



MAY 2021

Guild News

New South Wales & Queensland

Area News

Dear Member,

Our first meeting of the New South Wales and Queensland Area Group of the Gauge O Guild was hosted by Trevor Hodges at his home in Nunderi, NSW on Saturday 8 May. This was a last chance to see Trevor's Morpeth layout before he begins dismantling ready for a house move.

Trevor's Morpeth layout depicts a fictionalized version of the branch line that ran from East Maitland main line to the township of Morpeth on the Hunter River in NSW.

Altogether five members attended the meeting, some having travelled significant distances. I would like to thank Trevor for his hospitality and for putting on a BBQ lunch for us.

Future Meetings:

Currently there are no further meetings programmed. I am exploring a couple of possibilities.

If anyone would like to host a meeting to show off their modelling please get in touch with me at paulplowman.gog@gmail.com and we will see what can be arranged. Please do not feel that a completed layout is needed before hosting a meeting. There is much to be learned from seeing a work in progress.

Hopefully, I will be able to host meetings at my home near Canungra in Queensland. However, construction of my Ashburton layout is in its very early stages. I am looking forward to holding meetings here as soon as possible.

Newsletter Content:

Clearly with our membership spread out over such a large area our meetings are going to be very localised because few can travel the distances involved. With this in mind, I believe our Area Newsletter can be a good way for us to keep in touch. I would welcome articles, especially with photographs for inclusion in the Newsletter. Members letters, for inclusion would also be very welcome.

This month we are beginning with a review of the Dapol BR 20-ton Goods Brake van by my son Graham. This is not a new model but it has been difficult to obtain for some time. We noticed a few weeks ago that Hobbyco in Sydney had a limited number in stock and quickly snapped one up. This model will eventually find its way on to my Ashburton layout. Although Ashburton was very much a Great Western branch line it seems that the BR brake van was to be preferred rather than the more familiar single ended toad brake van.

I have a number of forthcoming models from Dapol and Lionheart on pre-order. As and when they arrive, we will include some reviews in the Newsletter.

If any of our members have made purchases that they would like to tell us about I would be pleased to hear from you.

Until next month,

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A couple of Dapol mineral wagons have just arrived from Hattons. We will have a closer look at them in next month's Newsletter

Review of the Dapol 7mm scale BR Brake Van [7F-200-008]

by
Graham Plowman



Prototype History

The BR 20-ton Goods Brake van we have all come to know had its origins in an LNER design. BR Diagram 1/500 was in fact an LNER design built by BR and is easily identifiable by the stepboards stopping just beyond the axleboxes instead of protruding to the full length of the underframe and the lack of handrails on the end platforms.

BR's own design was initially covered by two diagrams and two lots, each of 125 vans and were built as part of the 1949 programme. Diagram 503 and lot 2026 provided for non-fitted vans (painted in

'unfitted' grey) while diagram 505 and lot 2025 provided for the brake piped version (painted in 'bauxite'). Brake piping meant that the vans had a through brake pipe, but no actual vacuum braking fitted. Later versions such as those produced under diagram 1/507 had roller bearings and hydraulic buffers. They had a brake valve and through pipe but no vacuum brakes. All had manual brakes, operated from a hand wheel mounted inside the cabin. The lot book records that the final four lots were vacuum brake fitted.



The Model

The model is supplied in the standard style of Dapol rigid box for 7mm scale models. Internally, there is foam protection and a plastic carrier, pretty much identical to the packaging used for 4mm locomotives. The model is well protected.

The Dapol model under review appears to represent a brake-piped van from Diagram 505, however, it is un-numbered, giving the modeller the opportunity to apply their own

number. It does not have a vacuum cylinder, so would represent a piped, not vacuum fitted version. The 'bauxite' may appear somewhat bright in the images here, but in natural light, to the reviewer, it looks spot on - nothing that a little weathering could not make even better.

Upon removing the model from the box, one is immediately aware of the 'presence' of the vehicle due to its size. It is also of a

decent weight. The model needs to be handled carefully because all of the handrails are plastic. Some of them could do with being re-fitted as they are not entirely straight - this would not be a big job. Having said that, close-up photos make this problem look worse than it is.

One particularly neat feature is the handrails which protect the exits - they can be positioned in an 'open' or 'closed' state as shown in the two pictures below.



The buffers are sprung as is the coupling hook, in this instance, fitted with instanter couplings. The vacuum brake pipe is also modelled.

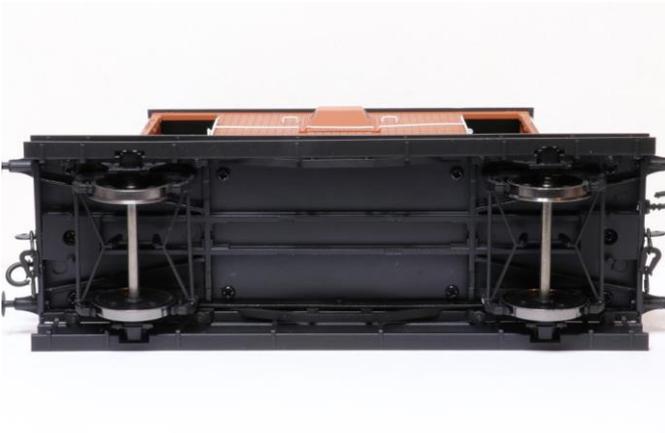
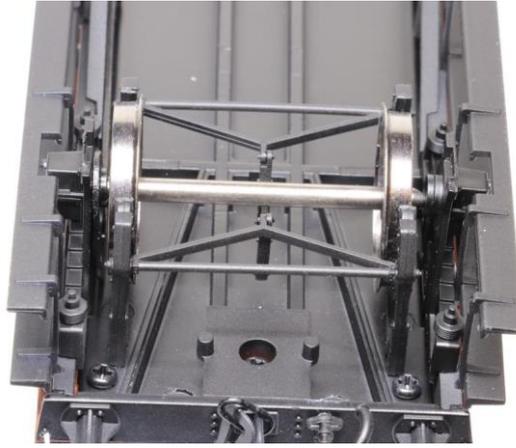


Running

When I first positioned the model on the rails, I noticed that the wheels have some side-play. Personally, I do not think this is necessary in 7mm scale. The right W-iron in the image below could do with re-fitting to improve the situation. Note the pin-point bearings.

It should also be noted that the model has a novelty implementation of compensation where a metal bar is pivoted at the centrepont behind the solebar on one side and rocks to enable up and down wheel movement on that side at each end. It operates like a seesaw with one end going up while the other goes down. The second

image below shows the compensation bar running along the bar of the lower solebar while the third image shows the pivot on the extreme right and how the bar threads behind the brake gear on the right. It actually 'wraps around' the bearing - this can be seen on the left end of the axle in the first image below. It seems to work effectively.



The wheels seem to run true. The compensation system would iron out minor discrepancies anyway.

Conclusions

A nice model, full of presence, well detailed and finished. Some minor quality control issues in assembly which seem to be the norm with plastic RTR models, but this is easily resolved. Recommended.