

7th Heaven



Journal of the Aus7 Modellers Group Inc.

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10th Anniversary Issue

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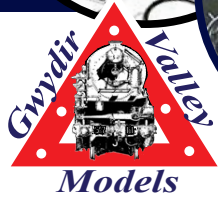
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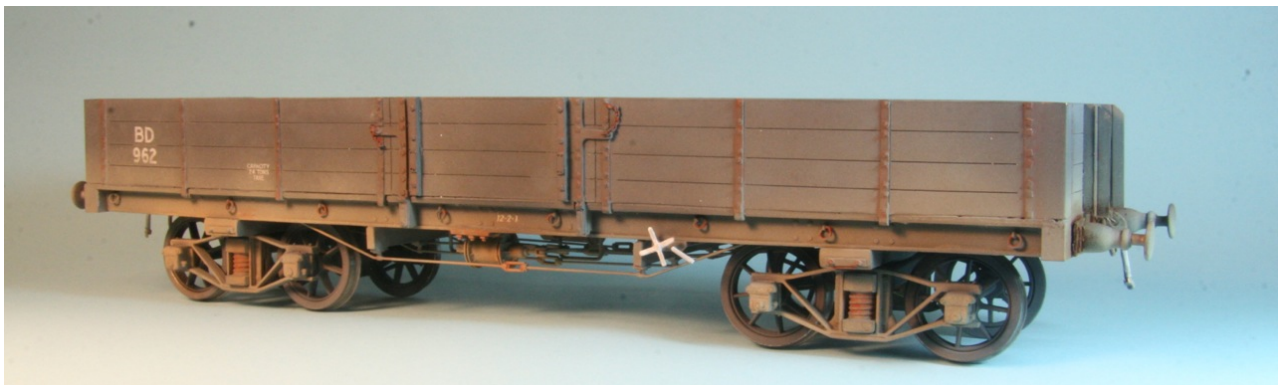
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Straight Down the Line - Opinion

by Trevor Hodges

Time to Celebrate

I'd like to welcome you to the 10th anniversary issue of 7th Heaven. This is the 41st issue of our little magazine devoted to big trains. We haven't missed a single issue in ten years of the group's existence and this represents over 700 pages of member contributed content in that time. As the group has had an average membership of approximately eighty five I don't feel it's an exaggeration to say that this is a remarkable achievement. This magazine is filled with material written by O-scale modellers for O-scale modellers. Without articles written by members we have no magazine. I believe we can produce another 40 issues over the next ten years but this won't happen without your input.

As most members would be well aware, the main way we chose to celebrate the Aus7 Modellers Group's 10th birthday was to hold the Aus7 ExpO and dinner. The exhibition was an outstanding success and it would be remiss of me to not to thank our Vice President, John Parker, once again for all his hard work in taking on the role of organising the event. Holding an exhibition was an idea we'd been kicking around half seriously for a number of years in the lead-up to the 10th anniversary, but it was only when John contacted me a couple of years ago and said he thought he'd found a suitable venue that I started to believe that thoughts might actually turn into deeds.

I also need to slip in a thank-you to our main sponsor O-Aust Kits and our other sponsors, Waratah Model Railway Co, Model O Kits, The Model Railroad Craftsman, The Railcar, Bergs Hobbies and Ixion for helping to make this event a reality. We are so very lucky to have such generous and hard working traders in O-scale. Without them I don't think we'd be where we are today.

Perhaps one of the biggest thank-yous needs to go to the people who came up with layouts to exhibit at the ExpO, quite a number of which had never been seen in public before. One of the most oft repeated comments made to me on the day of the ExpO was that the quality of the modelling on the layouts was extremely high. John Parker and I set out to hold an exhibition by modellers for modellers; in this I think we achieved what we set out to in spades.

The most common question put to me during and after the ExpO was when were we going to hold the next one? How can I answer that sort of question? The most honest answer would be to say that there are no plans at this stage to hold another exhibition any time soon. This is not to say that another such event will never be held, but it would be misleading to suggest that we currently have the finances or enthusiasm to organise one. Perhaps the best way of putting it is this: when a *future* executive can see clear evidence that sufficient new layouts are available for exhibition then that might be a signal that it's time to begin thinking about planning another event. What better motivation can there be to build a layout? As with the production of 7th Heaven this is entirely up to members: if you want to see another ExpO, then get busy building a layout!

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On The Cover

The scene in the main hall at the Anniversary Expo at the Casula Power House Arts Centre. More displays were on view in another hall. See the pictorial coverage starting on page 6 for an overview of the event.

The Aus7 Modellers Group - A Personal Perspective

Trevor Hodges - Member #0301

When I was discussing with the Aus7 executive what we were going to include in the 10th Anniversary issue of 7th Heaven the idea of a "history" of the group seemed to be a natural for inclusion. While we have 116 financial members at the time of writing I imagine that a fair number of members would have no idea how the group was formed and what its purpose is. In fact I'd go further and suggest that a fair proportion of them have no real interest in this: all they really care about is that their copy of 7th Heaven arrives on time and that the Forums are held every six months. The more I thought about writing a history of the group the more I started to realise that any such writing would probably suggest that, in its founding, there had been a clearly defined purpose set out for the group. I started to have visions of those "Socialist Realist" paintings produced in places like the Soviet Union and North Korea: the ones that depict square jawed, socialist hero workers staring off into a clear sunlit, socialist paradise. The people in those paintings had "Vision" with a capital V! Well I can tell you from my own personal involvement, the founding of the Aus7 Modellers Group had no such inspiring vision to guide its future direction: the reason for its founding was utterly practical if not slightly mundane.

I've included my member number at the top of this article to make the minor point that I have what is essentially the first member number for the Aus7 Modellers group. Your member number is made up of the year you joined followed by a number derived from the order of members as they join that year: so I was the first person to join in 2003, the year of the group's formation. There's a very simple reason why I got the first membership number: I started the Excel spreadsheet that records membership details and my own details were the first ones I entered. Dave Morris has member number 0302 so he's what I consider to be the first real member. All I was doing was typing in the details!

Some really sharp members reading this may be thinking to themselves: the group has just had its 10th birthday in March 2014 and that Dave and my member numbers have 03's in them. Well you'd be right, but that's because we actually kicked the group off in about October 2003 by asking members of the 7mmAusmodelling Yahoo! Group - which was started by Keiran Ryan in September 2003 - to nominate themselves to be members by sending me their details via email. Everyone who did so got an 03 membership number. There were eleven of us in this group of "early adopters" and the records tell me that those who received an 03 number, and who are still financial members, are (in order) myself, Dave Morris, Keiran Ryan, Kim Mihaly, Lindsay O'Reilly, Ted Aubrey, John Parker and Roger Porter. These dates also help explain why the 7mmAusmodelling Yahoo! Group, nominally the Aus7 Modellers Group's main online presence, doesn't actually contain the Aus7 name in the title of the site: this is because the Yahoo! group was formed before Aus7 existed or even had a name to lend to the site. The "official" formation of the Aus7 Modellers Group occurred at the next scheduled O-scale Modellers Forum at North Sydney Leagues Club, which happened to be March 27, 2004. I have a photo of the audience at that 2004 Forum as they sit listening to a speaker making a presentation. As no one is asleep it's obvious that Keiran and I weren't giving the talk about the formation of the group. There was plenty of time later during our talk for a nap!

If pressed to nominate the reasons why the Aus7 Modellers Group was formed when it was, I would probably narrow it down to two primary influences. The first was my visit to Guildex in the UK in mid September 2003. This event is the main annual "show" organised by the Gauge O Guild, a scale specific organization in the UK with a membership approaching 6000. I knew Guildex was big but this event bowled me over! Here was a model railway event that, in terms of floor space utilized, was bigger than Sydney's biggest annual model railway exhibition and it was all O-scale! After attending Guildex I started to think there was probably a bit more we could be doing to promote O-scale modelling in this country. After I got back to Australia I started talking to Keiran Ryan about what that might look like.

The second reason for the timing of the formation of the group arose from my own modelling and my decision to switch to O-scale in early 2000. Rather than square jawed socialists staring off into a workers nirvana, the formation of the Aus7 Modellers Group had far more in common with a Warners Brothers

cartoon called "There Auto Be A Law". In this cartoon a driver gets stuck on a freeway and keeps looping around, stopping at a hamburger stand and asking how to get off the freeway. Eventually he gets told that in fact there is no way to get off the freeway from that spot and the reason the guy giving directions started the hamburger stand was to keep from starving to death. Look it up on Youtube. The point I'm trying to make is that in the couple of years either side of 2000 I had gradually been making the decision to switch from HO to O-scale. In making the switch I had assumed that I'd build some kits, start building a small layout and meet a few other O-scale modellers to swap ideas. The first two items on this to-do list were pretty easy but the third proved to be a lot harder than I'd expected. The fact is that in the early 2000's there were very few people actively modelling local prototypes in O-scale (Finescale) in this country. I'm trying to draw a very clear distinction here between active modellers, already working in the scale and potential modellers, hovering around the edges considering modelling in it. There were a number who turned up to O-Gauge Modellers Workshops in Sydney (the precursor to the Forums) and a group of modellers in Victoria calling themselves Vicgog, but no organisation or group of modellers local to me who I could join and share ideas with. I wrote my first AMRM O-scale article in April, 2002 to see what the reaction would be and I must admit that the response was less than overwhelming. So just like the little man stuck on the highway in the cartoon I thought it would be a good idea to start an O-scale modelling group to "keep from starving to death" all on my own.

