

# 7th Heaven

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**The Impossible Layout 7  
On The Move Again  
A Fast Electric Parcel Van  
Model O Kits TRC Refrigerated Van  
Commercial News  
Be Prepared**



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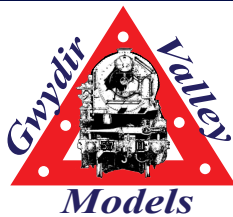
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### Aus7 Modellers Group Award.

The executive team are now seeking nominations for this years award.

The award is made to a member who has made an outstanding contribution to the promotion and advancement of O scale modelling.

If there is someone you think deserving you can send your nomination to Vice President Lionel Pascoe who is coordinating the award this year.

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# Straight Down the Line - Opinion

by Trevor Hodges

## Tomorrow's Always Sunday

Some people have a great deal of personal discipline; go to the gym every day, eat only macrobiotic, grain-fed, nut burgers and always have their Christmas shopping finished by October. Well not me! I've never been good with personal organisation, this in spite of working for 35 years in a career that required me to work to period bells, timetables and surrounded by colleagues who all seemed to be better organised than me. People have sometimes asked me how I get so much modeling done and my secret has always been routine; I made a habit of sitting down for about an hour almost every night and doing a bit of modeling. A bit like compound interest, this builds up over time. However this is a long way from being organised; routine is what lazy people like me use to replace the need to be organised. Most of us don't like change but lazy people are especially adverse to it because change spoils their long established routines requiring them to establish new ones!

While this one hour a day routine operated ok while I was working, since retiring I seem to have fallen out of the habit of doing an hour's modeling every night and because tomorrow is always Sunday I can get away with thinking to myself, "I can always do it tomorrow". Well I can attest that it tends *not* to get done tomorrow because I've discovered a couple of other hobbies and passions that I now have the time to indulge and these all eat into my modeling time. I really do need to establish a routine that works for retirement similar to the one that worked during my working life if I ever hope to work my way through that pile of un-built rolling stock kits.

Now while deadlines and I have generally parted company since I gave up full time work, I've discovered that they do have their uses and this has emerged as some local modelers and I have gradually set about establishing an operations group. We gather at each other's homes on the first Wednesday of the month, bring a model for show and tell and operate our layouts. We don't just run some trains, we actually operate them to any method the owner chooses to institute on his layout. These gatherings grew out of the turnout building meetings I held at my home in the first half of 2019. When we'd finished building the turnouts we just kept meeting and the first Wednesday of each month seemed to work for everyone. We've decided that we need to name our group as this helps give us an identity but haven't yet settled on a title. As we all live quite close to the NSW/Qld border I've suggested the Borderline Operators but this hasn't been universally embraced ☺

How an operations group evolved from a turnout building group is quite simple: when we turned up to one of the group member's home (where he has a medium sized HO layout) on the first Wednesday in April he handed us a hand controller each and said something to the effect of "I want to run an operating session today". As I drove home after a couple of very enjoyable hours shunting wagons I thought to myself, "why couldn't I run something similar at my place the next time we gather there?" The simple answer to this question is, there's nothing stopping me from doing so. So I've spent the past few weeks working on preparations for this visit by building a couple of rolling stock kits and I've also commenced installing a handrail on the stairs leading up to my second floor layout room. While I suppose this doesn't really count as working on the layout I've been putting off installing a handrail on these stairs for two years in spite of the fact that they're really needed. Far be it from me to suggest that modelers tend to be on the older end of the age spectrum but none of us is getting any younger. Without the spur of setting myself the challenge of running some form of operating session on the first Wednesday in June the layout probably wouldn't have been looked at and the stair handrail certainly wouldn't have been installed. Rolling stock kits aren't on my list of favourite modeling tasks but those kits aren't going to build themselves and my layout disparately needs more goods vehicles. But a key difference brought about by these regular gatherings is that the building of these kits goes from the "it'd be nice to have some >>>16

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**On The Cover**  
The workmen take a break to let a train led by a very clean TRC van pass over the level crossing. This issue reviews the O Aust Kit TRC recently built by Roger Porter.



# STRALIAN

## The 'Impossible' Layout

### Part 7

The three major building fronts have now been completed, but it actually proved to be a fairly lengthy process. All the 3D printed windows were air-brushed and installed into the brick paper covered walls. The windows were a press fit but they will be finally secured in place when the windows are glazed with tinted plastic sheet glued to the inside of the windows. I did strike one problem, a classic case of: "It seemed like a good idea at the time." In fact it was a complete failure.

Both the Pitt Son & Badgery and Goldsborough buildings are identified with three dimensional lettering at the top of the building. The 3D printer was again put to good use producing these letters which were subsequently air brushed and affixed to the buildings. However the Australian Mercantile Fire and Land building represented a different challenge as, based upon viewing of the available photographs, the building name was presumably added using the services of a sign-writer. O.K. That meant no need to produce letters with the aid of the 3D printer; maybe I could just print them on the normal ink jet printer? Unfortunately that was not going to work as they had to be white. After some thought I decided a solution might be possible if I made a stencil, using the printer to accurately print the letters, which could then be held in place whilst the air brush was used to achieve the "sign-writing". Sound good eh? What could possibly go wrong?

As it turned out; everything, It just didn't work. The end result was a complete disaster. In addition to the tedious task of cutting out all the individual letters from thick paper, the attempts to glue them temporarily in place were unsuccessful with paint seeping through to provide a totally unsuccessful outcome as can be seen in the following photograph.



Obviously a very different approach was required. It finally dawned on me that there might be a better way. It might not be possible to print white letters but I could print a "hole" in the brick paper which would effectively be "white". The screen-grab gives some idea of the concept when using Microsoft Publisher to print the brick paper complete with lettering.

The printed sections, including both the brick pattern and the lettering, were then placed over the previous poor effort as shown in the lead photograph above. They were subsequently glued in place to achieve a satisfactory result.

#### The target.

Just running a train was never the sole objective when construction of this layout was commenced. The goal was always the creation and **completion** of a small layout with real visual impact which would encourage memories by representing a tiny, but significant portion of Sydney's Darling Harbour goods yard. The operation of trains in an urban environment had always fascinated me. The ongoing construction which has stretched some of my skills continues to be most enjoyable; hopefully you are also enjoying the journey as the progress continues.

