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WELCOME

Kim Mihaly

Welcome to the first issue of the Aus7 Modellers Group Newsletter. The observant reader will have noticed that this issue is numbered 2 on the masthead. This is because the Aus7 Modellers Group evolved from the shortlived Aus7 Modellers Federation (more on that below) and its single Newsletter.

It is intended that this Newsletter will be published 4 times per year, and as editor I am continually on the lookout for articles about anything that interests you model or prototype.

Any contributions can be mailed or emailed to:

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WHAT HAPPENED TO AUS7 FEDERATION ?

The Aus7 Federation was formed on the 27th of March 2004 by members who attended the 7mm Modellers Forum at North Sydney Leagues Club.

Differences of opinion over the emerging structure of the Federation, combined with unforeseen family difficulties, saw the resignation of key committee members and the Federation had effectively ceased to exist. This chain of events was regrettable, and none of those involved could have foreseen how things would turn out.

SO WHATS THIS AUS7 MODELLERS GROUP ?

Keiran Ryan proposed forming a loosely knit group of modelers with Keiran serving as the moderator. While this seemed like a workable proposal at the time the issue of money flowing into the group confirmed the need for a bank account, and to do this a formal structure was required.

A proposal was mailed to members of the former Federation to establish the Aus7 Modellers Group and a vote was held.

In a near unanimous vote the following was agreed

1. The Aus7 Federation is renamed the Aus7 Modellers Group.
2. A committee has been appointed with the following office holders ;
 - Secretary - Trevor Hodges
 - Treasurer - Dave Morris
 - Moderator – Keiran Ryan
 - Newsletter Editor – Kim Mihaly
3. A Technical Committee whose task will be look at a set of standards that the group can promote will be set up.
4. To authorise the committee to establish a bank account.
5. An annual membership fee of \$15 will be initiated for all members to support mailing costs and costs incurred in the

production of the newsletter, and the possible setting up of an Aus 7 Modellers Group web site.

Thank you to everyone who voted.

MEMBERSHIP DUES

Anybody wishing to become a financial member of the Aus7 Federation for the 04/05 financial year is asked to send a cheque of \$15 payable to the

Aus7 Modellers Group to

Keiran Ryan

39 Coachwood Cres

Picton 2571

NSW. Australia

by the 15th of August 2004.

THE ADVANTAGES OF A MODELLING GROUP

Keiran Ryan

Why would I be interested in joining a modelling group? I can read, I can learn and I know how to model: surely I don't need to be part of a group. All of this may well be true but we humans are a unique species. We all crave attention, we all require knowledge and we are, to a lesser or greater extent, creatures that are capable of learning. While we seek out interaction with others, at times we seek the solace of our own feelings and thoughts. There are those among us who are true individuals: those who do well being left to their own devices. There are also those who love the interaction and fellowship of others. Both groups are part of this world, this country, this state and this hobby. As the old expression goes, "It takes all kinds". It is this diversity that leads to us having differing requirements from each other: we should embrace and celebrate these differences, not allow them to divide us and be a source of contention.

So why be involved with a modelling group? For me it is an opportunity to share: sharing ideas, information, methods, and the joy of a successful modelling venture or perhaps a fantastic rail trip. To others it may be something different, like sharing a possible solution to a problem, overcoming a fraught construction process or finding that the project you

thought was beyond your capabilities has turned out to be relatively simple. I've found that the best way forward is usually in a group environment because being with like-minded people who are all heading in a similar direction, although quite possibly at a different pace, is a definite advantage. There is almost always someone in the group who can give you the advice you require and, if not, they can usually point you in the right direction.

Now lets talk about group purchasing power: a group can make purchases in bulk and therefore get a price reduction on parts and services. We can see evidence of this taking place already in the purchase of sleeper timber, track gauges and shirts and caps that members can wear to help with promotion of the group. All sorts of materials could be purchased in this way. In a scale such as ours, where scratchbuilding plays such a big part in the modelling process, we might purchase brass wire, rod, strip and other brass section for scratch building, gaining considerable cost savings.