The underlying motivation behind the idea of starting the group was that I was having a great time modelling in O and, while I knew I wasn't the only one doing so, I was having difficulty getting the information I needed to push my modelling along. You could count on one hand the number of articles being published about standard gauge O-scale modelling in the mainstream modelling press at the time, so I suppose the main purpose of the Aus7 Modellers Group was the production of what became 7th Heaven. They call that identifying a niche and filling a need in business don't they? Or is it identifying a need and filling a niche? For me the production of 7th Heaven four times a year, and later the twice annual O-scale Modellers Forums held at North Sydney Leagues Club, are the reason for the existence of the Aus7 Modellers Group. The group has never set out to develop sets of wheel and track standards or build a "club" layout": experience has shown that such activities can be left to individuals or groups with a need or interest in these.

The group has a formal set of aims that were developed as a part of our incorporation and can be read on the web site by anyone who is interested but for me the group's fundamental aims have always been (and should remain) promoting Australian O-scale modelling and providing a medium for spreading information about that modelling. Because the group isn't a single "institution" that has existed in one place for a length of time it has no real history in the traditional sense. The group owns no assets and has no archive of achievements or milestones. Rather than a place, the Aus7 Modellers Group is a medium or a space where information can be shared. What more history do we need to have than the sum total of the modelling of the group's members and the sharing of the stories of that modelling. The result is totally ephemeral but members tend to be fiercely loyal to the group and what it sets out to achieve.

I like to think that when someone who might be modelling in a scale other than O - yes there are still a few stubborn hold outs - and who see something they like on an O-scale layout or on a commercial stand, the Aus7 Modellers Group provides an "easy in" to the scale: by paying \$30 for a year's subscription to 7th Heaven such an individual gets a low cost window into the scale (both 1:43.5 and 1:48), and a way of seeing what others are doing on their modelling benches and layouts. That wasn't available when I started in O-scale in 2000 but it has been since we founded the group on the 27th of March 2004. That's something I think we should all be very proud of.

EXPO PICTORIAL

Photography by John O'Neill and Mark Fisher



A peaceful scene on Trevor Hodges' Morpeth



Yes, it's Queensland. Peter Krause's Bellthorpe



The Western Front 1917 by David Low.

NSWGR narrow gauge as it might have been by Prof Klyzlr



Dibley by David Lord



Our U.K. member John Birch and his wife Janet man the Aus7 desk





A short train leaves East Maitland station on the layout of Ron Fox.



Hoyt-Clagwell Tractor Factory - Geoff Potter



Aussie Gum Trees. The work of Dan Pickard



Roger Porter hard at work on John Parker's valley Heights layout.



Spicers Creek from Gary Spencer Salt



Does sponsor Peter Berg really need an introduction?



One of our Expo sponsors and long time supporter of the Aus7 Modellers Group, Peter Krause.



Malcom & Moore by Bruce Wood



Lizards Ridge by Chris Lord set in the Capertee valley



Yes, Prof Klyzır is a real person!

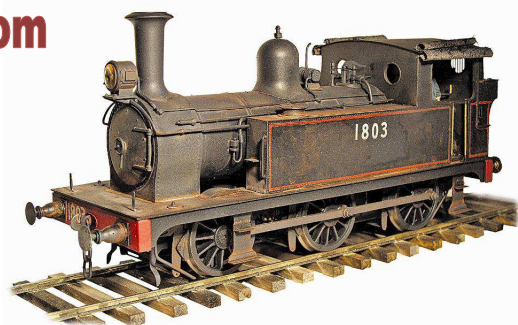


Inside the roundhouse on John Parker's Valley



John Birch and Paul Chisholm (Ed.) discuss matters of great importance.

From



Locomotives

It is not surprising that the locomotive, either steam or diesel often provides an introduction into O scale modelling particularly for the railways of New South Wales. This article reviews the most significant models introduced over the last ten years. It does not attempt to be an exhaustive review of each model but rather a personal reflection on the advances achieved in such a relatively short period of time.

John R B Parker

eighteen to sixty



**the smallest to the largest -
10 years of NSW locomotive models**

The last ten years could easily be described as the most significant period ever for fine-scale modelling of NSWGR in O scale (7mm: 1 foot). The frequent release of a series of models from a number of manufacturers has encouraged the construction of a great range of locomotives from the smallest, the 0-6-0 Z18 class to the largest, the iconic Beyer Peacock Garratt 4-8-4 + 4-8-4 AD60 class.

Way back in March 2004 the first issue of what ultimately became known as '7th Heaven,' included two black and white photographs of Trevor Hodges original version of Morpeth

showing 4811 shunting within the confines of the yard and the oil siding. "Where did that model come from?"

That was enough to convince a long time HO modeller that my future modelling was going to be in O scale. At the time I wasn't aware of the availability of any models in kit form. Issue 2 of what was then called the 'Aus7 Modellers Group Newsletter' included photographs of the side frames of the proposed kit for a 48 class and the first announcement about a forthcoming high-end craftsman kit for the NSWGR Z20 Class

steam locomotive. I was hooked. I placed orders for both and looked forward to taking delivery of the kits so that construction could commence.

By the time of the third NSW 7mm Forum and the publication of the October 2004 Aus7 Modellers Group Newsletter my knowledge of the scale was growing and although there was still no sign of either the 48 or 20 class kit I was able to buy from Graham Holland's Century Models a kit for the Z19 class 0-6-0 and later the 2-8-0 D50 class kit when it became available.

The fourth Issue of our magazine now proudly named '7th Heaven' appeared in February 2005. On the cover was a photograph of the splendid 0-6-0 Pioneer built by Trevor Hodges as a conversion from a U.K sourced Agenoria kit. First a 48 class, now this and I still hadn't started my first O scale model! This issue which featured the first part of an inspirational series by David Taylor on scratch building the Z18 locomotive also included an announcement from Berg's Hobbies that a kit for this 18 class locomotive was under development.



Model and photography ... Trevor Hodges

Eager modellers also learnt from a photograph of the prototype model that the Bergs/O-Aust Kits kit of the 48 class was close to release. There did however seem to be some concerns about how it would be powered.

Issue 6 of 7th Heaven, published in July 2005 contained the concluding part of David Taylor's "Building a scratch-built 18 class". This just happened to coincide with the release of the Berg's kit for the Z18. My initial thoughts were that this would be the ideal introduction to modelling in O scale so a kit was purchased and construction commenced. The building of that locomotive, complete with sound and lights was later described in issue 12 of 7th Heaven published in the summer of 2007.

In the couple of weeks immediately preceding the recent O-Aust Kits Aus7 ExpO my work bench was the temporary home for the pilot model of the forthcoming Model O Kits DJH O scale model of the NSWGR 60 class Beyer Peacock Garratt. The conversion to DCC, together with the first version of sound and lighting features that would ultimately be added by modellers during their construction of this magnificent model was completed in time to allow the model to be one of the stars of the O-Aust Kits Aus7 ExpO. From the 18 to the 60 class, quite a journey in just ten years, but of course there is much more to the story than that.

For obvious reasons this article is concentrating on the last ten years but we need to move slightly further back in history look at the locomotive that really started this new wave of modelling the railways of NSW in O scale. The Century Models Z19 class from Graham Holland introduced many modellers to NSW O scale. No need to scratch-build, you had in your hands a box containing all the parts necessary to complete a working fine scale DC model using a modern can motor at that time more familiar to builders of HO kits. It was the perfect choice of prototype, a relatively small locomotive, no complicated valve gear and a mix of materials, polyurethane mouldings, white metal and brass castings together with prepared brass chassis sides. No pro-

vision by the designer for DCC operation, but even in those early days of sound, this would be a relatively simple conversion. Many have been built exactly as designed but inevitably some used the kit as a starting point for a

6-0 industrial tank locomotives. The new version of the 0-6-0 kit included all the additional components necessary to build an accurate model of NSWGR locomotives 292 and 293, the first locomotives used on the Campbelltown to Camden branch line in July 1884. An article on constructing this loco ap-



Model and photography ... Trevor Hodges



Model and photography ... Paul Chisholm

more accurate and complete representation of the prototype. Surely the best example is Trevor Hodge's model of 1919 which incorporates working inside motion gear clearly visible under the boiler. An even more popular prototype followed from Century Models, a kit of the standard 2-8-0 goods locomotive of the NSWGR, the D50 class. Roger Porter contributed a couple of articles to 7th Heaven in Issues 11 and 14 which were a great assistance to those building the kit.