John R B Parker



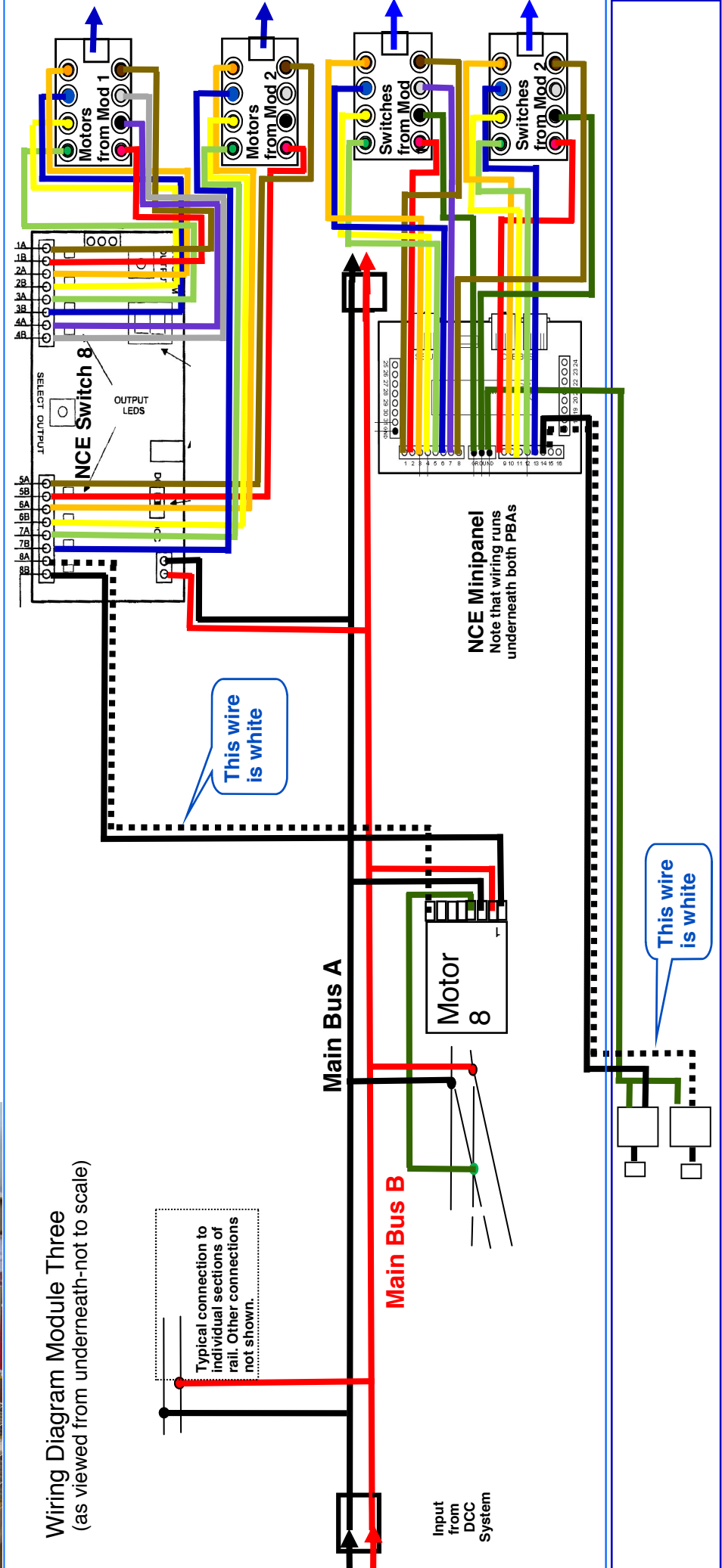


The wiring diagram for module 3 is shown in the adjacent column.

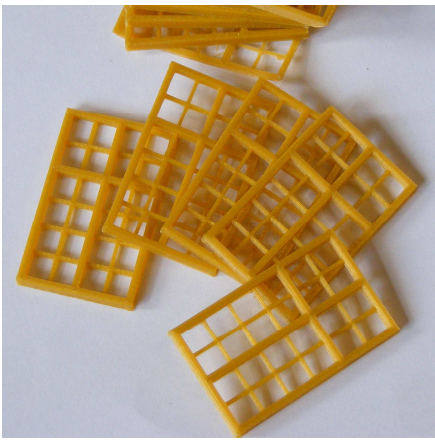
Whilst completing this I exhausted my stock of ribbon cable and also found I needed an additional 8 way terminal box. After placing the orders online the necessary waiting time gave me an opportunity to progress some of the other scenic elements, in particular the buildings on module 3.

An early photograph in Part 3 of this series showed a number of cardboard mock-ups including the double deck goods shed. The laser cut front of the Goldsbrough Mort building has now been turned into the finished building so it is time to complete the other buildings commencing with the significant goods shed. A sheet of 2.7 mm premium plywood<sup>1</sup> 1200 x 810 mm was purchased from that significant hardware store at a very reasonable price permitting the start of the construction of the final version of this building. Space restrictions have limited the building to only the first 47 scale feet in length and the rear of the layout restricts the depth of the building by 50%. Even with these restrictions it is still fairly large and it certainly provides an effective 'view block' at the right hand end of the layout.

This 2.7mm plywood is an excellent construction material for large buildings such as this as it is both light and stable. Two moderately priced Ryobi power tools, the band saw<sup>2</sup> and the bench grinder<sup>3</sup> were put to good use in ensuring accurate and repeatable cuts as the buildings were assembled. Regular PVA wood working glue was used to permanently join the component parts. Some indication of this progress can be seen in this under construction photograph.

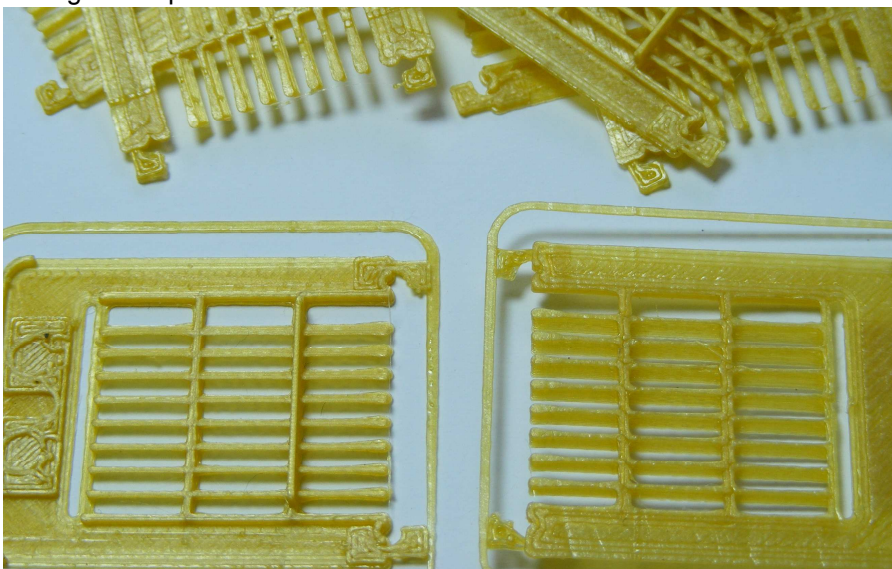






The building required windows which appear along the side of the corrugated iron clad building. Once again my 3D printer came to the rescue producing suitable items which were a modified version of a window available from the enormous range of items on the Thingiverse website<sup>4</sup>. There is no significance in the colour of the windows shown above. I just happened to have been using the gold coloured filament in the printer on a previous job. The windows will ultimately be air brushed a suitable grey colour.

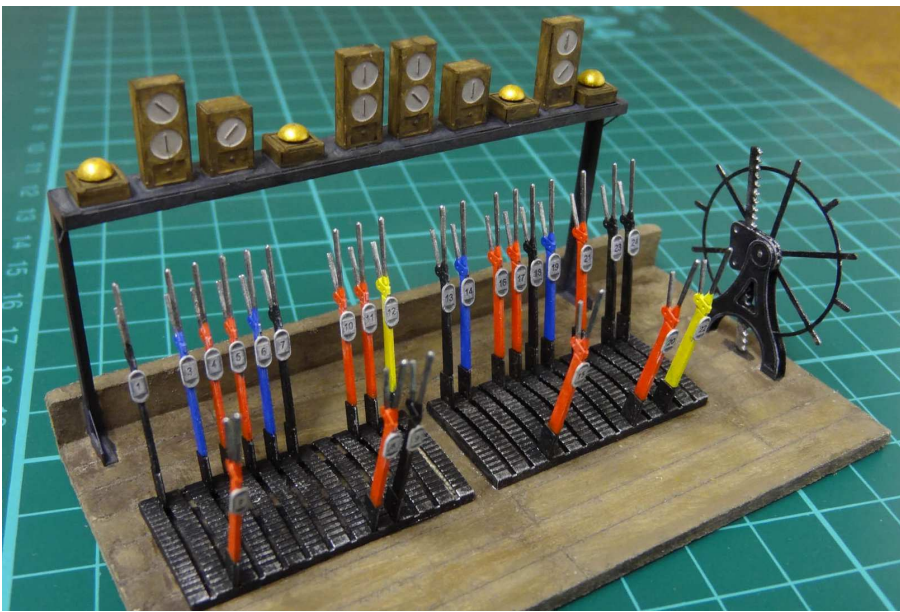
The goods shed included roof top mounted ventilators along the top of the building to allow the escape of smoke from the locomotives and also improve ventilation. These vents were constructed from angled slats, construction of which in model form can be very time consuming. Was there something suitable available on Thingiverse? As it turned out there was but it was much larger<sup>5</sup> having being designed as replacement floor vent for in house heating systems. Using the free Cura 3D slicing software it was a simple matter to scale down the vent and then print multiple copies which were subsequently glued together to produce the final vent which after painting was glued in position.