Group discounts are another advantage that might be arranged for the benefit of members as a whole. Commercial members of the group could be actively encouraged to

undertake to make price discounts to members, as they would benefit from higher sales of their products. The math is quite simple: 10 X \$20 items sold at 5% discount, is better than 5 items sold at no discount over the same period of time. To this end I will be offering a 5% discount to any group member on parts and products from **Keiran Ryan Models**. I encourage others suppliers to offer a similar deal: the commercial operator benefits from higher sales and the group benefits by attracting greater numbers of members. We all win. Members only need to mention that they are members of the **Aus7 Modellers Group** and quote their membership number to receive a 5% discount on sales and service.

So is being part of a modelling group a good idea? I'm convinced it's a good idea because I can see benefits to the group, the scale, and the hobby in general and finally to myself in terms of both my modelling and my business. I would like to see every member encouraging others to become involved in group activities and the promotion of 7mm and O-scale modelling.

O SCALE NEWS

Trevor Hodges

If you're into O-scale then the need for this column is probably self evident: there's never enough commercial news of specific interest to the O-scale modeller in the mainstream modelling press and what there is tends to be buried amongst the material specific to other scales. The aim of this column will be to pass on information about commercial products and outlets that are likely to be of interest to members of the Aus7 Modellers group. If you have a product you want to let people know about or you've found a good source of supply then please contact me at thodgy@bigpond.com.au or on (02) 67714915 or at 12 Erin Court, Armidale, NSW. 2350. The information I provide will only be as

good as that which is passed on to me.

As this is the first issue of the Aus7 Modellers Group Newsletter there's not a huge amount of information to pass on however never fear, the news may be small in quantity but large in importance, well I like to think so anyway.

BERGS 48 CLASS

One important piece of news is that there has been some concrete movement on the Berg's/O-Aust 7mm scale NSW 48 Class diesel locomotive. Those of us who were able to attend the 7mm Modellers Forum at Nth Sydney Leagues Club in March got a close look at the bogie

side frame of this locomotive kit project. As you can see from the accompanying photo the detail work on this important element in the project looks excellent and I understand that the side frame assembly is currently (at the time of writing) at the K&M Engineering works as they are the company producing the motorising mechanism. Work is being carried out on clearances for the mechanism and this requires the production of a fuel tank and any other below footplate obstructions. Peter Berg has promised to keep me informed of progress... (continued on page 7)

STAINING & HAND LAYING 32MM TRACK

Trevor Hodges

When I first kicked off in 7mm scale I decided that I'd lay my track using Peco code 125 bullhead flex track and points. I've never really regretted this decision because, at the time, I was more interested in getting the track down fast so I could see something running. The track is robust and, like all Peco products, does what it is designed to do. However there are some real disadvantages to using this track, not the least of which is the cost of the points which retail for just under \$100. In addition the bullhead track looks very English and very little of this type of track survived into the "modern" era in NSW except, coincidentally, on the Morpeth line and a few other places.

When I began building my "Queens Wharf" display modules in February/March 2004, colloquially known as "the coffin", I decided that I didn't want to have to take out a second mortgage on my home just to get the money to lay the track. I also wanted track that would look a lot more like the track that was common in NSW. I'd picked up some wooden sleepers in the United States made by the Mt Albert Scale Lumber Company that were a little under-size for NSW practice but could still be pressed into service. Since then Ross Verdich and I have negotiated the production of wooden sleepers with Mt Albert that Ross expects these to be available soon for Modellers Group members. Look for the ad in this issue for details. In this issue of the newsletter I'll describe how I stained and laid the plain track on my modules and I'll talk about pointwork in the next issue.

