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This years Liverpool Exhibition was Binnabri's Last Run

Photo: Trevor Hodges

GUNNAS NEED NOT APPLY

Dave Morris

I am putting forward an expression of interest to the group for 6 to 8 serious people who are prepared to work towards building a 7mm NSWGR prototype exhibition layout to put 7mm out in front of the public!

The basic criteria I'm proposing are as follows.

1. Continuous running to allow trains to run through the scenes.
2. A layout with parallel main boards, an island layout viewable from all four sides .Layout could be as large as 40 feet by 16 feet.
3. A main line country station on one board (with possibly adjoining loco facility) and a branch line station on the opposite board.
4. Modular construction for which each member will be responsible for building, transporting and storing (this has the advantage of giving each member of the team a diorama for use at home) .
5. A dedicated team of people who are prepared to exhibit the collective work of the group which , with the numbers of the team , allows flexibility of rostering half to all of the team for exhibitions (understandably , all members might not be able to attend the 2 or 3 exhibitions to which the layout will go , a large team guarantees that at least enough members will be on board to operate)
6. As the heading indicates, NO GUNNAS, this is a team effort
7. Consensus is to be sought on the design, construction and operation of the layout by all team members .

and there are too many people to let down!
If you feel that you could be part of the team and your up to the challenge then please email me via the group or call me. Plans are in hand for a meeting on the 30 October 2004

I can be contacted on 9785 1166 or 0415 976 442 .

There were a number of people that I met on the long weekend at my stand that may be on our group page now and this challenge is for you too, give it a go.

ONE MAN'S VIEW

Keiran Ryan

Occasionally, the mind wanders and starts to develop negative thoughts about some of the things that we get involved with. For instance, when a new venture starts and all the prophets of doom start wailing that the end of the world is coming, and start telling you that you can't do this or that it's usually at this point that you have to either give them credence, and validate their point of view by believing what they say; or take the other tack and set your mind at aiming toward a bigger future. Put simply I am one of those who fall into the latter category as I refuse to allow others negativity to influence the way I think.

Over the last couple of weeks (The Big Day Out – North Sydney and the Sydney Model Railway Exhibition) it has become evident to me that 7mm modelling has begun to make a very decisive move back into the mainstream from the fringe where it has been since the 1950's. It was amazing to get feedback, from all types of railway modellers, about how we set up the 7mm area (7th Heaven) at the Liverpool exhibition. We were actively encouraging each other while also promoting 7mm modelling. The fellowship was fantastic and the results became apparent when we signed up sixteen new members to the **Aus7 Modellers Group** with many more taking application forms home with them and mailing them later. Our membership has jumped to 54 financial members at the time of

writing (with a good number on the books who still haven't paid their membership dues) and the membership of the 7mmAusmodellng Yahoo! Group has also jumped to just under 100. These figures are surely a result of getting out in the public arena and telling people what we are doing, and achieving results through taking action.

Some people might say this is just a stage that the scale is going through, a sort of growth spurt. But I believe that from the positive feedback I've received a trend is emerging that we need to nurture. Can we keep growing by providing workshops, "Big Day's In" at members homes, and by showing members how to improve their existing skills and learn new ones? My answer to this question is yes we can! It's important that we have these days and it is only by continually improving ourselves, our attitudes and our skills that we will develop a great group of modellers who can see the positive side of the hobby and show others the benefits of our scale (and by scale I mean "O" and all of its derivatives)

Members within the group are already looking at a flexible modular system that will allow members to cheaply construct a section of layout that will allow them run their modules in conjunction with those of other members. In the early part of 2005 the **Aus7 Modellers Group**

will hold a point building workshop where, for a fee, members will be supplied with lunch and leave at the end of the day with a scratchbuilt number 6 point which will all be their own work. It might be worth pointing out that this skill is one that a modeller can use in any scale, not just 7mm.

I believe we have a opportunity to really get "O" scale up there as a viable alternative to "N" and "HO" and I, and many members of the **Aus7 Modellers Group**, will be doing everything possible to ensure that this happens. We don't want to harm these other scales but we think that O-scale has a lot to offer and it deserves to get some attention and have its profile raised right across Australia. I strongly believe that the **Aus7 Modellers Group** is the vehicle that will drive this move out from the fringe into the mainstream, and not just with 7mm, but 1/4" and Narrow Gauge. The prophets of doom won't disappear with their, "it's too big" or "it's too expensive" or "I haven't got the time" or "[fill in your own excuse here]" attitudes. These are just a small sample of what are known as excuses, and excuses are someone's reason for not doing something, whereas I would rather focus on the reason why we should do something. So lets get this scale going and get on with some modelling

LOOKING FOR A NAME

Kim Mihaly

We are looking for a new name for the Newsletter. As the Newsletter belongs to you, we are running a competition to find a new name.

The Prize will be a \$20 discount for a David Morris kit, and a Kieran Ryan Ladder Jig.

The Rules

1. The name must not be obscene.
2. Judging will be by the Committee and the Editor
3. Judges decision will be final
4. In the event of the same name being submitted, the prize will awarded to the first entry received by the editor
5. Judges may not enter

How to enter

By email to kim.mihaly@tpg.com.au

By letter to Kim Mihaly, 120 Folkestone St Stanthorpe Qld 4380

By Phone Kim Mihaly 07 4681 1031

The competition closes on 15 November, and the January issue will carry the new name.

STAINING & HAND LAYING 32MM TRACK PT 2

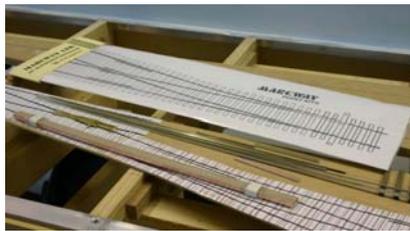
Trevor Hodges

In the last issue I discussed how I laid the plain track for my Queens Wharf modules, affectionately known as "the coffin". This time we're going to get serious and look at the pointwork and how I went about laying the five points for the modules. You shouldn't get too worked up over the idea of hand laying points, or plain track for that matter. I've built a few points my time but all of them were in HO so I was looking forward to building the points on Queens Wharf just to see what the differences might be in O-scale. It's been just long enough since I built my last point for me to have forgotten just about everything I had picked up then so I consider myself a bit of a beginner at this.

I was lucky enough to visit the UK in September 2003 and while there I purchased a couple of point kits for 32mm gauge O-scale points from a company called Marcway <http://www.marcway.co.uk/>, phone 0114 2449170 or mail to Marcway, 598-600 Attercliffe Road, Sheffield, UK, S9 3QS. Marcway make a large selection of point kits and they accept credit cards, however they don't have a facility for ordering over the Internet the last time I checked, nor can you email them from their web site so asking a question depends on a letter. You'll have to write to them so you'd be well advised to make sure you know what you want because re-ordering will be expensive. Their web site has recently undergone a major upgrade and all the point kits and the various prices are now listed. The two point kits I purchased while I was in the UK were the 48" radius points made with code 125 bullhead rail. Once I got home and began preparing to use these on the Queens Wharf modules I realised that what I should have purchased was the #6 USA switch made with code 124 flat bottom rail. Oh well, you live and learn. The web page for the USA style points is http://www.marcway.co.uk/ousaswit_ch.htm and the #6 variety is listed there. I wrote off to Marcway, including my credit card details, for three of the flat bottom points and they duly arrived about three weeks

later.

At this stage, with each kit costing about \$75.00, you might ask yourself why you would want to buy point kits when the Peco bullhead variety costs about \$100.00 and the flatbottom about \$130.00? Well I haven't got a really strong argument either way but I can tell you that I paid more like \$55 for each one of my point kits and that the Peco ones look nothing like NSW points.



