rising terrain

severely limited both the length and capacity of the empty wagon sidings to the left of the screens building. These empty wagon sidings had to be actually cut into a valley on the side of the Illawarra escarpment. The rising terrain also enabled the wagons to be gravity shunted from the empty wagon sidings, through the loading chutes at the screens building, and then on to full wagon sidings to the right of the screens building in the above diagram. After the wagons were loaded, they would be marshalled into trains of 17 wagons. Loaded trains were limited to 17 wagons after a runaway in the early 1890's.

There is only one known blurry photo in existence that shows the double-slip at Corrimal Colliery. This photo is File P12/P12913 from the Illawarra Images on-line collection at Wollongong City Library. This undated photo shows the Corrimal 2'-gauge incline, probably in the late 1890's/early 1900's, descending towards the screens and standard-gauge tracks. Fredrick Danvers Powers is known to have visited



Corrimal when both the original Brokers Nose mine and the newer Daylight mine at Corrimal were operational. He gave a detailed account of the manner of working the mines and the equipment in use at both mines and the incline. His book "Coalfields and Collieries of Australia" was published in 1912. That book listed significantly different details of the equipment at the lower end of the incline than those shown in the photo below. The double slip is visible to the left of the group of empty wagons that are parked clear of the screens building.

This track arrangement also gave Corrimal great flexibility when feeding empty coal wagons to the screens. Most of the market prior to WW2 was for lump coal for industry or export. This was loaded from the upper track under the screens building as shown in the previous diagram. These wagons would fill quickly with the larger coal. This track arrangement, with its combination of crossovers and the double-slip, allowed empty coal wagons to be fed to this "lump coal" chute under the screens from any of the three empty wagon sidings to the left of the screens.

Surplus empty wagons that could not be fitted into the empty wagon standage sidings could be held to the right of the screens on the uppermost track that passed outside of the screens building. This track was the dedicated arrival road for empty wagons. The locomotives always propelled the empty wagons up to the screens.

Locomotive access was limited to this arrival road and to the empty and full sidings, but was restricted to areas well clear of the screens building because of the low clearances under the screen chutes. These low clearances were necessary to minimise breaking up the coal when it dropped into the wagons.

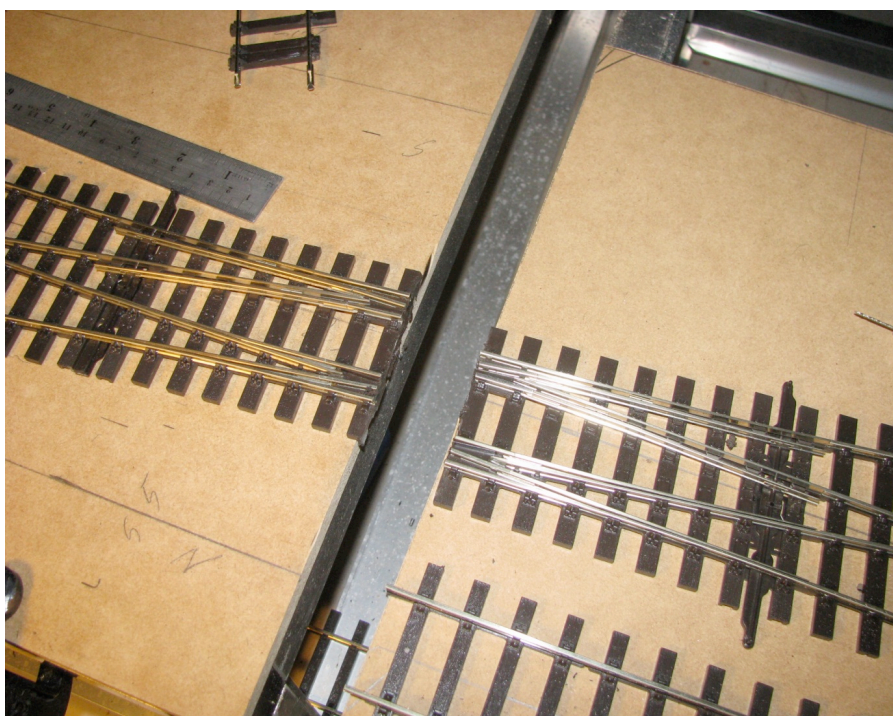
There was also space between the points on the lower storage track and the screens building to hold several wagons uphill of the screens for the middle and lower tracks under the screens. The middle track under the screens was for "nuts" that were smaller sized and were sold for household consumption. The loop track closest to the narrow gauge tracks was the "dirt road" for fines. The wagons for the smalls and dirt road chutes would take longer to fill because of the smaller size of the

coal. Corrimal was fortunate in that it had its own cokeworks to dispose of any "unwanted small stuff" that could not be sold. Prior to 1912 the cokeworks was at Unanderra. After 1912, the cokeworks was moved to Corrimal, adjacent to the main railway line to Sydney. Coke is still being produced on this site at Corrimal today.

And then we went and cut our double-slip in half..... but that's another story for perhaps another time....

