



MASSIVE CLEAROUT SALE!

Australains will be having a massive clearance sale at the *AMRA Liverpool exhibition*. We have an over abundance of spare parts including motors, loco bogies, coach bogies and various other bits and pieces which are lying around tying up money which could be used for other projects. Also too many of some items of locos and rolling stock. There are no lists and they won't be available by mail. You have to be there.

What's happening with Australains?

It is no secret that we have been planning for some time to downsize the operations of Australains. It will be twenty years next year since the company was established and forty two years since I first took my first tentative steps into the hobby industry after returning from a three and a half year working holiday in England. Now we want to take things a little easier. Unfortunately my A type personality does not allow me to sit around and veg. but the thought of waking up in the morning with nothing to do horrifies me and there are still a lot of fish in the sea to be caught and some ninety five countries I still haven't been to. We need more time for ourselves but don't want to entirely close down the business. So Australains is no longer contactable by phone. The office will no longer be manned every day, or every week for that matter, nor will the phone always be switched through to a mobile while we are travelling. We will still be contactable by email and good old fashioned real letters and will still accept orders placed in these fashions. However we cannot guarantee immediate delivery of orders or immediate replies to emails. (So what's new you may say.)

We will however still be attending exhibitions where we will continue to sell direct to the public and to produce new product and reruns of popular previous Australains products. All new Australains products will be released at exhibitions only and will continue not to be supplied to retailers until the project has broken even as is currently the case.

To fill the gap created by our partial withdrawal from direct marketing we will increase our retailer base. An up to date list of Australains retailers will be published on our web site. These retailers should be able to meet your needs although some of them inexplicably are only carrying a restricted product range.

We have now appointed AMRI as a wholesale distributor of our products. Hopefully they will be able to fill in the gaps by supplying the smaller retailers. Please note however that as per our previous policy we cannot supply the retail trade until a product has paid for itself through direct sales. This usually results in a delay between release of the product at an exhibition and arrival in retail shops.

What's happening in China?

For the past six years we have been using two sub contractors in China. Sanda Kan, who for the past sixteen years have made our locomotives and rolling stock and a smaller company run by an ex SK engineer who we had known and trusted since 1996 when he was the design engineer responsible for the 80 class. As well as business we had a very close personal relationship and were one of his first customers when he set out on his own. This small company produced almost all of Australains recent product. All the Victorian and NSW four wheel goods wagons, the LFX / HCX / ACX coaches and the VR PL coaches were all products from this company and by any standards are superb models. We were paying a price premium over other manufacturers but high quality product and very short delivery times more than offset the extra cost. Around September 2013 some things occurred which suggested that all was not well with this company. We were promised delivery of the LHG Brake vans in time for the AMRA NSW Liverpool exhibition, paid for the product up front as usual, and were then informed that due to problems at the factory the LHG's would be delayed indefinitely. At this time we also had the LFX / ACX and PL cars in various stages of toolmaking and production. It transpired that our friend had not entirely been telling us the truth. We were under the impression that he was part owner of the factory in which the product was being assembled. So were others who had

visited the place. It turned out that this was a major deception. Appearances deceive. It took six months before he resumed production in a very much smaller facility.

Relations between us deteriorated during 2014 to the point where we were hardly communicating. Every second email was a demand for more money or advising us of an increase in quoted prices. Something that had never happened before in thirty years of dealing with Hong Kong / China. Finally we were forced into the situation where he demanded that we remove our tooling from his premises. Fortunately, in the meantime, we had built up a relationship with another company, the one that did the C van, who were only too happy to have some more of our business. Our former friend made life as difficult as possible for us but eventually, after what can only be called a lovely piece of extortion on his part, all the tooling was moved on 26th November, 2014 to another factory. With the help of two semis, a forklift and six of their heavies. The office manager, who is a really nice bloke but is built like a brick outhouse, led the recovery expedition. Production is already underway on urgently required reruns listed below in the Reruns section.