The Marcway point kit is essentially a big plastic bag with a cardboard header on the top. The copper clad sleepers are the long bundle in the foreground and the double-sided tape is used to keep the bundle together. The paper template can be seen inside the bag and the various bits of rail come preformed but they do need a bit cleaning up. The template you can see underneath the components in this photo has been photocopied and "rearranged" to get a more prototypical sleeper spacing.

Keiran Ryan has promised to produce a cast frog for 7mm pointwork before Christmas 2004 and I'm sure that this component will be more than competitive with those from Marcway and in addition will look like the prototype frog used on the NSW. It is the frog which is the really fiddly bit to fabricate in my experience and while you can grind and file your own from plain track, having a cast frog takes a lot of the effort out of building your own points. You can buy all of Marcway's components separately, including the frog castings.

So what do you get for your money in the Marcway kits? You get a brass frog casting, a paper template of the point with the point components marked, a bundle of copper clad sleeper strip (enough to do the whole point), some double sided tape to secure the sleeper strip to the paper

template, all the rail you need which has various sections ground out of them to form the point and instructions. In general I would describe the quality of the components as being ok: the bundle of copper clad sleepers was more than sufficient (I wasn't going to build the whole point from this material anyway), the instructions were adequate and the double-sided tape had a grip of iron. However the grinding applied to the rail at various points was pretty rough and needed a good deal of cleaning up and the cast frogs, especially the ones supplied in the USA style points, needed quite a bit of work to get them to lie flat. A couple were badly bowed and I feel I never did get one of them to lie properly flat. My reaction to these was that the mould they were made from was just about on its last legs. Read the instructions and get what you can from them but put aside the paper template would be my advice because it's nothing like NSWGR pointwork. You can easily make up your own template either superimposed over the one supplied with the kit (I simply drew over the top in red pen to distinguish my scratchings from the black originals) or drawn from scratch.

Tools Required

Some items you will need before you can build your points, well you'll need them if you're going to follow my directions, are the following:

- A soldering iron with flux and solder of your choice.
- A set of rail gauges to keep everything in gauge. Keiran Ryan has been selling some sets of excellent sprung gauges that should be just the ticket.
- A set of Vernier callipers is always useful.
- A range of files: both needle and a larger flat type.
- Some appropriate wooden sleeper material. I replaced the copper clad sleepers wherever possible with wooden sleepers. Ross Verdich, who is selling properly dimensioned NSW sleeper material, can be contacted via the details in the

Commercial News section in this issue of the Newsletter.

- A set of side cutters such as those made by Zuron.
- A bit of white styrene (a couple of different thicknesses would be best as it's used to pack up the copper clad sleepers to the same height as the wooden ones).
- Some appropriate track coloured paint. Don't use pure rust, your eyes might tell you that the rails you see on the real railways are a rusty colour but the amount of red in such paints is far too vivid. Mix a little brown in. Floquil make a track colour that I've always found excellent.
- "The Trackwork Manual" by Greg Edwards of Data Sheets fame.

Building a Point

Before we can begin to build a point in any scale or gauge we need to first work out what we are going to build our pointwork on. My preference is to build points at my workbench, where I can get plenty of light on the subject, I can sit down comfortably while I work and where all my tools are within easy reach. This is not the case if I have to stand in front of the layout laying points in situ. What I need is a reasonably light and moveable base on which I can build my points and which can be slotted into place at the appropriate place when I have completed construction. After this takes place I want the height of the rail to match the surrounding track so I can tie the point into the rest of the track work.

For my Queens Wharf modules I tried what was for me a new arrangement, which so far seems to have worked out fine. The sub bed which supports the track is made up of 12mm MDF (Medium Density Fibreboard) supported by cross bracing or risers made of radiata pine. This is a pretty standard arrangement and most people would lay cork on top of this (normally 3mm or 5mm thick) to support the track. However, as I've already stated, I wanted a base to build my points on so instead of using cork I laid over the 12mm MDF a layer of 3mm MDF from which I cut segments in the shape of the points I intended building. The sections of 3mm MDF that would support plain track was glued in place after cutting

to shape and the point segments were taken up into the house and worked on in comfort at the workbench.



This photo shows a little more clearly the arrangement of the 3mm MDF "insert" that I'll build the point on and eventually pin into place after the point has been completed. Those wooden sleepers have been glued into place and I'll fill in the gap with more a little later.

I took the paper templates supplied with the point kits and photocopied these and then made some alterations to the sleeper spacing and lengths to match NSWGR practice. I drew centre lines out to the edges of all the 3mm MDF, both on the plain sections and the point cut outs, for alignment purposes and then stuck the re-arranged templates to the MDF with sticky tape. At this point you take the double-sided tape and stick this down onto the paper template running lengthwise approximately where the two outside rails of the points run and then stick as many copper clad sleepers as you intend using to this tape in the positions indicated by the template. The double-sided tape, which is transparent, has a surprisingly strong grip and getting the copper clad back up off it is difficult without tearing the paper so make sure the sleepers are where you want them before pushing them down firmly.



This photo shows the photocopied paper templates attached to the 3mm MDF insert with sticky tape. I suppose you could glue the paper template in permanently but I felt this was unnecessary and I didn't want anything to change the rail height suddenly, even something as thin as a piece of paper. So I attached the template temporarily in place with

sticky tape and built the point on this. In this photo you can also see that I've been laying some sleepers for the plain track and you may just be able to see the faint pencil centre lines I've drawn on the MDF insert and the permanently installed track bed that eventually disappears under the sleepers.

I departed from the instructions supplied with the kit at this point by only laying down just enough copper clad sleepers to support the cast frog, the ends of the switch-rails where they are joined by the spreader bars and at a couple of key points along the length of the point. The rest of the sleepers were replaced with stained wooden sleepers, which were glued to the 3mm MDF later, after I removed the point from the paper template.



In this photo the copper clad sleepers have been stuck to the templates with the double sided tape which simply gets stuck in place essentially where the outside rails run. I've placed the copper clad sleepers where I feel they are needed which is under where the frog casting will eventually go, around where the spreader bars will be located and at a couple of other points along the length of the point. I've soldered in place one piece of straight rail: the cast frog and then the other straight rail on the point nearest the camera will soon join this one. There are economies of scale to be had in building two points at the same time like this but it is no more complicated than building one at a time.

The copper clad sleepers are considerably thinner than the wooden ones I used so I packed these up with styrene that was glued to the MDF, after I'd removed the template, with some superglue. I won't supply you with the thicknesses of the styrene I used; I don't remember what I used anyway. Just buy some different thicknesses and experiment until you find a combination that equals the thickness of the wooden sleepers. After the copper clad sleepers were

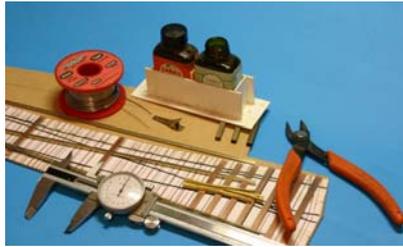
in place I took to the various rail sections and cleaned these up with files until I was happy that the bits that were supposed to fit with each other did so snugly. I also took the cast frog and cut the large piece of brass sprue off with a cutting disk in a mini-drill and filed this up and generally abused it until it sat flat on the copper clad sleepers.



This gives you a bit of a close up of the copper clad in place and you can see that my sleeper spacings don't match those on the template. The x with arrows you can see between the sleepers on the right written in pencil is where the actuating wire from the point machine will emerge and you can see the extended sleepers at this spot. The great thing about hand making points is that arrangements like these can be shifted around a little to suit the location and the position of wooden supports below baseboard level.