Title Photograph

Corrimal Screens looking East – From the collections of the Wollongong City Library and the Illawarra Historical Society



Fiddle Yard Options

Trevor Hodges

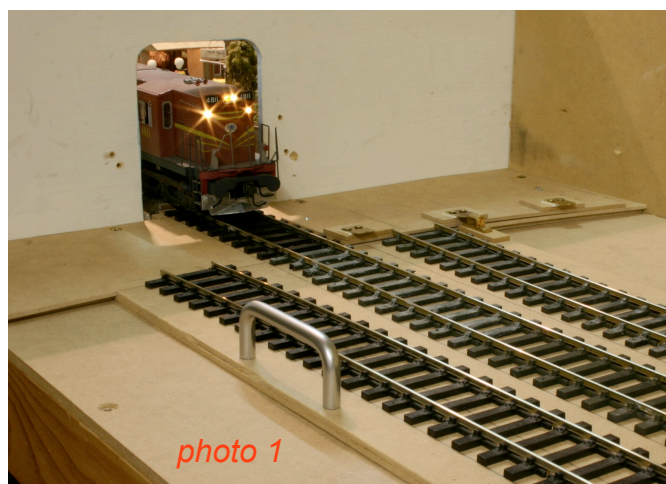
I've always had an interest in how we come to the decisions we make as railway modellers: why modellers choose the scale they work in, the prototype they follow and the way they build their layouts fascinates me. This fascination partly stems from simply being a busy-body but I think it also comes out of a need to justify the decisions I've made about my own modelling: we all like to discover others who have come to similar conclusions to the ones we've drawn because this tends to help us confirm that we aren't alone.

For a range of personal and career reasons my last two layouts have been built in a fiddle-yard to terminus configuration. While there are some real advantages to building a layout in this style, it is not without its own unique set of challenges and problems. One of the problems I encountered when I started construction of my current layout Morpeth was finding other modellers who have built a layout in the same style. Fiddle-yard to terminus (FYT) layouts appear to be quite common in the UK but they're a much rarer in Australia where an oval of track seems to be the favoured option for the majority of exhibition layout builders. When I come across local examples of FYT layouts I tend to strike up a conversation and pick the brains of the owners. One good example of an FYT layout is the OO, QR outline Broxburn Sidings which I've seen at a number of exhibitions and conventions over the last couple of years. What caught my eye about this layout was the train turntable that forms the off stage storage for the layout. When you start building a FYT layout your attention tends to focus on the "terminus" end of the layout: the bit with the scenery where the trains run to. What you don't realise is that the other end, the "fiddle-yard", needs to operate efficiently and effectively if the sexy bit up the other end is going to work well. By "working well" I mean that it delivers enough trains onto the scenic portion of the layout to keep spectators entertained at an exhibition.

From bitter experience I've learnt that a big crowd that's standing enthralled by a moving train will immediately start drifting to other exhibits as soon as the action stops. If you have to fiddle in the fiddle-yard to get another train out in front of the public you have less than 30 seconds if you wish to keep the crowd standing there. Rivet counting purists among us might scoff at this rather populist desire of mine to keep the crowds entertained. However I respond by saying that if I've spent hundreds of hours building a loco or some rolling stock I would like the crowd to appreciate the fruits of my hard work. After-all this is why I take my layouts to exhibitions and, I assume, why people pay to come in to see the trains. Operations can be prototypically measured but there needs to be something happening if you want to keep people's attention.

Over a number of years I had experimented with a couple of different fiddle-yard designs on my layout

Queens Wharf which was also an FYT layout. This layout didn't have a fiddle yard to start with but it acquired one after a couple of years from a recycled section of my last "permanent" home layout. At first this fiddle-yard had a ladder of points that led to three dead end tracks. The problem with this arrangement was that every time I wanted to swap the loco to the other end of the train I had to lift it from one end and hook it up to the other to allow it to re-enter the scenic portion of the layout. Even if we ignore the hazards involved in lifting and carrying an O-scale 48 class every 10 minutes just to keep trains running, doing this multiple times over the course of a three day exhibition very quickly loses its novelty. Another way was needed. My next design to overcome this problem was a sector plate (photo 1) with a small loco release sector plate (photo 2) at one end to allow the release of the loco without lifting it. This arrangement worked but it took an age to run the loco down the other end of the train - at the time I only had one locomotive - and about 3-4 minutes would pass between a train exiting the stage and the next one emerging. The problem was that by the time the train emerged there was no one there to see it because the crowd had given up and drifted to another layout. You feel like shouting at the crowd's retreating backs, "don't go, there's more to see...in about 3-5 minutes!"



From the time I began planning my new exhibition layout I decide that there would have to be a number of changes over the arrangements on Queens Wharf:

- The first decision I made was that the layout would have a purpose built fiddle-yard incorporated into the designed right from the start. One of the main problems with getting the fiddle-yard arrangements to work on Queens Wharf had been that they were an afterthought, constructed from recycled components.
- After reading some articles in the UK magazines *Model Railway Journal* and *Railway Modeller* and talking to local layout owners I decided that the fiddle-yard would not be a fiddle-yard at all. I decided to make the off scene storage a train turntable that would allow entire trains to be turned so that they were ready to re-enter the scenic portion of the layout in a matter of seconds. Admittedly they would be short trains but that was exactly the sort I planned to run anyway. I've seen plenty of people lose interest in a layout when no trains are running; I've never seen any evidence that they lose interest because a train is short.
- After seeing Broxburn Sidings in operation and talking to the owner I decided that I wouldn't try to disguise the off scene storage with screens or curtains but leave it out in plain view. I'd seen lots of exhibition attendees ask questions of the owner of Broxburn Sidings about the turntable, so many in fact that I've come to the conclusion that the turntable had become a part of the show. If people can't see a train moving on stage why not let them see one moving off it?