The roadway which provides access to the first floor level of the goods shed was also constructed from plywood and glued to the long girders which supported its length. These were in turned mounted on brick paper covered columns cut, using the band-saw, from offcuts of the same 50 mm extruded foam used elsewhere in this construction. The side "brick" walls that are visible in the in-

progress photograph were similarly constructed from plywood covered in another brick paper<sup>6</sup>. All of these features will require further weathering. Prior to adding the corrugated iron cladding which would complete the double deck goods shed I decided to move on to the collection of small rather nondescript small buildings that nestle between the track under the roadway. All of the model versions will be compressed slightly in depth to fit within this somewhat 'squeezed' layout. Hopefully that will add to the atmosphere. The most significant and interesting of these buildings is the tiny Murray Street signal box. I decided to use the Model O kits Concrete Signal Box<sup>7</sup> as the starting point. This is a great little kit and if built according to the instructions goes together very simply. Of course my desired modifications took a little longer as I had to remove about half of it, shorten the depth and add an elevated floor and steps at the right hand end, but it was still a fun little kit. The only problem was the interior,- where would I find suitable point levers and other internal fittings?





## Where do you get it?

1. 2.7mm 1200 x 810mm Project Panel  
[Bunnings Warehouse](#)
2. Ryobi 350W 230 mm Bandsaw  
[Bunnings Warehouse](#)
3. Ryobi 370W Belt & Disc Sander  
[Bunnings Warehouse](#)
4. Industrial Window  
<https://www.thingiverse.com/thing:470285>
5. Flair vent cover 4 x 10  
<https://www.thingiverse.com/thing:2843088>
6. 7 foot Brick Wall  
<http://www.modelrailwayscenery.com/2014/12/7ft-red-brick-wall-o-7mm-143/>
7. Concrete Signal Box Building  
<https://modelokits.com/>
8. 015 Signal Box Kit  
<https://severnmodels.com/>
9. Shapeways Signal Branch  
<https://www.shapeways.com/shops/signalsbranch>

I stumbled upon a well-respected U.K. supplier, SevernModels who had exactly what was required, 015 Signal Box Fittings<sup>8</sup>. This is an excellent little etched brass kit which can be easily assembled and painted. The kit which has more point levers and gauges than I am likely to use in this application even includes a hand operated wheel for opening and closing nearby level crossing gates. Incredibly early photographic evidence confirms that this Murray Street crossing had folding gates in its early years of operation although they had long since been abandoned by the mid 50's, the period in which this layout is set. Construction of this signal box is now well underway although the interior has yet to be installed. The photograph below gives an indication when compared to the original. ***The building shown alongside has not yet been tackled due mainly to the very limited information I have been able to find. I think the last word is "Ltd" but what is the rest of the signage?***

The small photograph on the previous page of this motley collection of buildings shows also a significant bracket signal. Obviously this had to be included, so some time ago I ordered one from Shapeways, a selection from the extensive range available from Ray Pilgrim's Signal Branch. Maybe it would be the only signal on the layout? It arrived within a couple of weeks and had been safely stored until it was needed.

Last week I got it out and attempted to position it on the layout prior to drilling the mounting hole. Oops! I goofed. I had ordered the LH version rather than the RH version required. A replacement has been ordered, but this is going to prove to be an expensive piece of infrastructure. I guess at least Ray will be pleased.

...to be continued .





# ON THE MOVE AGAIN.

*Peter Krause*

In early 2017 it became apparent that, for personal reasons, I would be needing to move to a new house in the foreseeable future. Given the health issues that I encountered as a result of an earlier move I was somewhat apprehensive about having to do it all over again.

From a modelling perspective I had to give consideration to the fate of my two O scale layouts, "Saddlersfield" a 7mm layout based on NSW prototype and another 1:48 scale layout based on a Queensland prototype.

Fortunately, both layouts had been built in modular form, so I set about modifying the wiring with plug links between the modules and other necessary modifications so that the two layouts could be taken apart relatively easily (or so I thought - in reality it was still a difficult exercise) and be placed into storage until I had a new home for them. Special thanks to Anthony Veness for his assistance in moving the layout modules to the storage unit.

Once a contract was signed for the sale of my previous property, I was then in a position to start looking for a new abode. Finding one with a suitable shed for an O scale modeller proved to be a "find a needle in a haystack" exercise. The only property that met the shed requirements came with a sub-standard house so in the end I settled on a place with a comfortable house with room for an appropriate shed and, knowing that I would be adding a shed, within my budget for a house and a shed.

As my new abode did not have undercover car accommodation, I therefore decided that in addition to my proposed 12m X 6m shed I would also incorporate a double garage accessing a designated road corridor at the rear of my property. While not yet a formed road it is regularly used by locals.

An application to the local Council was initially knocked back because they deemed the shed/garage to be too big for the property but then advised that payment of an \$810.00 fee would then make the size of the shed acceptable for the property. Then, because I already had a vehicle access to my property via the street at the front of my property, I was hit with another fee to have access to my property from a road that technically did not exist. Once I pointed out that they were charging me to access their non-existent road, I then received an enquiry asking if I wished to proceed with the project as there was no vehicle access. My response was a bit more subtle but was along the lines of which part of the primary use of the shed is to house a model railway (as was clearly stated on the original application) needed clarification. Approval was finally forthcoming.

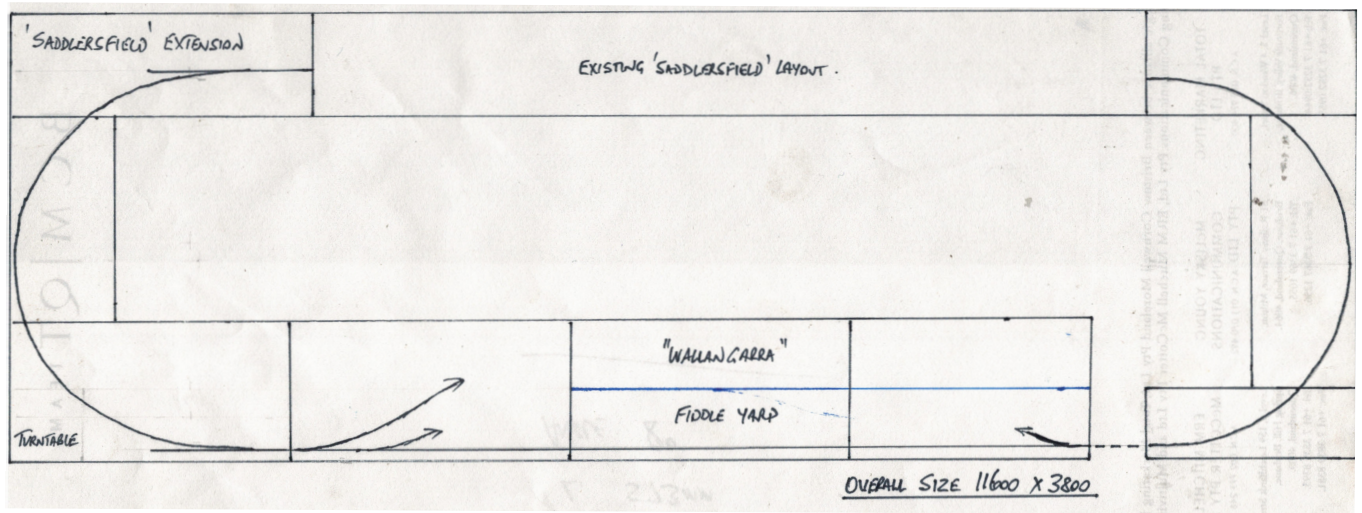
The concrete slab was poured soon after Council approval was received. At this point I realised that there was a risk of stormwater runoff entering the shed unless I replaced an existing wooden retaining wall with something that would divert the water around the shed. The concreter had a mate who had a landscaping business and the landscaper was able to come up with an appropriate solution which was installed over a weekend while I was away attending the New England Model Railway Convention in Armidale.