Meanwhile we also have taken another manufacturer on board who is now working on one new wagon and a new loco for us.

Recent Releases:

81 / G / BL locos: After the delays and factory problems of last year these locos finally arrived and, in general, have been distributed. We still have around fifty customers who placed deposits but have disappeared or been kidnapped by aliens. We have now made three attempts to contact everyone who has outstanding orders. If you think that you are one of the aforementioned please contact us. We will make no more attempts to contact you.

Generally the 81 / G / BL locos are now sold out. Remaining stock is as per price list. The price will stay at \$295.00 until sold out.

VR C vans: We still have around 120 C Van packs in stock. Price \$ 165.00 per pack of two.

PL Passenger Cars: Now Sold Out.

New Releases:

KF / CKF Flat Wagons. We now have in stock the KF / CKF 4 wheel Flat wagons. This wagon has a multitude of uses from carrying tractors and farm equipment to bagged wheat or acting as a match truck for adjoining wagons carrying overhanging loads. The CKF version was modified as a stop gap measure in the very early days of containerisation to carry one 20' container. In this form they lasted into the early 1980's. The retaining lugs on the Austrains model will accommodate either Austrains or SDS 20' containers. Some other brands may not be suitable as, despite them being one of the worlds most standard sized items, not all models appear to be made to correct dimensions.

Opening price will be \$69.00. For the moment they will be available at exhibitions only. We cannot accept orders any other way until after the AMRA exhibition at Liverpool at which time the price will rise. First release of these wagons will be at the Newcastle exhibition 15/16 August.

LHG Goods Brake Van: Variations. We have done two versions of the 49'3" LHG Brake Van. Firstly the as built version with two windows in the guards compartment end. These vans all had this configuration until the early 1950's when the windows were removed and they were rebuilt with solid timber planked ends. A further variation of the original version is the one off #7118 which carried advertising for the railways parcel service on both sides. One of these is included in pack B. *Please note that this has been the most popular set. We have very few of Pack B left.*

Some dispute has arisen in the councils of the wise about the OHG code applied in the early 1950's to some of the vans which retained their screw couplers while the remainder of the fleet was fitted with autos. The late R.G. Preston (an author renowned for the accuracy of his writings) in his book 'Day of the Goods Train' states that these vans were used on stock trains where the four wheeled Cattle and Sheep vans had not been fitted with auto couplers. However excellent documentation also exists showing that sixteen vans coded OHG with screw couplers were transferred to the carriage sheds at Central in the weeks before Easter and Christmas holidays for thorough cleaning for use as supplementary passenger guards vans during the holiday periods. A task to which they were ideally suited and regularly performed in country areas when the need arose. So the LHG is a multi purpose van.

The LHG are being sold in twin packs based on eras. Pack B is as built with end windows 1930's / 1940's era. Pack B will also contain the van with advertising.

Packs A and C are in early 50's with one LHG and one OHG. Packs D & E contain vans in their mid 50's through to the early 80's configuration.

LHG packs retail at \$165.00.

Other recent products:



The Way and Works Train. When many vans and coaches had finished their economic life in main line service they were transferred to service stock. Most of the larger stations had a few vans, wagons and coaches painted cream and silver lying around in the yard as storage or sleeping accommodation for the Way and Works crews who kept the system running behind the scenes. Many LHG Brake vans finished up in this role. Austrains will be releasing a two car pack consisting of an LHG van and LFX coach (based on original photographs) painted cream with silver roof. This will be a Limited Edition of 480 sets only selling at \$230.00 for the twin pack. It is a once only run and will not be repeated. When we have had the LHG on display at exhibitions interest in this set has been very high. A limited number of the Way and Works train have arrived by airfreight and most pre orders have been filled. We still have a few boxes of Way & Works sets.

NSW Dog Box Coaches: We now have full stocks of LFX / HCX / ACX Dog Box coaches..