APPLYING GRAIN



The Mt Albert ties/sleepers are made from what the Canadians call Sugar Pine (they call this wood Pencil Pine across the border in the US). The

surface of the sleepers was very smooth when I got them out of the pack so I applied some simulated grain to the sleepers with the edge of a razor saw. I only applied this to the top of each sleeper and, while this might sound like it would take quite a while, one hundred sleepers take no more than about ten minutes to "distress". I tried using a brass suede brush at first but found that the hard surface of the wood didn't show the marks left using this method. You simply hold the sleeper between the thumb and forefinger of one hand and draw the cutting edge of the saw down the face of the sleeper. This produces some lines in the wood that nicely represent the distressed surface of timber that has been left out in the weather.

STAINING MATERIALS



The method I use to stain my sleepers could not have been simpler. The Isocol rubbing alcohol can be purchased in just about any supermarket for under seven dollars and the ink I use was purchased at my local hobby shop. Make sure that you get India ink and not the pen ink for fountain pens from companies such as Parker. This latter type of ink is often a very dark blue, not black at all, and as such, when you start diluting it with the alcohol, you end up with a nice sky blue stain rather than the black and grey tones we're looking for. I get an empty take away container and put about a cup of alcohol in this. I then get an eyedropper and drop about 10 to 20 drops of the ink into this. If I find, after running a test on a single sleeper, that the stain is too light I simply add some more drops of ink. The only rule here is trial and error and make sure that you put down

plenty of newspaper if you're working inside.



STAINING

After I've got the concentration about right for my stain I simply drop the sleepers into the take away container, mix them around a bit and let them sit in the mix for a few minutes. I've found that the crucial element in all this is the strength of the stain and not the time the sleepers spend in the mix. I've accidentally left single sleepers in the stain overnight and they come out looking not much darker than the ones that I've only had in the mix for a few minutes. Once you think they're as dark as you want them simply pull them out of the mix and lay them out on some paper towel to dry. After this they're pretty much ready to use.

STYRENE



Once my sleepers are dry and ready to lay, I set out a datum line on the section of the layout using the edge of a steel straight edge – of course this is only applicable for straight track. I like to use a centre line for track laying rather than relying on the edge of the sleepers as a guide because some of them are longer than others. I paint the back of the first sleeper with a

little white woodworker's glue and glue this into position, making sure that this one is straight and square to the edge of the trackbed. I make up a few small styrene spacers (about 5 or 6) that are slightly longer than the sleepers and use these to space the sleepers out. The ones in this photo are 9mm wide. I let these sit for a few minutes until I run out of spacers and remove them from the previously laid section I'm working on as I work progressively down the line. It's a good idea to check that the sleepers are still square to the edge of the sub roadbed for each 300mm of sleepers laid, as they can tend to drift no matter how careful you are to start with.

CURVE

This section of track shows the curve

on the front edge of the "Queens



Wharf" modules. Once the glue has dried I lay one piece of rail down using pencil measurements taken from the centreline I drew before laying the sleepers. After this "datum" rail has been laid I lay the other rail using a track gauge I picked up from Bergs Hobbies. I understand that Keiran Ryan is producing some gauges and these should be available in the near future. Contact him for details. I'd suggest that at least two gauges are necessary and more if you can afford them. I lay my track using Micro

Engineering small spikes (they have micro, medium and large ones available too) that are available from both The Railcar <http://www.railcar.com.au/> and Model Railroad Craftsman <http://www.zipworld.com.au/~mrc/>. Unlike prototype practice I didn't spike every sleeper but only every second one. Life is way too short to spike every sleeper. Each spike needs a #76 hole drilled to allow it to go through the sleeper and into the mdf I used here for sub roadbed.

When Ross gets the shipment of sleepers from Canada go ahead and try laying a little track on a test module just to see how easy it is. There are plenty of other ways to stain and lay track as Rick White has shown in his article on the web site. Give track laying a try and you may find you really can afford to work in O-scale rather than simply dreaming about it.