The shed went up without any problems apart from the heat and then the electricians installed power, air conditioning and a solar power system. The shed was ready for use. By this stage I only had a week left on the lease on the storage shed that they layout was stored in, so it was all systems go to get it emptied so I did not incur another month's rent.

I was now in a position to start planning for and starting the installation to the two layouts. I determined that I had a clear 11.6m X 3.7m for Saddlersfield and came up fairly quickly with a conceptual plan which is essentially a fiddle yard (representing Glen Innes) to the original Saddlersfield modules, then via an extension to Saddlersfield (to accommodate the stockyards and meatworks) to a "Wallangarra" style of terminus. There would be a link from just before "Wallangarra" to the fiddle yard to provide a continuous run. A turntable is proposed to allow locomotives from the fiddle yard and from "Wallangarra" to be turned without having to resort to an 0-5-0 switcher.

The overall shed size for trains is 11.6m X 5.6m leaving 11.6m X 1.9m for the Queensland layout. It has a footprint of 9.15m X 0.8m so fits in OK. More about it in a future article.





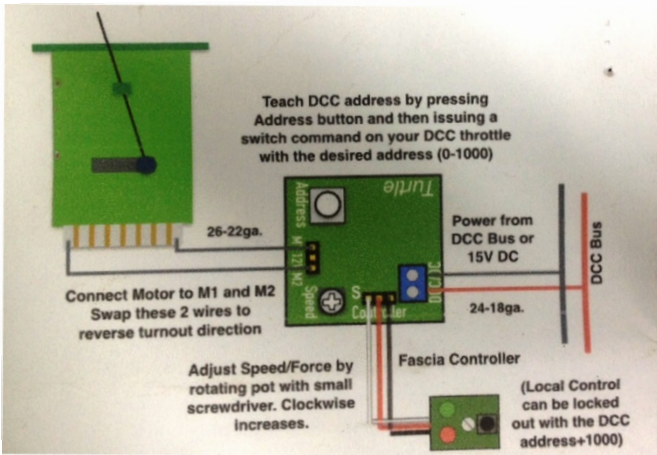
I decided to make a sub-frame to sit the Saddlersfield modules on. These have been made from L girders using 70x35 and 70x19 pine. They seem to be more than adequate for the task. The initial section along the 11.5m back wall was installed first with the assistance of Trevor Hodges and his laser leveller (and he didn't forget the tripod!!!). I will use this method for the whole 11.6m X 3.7m area and make the additional layout baseboard modules to suit.



I had decided to modify the electrics for point operation while I was re-installing the layout. This involves replacing the existing push button and relay switch with Tam Valley Depot's Turtle Stall Motor



Drivers and Fascia Controllers. This will allow me to operate the points either via the Fascia Controllers or through my DCC system.



While not holding up installation to do so, I have decided to upgrade all the points on the existing Saddlersfield layout to be DCC friendly and replace the coarse scale Old Pullman frogs with fine scale ones using the Fast Tracks Point Form Jigs. All points installed on the additional parts of the layout will be of that standard prior to installation except in the fiddle yard for which I will use Peco track and points.

I succeeded in getting the original Saddlersfield up and running late PM on Tuesday 5 March, spurred on by the knowledge that I had some friends calling in on the Wednesday morning. Nothing like a deadline to spur one on to finishing something.

I am yet to firm up on an actual track plan for “Wallangarra” (I may not use that actual name - depends on how accurate a representation that I can achieve) and the fiddle yard. The sizes of the baseboards are a known, I will leave the design until the base boards are built and then work it out in the actual space. There is about 6m X 0.6m available for the fiddle yard and about 8m X 0.6m for “Wallangarra”. There will be a dividing backscene between the two sections.

The turntable is yet to be decided upon. I have a CIL turntable on the existing Saddlersfield layout, but I am yet to achieve satisfactory performance from it, but I will persevere with it at this stage in the hope that someone comes up with a satisfactory solution. I am currently leaning towards an Atlas turntable for the fiddle yard/”Wallangarra” area if I can locate one at a reasonable price. While they do not look like any NSW turntable, its location on the layout is essentially out of the general view so I am comfortable that it would not detract from the overall layout. They are a scarce commodity at the moment. I know there are some potential operational problems with this turntable, but I have been provided with a solution so am comfortable that it would be a reliable performer with some modification. There is a rumour that Atlas are re-releasing their O scale turntable sometime this year - here’s hoping.

My plan is to have all the base boards in place and the continuous run operating this year and I will leave “Wallangarra” until last. Scenery will happen once I get everything running satisfactorily.





# A 7mm SCALE NSWGR FAST ELECTRIC PARCEL VAN

## R. Comerford

It has long been a dream of mine to imitate the sights and sounds of a FEPV and a suburban set running at the old Rockdale AMRA club rooms.

The models may well have belonged to Norm Read.

I have finished the FEPV; whether I have the energy to make a 4 car set remains to be seen.

The FEPV will require a sound decoder of some sort eventually. Part of the thrill of those models at Rockdale was the clatter of the skate imitating in my mind the sounds I heard from trackside years before.

My model is made mainly from styrene; 60 thou (1.5mm) for the chassis and 40 thou (1mm) for the body. The purchased parts are the motor from China, gears from Ultrascap, pantograph from Judith Edge, driving wheels from Peartree, non-powered wheels from Easybuild, chain and sprocket drive from the UK, couplers are S scale dummies, torpedo vents from an Australian supplier. Decals are supplied by Ted Freeman.

Not having a scale plan I built the model by doubling measurements taken from a Bergs Hobbies HO model.

The body was built as a hollow shell with a shaped balsa roof glued on top. The sides were assembled from 7 sections to allow the doors to be inset. The ends were made from 3 sections (photo1).

The balsa was 3 layers of 5mm plank from my model aircraft box (photo 2).

The sides and ends had lengths of 8mm square tube glued circa 1.5mm from the bottom to allow the chassis to sit inside the body (photo 3).

The chassis floor was made from 2 pieces of 1.5mm as I did not have a piece long enough. The chassis rails are represented by lengths of 6mm styrene square tube (as that's what I had in the box). They provide real support to the chassis.

The underframe details were roughed in with scrap balsa and styrene from the respective parts bins (photo 4).

The bogies frames were once again made from 1.5mm styrene. They were spaced off the floor by use of a few small squares of the same material; 3 strips on the body and 3 or 4 built up on top of the bogies until my coupler height gauge said stop. Pickups were added with 20 thou p/b wire soldered to small strips of pc board superglued to each side of the bogie. They bear on the wheel treads.

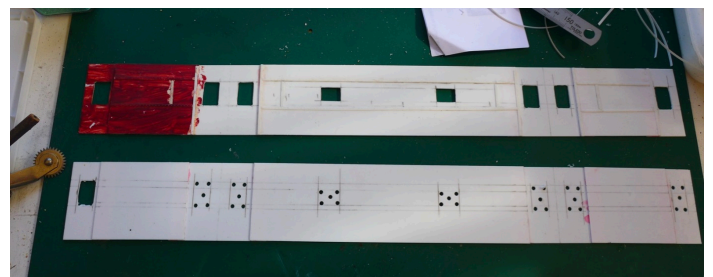
This time I tried gluing the motor with hot melt. It lasted about 4 hours of flat out running in the sun before the motor departed from the hot melt. I have gone back to the 'handy hardware' clear silicone as I did on my last motor install. It is not that I can't afford a gearbox, it is just so much easier to install the chain drive to the other driven axle if one is not present (photo 5).