We have made three versions of the Dog Box coaches all based on the 49'3" chassis. Two versions of the LFX (Mansard and semi Elliptical roofs) and one version of the HCX branch line composite Brake coach with semi elliptical roof. There were only two numbers of this particular version of the HCX on the 49'3" chassis. All the rest were of varying lengths so we are limited to this one type. The Dog Boxes will be sold as Two Packs in both Tuscan & Russet and Indian Red liveries. Prices are \$230.00 per pack of two. It has been decided to combine the ACX into packs with an LFX. A pack containing an ACX is \$245.00.

The ultimate S truck: The second run of the ultimate S truck arrived in June and is now almost **sold out** again. We still have around a hundred packs left and most retailers should have some stock. Until now no S truck model had been made accurately. Unfortunately the price of the rerun is substantially more than the first run but are still seriously good value at \$ 195,00 for five.

One of our competitors has dug out some old S truck tooling, spent a bit on a few wire add ons and has released the aforementioned model in 2014. Before you rush out with credit card in hand check out the price and detail of the Austrains S truck and make your own decision.

Now what have we got in stock.

Y class: We still have very adequate stocks of the Y class in VR Blue and V/Line liveries is now in stock. If you ordered a model and have not yet received it please contact us. We have sufficient stock of the Y class to last some time. Despite massive factory price rises since the first production run we have been able to keep the price down to \$275.00. [< link to Y class order form >](#)



442 / 700 class: The Basix range is made from early Austrains tooling which does not meet the standards of modern day products in detail and electronics. They are however mechanically identical to newer Austrains products in that they retain the reliable 5 pole skew wound motor, all wheel pickup and drive of all other Austrains locomotives. The 442 / 700 is also fitted with an 8 pin DCC plug. The first loco in the Basix range to have this accessory.

The rerun is, by necessity, limited in its scope. The factory will no longer do numerous variations of colours and numbers so, this run consists of 442 class in Indian Red, Reverse and Freighttrail Blue and 700 class in SAR Mustard Pot, ANR Red & Silver and AN Green. While we had hoped to keep the Basix range under \$200.00 this is no longer possible. Massive factory price rises, particularly on the production side along with the devaluation of the \$A means the 442 / 700 is \$245.00. 44217 in Tuscan is now Sold Out.



CW Cattle Wagon. We have very good of the NSW 1915/1921 CW Cattle wagon packs. These comprise four of the new 1915 version and two 1921 version wagons in a six pack. There are three different packs with new numbers on the 1921 version. When compared side by side the difference in the two types of vans is quite obvious. Photographic evidence exists some wagons of this version of the CW still being in service in the mid 1960's making them suitable for the steam /diesel changeover period. The price is \$240.00 per pack. < [link to Cattle Wagon order form](#) >



NSW Four wheel wagons: We still have very good stocks of the following four wheel NSWGR wagons:

MV Meat Van	3 pack (1 pack only)	\$120.00
LV Louvre Vans	4 pack (2 different numbered packs)	\$160.00
LV Louvre Vans Milk Van version	4 pack (2 different numbered packs)	\$160.00



New Goodies for 2015:

The NSWGR 41 class Diesel Shunter / Switcher.

The NSWGR 41 class Diesel Shunter / Switcher. We now have first test shots of the 41 class and these were on display at the Newcastle exhibition. The model is powered by a 5 pole skew wound motor currently being used in some of the Roco range. While it will be DCC and sound ready it will be up to the purchaser to find a sound chip that duplicates dual British submarine diesel engines that go bang and issue a cloud of smoke as per the prototype. Arguably the ugliest loco ever to tread the rails of the NSWGR. One thing for certain though, Our 41 class will be a lot more reliable than the prototype. We will have running models at the AMRA Liverpool exhibition but we won't be pushing the manufacturer to rush the model through for early release. The models will arrive late 2015 but will not be released to the public until the NSRMA exhibition at Forestville in March, 2015. No advance orders will be taken. The order form is to show what will be available. Opening price will be \$295.00 rising to \$330.00 at end May.