Two interesting kits were introduced to the market around the same time by PME (Prototype Model Engineering), a partnership of David Petersen and the late Ron Sebbens). These kits were based on the original Slaters kits for the small Manning Wardle 0-4-0 and 0-

peared in Issue No 17 of 7th Heaven but regrettably I am not aware of many of these kits being completed by other modellers. The smaller 0-4-0 kit represented an additional challenge to squeeze the decoder and speaker into the available space. Ixion's later release of the delightful Manning Wardle 0-4-0 'Cardiff' as a ready to run model has probably regrettably ensured that many of the original PME kits will remain unbuilt at the back of the cupboard.



As far as I recall the kit for the first NSW diesel the 48 class, became available during 2006. This kit was the result of a joint development between Berg's Hobbies and O-Aust Kits. Its introduction to eager modelers was delayed slightly by the difficulties associated with the planned motorised bogies. The highly desirable idea of including the motors and gear boxes within the bogie side-frames proved to be more of a problem than expected by the developers, K&M. As a consequence the kit was initially available in two forms, the first with the motor mounted within the body and secondly with individually motorised bogies. Very few of these motorised bogies were made, my own model of 4803 is fortunate to include them. Apart from the increased tractive effort it resulted in plenty of space within the body for the speaker enclosure. Roger Porter later showed us that even with the motor in the body it was still possible to open the doors and model the prime mover. Building the 48 class was covered by Roger Porter in a

21 of 7th Heaven just to see how things have changed, not so much in the basic construction of the kit but in the use of LEDs for lighting together with the progress that has occurred in sound decoder evolution. The smallest LED at the time was 3 mm in diameter and the first two-colour white and red LED package was only available on the aptly named 'lighthouse' shape. It is all so much simpler today due to the availability of 'Nanolights'. These LEDs complete with connecting wires are so small that even the two-colour white/red package will fit into a 1 mm diameter hole. It is also no longer necessary to use two decoders just to provide

sufficient functions to control all the lighting. (I really must find the time to complete that model. Five years without any further progress!) If you are still to start, or complete, your 32 class kit do read Paul Chisholm's "O-Aust 32 Construction Tips" in Issue No 26 of this journal. Unlike the previous article all of the hints and suggestions are still valid and extremely helpful.

The next kit to appear on my work bench was seen by many to be a strange choice. Berg's developed the O scale model of the NSWGR 41 class, one of the very early diesels and surely one of the ugliest locos ever built. In its standard DC form this is an easy model to build due to the use of large pewter castings, it also very heavy with such considerable tractive effort that it will outperform any other locomotive in your engine shed, very different to the prototype which turned out to be a bit of a failure. Bruce Lovett contributed an introductory article in Issue No. 22 of 7th Heaven and an additional article in Issue No. 26 by yours truly proved that it was possible to squeeze in both sound and lights. Roger Porter's version, 4108, at the head of his scratch-built Ballast train is often seen running on Arakoola.



Model and photography ... Paul Chisholm



Model and photography ... Roger Porter

series of articles in issues 18, 20 and 21 of 7th Heaven.

2008 heralded the delivery of the eagerly awaited 4-6-0 NSWGR C32 class from O-Aust Kits who had acquired the assets of Century Models in 2006. The first model of a steam locomotive from Peter Krause used a slightly simpler chassis arrangement than that used in the 50 class and a number of versions of this fine model were soon under construction. It is worth revisiting the two part article spread over issues 20 and



Model and photography ... Roger Porter



Model and photography ... Tim Preddy

The next development, announced in the spring of 2010 represented a big change for 7mm modellers of the NSWGR. Considerable enthusiasm welcomed the arrival of the first 'ready-to-run' locomotive, the CPH rail motor from the Waratah Model Railway Company. This model proved so popular that the limited production was soon sold out leaving those who had hesitated a little disappointed. This attractive model generally performed well and a number were soon converted to DCC operation following articles in issues 28 and 30 of 7th Heaven. The operating performance of this railmotor did vary a little from model to model with some experiencing somewhat erratic running. Trevor Hodges explored this in detail and contributed two articles in issues 33 and 34. The suggested modifications if implemented did improve the railmotor's operating performance. Roger Porter also got into the act with an article entitled "Lowering Your Waratah CPH Railmotor". Issue No 38 has the details.

In contrast to this RTR model a number of modellers were soon taking delivery of the eagerly awaited kit of the NSWGR 12 class locomotive from David Peterson Modelling Services. This beautifully presented and documented etched brass kit followed in the tradition of the very best kits of U.K origin. The model was the end result of years of careful research by David Peterson. Unfortunately as far as I am aware none of the kits has yet been transformed into an operating

model, although some are currently a work-in-progress.

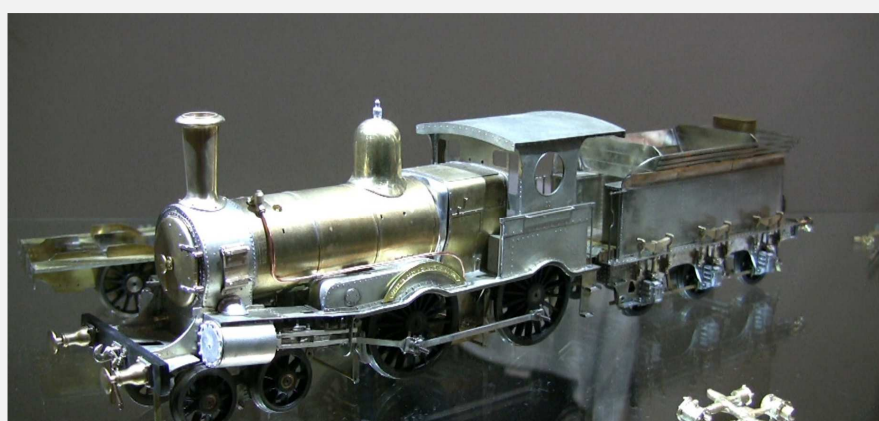
Towards the end of 2012 there was some short term confusion with the announcement of the RTR KHIAC 44 class. This locomotive was similar but not identical to the 44 class being produced by the Bergs/Haskell/O-Aust Kits cooperative. A limited number of this unexpected locomotive was available from stock. The attractive price ensured that they were all were sold within a couple of months.

Meanwhile after careful examination of the second prototype, improvements and enhancements were being incorporated into the RTR 44 class being produced by Bergs/Haskell/O-Aust Kits in the original 1957, 1960 and 1970 configurations as well as the 930 class version for modellers of South Australian railways.

Ixion's first venture into RTR NSW O scale began with the delightful model of the Manning Wardle 0-4-0 based on the unique NSWGR locomotive 1021 Cardiff. Unlike the subsequent injection moulded models from Ixion the 0-4-0 was individually constructed from brass and came beautifully painted and finished. It was designed for operation on a DC layout but once again no DCC or sound. An article designed to solve that shortcoming appeared in the 35th issue of 7th Heaven.



Model and photography ... Paul Chisholm



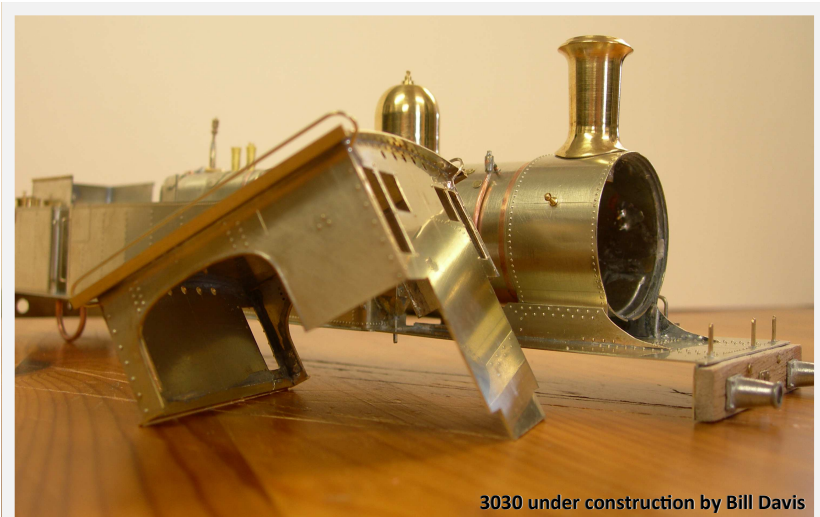
O-Aust Kits latest addition to their range was the release of the NSWGR C30 class kit in 2013. This will soon be followed by the C30T. This kit was originally promised by Century Models who have supplied a limited number of kits to their original customers holding outstanding back orders.

There are some incredible contrasts within this hobby: I commenced this brief summary of the last ten years with a question about Trevor Hodges model of 4811. "Where did that come from? Was it scratch-built?"

The answers to those questions had in fact been provided earlier in an article in the February 2003 issue of the Australian Model Railway Magazine. That article described how it was possible to start with a new O scale Atlas SD-45 and modify (kit-bash) it into a fine representation of a NSW 48 class. O.K. there were some minor compromises but the end result was the creation of a unique operational O scale 48 class locomotive complete with sound and lights. This inspirational locomotive was one of the reasons I started modelling in this scale and was very definitely part of the motivation for me, years later to attack another Atlas locomotive with a razor saw. But that is another story. If you are interested you will find the complete details in Issue 33 of 7th Heaven.