GLEANED FROM THE GUILD

Trevor Hodges

In each issue of this column I'm going endeavour to include a few items of interest to 7mm modellers that I've picked out of the Gauge O Guild's quarterly magazine *Gazette*. I've received permission to do this with the proviso that I give the Guild a plug, so if you want to join the Gauge O Guild you can contact membership officer Peter Matthys at 1 Station Cottage, Ystrad Meurig, Cereigion, UK, SY25 6AX. I have no intention of trying to include everything that the *Gazette* covers in its commercial news section, if you want that you'll have to join the Guild and get your own copy of the magazine. However there will always be a few items that will be immediately applicable to the

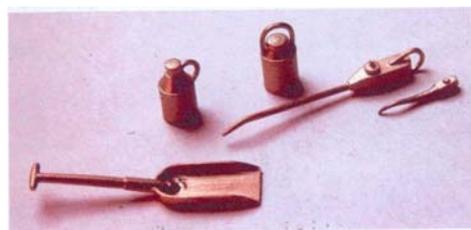
Australian context and I'll include these items as they appear, hopefully with a photo illustration.

I've chosen three items from two different manufacturers this time and the first two are from Laurie Griffin Miniatures, Highcroft View, West Woodlands, Frome, BA11 5EQ, email: griffin.cplust@tiscali.co.uk. This company has for sale what look like some excellent detail items and horn blocks. The detail items are described as a Fireman's set and look to be of cast metal with very fine detail. The other items may be of interest to those of you who are considering producing a steam loco and are a range of white metal

blackheads from Majestic Models, 15 Kingsway, Braunstone Town, Leicester, LE3 2JL, UK or email: george.dawson@btinternet.com.



Backhead detail from Majestic Models



Firemans Set Laurie Griffen Miniatures



Hornblock detail Laurie Griffen Models

A NEW BEGINNING

Rick White



If you count yourself as a 7mm purist then read no further. This article includes mention of 1/4" scale, narrow gauge and regularly uses the word 'compromise' as a pretext to actually get some modelling finished. All the sorts of things that, once combined, are sufficient to make a real 7mm modeller cringe.

For this admission, I make no apology. I was once a purist in US prototype HO_{N3} and found that my modelling suffered because if I didn't know the exact correct detail needed to advance a model under construction, then all work on that model stopped until this impasse was sorted out. The end result was a bench full of partly finished models, no operating layout, and a frustrated modeller.

A new beginning was needed. And one was found when I discovered the sudden spurt of modellers moving to On30. Good quality, cheap

equipment and in a bigger size. This jump in scale was the new beginning I was looking for. It allowed me to rethink what I wanted out of the hobby and gave the perfect opportunity to change my ways in two main areas; not to be so dogged about prototype fidelity and to change the modelling setting to Australian prototypes. At last, I might get something accomplished.

This brief background sets the scene to the way in which I have approached the design and construction of my current layout module, called 'Speed Limit 20' if for no other reason than simply as a way of referring to it. The

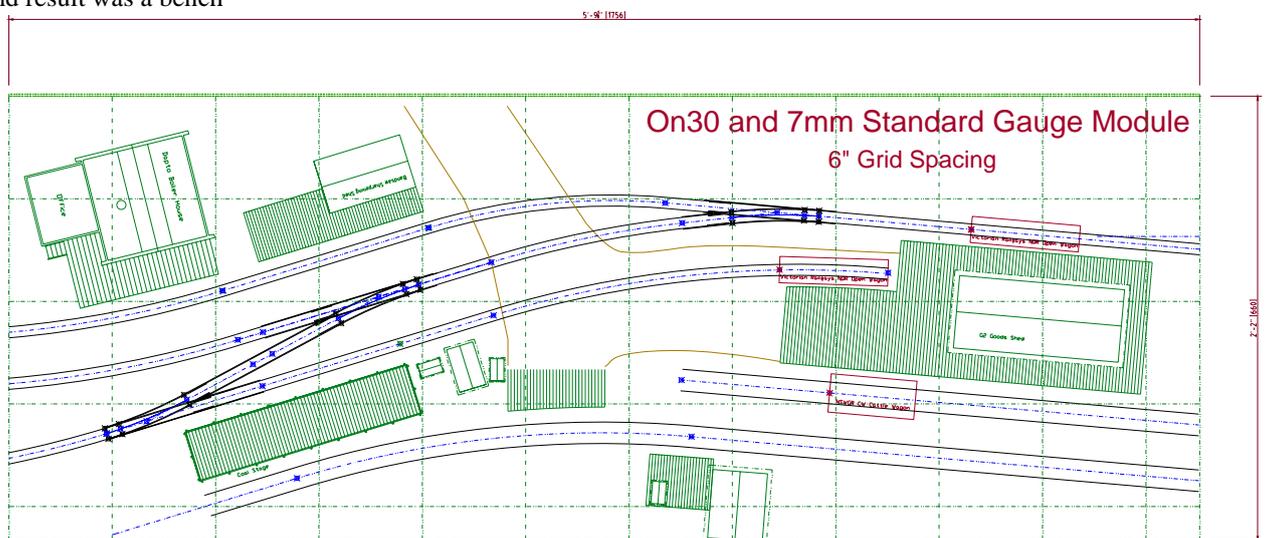
remainder of this article describes in brief what I am attempting to do and how I am going about it. It's still under construction, having commenced it in earnest back in April after ingesting a dose of enthusiasm gained from attending my first 7mm scale modellers' adventure at North Sydney in late March this year.