Interest in the 41 class has exceeded all our expectations. Only 1500 pcs will be made. Do not expect them to be available through dealers immediately. We do not supply dealers until we have broken even through direct sales.

And to round it off. Fanfare of trumpets etc:

The NSWGR Z19 class: Two cab side versions but economics allow us only one tender. The first tender will be the Beyer Peacock six wheel version. If we sell enough models we will then do the Baldwin tender with another loco we have in mind, BUT, don't hold off buying the six wheeler in anticipation of a Baldwin. It may not happen.

We were aiming to release at Liverpool, 2015 but this ain't gonna happen. The one thing we can assure you of is that it is coming.

No advance orders will be taken for either the 41 or Z19. Too much paperwork. If you aren't at the exhibition when they are released.....

GME Original Container wagon. [< link to GME photo >](#) [< link to order page >](#)

When the first dedicated container ships arrived in Sydney in early 1969 they discharged at the new container terminal at White Bay. In their wisdom the powers that be decreed that containers would be stuffed and unstuffed (that's packed and unpacked to you non shipping types) at a new depot at Chullora, some 20 miles distant. To transport these shiny new boxes the NSWGR converted 16 UME type Flat wagons to GME Container wagons each carrying two of the 20' variants. The usual load was MHG / 16 container wagons / MHG hauled by a single 44 class.

As containerisation progressed and more suitable wagons were developed the GME's were used as individual wagons for general container transport. A regular use was to transport 2 x 20' containers to any of the regional freight depots set up around the state. Some of the wagons were still in use in the mid / late 1980's.

Our MLE wagon was originally designed with a conversion to these two wagons in mind. Each GME will be fitted with two 20' containers of the original design with appropriate logos. ACT, OCL and ANL. The containers are also available separately with different logo variants.

PMX 'Out of Gauge' Steel wagon. [< link to PMX photo >](#) [< link to order form >](#)

With an increase in the early 1960's of the maximum sheet width coming out of the Pt Kembla Steelworks to 10'6" the railways needed a wagon to carry this width sheet without resorting to expensive well type wagons or difficult to schedule 'Out of Gauge' trains.

Perway Workshops were given the task of converting 13 wagons from HME type Flat wagons. Originally coded PME, they were later recoded PMX for bogie exchange. The support frame was designed to be removable, the load braces attached to the deck by clips. The support frame is set at an angle of 26.6 degrees. Some of these wagons are still operational under Pac. Nat. ownership.

Price for the PMX is \$160.00 for a pack of three. For the GME \$150.00.



LHO Passenger Brake Van and **KP Mail Sorting Van**. Both of these items have been designed to complement the FS / BS cars in the composition of mail trains. The LHO can also be used wherever a Passenger Brake Van is required for trains from the early 1960's onwards. The new vans are being sold in a three pack with an FS coach. **Retail price is \$330.00 per pack.**

[< link to order page >](#)



C class: In stock available in VR – V/Line colours in the 'Basix' range. **Only C503 and C510 left in stock.**

Price \$195.00

[< link to photo >](#) [< link to order page >](#)



NSWR 80 class: In stock available in Tuscan, Reverse and Freightrail Blue in the 'Basix' range. **Price \$195.00**

[< link to photo >](#) [< link to order page >](#)



C35 / NN class: The QSI sound versions are most impressive and while we will have good stocks of all C35 / NN variants most of the sound versions are almost Sold Out including preserved engine 3526. The price of the C35 / NN is **\$475.00** for the non sound version and **\$575.00** for QSI sound fitted. [< link to order page >](#)



China Price rises: The golden days of manufacturing in China may be coming to an end. The China government has mandated that workers will receive a 100% wage rise over five years commencing 1st May, 2014 and ending 2019. This will bring the wage of a Chinese production line worker up to US\$6,00 per hour. More than a base rate worker at McDonalds gets in the USA. Every little bit of detail applied to that model you just bought is applied by one of those workers. Imagine what that is going to do to the price of those fully detailed models the market now demands. So where does the budding model railway manufacturer of the future go? India?, Thailand?, Kenya? Already some US makers are pulling out and going to Mexico and the Europeans are heading for Bulgaria. Where does that leave Oz?