There are now so many different ways of acquiring your first or next loco. The choice is yours from ready-to-run, kit building, kit bashing or even building completely from scratch, "First take a sheet of brass---". 3030 was made for me by Bill Davis using exactly that technique.

What next? We should soon see a limited number of ready-to-run models of the NSWGR 49 class diesel from Auscision and by midyear the delivery of the pre-ordered models of the various versions of the very popular NSWGR C38 class in both streamlined and non-streamlined form. The Model O Kits AD 60 Garratt kits will soon be here followed at little later by the ready-to-run Garratt from Bergs. Two competing options, a little like the earlier situation with the 44 class. Model O Kits most recent announcement that the Garratt will be followed by another DJH kit, this time the C36 class just confirms that this is a very exciting and satisfying time to be a modeller of the railways of NSW in O scale. I also believe that the long expected kit for the Z20 class will be here by next Christmas, or maybe the Christmas after that?



3030 under construction by Bill Davis



Photograph - courtesy of Precision Scale Models



Photograph - courtesy of Model O Kits

Product Review: Protocraft Couplers

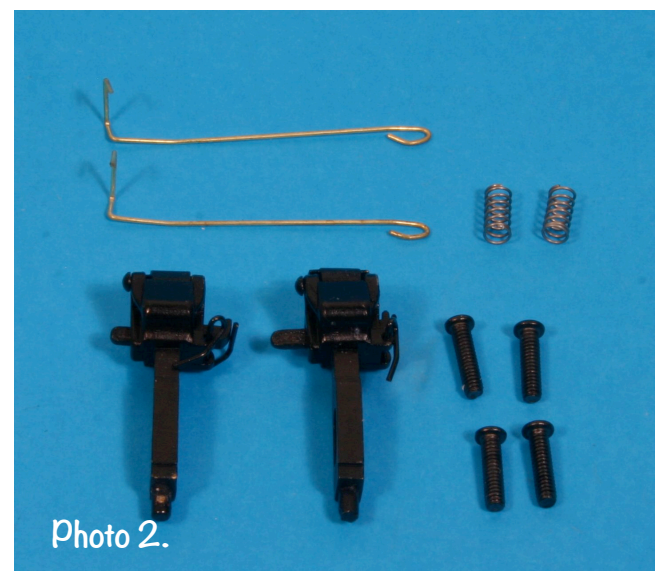
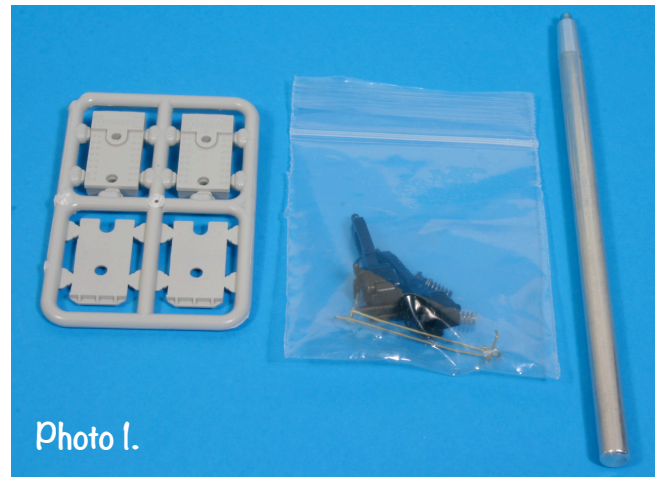
Trevor Hodges

I've been modelling in 1:43.5 scale getting on for 14 years and in that time I could count on one hand the number of products made available to the O-scale market that I consider to be really significant or important. I've been writing the Commercial News column for 7th Heaven for all of its ten years of existence and only rarely come across a commercial product that I consider to be a "game changer": something that is so much of an improvement on what has gone before that it will change the way I model, the plans I make and the way I operate my layouts. However in the case of the recently released Protocraft E-type coupler, I'm willing to stick my neck out and declare that for those modellers who want a reliable, prototype style coupler this product is a game changer.

Choice of coupler is no small matter: you choose a particular coupler and you have to live with that choice for as long as you model in that scale and gauge because it is extremely difficult to make a change at a later date. For this reason the coupler you choose has a very slight resemblance to getting married: what's that old saying about marry in haste, repent at leisure? About 12 years ago I settled on using Gago/Waratah couplers mainly for their more prototypical size and appearance over the main alternative, the KD. While I remain convinced that this decision was the correct one on aesthetic grounds, the new Protocraft coupler effectively addresses the issues faced by modellers looking for a reliable scale alternative to the KD.

The Protocraft couplers can only be purchased in sets of five pairs and arrive in small zip lock plastic bags with a separate sprue of plastic components for the KD compatible "box". If you intend giving these couplers a test run I would also recommend purchasing the magnetic "wand" Part # PC-1077 (photo 1) which needs to be purchased separately. Included in each bag is a pair of small springs which provide the self-centering mechanism, four small machine screws for attaching the coupler to the wagon body and two pre-formed brass coupler "lift-bars" which can be installed on the wagon to allow prototypical mechanical bottom uncoupling (photo 2).

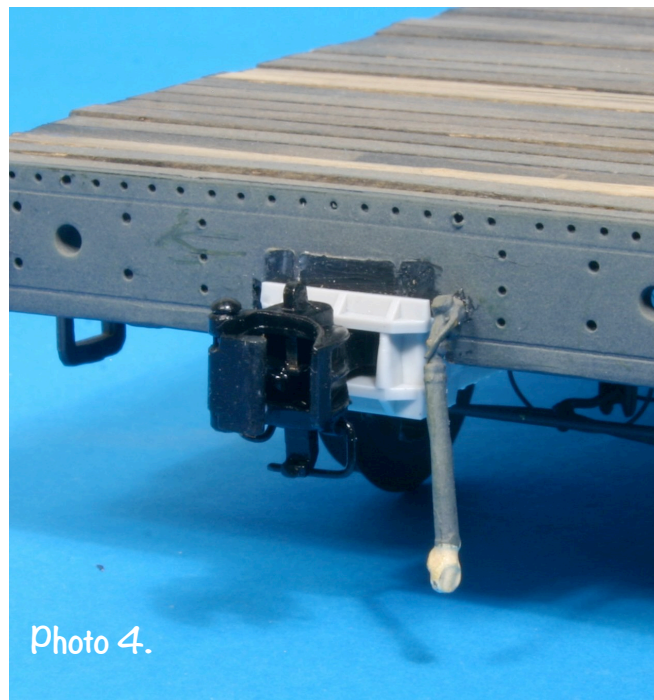
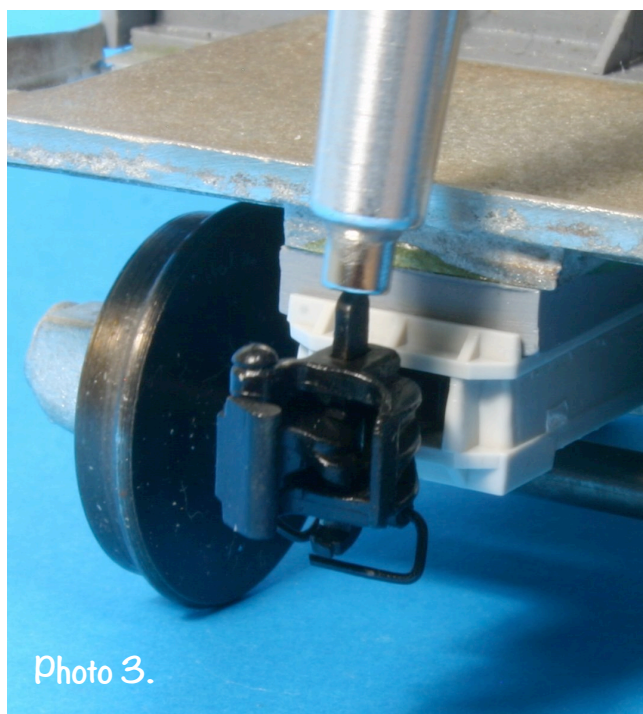
The coupler comes pre-assembled and pre-blackened so that all the modeller really needs to do is place the coupler in its draft gear box and screw it to the body of the wagon. In terms of time required this is very much the equivalent to fitting a KD coupler to a wagon. If the modeller is planning to install these couplers on a wagon designed to accept KD couplers (O-Aust and Veteran



kits fall into this category) the plastic components of the draft gear box need to be removed from the sprue and cleaned up with a file. The screw holes should be cleaned out with a 2mm drill bit, however the instructions recommend doing this with the bit secured in a hand held chuck to ensure that the plastic components are not damaged as they may be if this operation were carried out using the bit held in a Dremel or other motor tool. With the components temporarily held in place, holes can be marked and a 1.8mm bit used to drill holes for the retaining screws. If drilling into soft resin castings or plastic the screws will self thread but if brass is the material being drilled into then I would recommend drilling the hole and cutting a thread with a 2mm tap. I'm

yet to install these couplers to a wagon without using the draft gear box but for wagons not designed to accept KD couplers (Waratah) I can see no major hurdles to installing these couplers in a manner familiar to those who have installed Waratah couplers. This should allow the installation of the couplers without the need to cut away the detail on the wagon body around the coupler pocket. Without the draft gear box you would lose the self-centering action of the couplers but decisions about fitting these couplers to Waratah wagons will be up to the individual modeller.