The planning and construction of the train turntable on Morpeth occurred at the same time as I was planning and building the rest of the layout. In this way I used the same methods and materials in the turntable module as I used in the rest of the layout and when it came time to work on it I was confident that it would all fit together and work in the way it was designed to. Let's just say that I didn't drag out pieces of 4x2 lumber from under the house left over from when my home was constructed to build this layout. The basic design could be described as a large, oblong shaped "lazy susan" with two pieces of aluminium angle run down each side of the table.

The table spins on a turntable spider (photo 3) from UK company Station Road Baseboards <http://www.stationroadbaseboards.co.uk/>. This is essentially a partitioned plastic circle with some ball bearings set into

the plastic which rotates around a central hole. I also installed some of Station Road's sector plate rollers (part no FTB003) at the corners of the plywood base the spider sits on to help provide as much support as possible. The table is made from a piece of 9mm plywood, the same material I used as the track base on the scenic portion of the layout. I like the materials in my layouts to be consistent so I resisted the temptation to save some money and use a different material like mdf just because this was the off scene storage. I started with a rectangle of plywood and routed two curved cuts into this using a router attached to a cutting jig made from mdf (photo 4) which rotated in the hole that would eventually be used to allow the table to turn on the plastic turntable spider. I was quite conservative with the length of the table choosing to make it 1.4m long. I feel now I probably could have made it at least 1.6m long (I had approximately 2m of length available) without any more likelihood that it would droop at the ends when it was turned. Once I had the table cut I laid out the pieces on the base board and tested that the table would spin freely (photo 5). After I did some checking and adjusting I began permanently installing the table and plywood approach pieces in place by making aluminium risers to bring the mechanism up to the same height as the track on the scenic portion of the layout (photo 6).



The spinning table of this contraption needed to be flat and stable and the base on which it sat needed to be really rigid, with no sagging in the centre, if it was going to rotate freely. Right from the start I wasn't convinced that my aluminium modules would be rigid enough for this so I wasn't surprised, when I finally had the whole turntable together and tested it, that there were some teething problems. Before I began laying out the four storage tracks (photo 7) on the turntable I installed two lengths of aluminium angle along each edge of the table to help make it as rigid as possible. I also took a cue from the prototype and installed four "queen posts" and guy wires to help ensure the ends of the table didn't sag. The turnbuckles and other stainless steel fittings are intended for use in veranda railings but work equally well in this application (photo 8). And if anyone accuses me of planning and plotting my next layout while I'm working on a home improvement project dreamed up by the better half I'll deny it! When the turntable is being spun the operator will drop two aluminium "gates" at either end of the table to prevent stray rolling stock falling off the end of the table (photo 9).

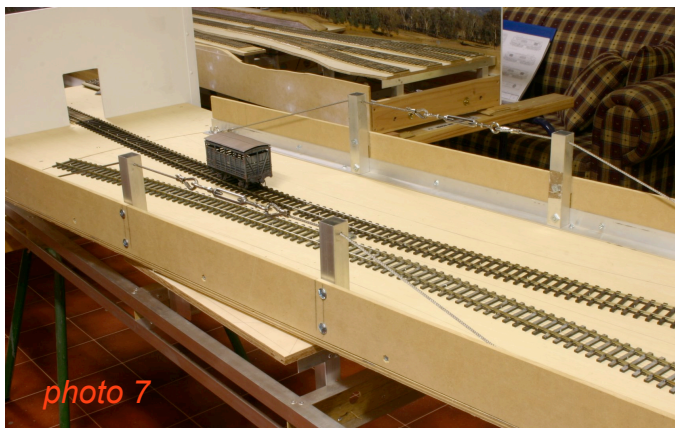


photo 7

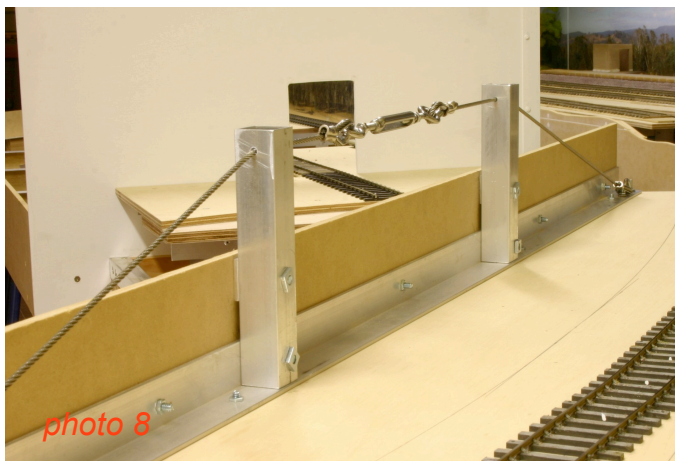


photo 8



photo 9

As I constructed the turntable module I found that the mechanism worked fine while it was sitting on top of the work table I use in my workshop. Under these conditions it was supported along its full length and the centre of the module couldn't sag under the weight of the turntable. However as soon as I set it up under the same conditions it would operate under at an exhibition – supported at each end at two points – there was some very slight sagging and this affected the operation of the table. To overcome this I utilised some dimensional radiata pine and ran two L girders down the full length of the underside of the module. This conveniently provided a "pocket" under the layout into which I installed a set of folding legs that were cannibalised from a plastic picnic table I purchased at Bunnings (photo 10). The legs on these tables are far too short for the height of my other stands upon which the layout sits at exhibitions so I extended these with lengths of square aluminium tube (photo 11) bolted to the end of the table legs. I inserted short lengths of pine into the ends of these pieces of aluminium and installed 1/4" T nuts into these to allow for some height adjustment with short bolts screwed into the T nuts.