You are normally told that the place to begin point construction is with the straight rail and I see no reason to depart from this practice. After the straight rail was soldered in place, using a long steel rule as a guide, I tack soldered the frog into position making absolutely sure that it was correctly located before soldering it into its final position. After these two components are in place the steps to completing your point are fairly straightforward and you can follow the instructions as closely as you wish. I just grabbed the next piece of rail that came to hand and began soldering using the template as a guide and the rail gauges and Verniers to check everything was in the position it should be. The switch rails are all one piece. I've tried different types of hinge arrangements half way along the switch rail in the HO points I've built but I've found the solid piece of rail soldered in two spots at the frog end works quite satisfactorily with not worries about the thin end of the switch rail coming away from the hinge. This was especially concerning in a layout, half of which would be hanging

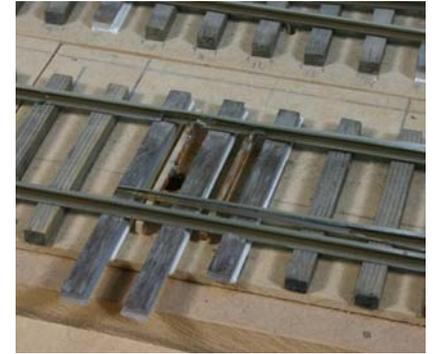
upside down when it is transported. Whatever you do you need to ensure that end of the switch rails sit snugly up against the stock or outside rails.



This photo gives you a better look at the frog casting before painting; in this case it's from a bullhead point kit. The little clip in the background is a ladies hair clip I've done a little surgery on and use to hold components in place while soldering. I pinched this one and about six or seven more from a ladies hairdressing saloon where I got my hair cut.

The spreader bars on points (the piece of the point that crosses between the two switch rails and ties them together) is one area where I departed quite markedly from the arrangement that came with the kit. The standard arrangement for most US points, which this kit purportedly represents, although in my view this claim is a bit of an exaggeration, is to tie the end of the switch rails to essentially a big, moveable sleeper. It is no exaggeration to say that this looks nothing like anything used in NSW, and as such, I wanted something that was a little closer to the real thing, although I wasn't prepared to hang around for months coming up with a solution that looked exactly like the prototype. I needed something that mimicked the rather "thin" double spreader bar arrangement common on the NSW but it needed to be strong and I needed to be able to electrically isolate the rails from each other. My solution isn't perfect, nor terribly elegant, but at least it gets rid of the very distinctive US sleeper that to my eye looks so wrong, especially in 7mm scale where you can so readily see it. I bent and soldered four pieces of brass rod to the ends of the switch rails, forming "pins", that would point down between the sleepers below the rail. I then cut up two thin slices of copper clad and soldered these across these brass "pins" forming the spreader bars and cut gaps in the copper sheathing to isolate each side electrically. As I

was using Tortoise slow motion switch machines I soldered a short length of brass tube in the middle of one of the spreader bars through which I poked the actuation wire that comes up from a hole below baseboard level.



This photo shows the thin end of the switch rails and the spreader bars in place. I had to come back and readjust these which is the reason you can see bare solder; once painted all this will blend in. The spreader bars extend under the rail to ensure there is no chance of the switch rails lifting or springing out of position.

Once the point was essentially soldered up I removed it from the double-sided tape, separated the bottom of the template from the MDF by removing the sticky tape securing it and discarded the template. I glued lengths of wooden sleeper where I had left out the copper clad ones to the 3mm MDF and I packed out the gaps under the copper clad sleepers with styrene to bring these up level with the wooden sleepers. I also drilled a hole for the switch machine actuating wire and made sure I gapped the copper clad sleepers so that the rails didn't cause a short circuit. You can do this quite simply by running the sharp edge of a file over the copper a couple of times and these gaps can be filled with some putty and sanded smooth before painting. Once everything was ship shape I glued the point to the 3mm MDF.

The copper clad sleepers were given a paint treatment that involved me painting the copper grey and dry brushing on some dark brown. From a distance this is remarkably effective and it will be very difficult to tell the two types of sleeper apart, copper clad and real wood, after ballasting. The sides of the rails were painted an appropriate rail colour after I soldered some wire feeders to

them and the frog. I gave everything a final check and then pinned the whole assembly to the 12mm sub bed in the gap left in the 3mm MDF and attached the plain track to the point work. I did some final adjustments and ran a wagon through the point before hooking up and testing the point motor. I found the wire supplied with the Tortoise machines was a bit anaemic for these O-Gauge points and I replaced them with pieces of .9mm piano wire.



This picture shows the frog in place and painted and you can clearly see the feeder wire soldered to the side of the casting. You can also see the way I've packed out the copper clad sleepers with styrene. I don't bother fiddling about with thin strips but just shove in a large sheet. The whole thing will be covered in ballast eventually so none of this will show.

Conclusion

While the five points I built for the Queens Wharf modules are not what I would describe as highly detailed representations of those used on the NSWRR I'm satisfied that they look a lot more like the real thing than anything readily available off the shelf. They proved their mettle by running flawlessly and continuously

at two different exhibitions in September and October 2004 without a single derailment in the hundreds of passes that were made over them in the five combined days of exhibition running. They turned out to be reliable and robust but they would have looked better with some ballast and a couple of detail additions which has little to do with the way they worked but makes them appear more like the prototype with relatively little effort. Two changes I would make if I were to start again, with a little more time, would be to angle the sleepers in line with the angle of the frog, as per NSWRR practice, and add slide chairs under the switch rails.

My memory may be faulty but I'm sure I paid a good deal less for my point kits last year and as such I'm convinced there must have been a recent steep price rise by Marway. If you were contemplating buying any of these point kits I'd advise that you purchase one complete kit, to give you an idea of the components and so you can get a look at the instructions and the template, and I'd buy two or three more cast frogs as separate items. If you do what I did and replace much of the copper clad sleepers with wooden ones one kit will probably yield enough material for three points in total if you grind and file up some plain rail into the track components you need. In this way you get three points for not much more than \$100.00, and that is quite reasonable value.



In this photo (which is a different point to some of the earlier photos), you can see where I've installed the 3mm MDF insert with the point in place and have laid some more sleepers up to the edges of the point. I'll lay rail on the plain track starting from the point and working outwards. The sleepers are laid using PVA.



This photo shows the same spot that appears in photo 9 but at a much later date. There's a lot of track here and it all looks very complicated but it's really just a matter of taking each step one at a time. Once you've worked out a building method that suits you things can move along fairly rapidly. Handlaying track is like any other modelling project; it's very satisfying once you've done it and the first piece of rolling stock has run over it.

!!! NOTICE !!!

This will be the last issue of the Aus7 Newsletter that members who have not yet paid their \$15 annual membership dues will receive.

Cheques should be made out to the Aus7 Modellers Group.

Payments should be sent to are be addressed to Keiran Ryan 39 Coachwood Cres Picton NSW 2571

LIVERPOOL REPORTS



The Liverpool Exhibition Hall



7th Heaven

In this issue we have three Liverpool reports, one from the perspective of a commercial exhibitor, one from a normal exhibitor, and one from a visitor.

I hope those who attended will be patient with this as we have interstate and overseas members who cannot attend. -Editor

Dave Morris

(Commercial Exhibitor)

Friday afternoon saw everyone setting up for opening day on Saturday, Ross Verdich and David Petersen were busy preparing Binnabri, Rick White was setting up 10 mile speed limit, a narrow gauge/standard gauge interchange diorama, Trevor Hodges putting together his Queens wharf module, Keiran Ryan was setting up his display stand, Peter Berg had a small display to nestle in amongst us and yours truly knocking up the Waratah model railway company stand.

The exhibition hall was the proverbial 'hive of activity' with other layouts and commercial stands being assembled. This was the first time for me on this side of the fence at a big venue and you can really appreciate the effort that exhibitors and traders put in to have everything ready.

Opening day was very hectic with some patrons saying that it took 45 minutes to get inside!

We were grouped in a 4 square metre area and it got quite packed at times with a constant throng of patrons creating a 'human eddy' in our semi enclosed area.

All of us were very busy talking to

people about the 7mm scene and promoting the Aus7 modellers group with a number of people signing up.