The coupler lift pin on the Protocraft coupler is manufactured from a metal that is magnetically attracted, so when the "wand" is placed close to the top of the lift pin the coupler pops open ready for coupling (photo 3). In reverse the wand can be applied to a coupler that is hooked up to an adjacent wagon and the coupler opens smoothly and gives a slight push as the coupler opens, thus providing a clean separation so the wagon can be drawn away. There is no pre-drilled hole in the top of the lift pin for those who might wish to install an operating top lift bar but this would be a simple addition to install. While I have not yet tried to install operating lift pins on a wagon I suspect that these would interfere with the magnetic operation of the wand. As the magnetic wand works so flawlessly I'm unlikely to install working lift bars on any wagons I build in future. This might be a compromise some modellers would hesitate at but I think I'll be able to live with the compromise if it means reliably operating couplers (photo 4). In use, the couplers are generally easy to operate with the jaws opening and closing in a very smooth, prototypical manner. The self centering feature was not perfect, as the spring seemed a little stiff, and this sometimes leads to one or other of the couplers being off centre slightly which adversely affected smooth coupling. I found it best to have both jaws open using the magnetic wand and when the wagons were to be coupled up. After coupling it was advisable to give the locking pin a slight tap with the non-magnetic end of the wand to ensure the couplers were fully locked into the closed position.



The Protocraft couplers are compatible with Waratah couplers, however they will not couple up to KD's. The photo shows a Protocraft coupler on the right hooked up to a Waratah coupler on the left (photo 5). I've included some measurements to allow comparisons of the size of the coupler heads of each available for comparison. Modellers can make up their own minds about how well the Protocraft coupler compares in terms of size and look to the couplers used on their chosen prototype. For me they are close enough to pass muster but I will have to do something about that glossy black sheen as I install them on the wagons I build.



Protocraft couplers are a factory produced product which seem to be made to a consistently high standard by Boo Rim Precision in Korea. All five packs of couplers I have on hand work flawlessly and in operation over the weekend of the Aus7 ExpO the reaction of my operators was "I wish those couplers were installed on all the wagons". A pack of five pairs is priced at \$US37.95 and can be ordered via the Protocraft website. For me these couplers solve about four or five problems I have had with coupling my wagons. They are reliable, have self centering designed in, work flawlessly, can be installed easily on wagons that are designed for KD couplers and take minimal time to assemble and install. For me choosing them is pretty much a no brainer!

I purchased the couplers I used for this review with my own money and have no commercial relationship with Protocraft.

Norm Buckhart, proprietor of Protocraft responded:

I spent some time with the Koreans so that they would get the prototypical flat rust color correct - but what you see is what was shipped to me. I also told them to shorten the centering spring by one coil as the present length caused the coupler to skew off from the centerline a bit. Again the same spring length appeared. I now snip off one coil before assembling and that seemed to solve the centering problem. To solve the problem of the pin not fully seating itself - it does in some and some others not well - I treat only the problematic pin to a miniscule drop of Noelube or a related product. But do not use oil as that will eventually gum up.

Available from Protocraft: <http://www.protocraft.com/>, norm@protocraft.com & 18498 Half Moon Street, Unit 203, Sonoma, CA, USA 95476-4835.

Coupler Comparison Chart

	Protocraft	Waratah	KD #740
A	8.16	8.47	9.67
B	6.96	7.35	8.09
C	8.43	8.45	9.35

Key

A = Depth from the front face of the coupler to the point where the shank of the coupler attaches to the rear of the coupler head.

B = Length from the top of the coupler head to the base, excluding projections that are not part of the main casting of the coupler head.

C = Width from side to side of the coupler head, excluding projections that are not part of the main casting of the coupler head.

Note: dimensions are in millimetres

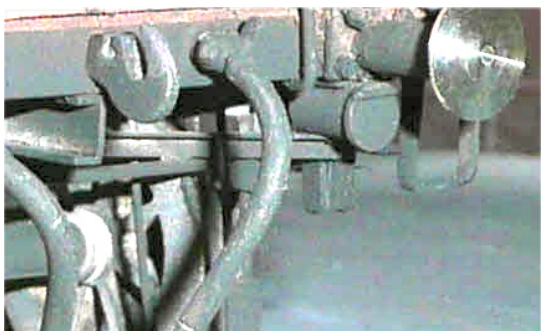
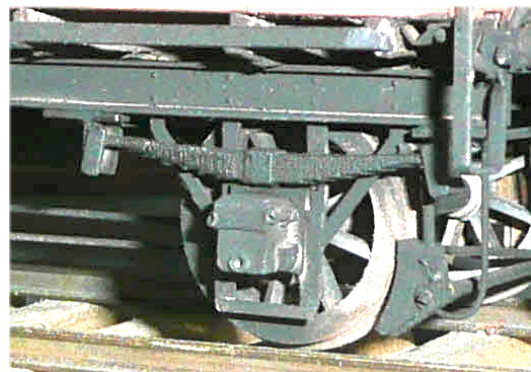
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This was actually made by taking a piece of fine fuse wire (remember that stuff? – did you even have it over there?) and looping it round a nail. Then hold the ends with a pair of pliers and twist it into a sort of rope. Then give the result a gentle tap with a light hammer and the strands open out slightly to give the effect of very fine chain.

Roof: Initially I was simply going to use the brass sheet roof but it looked "mean". The prototype would have had a planked wood roof (I assume) so I planked it with thin ply strips and covered these with a piece of fine material to give a canvas effect. I tried brush painting this with Railey Paints Navy Dressing but was not that keen on the result so gave it an overall wash of Floquil Grimy Black. Call it work in progress

Painting. I wanted to match the CPH finish and this is my first attempt. Not quite there. The base colour is Humbrol Leather with some sort of maroon mixed in. It will get a respray which is why I haven't tackled the slight black overspray in the pictures. It will need a slight sheen to match the CPH better but I need to get the colour right first. Almost there!

If a few folk are interested in a GT van for their CPH please get in touch (johnbirch@furneux.com). I can make some revisions to the etches to remove my errors and maybe make it a bit easier to build.



A Great Little Van

by John Birch



On one of my regular visits to my son in Auckland in 2010 I had a few days free and decided to fly across the ditch and visit a few friends. I picked up my hire car and drove straight from Kingsford Smith to Dave Morris's house where he, Paul Chisholm and Roger Porter were waiting for me. Fortunately, Dave, being a Holden aficionado could explain why I couldn't turn the aircon on in the 40 degree heat. I wouldn't have lasted much longer.

From Dave's place, Roger drove us to Thirlmere for an afternoon of nostalgia. With the Waratah CPH due to arrive during the year I thought the GT van, which worked with the CPHs in country areas, would be an interesting little project and with Dave on the measuring

tape and Roger with the camera, we came away with enough information for me to prepare a drawing.

With so many louvres, it seemed to me the only option I had of successfully building the van was to create my own etches. Having done this a few times before it was not so daunting, but it still presented some challenges. The louvres are created by using 3 layers of brass with the slots offset to create a 45° angled slot. If you rotate the van to the correct angle you can see through the sides (though not the doors). Needless to say I made some errors and omissions on the drawings which slowed progress on assembly.

The first step was to build up the sides and doors. For laminating

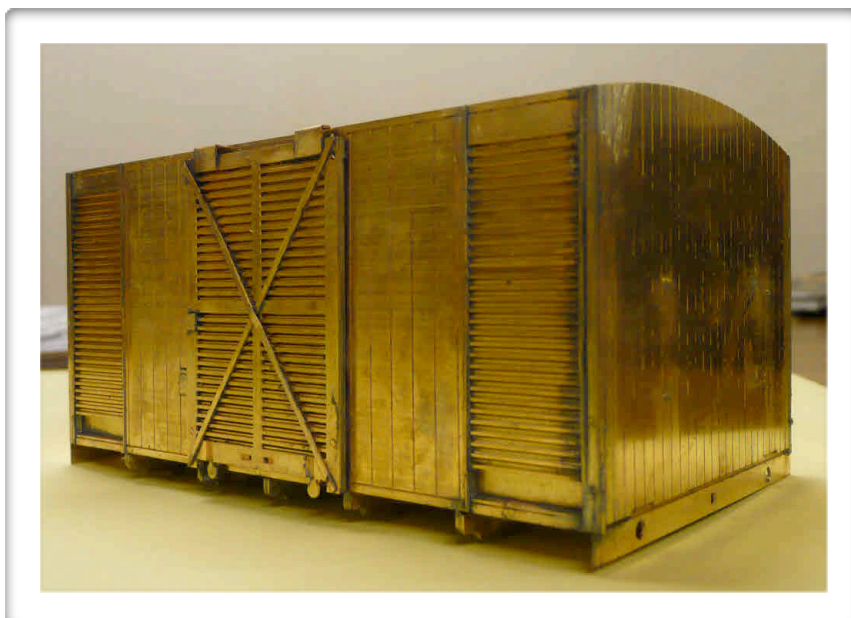
sheets of brass I find a resistance soldering unit (RSU) and solder cream the ideal combination. If you don't have an RSU, then an alternative is to flood the layers with liquid flux and run round the edges with Carr's 188° sheet metal solder which will go in several millimetres. I think I used both methods at some stage. The sides behind the doors are solid and I never had any intention of making the doors open. I thought the side would simply be too weak if I tried this. I then soldered up the sides, ends and floor to make the van body.