I decided to experiment with some cardboard on this model. I thought the steps might be less likely to break with the sort of handling they get if built out of that material rather than styrene. I also built the bogie sideframes from the same material. I had in mind to have a go at a loco built totally from cardboard 'a la' John Fownes (Cardboard John) so this was in part a refresher course. John is not a fan of using Shellac and although I did on these bits, the jury is out on its use for any further building. I used a plan of the bogies enlarged to 7mm scale glued to the cardboard and cut out the basic outline with a drill, knife and files. Most of the detail is built up with various thicknesses of card but the trailing bogie uses some parts from 0-Aust white metal axleguards (photo 6)

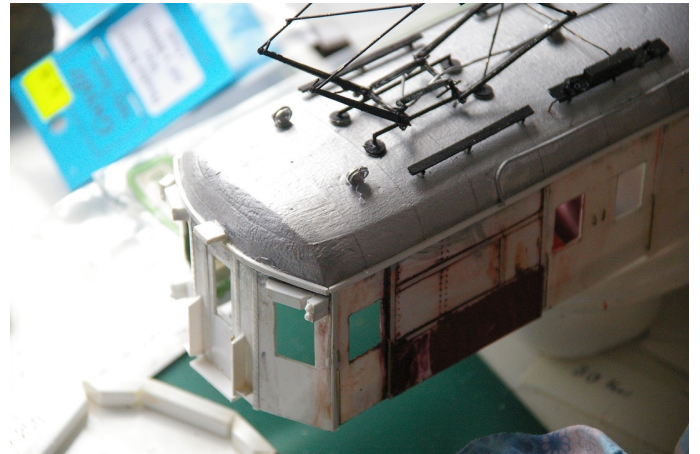
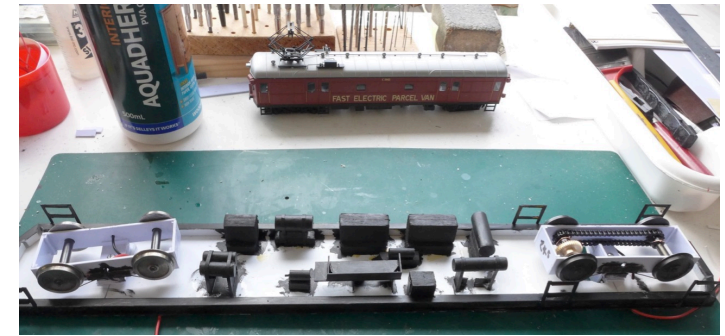
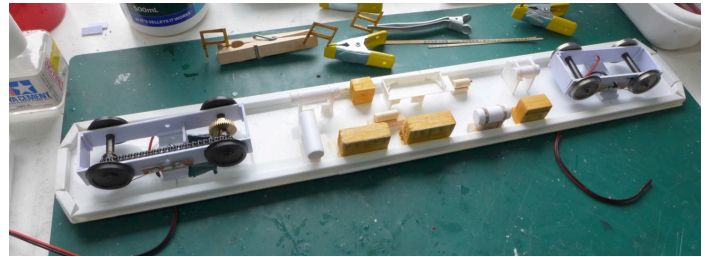
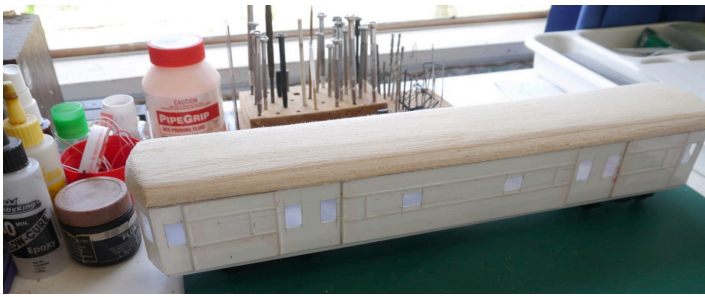
The pantograph is a Judith Edge kit, the ventilators white metal castings from the spares box and all other details are from scrap styrene and jumper wire. The roof is covered in masking tape although I was in a hurry and did not cut all strips to 3' wide as I should but just adjusted the widths to fit on a couple of them (photo 7).

The body is painted in Vallejo 70.957 flat red over Tamiya neutral Grey as I was seeking a freshly painted Tuscan Red to which I will add some light weathering at some time. Vallejo flat black and aluminium were used where appropriate. An overspray of semi gloss clear before and after the application of Ted's decals, then I installed some windows from old shirt box plastic with water based Quik-Grip.

The finished model will have a decoder fitted after a trip to show a friend at Mortdale. It might not go through the points but should run along a stretch of plain track (photo 8).



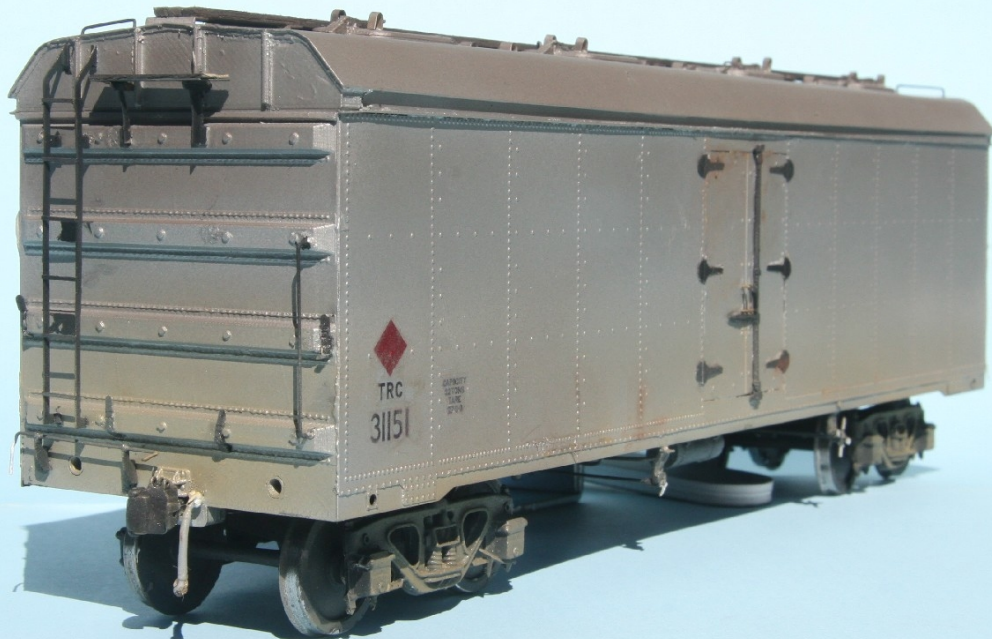






# Model O Kits TRC Refrigerated Van – Review

Roger Porter



## Prototype Notes.

During the early 50's, the NSWGR took delivery of 260 steel bodied refrigerator vans. These new TRC vans replaced the earlier timber bodied MBC vans. The new vans carried 2 tonnes of ice distributed via 8 hatches along the length of the van's roof, differing from the earlier vans which were equipped with ice hatches at the ends only.

The TRC vans were fitted with 2BR "ride control" bogies of 5'-9" wheelbase which allowed them to be operated on express, passenger, and mail train workings. The comprehensive instructions supplied with the kit provides details of the various van manufacturers and the corresponding road numbers.

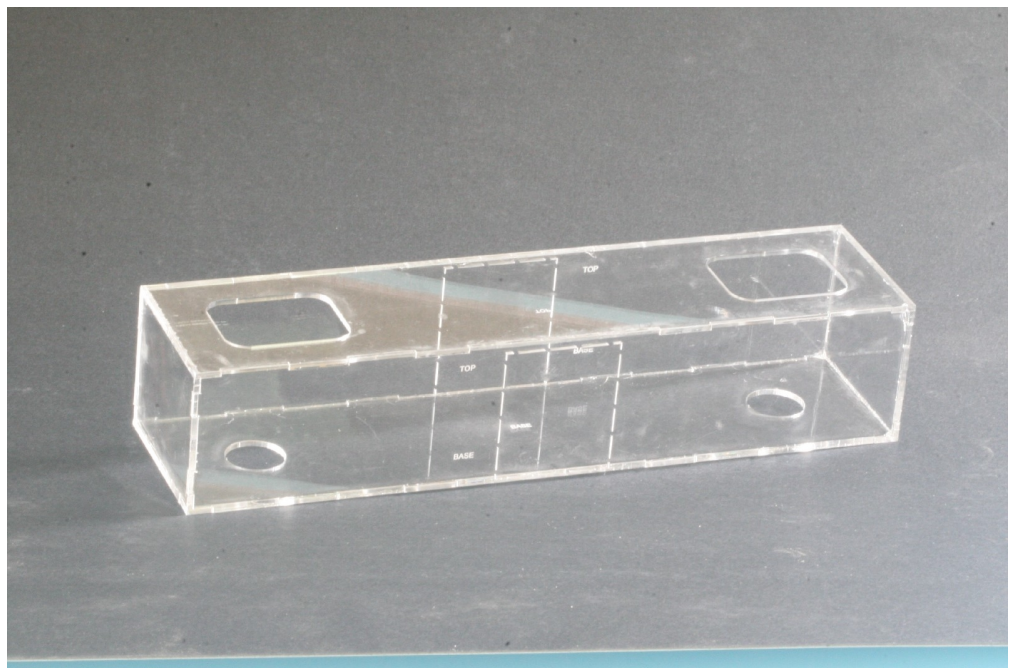
## Assembling The Kit.