A lot of people were amazed at what is and what will be available in 7mm NSWGR prototype with the pilot samples of the upcoming 48 class drawing a lot of comment (my order is in!) the modules that both Rick and Trevor had on display really showed people what was achievable in a small space and at a moderate cost and I can't wait to see these gentlemen give their feedback on the conversations they had with various patrons.

Keiran was certainly busy, not only flogging his wares and letting people know about the proposed Z20 class project, but also doing a fine job of informing patrons about the Aus7 modellers group.

David Petersen was having a ball shunting around Binnabri and chatting to numerous people drawn to the fine models and scenery before them.

I had a lot of people checking out my stand, letting some handle the display models, and receiving comments about the amount of detail you can put into a model. Quite a few people echoed my thoughts when I first started to seriously consider modelling in 7mm and I'm confident that as a group effort, we have converted a number of people to the advantages of 7mm.

The second day at the Whitlam centre was a little quieter and I'm told that this is traditionally so but none the less we were kept reasonably busy talking to people and selling the

scale, at this juncture I'd like to thank Leon and Phil for coming by a relieving us for meal breaks and other breaks as well, thanks gents!

The third and final day picked up a little bit on numbers which saw us busy again doing much of what we had done over the previous two days, and I'm sure that we have all come away making some new friends.

The exhibition drew to a close at 4pm on Monday and shortly afterwards it was a reversal of what transpired on Friday afternoon with the bustle of exhibitors and traders dismantling their layouts and stands and packing up for their next turn of duty, some to travel great distances to go home and others to make ready for the next exhibition.

When all was packed into our various vehicles, four of us stood in the rear car park smiling at one another, elated by what we all considered a successful and rewarding time and uplifted by the sense of comradeship that had transpired over the last four days, I for one am looking forward to the next time.

Trevor Hodges

(Exhibitor)

The AMRA's annual exhibition held in the Whitlam Centre at Liverpool in Sydney is one of the modelling calendar's prime events in NSW, and in Australia. I've been attending these exhibitions on and off for the last 15 years and, if you count the times I went to the exhibition as a callow youth when it was held at the Sydney Town Hall, for more like 35 years. It's a big event in anyone's terms but this was the first time in all

those years that I had attended as an exhibitor: some might say I tend to make an exhibition of myself all the time but I choose to rise above such unkind comments.

While the exhibition might be reported on in a general way perhaps exhibitors are the worst to make such reports because we tend to be so busy at such events that we only see a small corner of the hall and this tends to narrow our view somewhat. I spoke to a friend of mine later, who attended as a paying customer, and asked him what he thought of this year's exhibition compared to other years and his response was to whinge that there weren't more US prototype HO layouts on display. All this tends to show that we all see particular events with our own set of prejudices and pre-conceptions firmly in place and I suppose mine are as good or as bad as anyone else's. As such I see no reason not to declare the Liverpool exhibition a raging success, at least in terms of 7mm modelling. I would go so far as to say that our little corner of the hall, dubbed by Keiran Ryan as "7th Heaven", probably did more to positively promote the scale in three days than you could normally achieve in three months.

Keiran had booked a square floor space for five of us to set up our displays with Waratah Models, Keiran Ryan Models stand and Berg's Hobbies presenting a strong commercial presence, while Rick White and myself brought up the rear (literally) with our two layouts/modules. At first I've got to admit that Rick and I were a little worried that no one would be able to get to us, but we shouldn't have been concerned, as soon as 9 o'clock approached on Saturday morning the punters were lined up at the gate for 100 metres (I was only told this so I can't vouch for it) and within no time "7th Heaven" became about as crowded as the 5.30pm Friday arvo bus from the city to Gladesville on Victoria Rd. It was every person for themselves and sharp elbows helped, and small feet, if you weren't going to get them stepped on! We all loved every minute of it because we started talking 7mm/Oscale modelling from 9 o'clock and didn't stop till 6 o'clock. Sunday and Monday were less frenetic but no less positive and we all talked our heads off as we

discussed good modelling, the excitement of working in these scales and the buzz was fantastic.

Of course in the same corner we had the wonderful Binnabri on display for the last time and, as usual, it took off a swag of prizes for scenery and O-scale modelling. The layout's owner, Ross Verdich, is determined to retire the layout and as such Liverpool will be its last outing. I'll let Ross speak for himself: "Binnabri will not be shown to the public again after Liverpool. I am looking at two new modules and the size of everything will preclude further public displays of the complete layout. The two existing modules are showing signs of old age and despite re-wiring both modules for Liverpool 2004, no further displays of these modules are planned - *that's all folks!*" This is a great shame but I suppose even great layouts like Binnabri must retire eventually and this might encourage others to step forward and fill the gap, let's hope so. All those involved in the construction and display of Binnabri over the years should be congratulated and the layout will be missed. And speaking of great layouts Rick White's module *Speed Limit 20* was, in my humble opinion, the hit of the show and, except for a small technical hitch, would probably have carried off some awards of its own. Rick is to be congratulated on his fine work; all he needs to do is find some space for a little more standard gauge track.



Speed Limit 20 Rick White's Layout. Rick described construction of this module in the last issue. Photo Trevor Hodges

So are there any conclusions we can draw from the Liverpool exhibition? Nothing greatly profound I would say but simply that it confirms for me what a great hobby this is and what a wonderful bunch of people it attracts. I got to put faces to some names I've

known of for a while, I managed to talk to a lot of friendly people and, the highlight for me, I saw that the long arm of the law finally catch up with that fugitive Keiran Ryan. I know the exhibition wasn't just about O-scale modelling but over in "7th Heaven" you could certainly fool yourself into thinking so.

Martin "Mad Marty" Hartley

(18 Year old Visitor)

At Liverpool a comment was made at the 7mm display that "model railways is an old man's hobby". I came in and defended it by stating that I am an active modeller and I am only 18 years of age. It is, however, true that for the greatest part modellers of railways are middle-aged men and older.

Anyway, I attended the Liverpool show on the Sunday, determined to spend my \$100 of savings on something. I knew that Trevor Hodges and Rick White would be exhibiting stands at this year's show and when I got my hands on the Exhibition guide, they were the first things I looked up. I made my annual rounds of the show, walking around the stands nearer to the walls, taking a good look at the second-hand stalls for possible scrounging (scrounging hasn't been as good as it has been in previous years), and taking particular note to the 7mm scale displays. I then took a look at the stands in the middle of the hall - mostly things I have seen before.

I then went back to the Aus 7 display stands and made my introductions to Rick White and Trevor Hodges. I spent quite a bit of time talking about modelling techniques, materials and methods.

Many new ideas were brought to light including the use of old foam to make "soft rocks" and various sources of materials. I am now going to save those aluminium soft drink cans now, and if there is furniture on the side of the street I will be sure to rip out the foam!

I spend a lot of time talking to several other chaps about model kits (I must get a K and a KF!) and various methods of doing things such as laying track. I have also now found out a source of 7mm scale corrugated Iron to use on my models (thanks Rick!).

At times the call of HO was very strong (RTR S trucks were going to \$10 a piece on the other side of the hall!), but I gladly parted with \$15 and became an Aus7 member. (I am slightly doubtful that I am the 455th member though.) I was pleasantly surprised when I asked about the construction of the Century models kits and the fellow there (his name escapes me) opened up the box, showed me the parts, explained the

construction and even recommended which kits were best to start with to me. I wish I had more money that day, I would have bought that kit from him, but I only had \$70 left at that stage.

The Stand was great. The people there were not so concerned about putting on a show as they were to help get other people into model railways. I am now looking forward

to the day that the Z20 class kit is available. I am sure that my parents will be relieved to know that my money won't be going to the local publican and that their teenage son is going to come home sober on Friday nights.