The roof was a simple piece of brass cut on a guillotine and rolled in rolling bars. This was then soldered to two pieces of brass cut to the same profile as the van ends and

about 12mm deep. They are a snug fit between the van ends and provide a friction fit with no further means of attachment necessary. In this way I have a roof that is secure but can be removed, useful when dealing with all the details attached to the ends like handrails which can be soldered from the inside.

The chassis of the GT is quite distinctive, being a series of transverse wooden beams with quite ornate ends resting across three longitudinal C channel beams. The C channels are folded from the etched parts with an insert on which the rivets are etched. The transverse beams were made from 3 laminations of brass. The middle one of these laminations has tags which fit into slots in the floor of the van to ensure correct placement. This lamination also has tags which help to locate the C channels. The transverse beams were soldered to the van floor and the C channels were then soldered to the beams.

Having now got the main structure, the next items to add were the W irons. When I originally drew the artwork, I hadn't decided how I was going to fit the axleboxes. The parts as etched allow for a rigid frame but by cutting away part of the etch I could fit springing. I used the wagon axleboxes Slaters use in their wagon springing kits previously described here by Trevor Hodges, though they needed some filing to fit between the reinforcement plates on



the W iron, and to act on them. My method of springing was rather crude with lengths of phosphor bronze wire soldered to the inside of the outer C channels and bent to act on the top hat bush soldered into the Slaters axleboxes. The axleboxes themselves are cut from cast W irons and the springs were 3D printed, one of the few parts that had to be glued on.

The detail is quite extensive and was dealt with as follows.

Buffers: I made a pattern for these and asked a friend to cast them in white metal but they didn't come out too well so I scratchbuilt the ones on this model. If I did any more I would use the pattern to get them cast in brass. The scratchbuilt ones are

turned stocks on plates I drilled in the milling machine using the digital read outs for accuracy. The plates have a hole for the buffer shank, and 4 holes for bolts from Scale Hardware. The buffer heads are from Markits in the UK and are sprung.

Handrails are 0.5mm wire as is the pipe that runs up the end.

The brake pipes are UK whitemetal castings that looked about right. I'm sure you have a local supplier of something closer to the prototype.

The coupling hooks were, if I remember rightly, brass castings from a friend.

The end stirrups were brass strip cut and twisted to shape.

The tightening bolts on the side and end diagonal braces were whitemetal castings from my own patterns.

The small brake hose receptacle under the buffer is a piece of brass tube with a piece of brass sheet soldered over the end and filed to shape and piece of wire soldered on to represent the hinge.

The pin holding the door latch is retained by a very fine "chain".



>>>>> 16

Railway Modelling and the Minister for Home Affairs

by Fran Thomas - The only female member of Aus7

The girls at work thought I was a bit odd. When they went to Sydney to do a spot of shopping they came back with clothes, shoes, jewellery or household linen. I came back with ground foam, hobby knives, small clamps and plastic kits. If we discussed our weekends, mine did not include Tupperware parties (although I have been to a few in my time), but train trips and exhibitions. The girls may have been right!

I have since childhood, enjoyed riding in trains and trams, and I had early exposure to model trains, because a favourite uncle modelled South Australian O Scale. On visits, I used to go out to the shed with my brothers, to watch his latest project go around and around his large plywood junction. He made most models from scratch as there was no SA ready to run or even kits in the 1960s. Scenery however was almost non-existent.

My interest in model railway modelling really began about 20 years ago, when my husband Brian suggested a weekend trip to Wollongong. The ACT Model Railway Association, ('the club') he had recently joined was exhibiting a layout there, and he wanted to see it. A trip away! I had never been to Wollongong so it was alright with me. My plan was to go shopping while he was at the exhibition, but the town shops were some distance from the show. So I thought if I went in with him, I would be able to drag him out after an hour or so. Brian had to drag me out over 4 hours later!

I was totally amazed by the layouts. These little slices of life, depicting various locations or countries, were three dimensional works of art. The trains running around were 'cute' too, but it was the scenery that mainly impressed me. Some of the layouts also showed a touch of humour which I liked, and the fellows behind the layouts were happy to talk. No question was too silly. In fact they seemed only too happy to have some one ask them silly questions. Not what I expected.

After the Wollongong trip, Brian began asking me to go with him to the odd club meeting, although they clashed with other meetings for the Ornithological Society I belonged to. At first I was apprehensive. I thought "Mens' Club", the fellows attending would not like a female hanging around, but I was made to feel very welcome. In fact now, I am not the only female member of the club.

It was not long after this that my Uncle passed away and kindly left all his locos, rolling stock and tools to



Brian and I in his will. He wanted to leave them to someone who would keep, as he would put it, "his babies" together. This decided the prototype and scale of any layout we would be building, but we lived in a small house. Hmmm! His stock was carefully packed away.

As a newcomer to the hobby, at first much of what I heard went over my head, but it has often made sense later on. So I kept listening and asking silly questions. Apart from our local club meetings, we started to look around for ways of learning more. The first modelling presentations we attended were the 'O' Gauge Workshops held in Mortdale. We enjoyed these so much they have encouraged us to try other various conferences and

workshops. like the yearly NMRA Conference, the Modelling the Railways of SA Conference and now one of our favourite, the Aus 7 modellers O Scale Forum. Apart from the presentations, you get a chance to talk to people who actually know what they are talking about.

About the time we went to our first 'O' Gauge Workshop, the club started to build an American HO layout for exhibition. It was to be called '12th Street Yard', and I kept tagging along with Brian to the work sessions. It was only after the track work had been done that I became interested in what they were doing with the scenery. The only previous experience I had was constructing a plastic American house kit. Several of these kits had been handed out to as many club members as possible to get them involved. One had been handed out to Brian, but as he "did not have time" I was given the job. Having no idea what I was doing, I found this little double story house quite a challenge. There were instructions (of a sort) and I was told what glue to use and then I was on my own. I was rather pleased with myself when I handed it in assembled, painted and with curtains in the windows. It looked (to my eye) better than some of the other attempts. I was hooked.

Both Brian and I helped with other scenery on the layout learning and getting more enthusiastic (and confident) as we went. I found egg cartons have a rough inside surface that makes what I consider realistic rock for walls and tunnel entrances. One of the fellows showed me how to dry brush my paint work for better effect. Later I made my first attempt at scratch building. It was decided that we needed a building to fit a wedge shaped empty plot and I knowing nothing, was cocky enough to give it a try

Again I had no idea what I was doing. But I had made a cardboard mock up that fitted the site and the fellows in charge just said "get on with it". I used styrene to construct a double story ware/store house, learning from magazine articles and much trial and error. It took me some months to finish it. A pity I did not know about Grant Line windows and doors, that would have saved some time, but I found it very satisfying to eventually get it established on the layout. Since then Brian and I have been involved with the construction of two other club exhibition layouts, learning more with each.

There comes a time when you can't put it off any longer. You have to start building your own layout, especially if you have stock boxed up and waiting for a run. Our garage was tried but no good, being in Canberra it was too cold in winter, too hot in summer and too dusty all year round. The house was too small and moving was no solution. We could not find a house with a room large enough within our price range. But, the large lawn at the back of our existing house was dead due to the drought, so an extension was planned.

The extension was finished in 2005, but 'the club' made use of our procrastination while our home layout was planned and used the train room as a workshop to build and repair layouts. You can't rush things. The plan took about 5 years and was changed at least two dozen times. Even while under construction, the plan has had to be revised. It seems that in railway modelling no room is ever big enough, but I have put my foot down about the hole in the wall to the lounge room.

I have been politely keeping out of the way during the construction of base boards, track work and wiring, as Brian has been getting exceptional help from friends in this work. My offering of support apart from making appreciative noises when they finish something, is as CEO Catering and Cleaning. But try and stop me from being very involved when it comes to the scenery. It will be, "get your own cup of tea", and "lunch? What lunch?" That is if Brian leaves any room between tracks for scenery. Every time I turn around he is planning to squeeze in another passing loop just where I thought I had room for a factory or something similar.