Repairs: Austrains **does not** offer a repair service however if you are unable to repair or service a model yourself contact Paul Baker. 0439 566391 or email prb287@hotmail.com

Office Hours: And communications.

Austrains no longer takes direct phone calls from the public.

We can be contacted by email on austrainspl@tpg.net.au or info@austrains.com.au. Please do not expect an immediate response.

Or by Mail or Owl to:

Austrains Pty. Ltd.
PO. Box 3076,
Putney, NSW, 2112

We will miss all those early morning phone calls and those from the deviate who rings from a private number and gives us an earfull that would make a wharfie blush. Oh, by the way. The authorities know who you are. You are one more phone call away from an appointment with a magistrate.



Exhibitions:

Austrains will be attending the following exhibitions during 2015 / 2016:

AMRA VIC

August 22-23, 2015
9.00am-6.00pm (Sat), 9.00am-5.00pm (Sun)
Caulfield Racecourse, Station St, Caulfield, VIC

AMRA NSW

3rd / 5th October, 2015
E.G. Whitlam Centre, Memorial Dr, Liverpool, NSW

Croydon MRC. VIC

November, 2015
Date to be confirmed.

Corio MRC. VIC

Australia Day Long Weekend, 2016

Note that some dates are still awaiting confirmation - The above is subject to alteration but should remain firm.

Any other exhibition organisers who would like us to attend we can try to fit you in but no guarantees.

Warranties:

All Austrains products are covered by a 12 month Replacement warranty. In other words we replace rather than repair most items returned to us under warranty. This warranty only applies to items sold by Austrains or by an authorised Austrains retailer. We have disputed a warranty claim made by a customer in Queensland for a locomotive purchased in supposed new condition from a retailer who apparently claimed to be an authorised Austrains retailer. It appears that the loco was second hand and the retailer was most definitely not an authorised Austrains dealer.

Nor are items purchased second hand over ebay covered by warranty. Be careful. Check the Austrains dealer list on this web site before purchasing a supposed new product.

Our arrangement with Retailers:

Please take note of this to avoid missing out on some models:

For a peaceful life our preference would be to supply all our product to retailers from day one and allow them to do all sales while we disappear into a contented semi retirement. However this is just not a viable option for any manufacturer who wishes to expand their range and stay in business. The reasons for this are many and complicated. Suffice to say that the reason there are so few Austrains retailers usually relates to the inability of many of the retail trade to carry the amount of stock we deem necessary to promote the range as we wish to see it promoted. Current Austrains retailers have proven that they can do the job for us and we are happy to continue supplying them as we can. Surprisingly there are a few retailers who would probably qualify for an Austrains franchise but have never approached us. That is their loss.

The other part of this equation is that the cost of new tooling in China is horrendously expensive. To offset this initial cost we need a markup on cost better than we can get by just supplying retailers. This is why we direct market. Not all Austrains products, especially new tooling items, are available immediately to the retail network. Rolling stock items are especially expensive to tool compared to the retail return which can be made on them. So, while you may walk away with a happy heart after placing an order for a new Austrains product with your friendly neighborhood hobby shop that does not guarantee that you will get it. We have even had recent examples of orders being placed with retailers who are not Austrains authorised dealers. In these cases those placing the orders missed out completely.

Austrains retailers are aware of these conditions when they accept a franchise. Please check availability before placing an order for advance delivery with a retailer.

Postal Address: PO. Box 3076, Putney, NSW, 2112

E-Mail: info@austrains.com.au