I am in deep trouble now. I am no longer satisfied with only half-O

THIRD NSW 7MM FORUM

John Parker

On Saturday 25th September I was among a small group of enthusiastic modellers who returned to the North Sydney Leagues Club for the second time this year to catch up on all the latest happenings in 7mm modelling, with particular emphasis on the Railways of NSW.

This time instead of the main auditorium a smaller room was used as the venue. There was still sufficient space to display items and cater very effectively for the number of people present.

Nick Sheridan had organised the day and was on hand to greet us with an outstretched hand and a request for \$20 (donation to cover costs).

Lindsey O'Reilly provided an introduction to the day and a series of brief presentations from some of the vendors present got the day off to a promising start.

Lots of great promises here, perhaps some were just a little optimistic!

For further information please contact the individual vendors

From Keiran Ryan

- Frogs and other point parts (code 100) coming soon.
- 20 class etched kit with CD Rom instructions next year \$1000.
- 2AA bogies.
- Gantry crane.
- Circular brick water tank.

Graham Holland

- Etch rods are now available completing the 50 class kit.
- 30T next loco then 30 tank
- 32 class by late 2005

Peter Krause O-Aust kits / Bergs

- ACM coach delay on decals holding back availability 3-4 weeks
- 48 class is getting closer (we saw some wonderful components, probably 2005
- BCH & BWH late 2005
- 5000 gallon tank car
- A second passenger car by 2006 possibly a dog box (BX?).

Dave Morris was not able to be there but we heard that Waratah was currently working on a number of 4-wheel wagons.

- S, 5 new versions
- GSV
- CV
- RU
- U
- HG Goods van

Keiran Ryan was at his enthusiastic best with his presentation on, Camden – the prototype and as a basis for proposed exhibition layout.

The complete small branch line. It was originally operated as a tramway between 1880 and 1882, was only a little over 7 miles in length, with grades of 1 in 19 and 1 in 20. The first locomotives were Manning Wardle's being replaced by the E class 2-6-4 in 1901. For many years the line was worked by the 20 class which where in turn replaced by the 30 class in 1957.

Kieran is planning to build an exhibition layout based on three 1800 x 700 modules constructed using aluminium tubing and other lightweight materials. It will have a footprint of 4 x 15 metres using a 'dog bone' configuration for continuous and point to point operation.

The last presenter before lunch was

Peter Krause who provided us with a few hints in assembling the ACM coach which will also include interior seating. We also learnt of some of the difficulties our manufactures have in subcontracting some of the kit components. With an expected price over \$400 the ACM kit and the forthcoming 48 class will certainly strain the bank balance, (but I have to have one!)

After a brief open session discussing our wants and needs compared to the manufactures intentions, Keiran Ryan concluded the morning session with the promise of a workshop day early next year where 10 participants would each construct a #6 point using code 100 rail.

There was time available before the afternoon sessions recommenced to check out the latest wares of the vendors present (Century Models, Kerroby and Bergs) and also the 'Show & Tell' items brought along by many of the Forum attendees.

In the afternoon session David Peterson gave us all plenty of hints in constructing the best possible model from the 19 & 50 class Century Models kits. A copy of David's entire visual presentation was made available to everyone on CD (a great idea my copy has been used already).

Graeme Goodsell finished off the day with a host of ideas in architectural modelling using styrene. His unspoken challenge, 'If I can include this level of detail in N scale just think what you can do in 7mm!'

A most worthwhile day, friendly people, inspirational modelling, in comfortable surroundings, if you weren't able to attend, you must be at the next one. I will be there!

WHICH WHEEL IS WHICH ?

Trevor Hodges

I imagine that, for most of us, the idea of discussing the dimensions of the wheels on our models has about as much appeal as watching paint dry. Don't be fooled, I feel the same way. However this is extremely important, so important in fact that I'm writing this item for the Newsletter when I'd much rather be out in the backyard watching the grass grow.

First a little background. Over the last couple of years, as I've watched the Peters, Berg and Krause, steadily work on bringing out their kit for the NSW 48-class diesel, I've had one question at the back of my mind: what decision would they make concerning the profile of the wheels supplied with the kit. I've written before that I see the release of this locomotive kit as a crucial stage in the development of 7mm modelling of local prototypes in this country. It's not so much that any *particular* manufacturer is the one producing the kit but rather it's the choice of the loco class that I feel is important. If you can remember the explosive effect the production of the Trax 48-class loco had on the HO market quite a few years ago I think you'll understand where I'm coming from. I believe this loco, on its own, could multiply the number of modellers involved in 7mm scale by a factor of two or three, literally overnight. For this reason the choice of the wheel profile that is to be supplied with the kit is crucial because everyone who buys one or two of them will obviously want the rolling stock that will be pulled by the locomotive to be compatible with their brand new locomotive.

About six months ago I heard a rumour, a rumour that later turned out to be false, that the wheels to be supplied with the 48-class kit were going to be the same as those on the current range of Atlas-O locomotives manufactured for the US market. As I had first hand experience with the wheels on these locomotives this concerned me greatly, because in my humble opinion the wheels on them aren't up to much. The US based

National Model Railroad Association (NMRA) have a set of clearly defined wheel and track standards for all the main scales and when I ran my NMRA standards gauge over the Atlas-O wheels it was clear to me that the wheels on the Atlas-O locomotive I had in my possession didn't conform to these standards, they were chunkier than the already chunky NMRA standards. However, while the rumour about the Atlas-O wheels was false, it became apparent that one of the options being considered was supplying the kits with the wheels that conformed to NMRA standards. NMRA standards are widely followed and recognised in the US, although not by Atlas-O apparently, and would allow for some standardisation if adopted widely by 7mm modellers, however the vast bulk of the rolling stock and locomotives already on the market in Australia for 7mm scale follow the wheel standards of the Gauge O Guild (GOG) in the UK, not the US based NMRA. The manufacturers of kits in this country who use GOG standards are Century Models, Waratah Models, O-Aust and Bergs (including their upcoming steam loco kit of the 18-class). With so many 7mm kits and locomotives out there already having GOG Fine wheels on them I felt it was important that we try to ensure conformity to already established practice rather than muddy the waters further than they already are. When a modeller builds his new 48-class kit and puts it on his track he's not going to care very much about what standards the wheels are made to but he is going to care if it won't run through the same points that his already purchased rolling stock will run through.

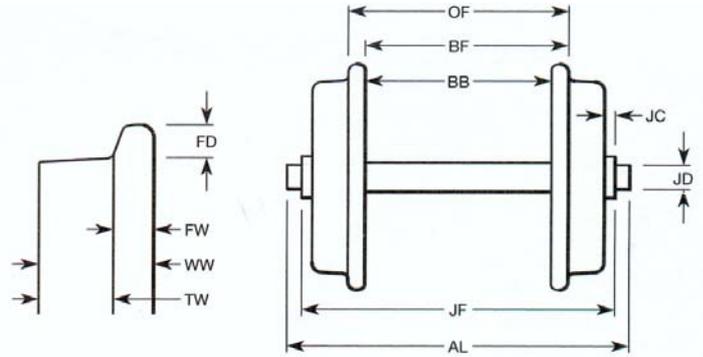
The people I've spoken to in the Aus7 Modellers Group tended to agreed with me that it was important that we make it very clear where the group stands with regard to the issue of wheel standards for models being released onto the Australian market. After all one of the reasons the group was set up in the first place was to give Australian modellers a

collective voice on such matters. So what is our position? As yet the Aus7 Modellers Group haven't formally adopted a set of wheel and track standards of our own however we have made the decision that, in the interim, we would adopt the GOG (BRMSB) Fine standards published by that organization. I've included some of the relevant data from the GOG standards, Part 1, section 1 Appendix 1 for those of you who are interested. I've tried to clarify things by leaving out the information that I felt was irrelevant to this particular case and have included only the two standards that are of concern to us here, the GOG Fine standards and the NMRA standards. All dimensions shown are millimetres. (Table appears on next page).