The Model "O" Kit's TRC van has introduced a method of construction with which I have had no previous experience, and I must confess to having some initial reservations. But my first concerns were completely unfounded. The components of this kit have been produced with a level of precision and exactness that is truly a revelation. The basic acrylic box structure provides a perfect base for the etched cladding. The body sides, the ceiling, the roof, the ends and the underframe all fit together

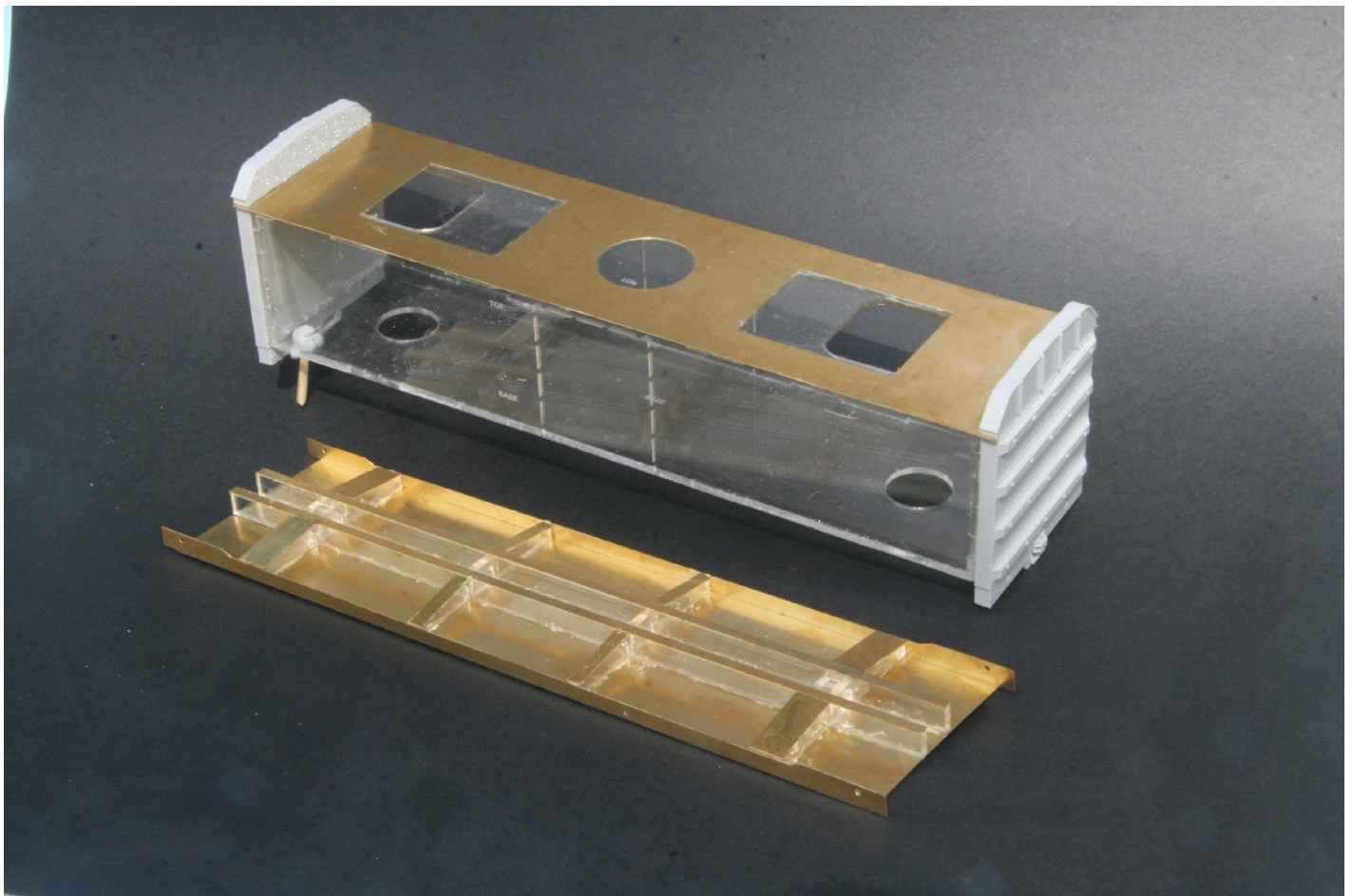
perfectly, without any filing (or filling ) being required. How often have we all struggled and cursed when attempting to assemble a kit whose sides, roof, underframe etc were all of different lengths. That won't happen here.

## Internal Support Structure.

The acrylic "box" was the first place to start. The 6 panels that comprise the box were indexed together with a type of slot-and-tab, and fitted together perfectly







without any clean up or filing being required. The “box” provides a perfectly straight and square base structure for the subsequent attachment of the etched sides and 3-D printed ends.

The instructions recommend using Araldite to assemble the box, but that was not my preference, finding Araldite to be messy and with limited working time in some applications. A couple of test pieces were made from scrap, using both MEK and Humbrol plastic cement, and in both cases the material failed before the adhesive, so MEK was used .

### Cast Ends and Flat Ceiling.

The 3-D printed ends and the flat etched ceiling panel (etch No. 5) fitted perfectly to the acrylic box. In this case, Araldite was used to attach the ends, but contact cement used for the etched flat ceiling panel. Refer to the following paragraphs for the use of contact cement.

### Etched Body Side Cladding.

When dry-fitted to the acrylic box, the etched body side panels fitted perfectly, with no gaps or overhangs at the corners or edges. This is shown by the photo's of the completed van, the corners of which have not been retouched. The precision is to be applauded.

The body side etches were noted to have a slight curvature across their width, but this is not a problem and is easily corrected. My concern was that the direction of the curve was tending to lift the edges of the etch off

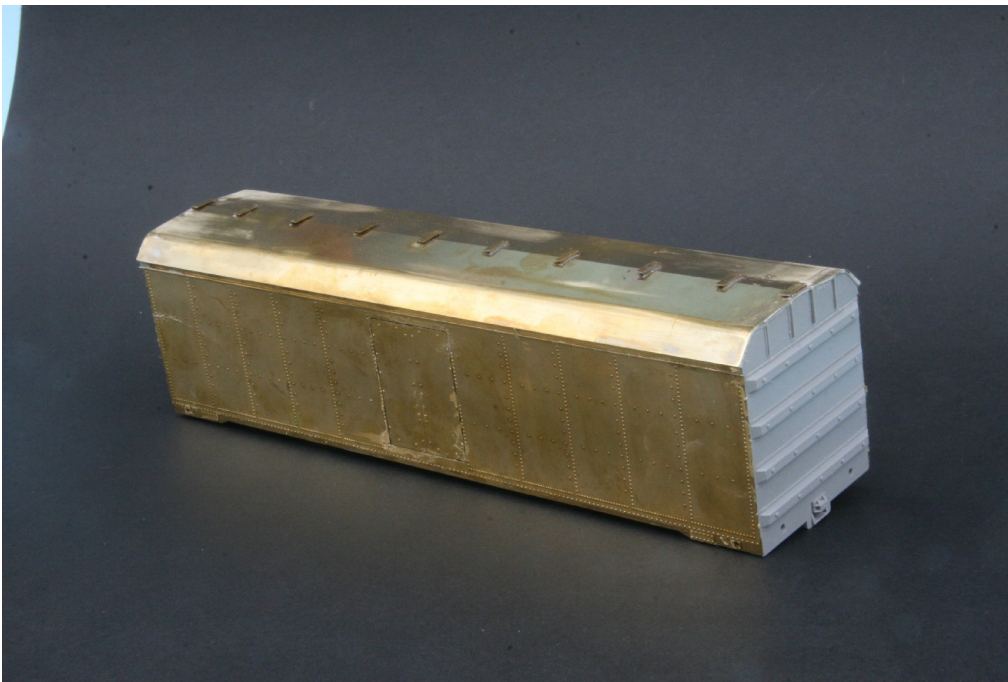
the box. By rolling a piece of broomstick pressed into a pad of foam, a very slight reverse curve was made, the direction of which tended to press the long edges of the etch into the box.

