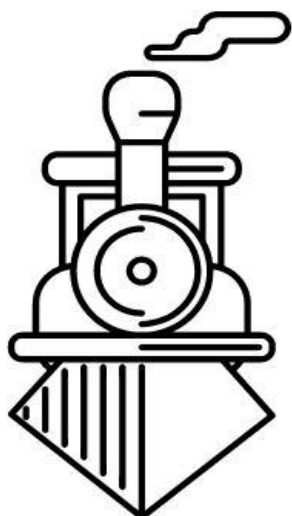


THE GARDEN WHISTLE

NEW ZEALAND LARGE SCALE NEWSLETTER



JANUARY 2024



THE GARDEN WHISTLE

NEW ZEALAND LARGE SCALE NEWSLETTER

January 2024

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[Cover photo](#) — Trevor Brooker's Basil .

Photo supplied by - Robert Graham.

The **Garden Whistle** is published monthly by the Christchurch Garden Railway Group and features news from various Large scale Groups in New Zealand.

Each club is a separate identity and the contact details may be found in club contacts.

Contributions of articles and/or photos are always welcome. Photos should be sent as separate jpg attachments.

The views expressed in this newsletter are not necessarily those of the Editor, Executive, or members of the Christchurch Garden Railway Group

Editor: Iain Collingwood, Email: gw.editor@outlook.com

Auckland Garden Railway Society Meeting

Report and Photos - Robert Graham

Auckland Garden Railway Society December 2023 meeting

Our last meeting for the year was held at Tim and Rosemary Auld's place in Kumeu on Saturday 9 December. This meeting included our end of year shared BBQ. We followed the usual format with the first running session being for track powered trains and after that the track was handed over to the battery and live steam trains.

Our end of year meeting was rained out last year but this year we were blessed with beautiful sunny weather which was perfect for running trains. We had a good turn out of members on this occasion and it would be great to see more of you at our meetings, after all our hosts go to a lot of trouble to get their railways ready for our visits.



Tim uses the LGB MTS DCC system and has two loops so he ran one of his trains on one loop and then set it up so people with non DCC locos could run on the other loop. Unfortunately Michael Brannigans LGB Denver and Rio Grande Bumblebee liveried Forney did not like the MTS system and it refused to run. Never-the-less we were able to sit back in the shade and watch the other trains run.

The second running session was for the live steam locos and any battery trains. Hugh Keal ran his Roundhouse Billy loco as did Trevor Brooker who also ran a Roundhouse Billy. Trevor's loco was named after his late brother Basil.



Tim Aulds train.

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David Graham came along with his Roundhouse Bertie which he has converted to radio control. As Bertie is one of the Roundhouse basic series the direction of travel has to be manually set so the radio control is only for the throttle. David had only just finished the conversion that morning so was keen to see how the loco ran and I can report that it ran perfectly without any problems.

I ran my Essel Engineering Fowler F30 loco which I now know does not have insulated wheels (sorry Tim for cutting the power to your train). I had made up a train of wagons to tow but unfortunately I had issues with keeping the wagons coupled to the train so I need to do some more work on that issue.

Tim and Rosemary had afternoon tea set up so people could help themselves when they felt like it. After a very pleasant afternoon running trains and exploring the gardens we had our BBQ. David and Mickayla looked after the BBQ and cooked up everyone's sausages, chickens, kebabs and steaks. Thanks guys.

It was good to see our treasurer Simon Sharp up and about. He is not fully recovered from the operation after his accident but he is making great progress to get back to full mobility. I would like to thank our generous host Tim, Rosemary and Tommy (their Border collie). We had a fantastic visit and your property is simply magnificent.

I don't yet have any meetings lined up for 2024 so if you can host a group meeting please let me know.

I can be contacted on 021 529 015 or 09 836 0900 or send an email to me at robert.graham@aucklandcouncil.govt.nz or grahamclannz@xtra.co.nz

Take care and keep on steaming
Robert Graham



LGB tram loco and train

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David Graham's Roundhouse Bertie and train.



Roberts Fowler F30.

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John Reinecke's Roundhouse Fowler.



Hugh Keal's Roundhouse Billy

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Hugh Keal's LGB stanz which has been converted to battery power and radio control.



David fueling and getting Berite ready to run.

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Chris Cole, John Reinecke and Tim Auld discuss the joy of garden railways



David Graham's Roundhouse Bertie and train.

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John Reinecke's Roundhouse Fowler.



Trevor Brooker's Basil

Wellington Garden Railway Group Meeting

Report and Photos - John Robinson

WGRG Christmas Running Day

As has become the norm over the past few years the WGRG December running day is hosted by Brent Thompson and his parents Ian and Lesley. Of course what makes this running day a must attend on the Group's calendar is the sumptuous Christmas fare provided by Lesley for lunch. (Don't tell my wife but it was a way better lunch than on the 25th December at our house).