Even a cursory glance at these standards, and I would strongly suggest that you take the time to take a look at them, will demonstrate that they are not compatible and vary significantly in crucial dimensions. For me the issue here is not which set of standards are better, neither is exactly to prototype dimensions and therefore both are a compromise, but rather which set should we use in our modelling in an attempt to achieve some sort of compatibility between our models, the rolling stock we may already have purchased and the track we have already laid on a layout or module. This all comes down to issues such as whether all your rolling stock will run through the points you lay on your layout and whether you can take your stock to a friend's layout and run it there without alteration. It will be almost impossible to run your stock on a friend's layout if your wheels and his track are incompatible, or the other way around. At the very least it would be desirable to have all your rolling stock and locomotives running on wheels of the same profile.

		BRMSB	NRMA	
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			fine	
Back to Back	min	BB	29.0	24.40
	max		29.25	
Back to Flange Face max		BF	30.0	29.77
Over Flanges		OF	31.0	31.14
Flange Width	min	FW	0.87	1.37
	max		1.00	
Flange Depth	min	FD	1.1.3	1.57
	max		1.125	
Tread Width	min	TW	2.75	3.23
Wheel Width	min	WW	3.75	4.37
	Max		3.88	



Over the October long weekend at the Liverpool exhibition the three members of the Aus7 Modellers Group who hold voted positions within the group had a detailed discussion with Peter Berg on the topic of the wheels that will be supplied with the 48-class kit. Peter made it clear that, as the production of the kit was a group effort, different people within the manufacturing group had different opinions about what wheels should be provided with the kit and that no firm decision had at that stage been taken. However it was clear that the two main options were the two sets of standards outlined in the accompanying chart. Keiran Ryan, Dave Morris and I made it very clear to Peter that the Aus7 Modellers Group would prefer to see the kit produced with wheels that conformed to the GOG Fine standards. Peter Berg and Peter Krause have since informed me that these wheels can quite readily be supplied as an option for those who want them. The deadline for a decision about what wheels were going to be supplied was approaching at that time and the decision to offer an option had to be made before lengths of metal began being turned at the K&M factory. After metal began being cut it was too late as the money would have been invested in bar stock and K&M couldn't go back later and re-profile the wheels.

I am not a member of the Aus7 Modellers Group standards committee and as such I can only speak as an ordinary member. However as an ordinary member, as someone with practical experience in

this area and as someone who is going to buy one of these loco kits myself, I am recommending that members of the Aus7 Modellers Group order their 48-class kits with GOG Fine standard wheels rather than with NMRA standard wheels. You need to decide what wheels you want on your loco kit **before** it is delivered; it will be expensive to change your mind afterwards. I make this personal recommendation for a very simple reason: the membership of the Aus7 Modellers Group have endorsed the GOG Fine standard wheel profile as the one to be promoted and adopted by the group for running on 32mm gauge track. This has nothing to do with the quality of the modelling beyond the dimensions of the wheels and everything to do with attempting to get some compatibility between the track and the models that will run on it. It is also an attempt to give the small but growing number of manufacturers of modelling items serving this market some clarity about the wheels to be placed on their products.

The caveat with all this is that my personal recommendation does not spell certainty of running quality and it does not take away the responsibility of each modeller to do a little checking about what he or she needs and what is going to be compatible with the track they are running their trains on. Wheels profiled to GOG Fine standards may be compatible with those of other members of the Aus7 Modellers Group who have chosen to order their locos with these wheels but it does not guarantee that track on

different layouts has been laid to a standard that will ensure trouble free running. I have been told that some individuals involved with the manufacture of the 48-class locomotive kit are concerned that the GOG Fine wheels will need a higher standard of tracklaying than if the loco were to be run with NMRA standard wheels. This may be true but it has not been my experience that GOG Fine wheels are any "fussier" than those of NMRA profile and both will have problems running over poorly laid track. The one thing that *is* certain is that if you buy the loco kit with GOG Fine wheels then these wheels will be of the same or very similar profile to those on your Century, O-Aust and Waratah rolling stock and locomotives. If you already own a large collection of rolling stock with NMRA wheels, or you aren't sure what is on your rolling stock, then I would suggest that you do a little research before you make a decision about what wheels to order on your 48. At the very least buy yourself a NMRA standards gauge and check whether they conform to these standards. If the majority of your rolling stock has been sourced from the US and has NMRA or perhaps Atlas-O wheels then the sensible course would be to go with the NMRA option. With the amount of money you'll be investing in a loco kit such as the Berg's/O-Aust 48 it would certainly be worth spending a little time doing some checking just to ensure you will be getting what you want.

FAREWELL BINNABRI

Ross Verdich

At the awards ceremony on the Saturday night of the Liverpool exhibition I announced that Binnabri will be retired from further public exhibiting. The modules are now showing acute signs of being unhappy about transportation with some problems developing in the track formation and wiring. The modules had to be rewired between the Newcastle Exhibition in late August and Liverpool a month later. Binnabri will now be installed permanently in my home.

Binnabri won two more awards at Liverpool: The Norm Read B.E.M Perpetual Award for the best O Scale Exhibit. And the Best Australian Prototype Layout - Private

I accepted these awards on behalf of Graham Holland who designed and built Binnabri.



Ross Verdich & David Peterson in front of Binnabri.



And of those who find the loco gets in the way of what they really want to see – Binnabri Station



A 50 class passes Binnabri Station

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INTERESTED IN RESEARCH?.....Try the ARHS/nsw Railway Resource Centre

The Railway Resource Centre maintains the archives of the Australian Railway Historical Society, NSW Division and is home to a collection of thousands of documents, periodicals and books on Australian railway history that the Society has acquired over the years. The collection, which the Society makes available to its members and the public for research purposes, contains many records not readily available from any other source.

A series of **Railway Resources Guides** are being produced to assist all railway / tramway enthusiasts and researchers to locate information on the various aspects of the railway and tramway systems in NSW. The following guides are currently available. Prices include GST and postage.

BLH-01	Richmond to Kurrabung Branch Line (Revised)	\$4.00	BLH-09	Cootamundra to Tumut/Batlow Branch Lines (Revised)	\$5.00
BLH-02	Blacktown to Richmond Branch Line (Revised)	\$5.00	BLH-10	Wagga Wagga to Tumbarumba Branch Line (Revised)	\$4.00
BLH-03	Glenreagh to Dorrigo Branch Line (Revised)	\$4.00	BLH-11	Fassifern to Toronto Branch Line (Revised)	\$4.00
BLH-04	Tarana to Oberon Branch Line (Revised)	\$4.00	BLH-12	Clyde to Carlingford/Sandown Branch Lines (Revised)	\$5.00
BLH-05	Campbelltown to Camden Branch Line (Revised)	\$5.00	BLH-15	Adamstown to Belmont Branch Line (Revised)	\$4.00
BLH-06	Westmead to Rogans Hill Branch Line (Revised)	\$4.00	BLH-16	Muswellbrook to Merriwa Branch Line (New)	\$4.00
BLH-07	Yass to Yass Town Branch Line (Revised)	\$4.00	PLH-01	Joadja Shale Oil Works, Mittagong (Revised)	\$4.00
BLH-08	East Maitland to Morpeth Branch Line (Revised)	\$4.00	PLH-02	Wolgan Valley Railway (New)	\$4.00

Enquiries can be made by phoning 02 9699 2736 or email: resources@arhsnsw.com.au. Research material can be provided (at a small charge) by post.

O SCALE NEWS

Trevor Hodges

There is quite a lot of information to pass on in this issue and there are some really exciting developments for Australian 7mm modellers. At the recent Liverpool exhibition I heard someone say that the local 7mm scene had "exploded".

I'm not sure everyone would agree with this but if one compares the number of products on the market, or planned for release, with what was available just twelve months ago then perhaps this description is appropriate.