I am currently trying to build a South Australian style hotel for our home layout. And if I ever finish it, I would like it to represent the stone and mortar type of my memory. It is being constructed mainly of cardboard, wood and cornice cement and is taking a long time because I have to keep taking it off the kitchen table so people can eat. Well that's what I tell Brian, the real reason is that having never built a hotel before, I don't actually know what I'm doing. I keep getting to spots that I have to think about for a while. I may document how I go, so Paul our editor can have another article called "What not to do when building a hotel".

Although this hobby has something for just about anyone, as you have no doubt by now gathered, I really like the scenery side of things. I am in awe of people like Geoff Knot who not only had amazing skills, but was most willing to pass them on to anyone interested.

Also this hobby seems to attract hoarders and I admit I find it hard to throw away something that may be useful. I can not help looking at any discarded bit of plastic,

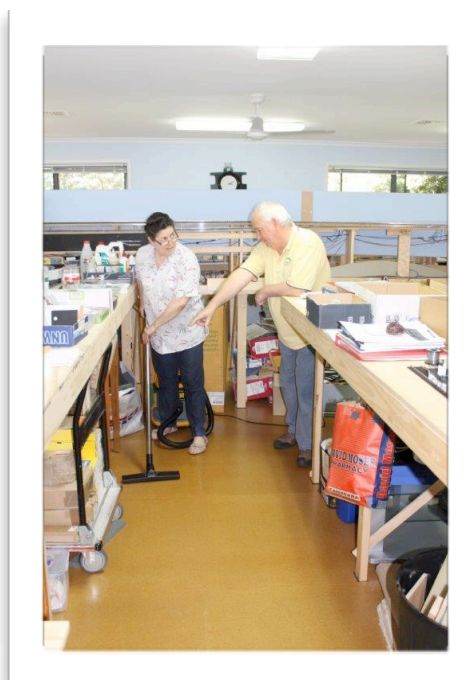
wood or metal and thinking what can I make out of that. But I like to think this tendency is balanced by a compulsive tidy storeman like need to store everything in boxes with labels i.e. 'Plastic Bits'. My hero in this regard, is a gentleman called Bruce Lovett, who has the most orderly workshop I have ever encountered.

Regarding other hobbies, I admit I failed at quilting, knitting and crochet, but loved sewing and always wanted to do art, mainly painting. But this was always "someday when I have time". Sewing unfortunately also vies unsuccessfully for space on the kitchen table.

My main aims for the future apart from finishing the hotel are to help Brian scenic our layout, to take as many train trips as we can manage and afford, to continue to enjoy, learn and improve my building and modelling skills and maybe one day get to those art classes.

I have found the model railway hobby a very friendly and social one. Building layouts for exhibition or in private homes can be fun and very sociable occasions or quiet escapes from the chaos outside. Club meetings and annual conferences and workshops are good times to improve your knowledge and make some really good friends. I don't think it matters if you are male or female, or if you are only interested in one aspect of the hobby, you are sure to meet like minded people.

I know there are a few well known women involved with the hobby that are excellent modellers, but there are probably quite a few that are interested but don't want to get in the way. So finally a tip gentlemen that Brian can attest to, if you can involve the Minister for Home Affairs, you may find she has hidden talents. You may also find the purse strings on those railway purchases are not so tight.



Brian helping Fran with her modelling

Commercial News

Trevor Hodges

Model O Kits

Model O Kits, PO Box 379, Sydney, NSW, 1700, (02) 97073390, 040493663, <http://www.modelokits.com> & glenn.scott@hhpackaging.com.au have passed on the news that the AD 60 kits are due to arrive from DJH on 8/4/14. Kits are supplied with instructions on DVD with stage-by-stage photographic details and cross referenced to the parts lists. Kits will be available for collection or despatched once final payments are made.

The G/GP wagon kits are due for delivery in June, 2014. Look for the Model O Kits stand at the Epping Model Railway Exhibition where the kits should be available for sale.

The FS/BS carriage kit CAD drawings are completed with work scheduled to start soon. It is hoped that these kits will be available by the end of the year.

There are two new rolling stock kit projects in the pipeline: a BD steel bogie wagon and BBW Bogie Ballast Wagon.

Three new building kits were launched at the Aus7 ExpO in March. These were a petrol station for \$89.00, a large shop for \$89.00 and a workshop for \$79.00. Each kit comes with corrugated iron and weatherboard for lining. Structures are made from compressed cardboard.

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 a second run of the CX passenger coach was released at the Aus7 ExpO on March 1. The kit has been revamped and features a revised roof and end profile as well as 2AD bogies. Modellers who purchased the first production run models at Liverpool can order replacement roofs, ends and bogies on a swap basis. Contact O-Aust for details.

Also revised for its second run and released at the Aus7 ExpO were the non-air coal hoppers. This second run features a cast pewter chassis and lost wax brass cast brake components.

The release of two new projects is imminent. The first will be an FO passenger coach, which it is hoped will be available by the time this edition of 7th Heaven is released. At the time of writing only a few lost wax brass castings are yet to be received.

The second new project is the long awaited MHG guards van which has been patterned in as delivered condition and will offer a choice of 2AP or 2AT bogies, both of which will also be available separately. Patterns are complete and production is expected to commence soon after the release of the FO.

A problem with the VR ZLP guards van necessitated

significant re-patterning. This has now been completed and kits are now available for purchase.

All the parts for the 30T steam locomotive kit are completed. After the assembly instructions are completed the kit will be available for sale.

Big River Models

Big River Models, 1/30 Todmorden Rd Buttaba 2283, (02) 4975 5501, johnhalecrow3@bigpond.com, who since 1994 have been producing 1:43 scale hand-built model cars, have announced that they are developing a NSW TAM 12 wheeler sleeping car kit in 1:43.5. The initial mock up for this carriage was on show at the March, 2013 Aus7 Modellers Forum.

It is not the intention of the manufacturer to produce kits that will make up into super detailed models with such items as fine brake gear, air and water piping etc. Rather it is assumed that purchasers who wish to model to this degree of accuracy will know where to source what is needed to achieve a finer level of detail. All major parts such as battery boxes, tanks, truss rods, roof ventilators, handrail knobs and handrail wire etc. will be supplied with the kit which will build up into a sound representation of the prototype. Kadee long shank couplers and cast white-metal bogies will be supplied with the kits.

Main body components, roof, corridor connections and detailed chassis will be supplied as polyurethane mouldings. Internal corridor and compartment division walls, bunks and seats can be purchased separately and can be ordered with the kit.

Price \$420 TBC. Contact BRM for payment details.

Master patterns are currently being prepared for selected twelve wheelers to complement the TAM cars, steel N cars and HUB /RUB cars.

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 passed on the news that they have a new run of BD wagons available for sale but stocks are limited. Waratah is also in the process of producing another run of ICV wagons which will be available mid 2014. This run of ICVs will have "FJ Walker" decals as an option.

Please Note

Due to rising postage and printing costs the price for a single year's membership of the Aus7 Modellers Group will be \$35pa for Australian members and \$50pa for overseas members as of the 15th of April, 2014. All members who have renewed for the 2014/2015 year at \$30 will have their membership honoured at the old price. This is the first fee rise in eight years.

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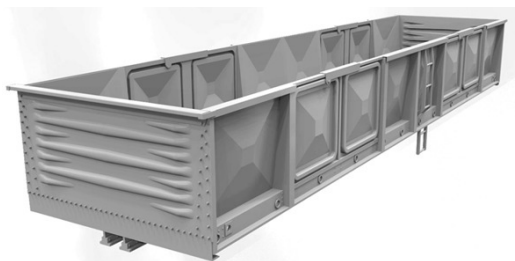
- pre-ordered kits now available for collection
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Our new releases for 2014/2015....