Oh yes trains, that supposedly is what I came for not just the food, maybe. Brent offers track power which is cleverly controlled from his iPad via Bluetooth. So today a number of track powered locos ran allowing for a number of different stock to be run that normally don't get mileage at running days on railways that focus on battery power. Now a great advantage on Brent's railway is the vantage point, cracker views over the Porirua Harbour are too be had, and in particular the Pauatahanui Arm. It can be a bit distracting, which is my excuse for limited photos of the trains ran today.

Live steam and battery power had their turn as well in amongst good company and good conversations, another of my excuses for not many photos. All in all another great running day, roll on December 2024!



Tony C's LGB Sumpter Valley, track power complete with sound. Needed a tweak on the on-board volume control to get the right balance for so the sound came and went rather than over power. She's a big loco!



Recabbed NZR Dg 2330 was built by Kerry Paterson and is now owned by Phil S. Chris D retro fitted battery power to it and today was it first outing in that guise.



Last train of the day was Brent's. I'm not sure of the correct name for the carriage being hauled, but I'm sure you'll agree that are rather nice models.

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Chris D's Roundhouse Lady Anne sitting awaiting lighting up.



John R's modified Accucraft Leader with the Pauatahanui Arm in the background.



Denise D appears to be asking Chris D “Did I say you could run my train”, or was it the point in which she was agreeing he could buy more locos if she could buy more...”?

Do you have an article for the Garden Whistle Newsletter?

Do you have a workbench project that might be of interest to the Members; or recent pictures of your layout improvements; or even running of your trains? Then you have material that may make a great submission to the Garden Whistle and the Editor wants to hear from you! For help in submitting pictures or text articles to the Garden Whistle, contact the Editor.

gw.editor@outlook.com

Christchurch Garden Railway Group Meeting

Report - Editor, Photos As Credited

CGRG Christmas Running Day

On Sunday the 10th was Christchurch Garden Railway Groups Christmas meeting which was held at Bill and Margret Stanley's Pirfic Railroad, as the day approached so did the poor weather with drizzle of rain in the morning (not like the day before which was a scorcher). Nevertheless the plan was to push on with the day, Christmas lunch was a great feast with hot ham, potatoes, salads and all the trimmings but not to forget the yummy pavlova for desert to finish it all off.

After lunch the weather had dried out enough to be able to get out in the garden and get the trains out to start running, the afternoon was spent watching trains, chatting with other group members and enjoying the great day. Many thanks to Bill and Margret for the amazing day.

With 14th NZ Garden Railway Convention being held in Wairarapa there will be no meeting in January, but there is still time if you wish to attend the convention on 20th to 22nd of January 2024. Otherwise hope to see you all at the February CGRG meeting.



Everyone enjoying the Christmas luncheon - Photo Bill Stanley.

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Ian's Truck passing the Cadillac Ranch - Ian C Galbraith



Ian's Tram passing the mansion - Ian C Galbraith

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Above - Roadkill 66 Café, Below - Ian's railtruck - Ian C Galbraith





Fort Bravo - Ian C Galbraith



Culcreuch Fold Tram - Ian C Galbraith

Who has heard of a “Model Railroad Pass”:

Article supplied by Glenn Scott from the Southern Rails ‘n’ Sails Newsletter

Does anyone in the club know much about the “Model Railroad Pass”? Basically, it’s a ticket that model railroad owners had printed out advertising their model railroad which they would hand out to other modellers. It seems to be something that may have started before the 1950’s and might have dropped out slowly during the 80’s. It is possible that Al Kalmbach from Model Railroader magazine fame started it as he was a professional printer before starting the magazine and he printed passes and other things for his Great Gulch RR.

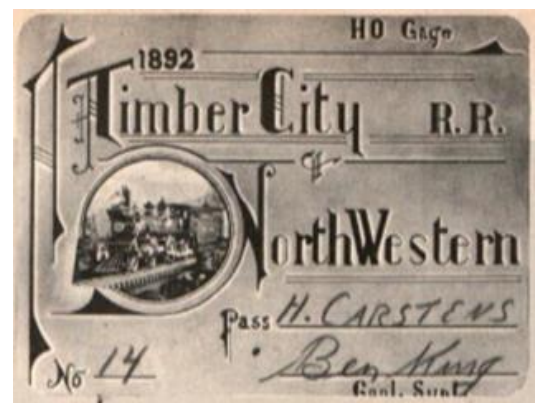


Modellers had cards of approximately 2” x 3.5” printed off with the name of their layout and a whimsical picture and writing of the layout. These were signed by the owner, ie: (Railroad Manager) and issued or traded to fellow railroaders allowing one to come visit to see or operate the railroad. Each card had a space for a card number in one of the four corners, which the RR Manager would then write in the number of that card, followed by the guests name and then signed by the manager. A list of rules would be written on the back clearly stating the “do nots” while at the railroad and these were all tongue and cheek and not to be taken too seriously. Eg; Hobo’s cannot ride after 9:45pm,

Children to be kept on a leash and muzzled, Nit-pickers will be flogged, Passengers who complain will be transferred to the cattle cars for the duration of the trip.