It's certainly an exciting time to be modelling in this scale and the number of products tends to reflect the growth of the market and the number of people involved in the scale. This is good news because the more people who are actively involved in modelling in 7mm scale makes it more likely that this range of choice will continue to grow.

There is one important point to remember however: the manufacturers I talk to aren't mind readers, so if you want a particular kit or item to come out then get in touch with them and let them know.

Robert Kosmider

I'll start this instalment of *Commercial News* with Robert Kosmider, email at rkos@adam.com.au and website www.steamandthings.com, who is a resident of South Australia and is a 7mm modeller of UK outline. You may have seen references to Robert in the GOG Gazette or AMRM, where he placed an advertisement. Robert tells me that he is very interested in hearing from anyone who might be considering having kits produced. At the moment he's producing rolling stock kits for the UK market and he has the capacity to make and manufacture etchings in brass and nickel silver and is producing detail parts from other materials. It would be best to contact Robert directly for details, however it sounds like he would be interested in taking commissions for rolling stock items which could be released as kits. You can discuss this with him and he tells me he is waiting for these sorts of commissions "with open arms" and that his workshop will be

operating by the time you read this.

ARHS

There is some news from the ARHS Bookshop, 67 Renwick St, Redfern, NSW 2016 or www.arhsnsw.com.au, phone 02 9699 4595 and fax 02 9699 1714. They are publishing Brian Andrews' *Coal, Railways and Mines* toward the end of October and the pre-publication price will be \$72 with the RRP being \$88. There are about 200 or so (HO) drawings of various J&A Brown locos and rolling stock in the back of the book and this is certainly an added incentive to buy the volume. All up there are 384 pages including 16 pages of colour. If you want to get a copy at the pre-publication price you'll need to be quick. I'm getting myself a copy, as a matter of fact Ross Verdich tells me I was the first one to order! In addition there will be a new book on *Newcastle's Forgotten Coal Railways* coming in 2006.

The December '04 *Australian Railway History* will have an article written by Jim Longworth on NSWGR track construction from the 1850s up to recent times (Ross, the manager of the bookshop, *thinks* it will include recent times but he wasn't absolutely certain so check with the bookshop before you buy). Cross section drawings of pioneer, secondary main and main line tracks over the years make the article very interesting for the custom track builder. Bullhead, plated and non-plated rail are also shown. According to Ross, Jim writes excellent, well-researched articles. Perhaps it would be a good time to purchase a subscription to the ARHS and get yourself the monthly magazine. (The ARHS has kindly provided an example of a cross section drawing see Page 15. Ed)

At the time of writing Ross still had stock of the Mt Albert point sleepers at \$11 per bundle which is excellent value as the bundles have about 40-50 pieces of timber which are all 600mm in length. As has been mentioned before in this space, the standard sleepers are sold out but more have been ordered and will probably arrive just before Christmas 2004. This delivery will see a price

rise of 20% over the last batch due to the rising cost of sugar pine. You can order your sleepers by contacting Ross at the ARHS bookshop.

CPH ?

A member of the Aus7 Modellers Group has approached me and asked me to let members know that he is actively seeking a manufacturer for a the production of 7mm NSW CPH railmotor in either kit or ready to run form. If you are interested in helping this member bring this project to fruition, perhaps with suggestions about who may be able to produce such a model or whether or not you would be interested in purchasing one, you can contact me at thodghey@bigpond.com.au or trevor_hodges@dodo.com.au or 02 67714915 and I'll pass this information along. Let's hope we hear more about this project in the not too distant future.

Century Models

I rang Graham Holland of *Century Models*, PO Box 631, Nelson Bay, NSW 2315, 02 4984 1774 and had a lengthy conversation with him about current and upcoming projects. Perhaps the most interesting news is that he is getting back into rolling stock production and will be producing some bogie rolling stock under the new trading name of *Century Models Carriage Works*. The first two kits planned for release will be a PHG guards van and the long LHG van. The old *Gago* PHG is a bit of a legend in 7mm modelling circles and is much sought after, as it makes up into an outstanding and very detailed model. Because of this it is as scarce as hens teeth so I imagine a new PHG kit will excite a fair bit of interest. However this new kit will **not** be a re-run of the *Gago* PHG model but rather will involve all new pattern work. However the production of the kits will be in a similar style to the *Gago* kits in that the body will be urethane castings with cast brass details and bogies possibly in white metal. Prices are currently being looked at closely.

Graham tells me he had the patterns for the 30T at the 7mm Modelling day in September at the Nth Sydney Leagues club so attendees would

have had a chance to get a close look at them there and also in attendance was a built up 50 which you can see in some of the accompanying photos. When I spoke to Graham in late September almost all the proposed run of the 30T's had been spoken for so if you want one you'd better get in quick as there won't be any more after these are sold. Payment method is flexible but a \$400 deposit is required if you wish to secure one. Evidently there are some 19's and 50's still available but these are extremely limited in number so get on the phone to Graham if you want one was his advice. There hasn't been a terribly strong response to the 30 tank so far and as such, if the number of orders doesn't improve, Graham says he'll be moving straight onto the 32 class project. This kit will have lots of variations available which I'll endeavour to provide details of when information becomes available.



This photo shows in detail the quality of the Century Models 50-class kit. Graham Holland provides a building service for those of us who are technically challenged and 5069 was built for a client.

Keiran Ryan Models

I spent about three days with Keiran Ryan, *Keiran Ryan Models*, 39 Coachwood Cres, Picton, NSW, 2571, (02) 46772462, kmodels@ozzienet.net, over the October long weekend while we attended the Liverpool exhibition and it was interesting to talk to him at length about various 7mm projects he has up his sleeve. He has released, or is on the verge of releasing, several 7mm details items that include point slide chairs, etched brass rolling stock ladders, white metal A frames for point-rodging, operating point ball levers in two different sizes, two and three lever frames and of course the 20 class locomotive project. He tells me he's excited about the 20-class project and that he's been very

encouraged by the feedback he's been receiving. He was quite emphatic about the fact that he won't be accepting any money for deposits and the like until the project is well advanced and that he has some very clear aims, in addition to simply releasing the locomotive. These are to give the model builder an abundance of prototype information with each kit purchased, to raise the bar as far as the written instructions are concerned (I can vouch for this as I've offered to help out in this area) and to offer soldering and construction assistance to all purchasers or potential purchasers. He tells me that parts will be available as the project progresses and that the aim is to have the kit available by the end of 2005

Bergs Hobbies

It was good to see Berg's Hobbies, 181 Church St Parramatta, NSW, 2150, 61 29635 8618, <http://www.bergshobbies.com/> with a display stand at the Liverpool exhibition. On display were numerous 1:43.5 and 1:48 goodies. If you want to see a few more photos of the various projects Berg's have on the drawing board then you can visit the web site at <http://bsh.fotopic.net/>. On display at Liverpool were some new detail packs from a Tasmanian company called *Milestone Miniatures* and these were of workshop machinery and various crates and boxes in 1:48 scale. From the small display they had on show these will make up into some beautiful models to grace a line-side workshop on your layout and would be suitable for both 1:48 and 1:43.5 scales. I purchased a couple these packs and I'll endeavour to let you see what they look like in made up form in a future issue.



Milestone Miniatures – These packs of detail parts from Milestone Miniatures had only just arrived when this photo was taken but the

quality of the castings appeared excellent.

By far the most exciting 7mm projects currently under development from Berg's are the production of the 18-class steam locomotive and the 48-class diesel. Both of these projects are well advanced and there were production samples of various components on display at Liverpool and you can see some of these in the accompanying photos. It was hoped that the 18 class would be ready for release in time for Christmas 2004 however unforeseen circumstances has caused delays with the new release date slated for some time in the first half of 2005. The chassis is of etched brass and the boiler will be of cast urethane modelled on the master you can see in the accompanying photo. Other details will also be in urethane with brass and white metal detail parts and the wheels will be Slaters fine-scale. Only a certain number of the 18's will be produced and these will need to be sold before another run is contemplated. You should probably work on the assumption that these may not be available over the counter so placing an order for one would be a very good idea as a second run will very much depend on demand.