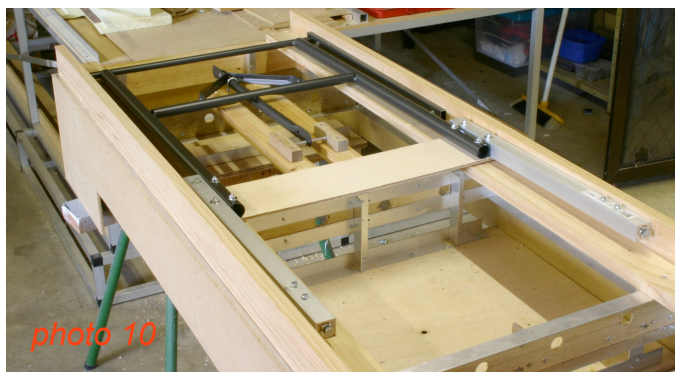


photo 10

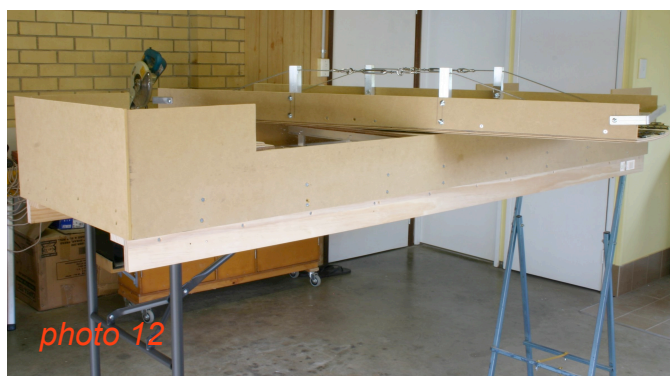


photo 11

I wanted to have the pine to be a snug fit into the end of the aluminium leg extensions and this turned out to be quite a challenge as there are no readily available sections of pine that closely fit the dimensions of the inside of the square aluminium tube. After some

experimenting I started with a piece of 2x2 pine and ripped this down on my Triton workbench to be just larger than the size I needed. I then gradually thinned this stock down to the exact size I needed on my power jointer (essentially a big upside down power wood planer) to get a snug fit. The same job could be performed with a thicknesser/planer. Once I had drilled holes in the ends of the pine for the T nuts I bolted these short pieces of pine into the ends of the aluminium tube. The T nuts were driven home and glued into place with Araldite. To finish off I wrapped the whole unit in a skin of 6mm mdf and glued a short length of K&S brass tube into the central pivot hole as a bushing to prevent the hole elongating over time. I then installed the table with a short bolt and a Nyloc nut to ensure this didn't come lose in operation. The central pivot bolt rotates inside this brass tube.

I set the turntable module up on its new custom made folding legs and one of the steel stands that holds up the rest of the layout to ensure that any tests I carried out would be under the same conditions the layout would operate under during an exhibition. I immediately noticed that the module operated in the same manner under these conditions as it did with the module sitting on the work table. The pine L girders had added considerably to the weight of the module but they had also provided the whole structure with the rigidity it needed for the turntable to operate effectively (photo 12). I have a lot of work still to do on this turntable and one of these jobs will be to install a system of wiring that will deliver power to the tracks at either end while also aligning the tracks to the entry track leading to the scenic portion of the layout. If you want to find out whether it works well enough to pass muster under exhibition conditions you'd better come to the Aus7 ExpO. Morpeth and its train turntable will be one of the layouts on show.



Well Done Pete

At the recent A.M.R.A. Exhibition on the long weekend in October, 2013, at Liverpool, our member and staunch supporter Berg's Hobbies, took out the award for the Best Commercial Stand for three years in a row. As part of his stand he had an O Gauge 7mm Scale module 3 metres long with DCC equipped steam and diesel locos with sound operating continuously to showcase the benefits of our chosen scale. Peter Berg and his team are to be congratulated on not only winning but supporting our hobby.

O-Aust Kits

Aus7 ExpO

Saturday March 1 2014
9.00 am to 4.00 pm

Casula Powerhouse Arts Centre Casula NSW

Model and Photograph - Roger Porter

The Aus7 Modellers Group is celebrating its 10th Birthday at this unique location with an O scale Model Railway Exhibition.

Many of the layouts will be making their first public appearance. Free parking, a group of specialist traders together with the Powerhouse's excellent Bistro and Bar facilities will make this a day to remember.