THE LAYOUT DESIGN

Although I have temporarily lost access to my purpose-built train room behind the downstairs garage (Miss University moved back home and got full land rights to that space) this calamity was not enough to discourage getting some track laid and trains running. Work on the module is being done in the garage instead.

The full On30 layout had been designed previously using CADD software on my PC, and having experienced the problems of unsuccessfully trying to remove the monolithic HO_{N3} layout from the train room in salvageable parts in preparation for the arrival of Miss University, the decision was made to build a 1.8m by 0.7m section of the On30 layout as a module. This is allowing me to get on with building something to run and test trains, somewhere to rekindle those lost skills from my HO_{N3} days, to get a feel for the size of O scale and to experiment with new modelling techniques.

This is where the first compromises started to appear.



The original design was for On30 only. No standard gauge. But after the North Sydney modellers' day I wanted to share the fun of this scale and gauge with my new 7mm scale buddies and to have a place to hold a few pieces of NSWGR rolling stock which I had decided to build. So I sacrificed a few narrow gauge sidings at the front of the module for two 7mm scale standard gauge sidings. I needed to come up with an excuse or plausible argument about all of this scale and gauge mixing even though I felt very much at ease in doing this.

The two standard gauge sidings act as a sort of interchange between the gauges. Although the NSWGR and Victorian Narrow Gauge lines never actually met or interchanged (the closest would have been at Wangaratta, Vic) my compromise here allows me to pretend that there was such a meeting of these state gauges and allows me to run equipment and build models of the equipment I like most.

The interchange area needed to be designed to visually separate the change in scales from 7mm to 1/4" scale. I'm attempting to accomplish this by using means to fool the observer's perspective of the layout. To do this, I am raising the narrow gauge roadbed by 25mm above the standard gauge trackage to give a vertical separation and installing a NSWGR G2 Goods Shed on a platform between the sidings as well as a truck loading platform and a locomotive coaling stage. These structures are shown on the module plan. The G2 shed is to be built to 7mm scale but, to ease the scale transition between the 7mm scale track and equipment that will sit at the front of the module and the 1/4" scale On30 equipment arcing around the rear and side of the 7mm scale models, another compromise decision was made to scale the loading dock and the coaling stage to 1:45, being somewhere in the middle of the two competing scales on the same module. Hopefully, the scale difference won't be too obvious to the casual observer. Time will tell if this works out satisfactorily, but the most important thing for me is that I can blast past the concerns that I would have had previously about absolute scale fidelity and actually get something

built instead of procrastination and worrying about it to the point of total inaction.