However I wasn't sure about the recommendation of Araldite to attach the large etched body sides to the box. It's a large area to evenly apply a thin even coat of Araldite, and I could easily imagine the 5 minute Araldite “going off” at one end whilst I was still “buttering” the other end. I'm also not sure about 24 Hr Araldite, as it has too much “slip” for too long, and is difficult to clamp.

So for attaching the etched body sides I used Selley's Kwik Grip, sold as a gel in a tin. Of course, a successful test sample was made first. A thin and even coat of Kwik Grip was applied to the acrylic box only, not to the brass







underframe. Also, the chain mounting block, acrylic part no."O" may require relieving to clear the wheel during bogie swing. This is more easily done before fitting part "O" to the underframe.

The bogies assembled easily, but this was one application where I thought that Araldite was best for attaching the side frames to the bolster. But I elected to not fit the brake shoes, which clearly required a lot of effort to fit. On a completed van they are largely behind the side frames and are almost invisible amongst the dark paint tones.

The underframe brake equipment is a good representation of the prototype and is a great

etch. This gave plenty of working time, and the etched body side was easily fitted to the box with an almost instant "grab", but paradoxically just enough "slip" to ensure accurate positioning. So successful was the use of Kwik Grip that it was used for several other components on this kit. My only concern is that there may be a differential in the temperature coefficient of expansion between the acrylic and brass, causing the sides to "pop off" in the future. Beware when departing from the kit manufacturer's recommendations.

## Roof Assembly

The roof assembly can be tricky, and requires some patience. It's difficult to add to the detailed instructions. When bending the main roof panel, part no 4, bend the centre ridge line first. If you're brave, run down the fold line with the back of a knife to help achieve a sharp crisp centre fold. Then using a 6 to 8 mm rod as a mandrel, bend the outer edges just a little bit at a time, lining up the centre fold on the peak of the end casting for a reference.

## Underframe and Bogies.

The brass and acrylic components of the underframe assembled easily, and the completed underframe fitted perfectly ( of course ) between the ends of the carbody. However, the acrylic coupler mounting blocks, part No.s L and M were left off at this stage until the coupler mounting height can be determined, in case surgery is required. This is best done when the van is mounted on its bogies on the track. As it happened, only a piece of 0.020" styrene packing was necessary to achieve the correct coupler mounting height.

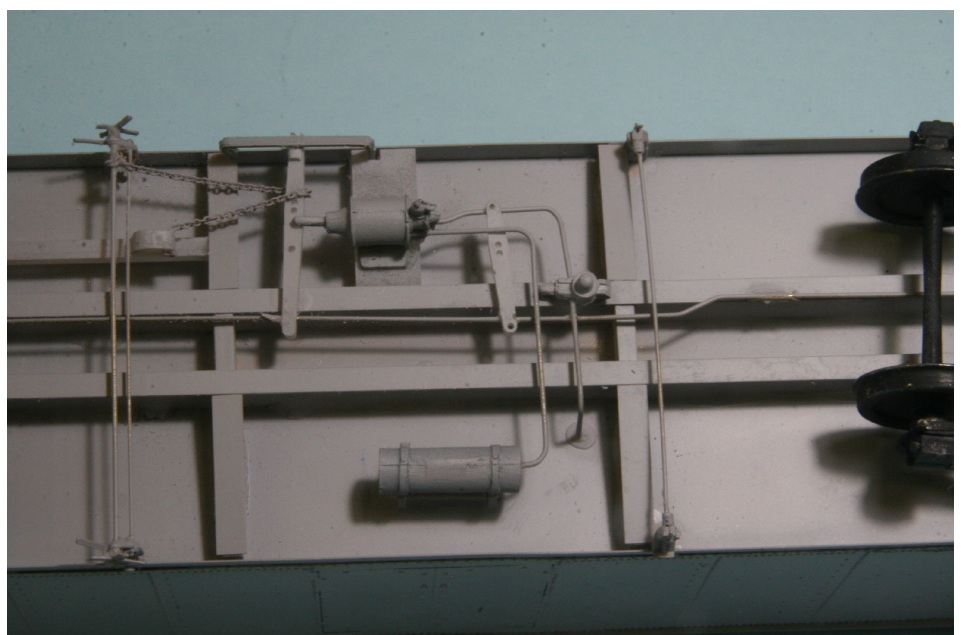
Waratah and Protocraft couplers will go straight on, but Kadees may require some modifications to the

advancement on the naked brake cylinder and air tank often supplied with kits.

## Painting.

For this model, it was decided to complete all of the painting prior to fitting any of the smaller detail items, such as the ladders and door hinges. This was prompted out of concern for my ability to paint and touch-up the door hinges when fitted to the model. It was decided to paint all of the small detail parts whilst they were still attached to the etch, after which they can be snipped off and attached to the finish painted model.

The first coat on the body was Tamiya Primer from a spray can. It has a fine spray and provides a good base for the following colour coats, and high-lights any imperfections and glue smudges that can be attended to before final coats. The colour coats were airbrushed with "Railey Paints Industrial Silver". This paint sprays easily, sticks on well, and quickly dries to a nice satin / low sheen finish.





All of the detail parts were now fitted, after having painted them black whilst still attached to the etch, and everything fitted as it was meant to without any problems. The timber roof walks were dipped into a very dilute solution of black drawing ink in water.

The aim when weathering this model was to try to produce an understated finish that had been lightly weathered, but didn't look as if it had been weathered. Tamiya paint was used for the weathering, using about 20 % paint to 80% Isocol thinners. Just a few light passes of dark grey were applied to the roof, and even fewer

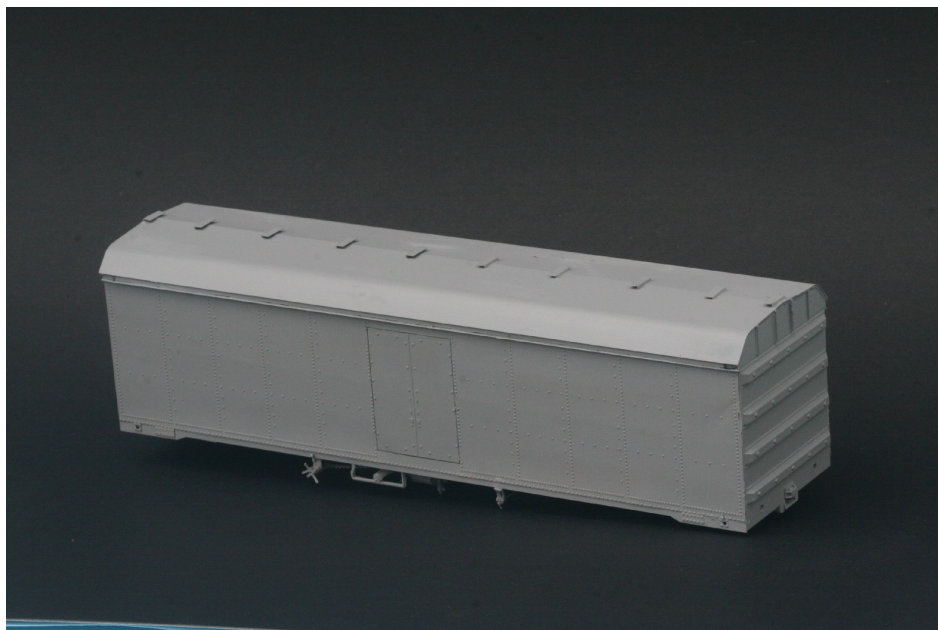
passes of mud / beige applied to the lower body sides and bogies. The lighting during photographing makes a great difference to the appearance of weathering, every photo in this article was taken outside in full natural sunlight which seems to dilute the effect of the weathering.