Adults \$10, Seniors \$8, Children \$5, Family \$25

CASULA POWERHOUSE ARTS CENTRE <http://aus7modellersgroup.org/>

Commercial News

Trevor Hodges

Model O Kits

Model O Kits - PO Box 379, Ermington, NSW, 1700, Tel 0404 935 663, email glenn.scott@hhpackaging.com.au and www.modelOkits.com, have passed on the news that components for the pilot model of the (AD)60 have arrived and were on display at Liverpool exhibition and will be on display at the October Forum. Some minor modifications have been flagged and these have been communicated back to DJH in the UK. The full pilot will be in Australia before Christmas. The deadline for orders has been extended to late November/early December.

Discussions have been undertaken with two local locomotive builders to provide a build service to those interested. Kit build price will be in the range of \$2750 to \$3000 (TBC) not including the price of the kit. Model O Kits will not be providing any form of warranty on the work provided but will facilitate the contact with these builders.

Model O Kits is in the early stages of assessing costs, versions and data collection for our upcoming (C)36 class locomotive kit announced at the Liverpool exhibition. Further details should be available at the Aus7 ExpO, March, 2014.

Model O Kits have added a number of new items to their

range of laser cut kits. Please refer to the advertisement in this issue for details. New kits for a shop, garage, houses and a NSWGR goods shed, amongst other smaller kits, are in the planning stages.

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 advised that the CX and 4 wheel non-air coal hopper kits made their debut at the Liverpool. After some consideration it has been decided to replace the polyurethane cast brake rigging on the 4 wheel hoppers with lost wax brass castings. When available these will be forwarded to all those modellers who purchased 4 wheel hoppers at Liverpool and will be standard for all future kits supplied. There will be a short delay in supply of more kits until the brass components are manufactured.

Future production of CX kits will also be delayed as it has been decided to replace the 2AA bogie with the more widely used 2AD for future production runs. Those who have already purchased the kit can exchange the 2AA bogie supplied for 2AD bogies if they choose at no cost. The roof will also be modified prior to the next production run.

Work is underway on patterns for an MHG kit (yes – it is finally underway at last!!!) and an FO end platform passenger car. A decision has not yet been made as to whether to proceed with the CCA as well. The kits should be available early 2014.

As the pattern maker is taking some leave in early November the 30T kit will be delayed marginally but kits should be available early 2014. Likewise work on an upgraded Standard Goods loco is progressing with availability later in 2014. The 30T will come with a 6 wheel P class tender and the Standard Goods will have a Commonwealth tender when released.



.Keiran Ryan Models

Keiran Ryan Models, 39 Coachwood Cres, Picton, NSW, 2571, (02) 46772462, kmodels@gmail.com & www.7mmkitsnbits.com have announced that work on instructions for the Z20 locomotive and the BMT wagon has commenced.

Under development is a 7mm slack adjuster (for point operation), a working catch point indicator and a set of castings for a point lever frame that can be made up into various sized frames.

Bergs Hobbies

Bergs Hobbies, 181 Church Street, Parramatta, NSW, 2150, Tel 02 9635 8618, <http://www.bergshobbies.com.au> & mail@bergshobbies.com

have announced the upcoming release of an A3 gable roof NSWGR station kit. The kit comprises a mix of polyurethane, timber and metal parts. Price to be confirmed. The prototype for this kit was on display on the Bergs stand at the Liverpool exhibition and the Oct Forum.

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 the news that the production run of the 7mm Fowler 0-4-0 Diesel Mechanical loco is virtually complete, and stocks will be with us in mid-November. Advance samples were on display at the Liverpool Exhibition.

Sixty will be brought into Australia for sale: 20 in lined GWR green with "Great Western" on the cab-side, and 40 in the unlined green livery. The price will be \$365.00 plus \$20P&P if purchased from our website. Some will be also be available through shops - check with your local Ixion stockist.

Email info@ixionmodels.com to reserve a loco, the expectation from the manufacturer is that they will sell out quickly.

JNP

JNP have announced a ready to run "Brass" NSWGR (AD)60 Garratt in 1:43.5 scale. There will be 2 versions, long bunker and short bunker with details to suit. The decision on whether the model will be sold as DC or DCC ready is still to be confirmed. Further details will be announced shortly.