MODULE FRAME CONSTRUCTION

The frame is constructed from 25mm SHS aluminium sections connected together with plastic fittings. All these components are sold as a system called Qubelok by Capral Aluminium. The SHS section comes in 6.5m lengths and the staff are happy to cut it up to your requirements free of charge. The plastic fittings are hammered into the SHS pieces to form a rigid, very lightweight and waterproof module. Additional 25mm x 25mm x 1.6mm aluminium angle pieces are riveted to the main frame to support the baseboard.



On top of the frame I have added a track baseboard comprising sheets of 30mm thick extruded foam which have strips of 6mm thick MDF glued to their underside to provide a screw fix to the aluminium frame, making the whole thing able to be dismantled easily.

A shadow box made from Qubelok sections, to which has been glued 5mm thick foam core board for the ceiling and fascias, supports the 20 watt low voltage downlights used for layout lighting. The backdrop for the module, made from 3mm MDF sheet, slides into place behind the foam baseboard making it totally removeable for transport. The whole shadowbox assembly is held to the base frame with bolts and wingnuts for easy disassembly.

LAYING TRACK

So far only the 7mm scale standard gauge track has been laid. I am still working on a plan for the On30 turnouts to have sliding point rail

chairs a la Puffing Billy 30" gauge points. I really like Roger Porter's method of building point assemblies but need to work out the best way to have rod point blade spacers that are electrically isolated.

I cut out the trackwork plans from paper copies of the full-size plots previously done on computer and glue these down to the foam baseboard. This gives an instantaneous full-size layout of the trackwork over which 3mm cork strips are glued using the plotted centreline as a guide.



This photo of my 7mm scale standard gauge trackwork shows the balsa sleepers that I made for the module with code 100 rail, stripped from Peco HO scale flextrack, spiked to every sleeper. For more details on the methods used to make these sleepers see my article on Kieren Ryan's Aus7mm website at <http://www.krmodels.com.au/7mmindex.html>

The laying of the On30 trackage is being delayed until I am satisfied with the throw mechanism to be adopted and the means to route power to the frog assembly for DCC control.

EARLY STAGE SCENERY

Actual scenery development at this



point in time is minimal as most time has been spent on trackwork, experiments on structure sizes and the module's lighting. But the concept of what I want to achieve was firmly fixed when the module was being designed.

Most scenic effort to date has been to test methods for building O scale gum trees. An example of how they are coming along is shown in the photo. This tree is actually 45cm high and it takes quite a bit of material to cover a tree this large. It's a lot of fun and hopefully a reasonable tree making method will result in time.

STRUCTURES



O scale takes up a lot of room. There's no way around that fact and nothing exemplifies this more than when it comes to adding buildings and structures to a layout. While this module is relatively small, every effort has been made to maximise the number of buildings that will go on it. The G2 goods shed and the NSWGR coaling stage appealed to me as being sufficiently representative of NSWGR that the casual observer might accept the standard gauge section of the layout as actually being in NSW. The goods shed has been the first O scale

structure ever attempted by me so again, a lot of learning is happening along the way. I've compromised quite a bit on this model to make it fit both the physical space and the fact that it has a non-prototypic narrow gauge mainline running along one side. The platform has been constructed and a cardboard mockup of the shed made to make sure everything will fit. I plotted the 7mm scale framing plans on my printer and glued these together. It's crude but gives a good idea of how big things will be at the end.

The remaining structures will be models of selected buildings in my surrounding Illawarra area, including the now-abandoned brick boiler works adjacent to Dapto railway station.



WHAT'S NEXT?

Well, there's a huge amount to do yet and I'm probably my own worse

enemy when it comes to getting things finished. You can probably tell by the photos that I don't build in a serial fashion ... getting one thing finished then moving onto the next ... but tend to work on several projects concurrently. It's the way I am and efforts to change that have met with no success. The advantage I see to this way of doing things is that my interest is kept up to a quite high level. If one thing starts to get bogged down, then I just go back to another project and work on that for a while. I just hope it all comes together at the end.

If there's anyone out there who wants to lend a hand in building this module then I'm only too happy to have you on board. Just let me know.