Model O Kits are proud to announce their next kits will be:

N.S.W.G.R G/GP WAGONS

- expected delivery June 2014
- price to be confirmed



N.S.W.G.R FS/BS CARRIAGES

- expected delivery late 2014
- price to be confirmed

N.S.W.G.R 36 CLASS BELPAIRE LOCOMOTIVE

- expected delivery 2015
- price to be confirmed



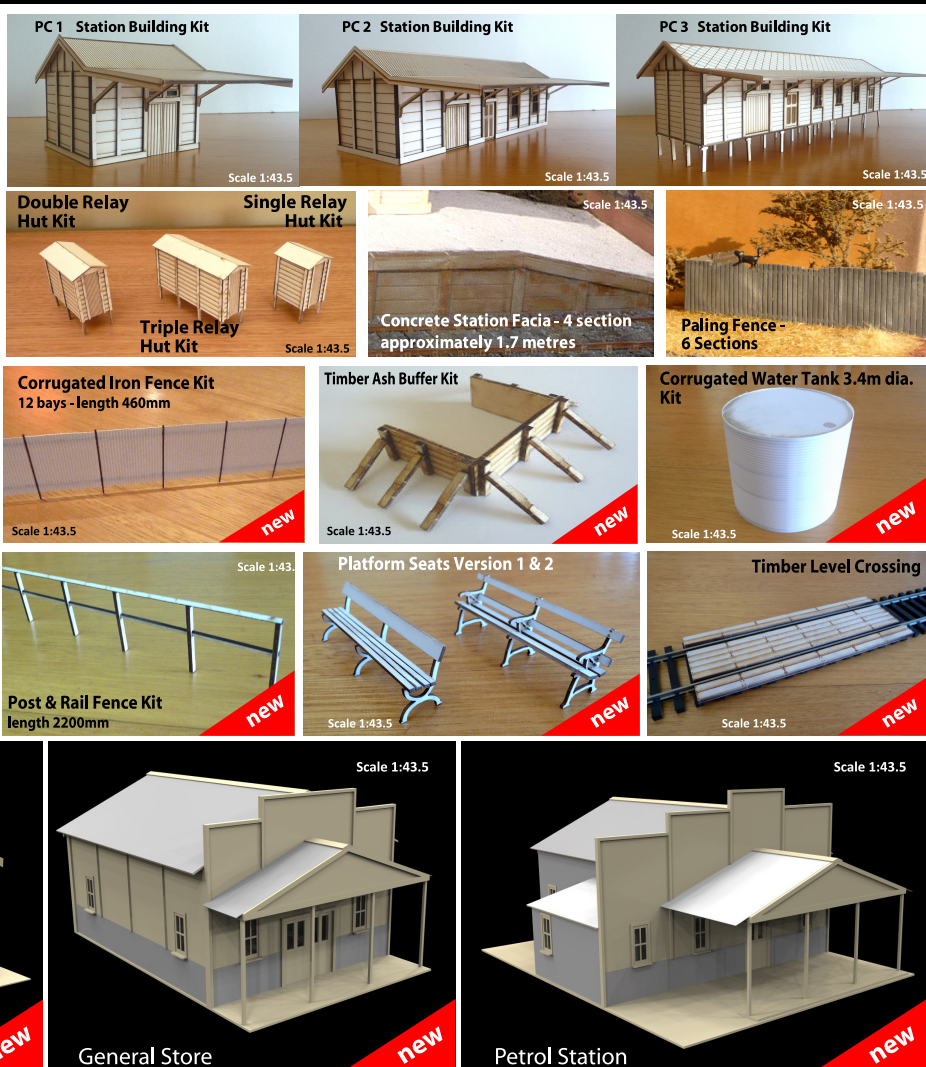
Watch our website for more information soon!

Visit us at www.modelokits.com Telephone: 0404 935 663 email: sales@modelokits.com

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NSWGR PC-2 Station Building Kit	\$89.00
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NSWGR Single Panel Hut Kit	\$10.00
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Laser Cut Card Windows & Doors	\$17.00
Styrene Corrugate Sheeting (390 x 208 x 0.25)	\$4.00 ea
Styrene Weatherboard Sheet (390 x 208 x 0.25)	\$4.00 ea
Timber Platform Fascia kit	\$33.00

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

New Releases

Corrugated Iron Fence Kit	\$12.00
Timber Level Crossing	\$15.00
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	\$20.00
Workshop Building	\$79.00
General Store	\$89.00
Petrol Station	\$89.00

Visit us at www.modelokits.com Telephone: 0404 935 663 email: sales@modelokits.com

"O" Gauge Product Range

2014 PRICE LIST

7mm NSW Locomotives

44 class DEL brass RTR	2,295.00
48 class DEL Kit	1,350.00
C32 class Kit	1,700.00
C30 class tank kit	1,500.00
C30T class kit	WIP
*Century D 50 class kit	1,700.00
Century Z19 class kit	1,600.00
*Century 30T class kit	1,600.00

7mm NSW Passenger

ACM branchline sleeper kit	450.00
CR composite kit	450.00
CX composite kit	495.00
*BR independent kit	450.00
*BR intermediate kit	450.00
*FR independent kit	450.00
*FR intermediate kit	450.00
*HR terminal kit	450.00
EHO guards van kit	350.00
FO end platform car kit	WIP

7mm NSW Goods Wagons

LCL container kit	35.00
BCH bogie coal hopper kit	290.00
BCW bogie cattle wagon kit	225.00
BHG goods guards van kit	WIP
BWH bogie grain hopper kit	295.00
CV 4 wheel covered van kit	155.00
CW 4 wheel cattle wgn kit	155.00
*FME container wagon kit	225.00
*LLV bogie louvre van kit	225.00
*MLV bogie louvre van kit	225.00
MRC bogie reefer van kit	250.00
S 4 wheel open wagon kit	140.00
SRC 4 wheel reefer van kit	155.00
*UME bogie flat wagon kit	175.00
GSV 4 wheel sheep van kit	185.00
BSV bogie sheep van kit	350.00
Shell 3000 gal tank car kit	185.00
Shell 5000 gal tank car kit	225.00
4 whl hopper kit private owner	140.00
MHG Guards Van kit	WIP

* Not always readily available – please check before ordering.
WIP = work in progress planned for 2014 release.

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Peter Krause ABN 25 736 637 163

1:48 Victorian Rail

*Flat top T loco kit	1,150.00
B 4 wheel box van kit	140.00
ELX bogie open wagon kit	175.00
ZLP guards van kit	275.00

1:48 Queensland Rail

BBV guards van kit	175.00
K/KA cattle wagon kit	125.00
CLF louvre van kit	125.00
*QLX louvre van kit	125.00
DH diesel hydraulic loco kit	WIP

1:48 QR & VR Bogies

4'0" QR bar frame bogie kit	15.00
QR plate frame bogie kit	15.00
Athearn Symington bogie RTR	18.00
S scale RTR freight bogie	20.00
VR XCS freight bogie kit	35.00
VR VPB frt/pass bogie kit	35.00
(bogie kits do not include wheels)	

7mm NSW bogies

Dean bogie kit	40.00
2AA bogie kit	35.00
2AE bogie kit	35.00
2AP bogie kit	WIP
2AQ bogie kit	35.00
2AT bogie kit	WIP
2BP bogie kit	35.00
2BR bogie kit	35.00
3AG bogie kit	60.00
(bogie kits do not include wheels)	

1:48 Parts & Accessories

Brass brake wheels (2)	4.00
Brass air hoses (4)	8.00
Comb brake cylinder	4.00
Conversion bolster (2)	10.00
Brass door latches (2)	4.00
Brass draw hooks (4)	8.00
Freight ait tank	4.00
Freight brake cylinder	4.00
Brass tie down rings (10)	6.00
Brass multi- purpose bracket	8.00
Parallel buffers (4)	6.00
QR brake assembly etch	8.00
Brass QR goods buffer kit (sprung)	15.00
QR loco cow catcher etch	10.00
VR freight wagon detail etch	10.00
Yellow line decals	10.00

7mm Parts & Accessories

Brass brake wheel/airhose	6.00
Brass step brackets	6.00
Comb Brake Cylinder	4.00
Coupler lift brackets etch	5.00
Brass DEL 5 chime horn	10.00
Flettner vents (5)	5.00
Freight ait tank	4.00
Freight brake cylinder	4.00
Brass tie down rings (10)	6.00
Marker lamp bracket etch	3.00
Brass multi- purpose bracket	8.00
Mushroom Vents (20)	20.00
NSWR 'bottle' buffers	8.00
Brass draw hook/air hose	8.00
Battery Box	6.00
Passenger buffers (4)	6.00
Brass loco numbers etch	8.00
Loco numbers decal	8.00
Loco red lining decal (30 tank)	8.00
Cammel buffers (4)	6.00
Generator	3.50
S wagon underbody detail	40.00
Slaters 3 link couplers	11.00
Slaters screw couplers	21.00
Brass cow catcher	10.00
Brass loco headlight	8.00
Torpedo vents (20)	20.00
Yellow line decals	10.00
R' Passenger Car Decals	10.00
W Irons (4)	6.00
Branchlines Steam Loco Gearbox	45.00
Passenger Car Detail Castings	10.00

Wheels & Couplers

Kadee #804 coupler	7.00
Kadee # 805 coupler	7.00
NWSL 26" On30 wheels (4)	27.00
*NWSL 26" On3.5 wheels (4)	N/A
*NWSL 33" On3.5 custom(1)	8.00
NWSL 8252-4 36" (4)	27.00
NWSL 8253-4 40" (4)	27.00
NWSL On30/On3.5 bearing (4)	2.20
NWSL O scale bearing (4)	2.20
Nth Yard 2 hole disc wheel (1)	8.35
Nth Yard 8 spoke wheels (1)	8.35
Nth Yard O scale bearing (4)	2.20
Slaters 7121 3'1" 8 spoke	19.00
Slaters 7122 3'1" 3 hole disc	19.00
Slaters 3'1" 9 spoke	19.00
Slaters 3'1" plain disc	19.00
Slaters 7129 22'8" 8 spoke	19.00
Slaters 7129AU 2'8" 9 spoke	19.00
Slaters 7130 2'8" disc	19.00

All Products are listed on our website: www.oaustkits.com.au