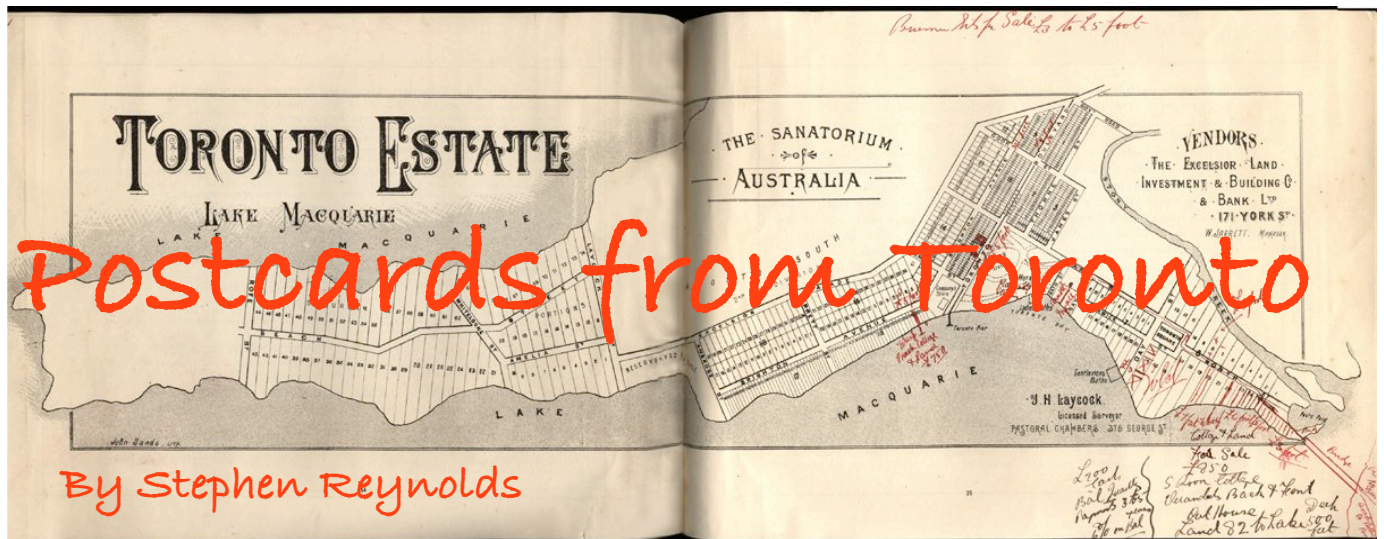
These locomotives will be exclusively sold through Bergs Hobbies and all communications should be directed to Berg's Hobbies.

Email: mail@bergshobbies.com Phone: 02 9635 8618

Waratah Model Railway Co

Waratah Model Railway Company, 149 Kyle Bay Rd, Kyle Bay, NSW, 2221 Tel: 0415 976 442 or 0406 532 260, emails to waratahmrc1@bigpond.com and website at www.waratahmrc.com.au have released an etched brass kit of the standard 70' girder railway bridge in single and dual track versions (there is a dual track version on the Arakoola layout). The kit includes 3 etched brass sheets and all of the timber and nut, bolt and washer castings necessary to construct the bridge and the approach trestles. The kit comes with detailed instructions illustrated with colour photos and diagrams. Only a small number of these have been produced. The single track kit is \$640 and the dual track \$850.

Work continues on the HG.



Our journey to the Toronto Station area continues, this time concentrating on the station building itself. While as stated in the last instalment the building at first glance looked like most NSWGR A4 stations upon closer inspection it had a few differences. One of these was the over abundance of female comfort facilities and the other unusual feature was the newspaper stand on the Eastern side of the building. More on this in the next issue.

For now we will look at the windows and doors and the use of the new Model O Kits products for these very important items that go a long way to proclaiming that this is a NSWGR station.

I was very lucky that Model O Kits came along when they did as I was intending to scratch build the windows/doors myself and they would not have turned out as good as these. That's not to say it was just a matter of cutting them from their board and placing them in the model. They needed some modifications and additions to make them better suited for my situation.

WINDOWS. The only alteration I made to the windows was to cut a 3 mm wide recess in the back of the window architrave to the depth of the first layer of card. I used Northeastern Weather Board for the external cladding of the walls on the station and without this recess the Model O windows would have stood out too proud.

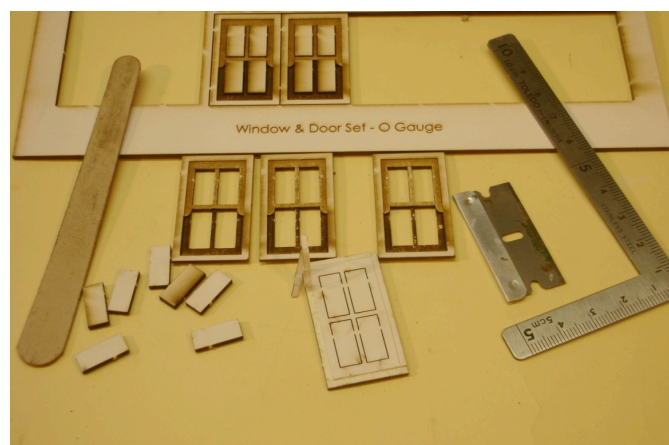


Photo 1. Cutting out the recess from the back of the window.

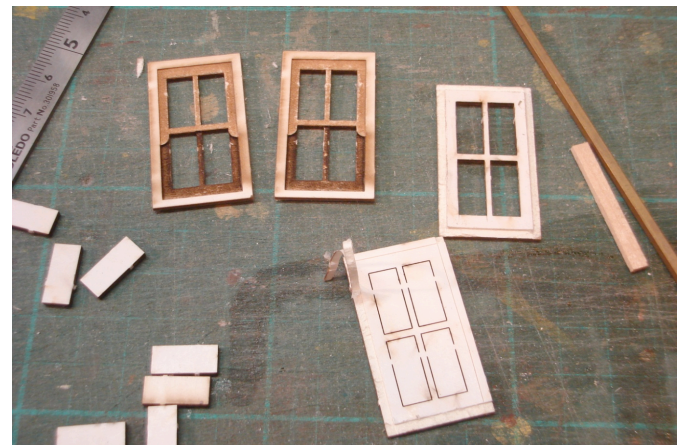


Photo 2. Almost the same shot but little closer, note the recess in the bottom of the Model O Kit window.