Most importantly, I'm having just the best fun ever. Being able to say 'compromise' without stuttering has been a long overdue breakthrough for this modeller. While the 7mm purists will pull faces and mutter unspeakable things to themselves and other like beings, I am content in the knowledge that I just want to play trains and this is the way for me to do that. It's a new beginning and I'm enjoying every moment.

Back to the models ...

O SCALE NEWS (CONTINUED)

Let's hope it's not too long before we see this kit commercially available. Berg's Hobbies are still taking non-binding expressions of interest from anyone interested in purchasing one of these kits. You can contact Berg's at 181 Church St Parramatta, Sydney,



2150 or on (02) 96358618.

Bogie Sideframe – Bergs 48 Class

WARATAH MODEL RAILWAY COMPANY

Dave Morris of the Waratah Model Railway Company has kindly provided me with some of his recently

released detail parts to take a close look at. I did get a few fleeting moments to examine these items at the Modellers Forum in March but having them at home has given me a chance to get them out and really take a good look at the quality of the workmanship, which is outstanding. The various parts can be used to produce models with a higher level of detail and are essentially aimed at the wagon kits Dave currently has available and those he is planning to release in the near future.

He's produced builders and number plates for the RU, K and S wagons (\$2 a set or 6 for \$10), Cammell and Turton buffers (sprung brass for \$16 per set and white metal for \$12.50) and a beautiful set of castings to allow the application of transition links to an auto coupler such as the Gago coupler.

All the items in the photos, in addition to kits for the K, KF, LV and CW wagon kits, are available from Dave at PO Box 509, Revesby, NSW, 2212 (02) 97851166.



Waratah Models Transition Links



Waratah Models Buffers



Waratah Models RU & K Builders & Number Plates

CENTURY MODELS

Graham Holland of Century Models has passed on some very interesting information about upcoming steam locomotive projects he has on the drawing board. Many of you will be aware that he's planning to release a 30T (and just so there's no confusion this is the 30 with a tender) in the not too distant future. What may not be so well known is that he's also planning to release a C30 tank loco following this project. Further to this is that he's going to release

a 20-class kit at the same time as the C30. The reason that not many of you are likely to know about this last project (at least at the time of writing) is that he's only just decided to do this loco. The 20 will be the version with the same wheel spacing as the 19 and he asked me to let people know that anyone who has purchased either a complete 19 class kit or a part kit with the intention of building a 20 can buy the parts they have missing from him to make up the difference between the two kits. He's taking orders now on the 30T, 30 and the 20. The kit that will follow these projects will be a C32 class.

He made it very clear to me that from now on all locomotive kits will be released as limited editions so you really should make a firm order before their release to assure yourself of a kit. A \$400 dollar deposit will secure your loco and full payment will be expected two months prior to the kits release. The \$400 deposit is a standard payment, however the balance of the cost of the locomotive is open to negotiation: he's aware that they cost a good deal of money however he can be flexible if you are want to contact him and discuss payment over time or other arrangements. He can be contacted on the phone at (02) 49841774 and he says he much prefers phone contact but I'll provide you

with his address anyway which is PO Box 631, Nelson Bay, NSW 2315. He's available most days to discuss upcoming projects.

There's no news on the "missing" 50 class side rods as yet because he's having them done at the same time as the 30T's and these are currently being arranged. Contact Graham if this is a problem is all I can say. Graham is well aware of the problems that delayed delivery have caused him in the past however he says that two changes he's made should go a long way to making this particular problem a thing of the past: firstly he has changed his master pattern maker and secondly he now works on these projects as a full time occupation. He believes that both of these changes should improve delivery times on future projects.

I might mention that there is a call for expressions of interest in separate 7mm 20 class project elsewhere in this issue of the newsletter (see page 11.). Keiran Ryan and Phil Badger are manufacturing this kit and are determined to have it on the market as soon as possible. It seems unfortunate that, in spite of the best will in the world; we have two manufacturers intending to produce kits for the same locomotive. This seems especially unfortunate when so very few locomotive kits are available in our chosen scale. With any luck sense will prevail.