The most famous Railroad Pass is the very first, #1 of John Allen’s Gorre & Daphetid, which I think is still around but do not quote me on that. Below is GD Line Pass #692 and Pass #79 for John’s Devils Gulch & Helengon RR, which was his narrow gauge (Hon3) part of the GD Line.

Ben King who built the Timber City & North-western RR, which was, featured in a June 1965 Railroad Model Craftsman magazine had a very appealing Pass with a great photo on the front of one of his Early American 4-4-0 locomotives, it looks good as he was a very experienced photographer as well as model maker.



You do not hear much of the Railroad pass these days and is probably something else that has been lost to history but they certainly seemed very popular and many railroaders enjoyed collecting them and having them on display near their layout. Admiring the artwork on the front, which was very well done on many of the passes as well as reading the blurbs on the back must have put a bit of fun into an already enjoyable hobby. Any info on these railroad passes would be most welcome.

Article republished from the Southern Rails ‘n’ Sails Newsletter of Southland Society of Model Engineers Inc. with permission from the Editor Greg Fordyce

Wairarapa Garden Railway Group Meeting

Report Warren Stringer, Photos - Lloyd Dickens.



NEWS UPDATE

As I write this update it is New Years Eve, so we are about 3 weeks away from all the action here in the Wairarapa.

This month we had our club Christmas barbecue and a running day at Moa Pass (my layout). It was a good opportunity to check out what worked, and what still needed work, so I have to thank those who attended for offering up their trains as guinea pigs to test my trackwork. Of course the stuff that worked ran brilliantly, while the stuff that had problems typically failed in the most dramatic ways possible – don't you love running days.

As for the weather, I put up a marquee as it was hosing down with rain showers all morning. Then right on our 1pm start time out came the sun, the clouds dried up, and for the most part we had a lovely fine afternoon.

Our weather this summer has been a bit hit and miss and we are hoping for a fine, calm and sunny weekend. Yes, well, as meatloaf says – 2 out of 3 aint bad so keep your fingers crossed folks...

Our registrations have been coming through steadily and I am pleased to confirm that the show will go on. I am looking forward to seeing all of you old mugs again very soon.

Our weekend activities remain unchanged at this time, and for those who have not yet seen our convention programme an outline is attached with this update.

And for those who need to talk to us please feel free to contact Lloyd on (06) 370 3790.. Or if you are really desperate to talk to someone else you could talk to Warren Stringer on (06) 379 6411

Please return any late registration forms by post to L Dickens, 55 Titoki St, Masterton 5810, or by email to Lloyd.dickens@wise.net.nz.

Please make Direct Credit payments to 'LH Dickens Garden Rail' account
BNZ 02 0520 0171110 97 with your name in the reference field.

A Registration Form is included with this newsletter.

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CURRENT 2024 CONVENTION PROGRAMME

Friday 19th January Pre-Programme:

Meet-and-Greet (& BBQ) from 4pm at Henrik's place if you are in Masterton on Friday.

Address: 1 Francis Lane, Masterton. (Please park on Kibblewhite Rd)

Contact Phone: 027 266 2605

Saturday 20th January Programme:

Registration Opens at 8am at St Marks Church Hall, Richmond Rd, Carterton.

Sales Table Setup at 8am.

Morning Tea, Welcome and Housekeeping from 9am.

Layout Tour party organisation 9am to 9.30

Layout Tours (in Greytown and Carterton)

Visits to two layouts (Murray Clarke, Warren Stringer).

Lunch back at St Marks Hall

Visits to three layouts at two venues (George Watt, Christine Collett)

Afternoon tea and Late afternoon Clinics at St Marks Hall.

Buffet Meal at St Marks Hall

Evening train running (Bring Your Own Trains), at Carterton and Masterton



Derailed on the line.

Sunday 21st January Programme:

Assemble at St Marks Church Hall at 8.30am

Sales Table from 8.30am

Morning Tea and Housekeeping from 9am

Layout Tours in Masterton

Visits to two layouts (Henrik Dorbeck, Peter Milburn).