I also used suitable HO windows from Grandt Line for the smaller windows in the toilet area and the ticket office. To beef these up a bit I add a 4x1.1/2 inch (scale) architrave of strip wood around the window frame.

DOORS. There were no windows/skylights above the doors and no doorframes in the kit so I decided to scratch build them. I used Mt. Albert strip wood. Size 4 x2inch (scale) for the door frame and 4x 1.1/2 inch (scale) for the architrave around the door frame and skylight. Using the Model O Kit door as a guide and to keep everything square.



Photo 3. Doors and door frames.

Once painted I added a small shim of brass and a brass pin for the doorhandle and striker plate. Hard to see in the photos but two of the doors were glued in position slightly ajar, to give a 'lived in look'.



Photo 4. Painted and doorknobs' added

PAINTING. Here is where I was a bit impatient and took a short cut and got a substandard finish. First I painted all windows, doors and their frames in Shellac. This seals the card board and the timber off from moisture and should last forever. Next I sprayed all parts with cheap Australian Export Grey Primer as I do with most everything I model. This then produce a surface for the top coat, for which I used Australian Export Appliance White. This turned out to be too thick and glossy, I should have taken the time and used my airbrush and not a spray can. Fortunately a coat of dull coat went some way in relieving the problem

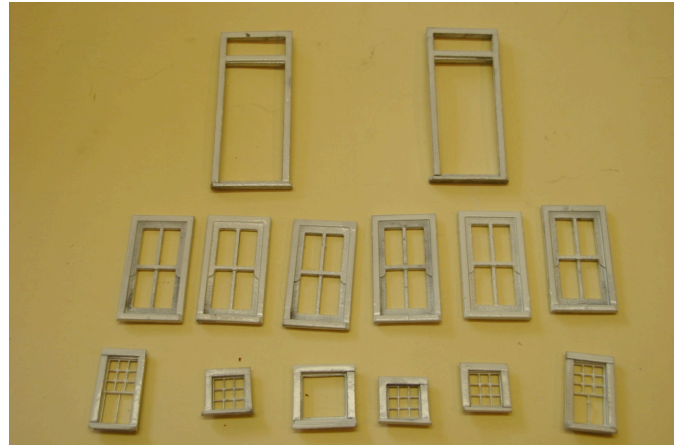


Photo 5. Thick and glossy, the price I paid for being impatient.

Once dry I masked of the white architrave around three sides of the windows. The window sill at the bottom I left unmasked and the door frames were put to one side to remain white but the doors themselves were painted. I again used a spray can but a better brand, Power Plus touch up paint, Vintage Burgundy with pleasing results this time. Although it appeared a little redder than the prototype. This came about partly because when selecting the colour at the spare parts shop, I had forgotten my glasses and had to ask the young shop assistant for help to match the colour from a photo I had. The look on his face said it all,,, why would anyone be interested in an old building!

Always remember your glasses.



SHOWCASE



Two high roofed EHO vans. Above is a photo of EHO 668 built for Harry Horgan by Peter Krause. It was based on the photo on Page 159 of Coaching Stock of the NSW Railways Volume 1. and used an O-Aust Kits EHO kit with a carved balsa roof. Below is a scratchbuilt version by Paul Chisholm of a van which has been rebuilt without the matchboard siding. Note also the variation in duckets (guards lookouts).



Arakoola Open Day

The incredibly good looking and sophisticated gentlemen pictured below would like to invite you to the first ever Arakoola Open Day!



This is a day for members of Aus7 to bring along their locomotives and rolling stock and give them a run on the layout or just take a closer look than you are able to do at an exhibition. However to run on the layout locomotives must be DCC.

The event will be held at Yagoona in suburban Sydney on Sunday 1st December from 9:00 to 3:00. The address and directions will be given to you upon registration.

Due to the need to limit numbers you will need to register your intention to attend by emailing Paul Chisholm at paulchisholm@bigpond.com by 25th November. Although this is a members only event you are welcome to bring guests (limit two) but no one under 16 years of age.

All attendees will need to sign an attendance register.

Both Model O Kits and Waratah will have stalls and there will be a sausage sizzle lunch available for a small fee.

All members and guests very welcome.



N.S.W.G.R (AD) 60 CLASS 4-8-4 + 4-8-4 BEYER - GARRATT



1:43.5 (7mm) O Scale

Model O Kits & DJH Modelloco UK have joined forces to announce the release of the NSWGR (AD) 60 Class Beyer Garratt loco in O Scale

Fine detailed brass & white metal kit



CLOSING SOON

Features

Slaters Wheels

Slaters Plunger pick ups

2 x Mashima 1833 motors

2 x Slaters GBO30R-3M 30:1 gearboxes

Space provision for fitting DCC decoders and speakers

Boiler, Water Tank and Coal Bunker assemblies will be provided as pre-formed etch parts.

Kit price \$2599 - \$500 deposit with order.
Orders for limited production run close soon.

Pilot model due December 2013 and Kits expected March 2014



coming soon....

Model O Kits are proud to announce their next quality brass & white metal kit will be

NSWGR 36 Class Locomotive

Watch our website for more information soon!