The first fruits of the Aus 7 Modellers Group have arrived in the form of an advanced sample of the 7mm NSWGR standard sleepers. The dimensions are exactly 8' x 9" x 6". The sleepers have been custom cut out of high quality sugar pine by Mt Albert Scale Lumber Co. of Canada.

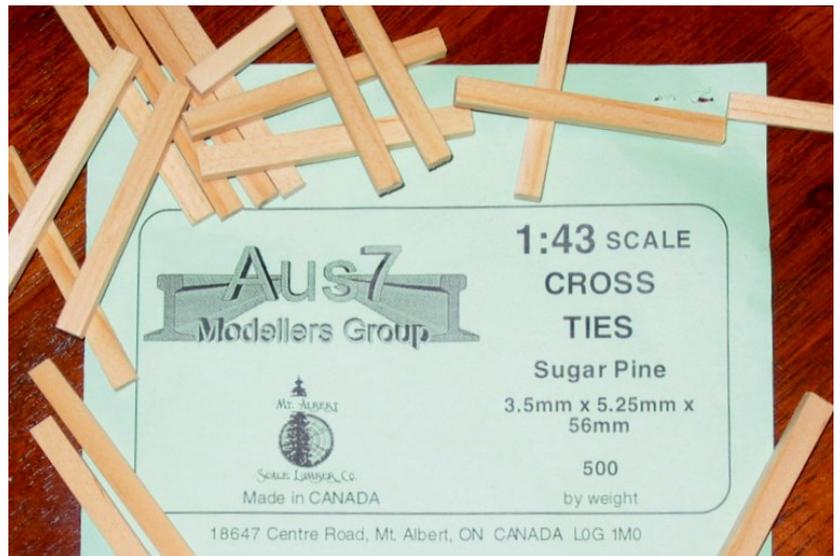
The main shipment is expected to arrive in mid to late August. Two-thirds of the shipment have been pre-sold. The current discounted price per bag of 500 is \$27.50. The price will rise to \$38.00* (normal retail) upon delivery for any unsold bags.

*However a discount of 10% will be allowed to Aus7 Modellers.

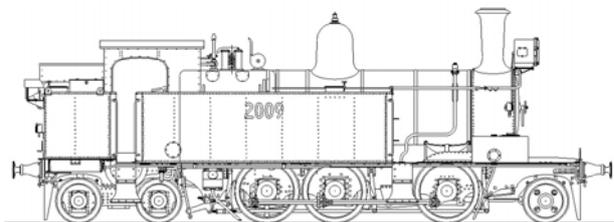
Also coming are bundles of point sleepers scaled at 10" x 6" in 600mm lengths. These are currently priced at \$7.50 per bundle of five 600mm lengths.

Both types of sleepers can be ordered through the ARHS/nsw Bookshop (phone 02 9699 4595) and on-line at www.arhsnsw.com.au

A special page for NSWGR O Scale 7mm products is under development.



Keiran Ryan MODELS



Drawing Courtesy Of Greg Edwards – Data Sheets

Keiran Ryan Models in conjunction with Badger Bits

Proudly announces the development of the **NSWGR Z20 Class Steam Locomotive Kit** in 7mm (O) Scale. These kits will build up into models of the A/E Z20 Class Steam Locomotive, rebuilt from A(93) Class.

“Expressions of Interest” Are being taken NOW!

The kit will consist of etched brass components complimented with lost wax brass castings.

A CD Rom provided with the kit will give the modeller a comprehensive historical exposé of the locomotive, full step-by-step instructions with detailed drawings and photos of the class members.

This will be a high-end, craftsman style kit priced at under \$1,000.00.

But wait there's more; included in the kit price will be a half-day soldering course where you can learn how to solder or build on your pre-existing skills with one of the best in the business.

For more information and your expressions of interest, email Keiran Ryan at krmodels@ozzinet.net or ring on 0246772462

Deposits for this kit will only be taken after the pilot models have been shown and run on display