## Summary

The Model "O" kits TRC van is a complex kit and sets a new standard for component accuracy and ease of assembly. The fabrication of the roof gutters is the only part that could be challenging, but patience will be rewarded by a very fine model. Initially it was thought that this was not a kit for a beginner, but such is the precision of the components that a moderately experienced modeller can produce a very nice model.

The model is correct in all major dimensions, and tips the scales at 490 gms, which is slightly heavier than the NMRA recommendation of 350 gms, and the Gauge O Guild figure of 275 gms. However the model rolls very freely and makes a fine addition to a 7 mm train.

The kit was purchased by the reviewer at the listed price of \$275.





I am in total agreement with Roger about the standard of this kit but to make a great model even better the following may be of interest to those unfamiliar with the prototype.

**Colour.** The kit instructions specify silver for the van body and this is correct. Don't be misled by the photograph of the first van which was apparently painted white, probably by the builders - Tulloch Ltd. for photographic purposes, and in keeping with the MRC vans. No doubt this van was soon repainted silver and as far as can be determined this was the colour of subsequent deliveries. Also the treatment of the underframe in black does not seem to have been universally followed. Some photographs seem to show that the silver was carried down to the underframe sides and across the buffer beam area which on the first van was painted black.

Regardless of what colours they were painted the in service colour is best described as "grime". I don't think I ever saw a clean one although I am sure they must have existed. Although they are small there are two colour photographs in the publication "Remember When" by D.J. Rogers A.R.H.S. - pages 78 and 94 that give some idea.

**Buffers.** Photographs of the first van show it without buffers which I am sure must have been fitted later and to those that followed as the vans were intended to run with screw coupled passenger rolling stock. Only when screw couplers were eliminated would the buffers be dispensed with. Cammel style buffers as sold by Waratah would be correct and if you are going to fit them it would be best to drill out the holes in the ends before assembly.

**Couplers.** When a TRC and a screw coupled vehicle were marshalled together an Alliance link coupling led from the van's knuckle coupler to the draw hook on the other vehicle. Once again Waratah working or dummy knuckle couplers equipped with transition links would be correct.

An interesting operational requirement which it might be fun to observe was that if the locomotive was fitted with screw drawgear the TRC was to be placed at the rear of the trailing brake van and behind the engine when it was equipped with automatic couplers.

This policy had an unfortunate outcome on Wednesday 28th January 1970 when all ten vehicles of the Up North Coast Mail left the rails at West Ryde Station resulting in the death of one passenger and injuries to thirty five others. The derailment was found to have been caused by a broken axle on a TRC van marshalled behind the 44 class locomotive.

#### References

Australian Model Railway Magazine. May/June 1981 and June 1986  
The Sun Newspaper. Wednesday January 28, 1970

## Commercial News

Trevor Hodges

### ModelOKits

*ModelOKits*, PO Box 379, Sydney, NSW, 1700, (02) 97073390, 0404935663, <http://www.modelokits.com> & [sales@modelokits.com](mailto:sales@modelokits.com), shop open most Fridays between 10am to 1pm at Unit 4/61-71 Rookwood Rd Yagoona NSW 2199, have passed on the following news:

- 13 Class kits will arrive on 9/5/19. At the time of writing this they had not yet arrived however additional kits will be available for sale after pre-orders have been supplied to those who placed orders. The 13 Class ready to run models will commence arriving in late June.
- Minerva Manning Wardle K's are now in stock and are priced at \$495.
- MOK now stock scale ruler's for 1:48 and 1:43.5 scales.
- The FS & BS kits will be available by the of end June.
- 

<<<3 more rolling stock" to the " the layout really does need some more rolling stock" basket and as such they are far more likely to get some attention.

There is no "right" time to start running operations on your layout. If you wait till the layout is largely "complete" then it's likely it will never see use as an operating layout. And that would be a shame because operations put all your hard work to use. I have my track mostly in place and enough rolling stock for one goods train and one (very short) passenger train. Believe me, it will be enough.

Give operating a try, what have you got to lose?



# Be Prepared .....

It's something we prefer not to think too much about but sooner or later all of us are going to head for that big layout in the sky. When that happens, your wife, partner, child, relative or friend are very likely to have the task of deciding what becomes of your model collection and/or layout if you have one. It is also very likely that they will have little knowledge of what you have, the significance of some of the items or what their value might be or how to dispose of them.

I am raising this because I recently heard the tale of a deceased modeller whose wife disposed of her late husband's collection of locos and rolling stock at prices significantly below their real value because she had no idea what they were or what they might have been worth. There is no doubt that she had been taken advantage of and this could have been prevented by a little forethought, documentation and advice.

I have actually been thinking of this for some time and hearing the above has motivated me to create a record of my locomotives, rolling stock and more expensive equipment such as DCC gear. I am keeping it very simple. Just a notebook in which I am recording the name of the item, number if applicable, a brief description mentioning such things as manufacturer, scratch or kit built, purchase price (if you want reveal this to your partner!!!) estimated value at the present time and any comments about the items rarity. This estimated value may have to be revised from time time either up or down. This may seem onerous but actually doesn't take as long as you think, unless you have a huge collection of course.

Then you have to make sure that one or more of the people who are going to have to make use of this know about it and where it is kept. Maybe where you have your will. You do have one don't you? Perhaps you could go through it with them and show them any particularly significant items and where they are kept. You may also wish to specify that you want to leave a particular item to someone.

To make things easier at what will probably be a distressing time it would be a good idea to enlist the help of a modelling friend that you know you can rely on and trust to be an advisor to the family and maybe even help in the selling process. They are likely to have a network through which they can offer the items to others most likely to be interested and make sure that the prices asked are realistic.

Doing the above is not something any of us are likely to approach with enthusiasm but if we are fortunate enough to have enjoyed this great hobby, and no doubt put a lot of time and money into our collections, it would be a pity to see them disposed of for less than true value.

Paul (Ed)

Apologies for the lateness of this issue but once again I have been scratching for enough material to fill it and it is only thanks to regular author John Parker and my asking Roger to document his experience with the TRC that it is here now. My thanks also to Bob Comeford and Peter Krause for getting it over the line.

I have been offered only one article for the next issue so if you have been considering writing something now is the time to send it in.





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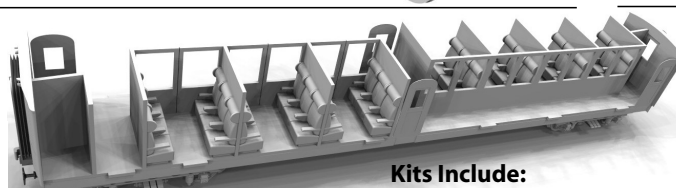
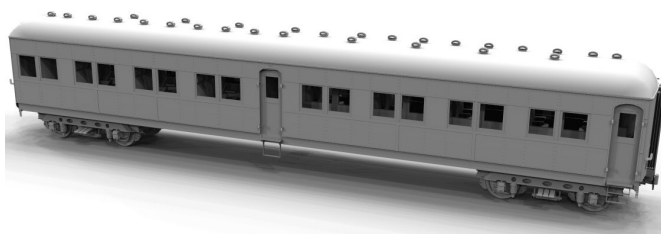
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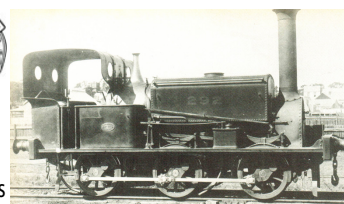
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