Visit us at www.modelokits.com Telephone: 02 9707 3390 or 0404 935 663

Quality scale cut kits and building materials for O gauge (7mm)modellers

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specialists in NSWGR O gauge
model kits & accessories



PC 1 Station Building Kit
Scale 1:43.5



PC 2 Station Building Kit
Scale 1:43.5



PC 3 Station Building Kit
Scale 1:43.5



Double Relay Hut Kit



Single Relay Hut Kit



Triple Relay Hut Kit



Concrete Station Facia - 4 section
approximately 1.7 metres



Paling Fence - 6 Sections



Corrugated Iron Fence Kit
12 bays - length 460mm
Scale 1:43.5



NSW Door and Sash Window Kit
Scale 1:43.5



Corrugated Iron - Styrene 0.25mm Sheet
Workable area 390mm x 208 mm



Weatherboard 4.5" - Styrene 0.25mm Sheet
Workable area 390mm x 208mm
Scale 1:43.5



Timber Platform Fascia Kit
Scale 1:43.5



Corrugated Water Tank 3.4m dia.
Kit
Scale 1:43.5



Small Concrete Water Tank Kit
Scale 1:43.5



Post & Rail Fence Kit
length 2200mm
Scale 1:43.5



Corrugated Water Tank 2.7m dia.
Kit
Scale 1:43.5



Platform Seats Version 1 & 2
Scale 1:43.5



Concrete Signal Box Kit.
Scale 1:43.5



Timber Level Crossing
Scale 1:43.5



Corrugated Water Tank 1.5m dia.
Kit
Scale 1:43.5



Timber Ash Buffer Kit
Scale 1:43.5

Images of painted kits are for illustrative purposes only.
All kits come unassembled & unpainted.

Current Product Range

NSWGR PC-3 Station Building Kit	\$109.00
NSWGR PC-2 Station Building Kit	\$89.00
NSWGR PC-1 Station Building Kit	\$49.00
NSWGR Single Panel Relay Hut Kit	\$10.00
NSWGR Two Panel Relay Hut Kit	\$13.00
NSWGR Three Panel Relay Hut Kit	\$15.00
Concrete Platform Fascia Kit	\$25.00
6' Timber Paling Fence Kit	\$18.00
Laser Cut Card Windows & Doors	\$17.00
Corrugate Sheeting (390 x 208 x 0.25)	\$4.00 ea
Weatherboard Sheet (390 x 208 x 0.25)	\$4.00 ea

All Products Now In Stock

October 2013 New Releases

Corrugated Iron Fence Kit	\$12.00
Timber Level Crossing	\$15.00
Timber Platform Fascia kit	\$33.00
Concrete Signal Box Kit	\$49.00
Ash Timber Buffer Kit	\$19.00
Small Concrete Water Tank Kit	\$12.00
Corrugated Water Tank 1.5m Diameter Kit	\$9.00
Corrugated Water Tank 2.7m Diameter Kit	\$10.00
Corrugated Water Tank 3.4m Diameter Kit	\$12.00
Platform Seat - Version 1 Kit	\$5.00
Platform Seat - Version 2 Kit	\$5.00
Post & Rail Fence Kit (New)	\$20.00

Visit us at www.modelokits.com Tel: 02 9707 3390 or 0404 935 663

O-Aust Kits

PO Box 743 Albany Creek Qld 4035

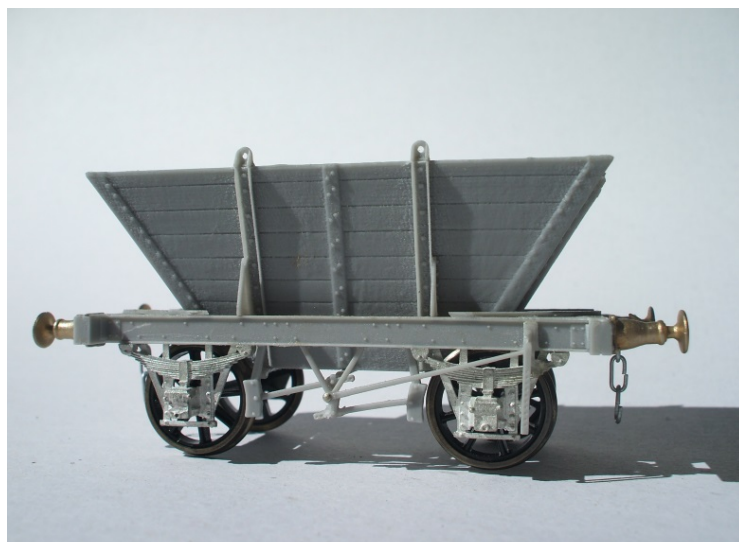
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COAL HOPPER**

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**VR ZLP
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ALSO NOW AVAILABLE

NSWR CX COMP PASS CAR

NSWR BSV BOGIESHEEP VAN

NSWR GSV 4 WHL SHEEP VAN

VR B 4 WHL BOX VAN (1:48)

VR ELX BOGIE OPEN WGN(1:48)

NSWR S WAGON (KIT & RTR)

FUTURE PLANS

NSWR C30T STEAM LOCO

NSWR MHG GUARDS VAN

QR DH LOCOMOTIVE

VR P EXPLOSIVES VAN

50 CLASS LOCO UPGRADE

MORE PASSENGER CARS