18 Class Components – This photo shows the progress with some of the Berg's 18-class project components. The boiler turning was hot off the presses and will be cast in urethane. Also pictured is the backhead that will be supplied with the kit.

Work continues on the 48-class project and I spoke to Peter Berg at length about this over the weekend of the exhibition, as did many others. I asked Peter about the length of time this project has taken and when we compared notes we decided that it has been in development for about three years. I remember details being available on the project at the first Modelling the Railways of NSW convention to be held at Eveleigh

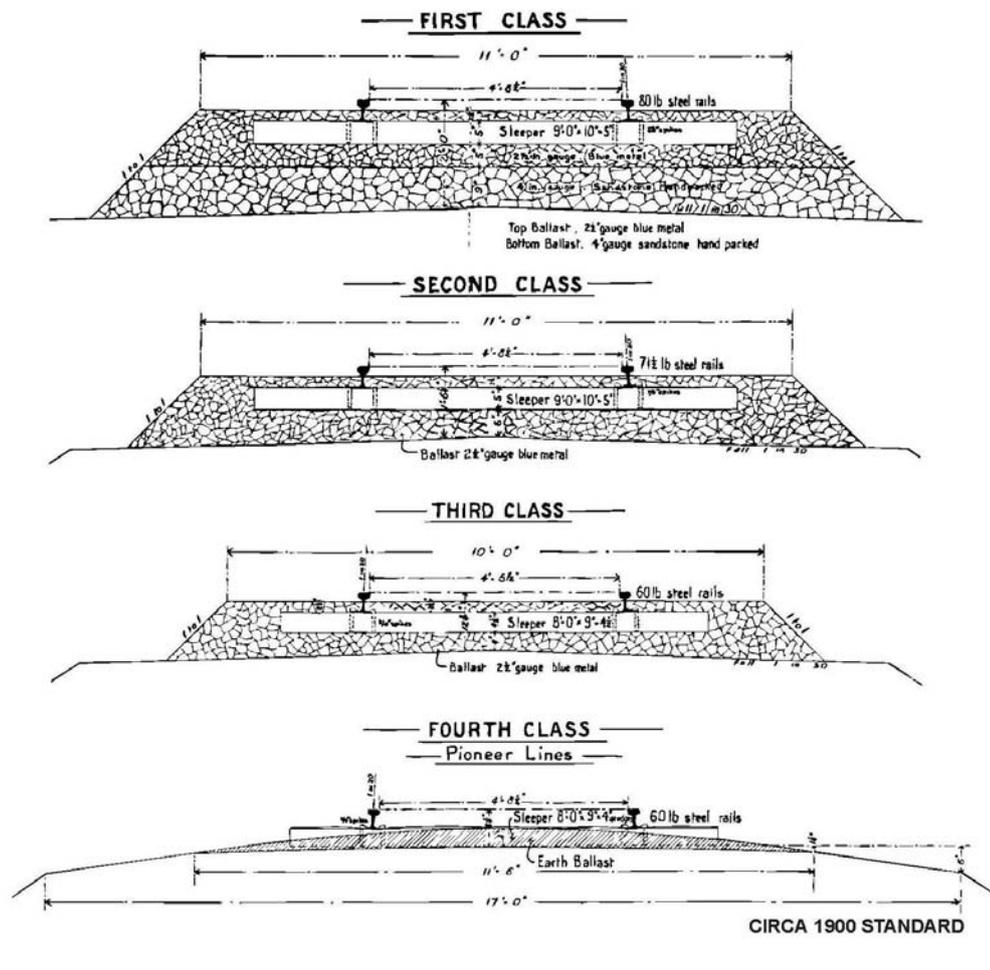
which I think was in 2002, but my memory may be faulty. I feel this shows the sort of commitment and effort bringing such a product to market takes and I think we should all be pretty grateful that those involved have the courage to put their money and effort where their mouths are.

On show were the chassis, which most of us have probably seen in photos by now or in the flesh, some body and roof casting samples and a beautifully detailed cab. The body will be in cast urethane and the cab in

white metal. Peter also had on display the most recent version of the bogie drive, which will come pre-assembled. Each axle will have independent springing and the motor is contained inside the bogie thus leaving plenty of room in the body for DCC decoders, speakers and whatever else the builder can think of. The detail and workmanship of these components is phenomenal and I saw one well known N-scale modeller putting in an expression of interest form, so this kit obviously doesn't just appeal to those of us who have already seen the light. Peter

mentioned a price tag approaching \$1000.00 and he was talking about the next project might possibly be a 49 but he won't necessarily be held to that. This locomotive would allow the same chassis wheel spacing to be used as those employed on the 48. This is all very exciting news and this project is likely to be ready for commercial release sometime in the first half of 2005 but as always this may change depending on circumstances. You can contact Berg's for details

FROM THE ARCHIVES



How the track formation was constructed in 1900. Note how the mainline track of that era was ballasted over the sleepers. Compare to the simple track formation of the "Pioneer Branch Lines"

The forthcoming December 2004 edition of Australian Railway History magazine will have a full length article on NSWGR track formation and construction throughout its history.

Reproduced through the courtesy of the ARHS/nsw Rail Resource Centre.

GLEANED FROM THE GUILD

Trevor Hodges

The sheer quantity of the material included in the Quarterly Gauge O Guild *Gazette* forces me to restrict the items I include here to just those I think may be of real interest to Australian modellers following local prototypes. In general I won't cover UK prototype loco kit releases in standard gauge as I feel these are of lesser relevance to a local modeller and there simply isn't the space. I hope the items I *do* include here are useful but this small column is no replacement for a subscription to the Guild that includes their quarterly magazine *Gazette*. The *Gazette* is a full colour, professionally produced magazine and is packed with material, all of it about 7mm scale modelling. All of the following items are to 7mm scale unless otherwise stated.

Aidan Campbell Miniatures

First up this time are some figures from Aidan Campbell Miniatures, 22 Queens Rd, Hoylake, Wirral, UK, CH47 2AH. Email aidan@aidan-campbell.co.uk Website www.aidan-campbell.co.uk. The photo only shows a small number of the figures available however Aidan evidently takes commissions so you can ask him to do a particular figure for you. You'll need to contact him to discuss terms. A full, illustrated catalogue is available for £3.



Caledon Carriage and Wagon Works

Caledon Carriage and Wagon Works (prop. Jim Masson) 177 Main St, Uddington, South Lanarkshire, UK G71, 7BP sells a range of white metal detail castings including tools, oil drums and a car jack. You can contact Jim via email at jhcm@zetnet.co.uk



Laurie Griffen Miniatures

Finally there are some more beautiful castings from Laurie Griffen Miniatures, Highcroft View, West Woodlands, Frome, BA11 5EQ, email: griffen.cplust@tiscali.co.uk. has released some more beautiful detail items that look superb if the photos in the *Gazette* are to be believed. I'll try to get my hands on some of these items and do a proper review in an upcoming issue of the Newsletter. I contacted Laurie and he told me in an email that the reason he is producing his line of detail parts was a certain dissatisfaction with those already available and this led him to produce his own range. He has an illustrated catalogue at www.lgminiatures.co.uk.



This information is provided with the permission of the Gauge O Guild, the UK's premier O-Gauge modellers' organization. If you would like to find out more about the Guild you can do so at their web site <http://www.gauge0guild.com> or from their membership officer Peter Matthys, 1 Station Cottage, Ystrad Meurig, Ceredigion, UK, SY25 6AX

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Editors Note:

It is unusual that I get more material than I can print. Some articles have been held over because of the time sensitive nature of some of the articles appearing in this issue.