Lunch, and visit to Dan Hughes' layout

Layout visit to Brendon Clarke

Afternoon Tea and visit to two layouts at Wayne Haste's.

Barbecue meal hosted by Wayne and Diana.

Evening train running (Bring your own trains), at Wayne's outside layout.

Monday 22nd January Programme:

Assemble at St Marks Church Hall at 8.30am

Sales Table from 8.30am, concludes at 9am.

Morning Tea and Housekeeping from 9am

Next Convention Hosting Discussion

Layout Tours in Masterton

Visits to two layouts (Lloyd Dickens, Henrik Dorbeck)

Lunch, and visit to Dean Ellicock's two layouts near Masterton.

Formal Closing address at Dean's.



Warren and Lucus supervising.

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The Christmas cake.



Members enjoying the lunch.



Lucus watching on.



Lucus cutting the Christmas cake.

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Members watching the trains.



Lloyds train the right way up.

CONVENTION REGISTRATION FORM

14th NZ Garden Railway Convention,
Wairarapa
20 – 22 January 2024

Personal Details

Name _____ nametag name _____

Partner Name _____ nametag name _____

Address _____

Phone / Mobile _____

Email _____

A Full Registration Fee is \$150.00 per registrant if paid by 20th November 2023, and covers all activities including the Saturday evening buffet meal and Barbecue meal on Sunday evening.

Late Registration Fee is \$165.00 if paid after 20th November 2023, and covers all activities including the Saturday evening buffet meal and Barbecue meal on Sunday evening.

For **Partners / Friends** attending only the Saturday evening Buffet Meal the cost is \$45.00 per person.

For **Partners / Friends** attending only the Sunday evening Barbecue Meal the cost is \$15.00 per person.

Drinks for both evening meals are BYO and are at your own cost.

A Convention Polo Shirt is available to order with your registration. A full range of shirts in both men's and lady's sizes are available. To give us time for ordering and printing please order and pay for your shirts in full by 20th November 2023.

Costs

Full Registration	\$150.00	No Attending _____	\$ _____
Late Registration	\$165.00	No Attending _____	\$ _____
Buffet Meal only	\$45.00	No Attending _____	\$ _____
Barbecue Meal only	\$15.00	No Attending _____	\$ _____
Polo Shirt(s)	\$46.00 ea.	No Reqd _____	\$ _____
#1 Mens / Ladies	Size _____		
#2 Mens / Ladies	Size _____		
		TOTAL	\$ _____

Please return your completed registration forms: by post to L Dickens , 55 Titoki St, Masterton 5810, or by email to Lloyd.dickens@wise.net.nz

Please make Direct Credit payments to "LH Dickens Garden Rail" account
BNZ 02 0520 0171110 97 with your name in the reference field.

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Tales from the West Highland Railway in New Zealand

British Railway Mark One Carriages 14: Applying the Decals

Author: John Boyson



1. Introduction

Following painting, decals were applied to the sides. These included the somewhat detailed lining above and below the windows, as well as the coach numbers and some other details. Care and attention were needed to get them right as will be seen below.

2. Applying the Lining

2.1 Initial Trial

This was an area that filled me with trepidation, having heard some horror stories surrounding this process. So, with the various transfers delivered, I decided to trial these using a spare side section from the test piece I had painted to trial the top coat paint application detailed in part 13 of this series.

Firstly, an acrylic gloss picture protection varnish was sprayed on the sample and allowed to dry overnight. Then a sample transfer was applied using a Tamiya decal application agent to assist. This seemed to go well and the trial decal settled down without trouble. Once it had dried out, I used a Tamiya transfer varnish to seal it in. This attacked the transfer causing it to wrinkle up badly. So, another decal was applied and the gloss picture varnish was tried instead. This was applied as a light misting coat with just one pass at about 200mm. I was careful to start the spray clear of the work and move it over whilst the spray was operating to ensure that only a small amount of varnish was applied. This did not appear to cause any ill effects. A second coat was then applied in the same way and allowed to dry. This was repeated two more times to give a reasonable coating. This was generally successful. However, if I slightly over applied any of the coats, some wrinkling did occur. My solution to this was to wait until the varnish was just tacky without being sticky (a bit of trial and error here). As soon as the coat reached this condition, using my finger, I carefully and gently tapped down the wrinkled area back into place. As the varnish continued to dry, I kept tapping any affected area gradually increasing the pressure until I reached a point where I could gently rub over the area to completely smooth it down without damaging the transfer and/or the surface. I did several trials of this process to refine my technique, check out its reliability and build my confidence in dealing with this problem since it would inevitably arise when applying the decals onto the carriages themselves.

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The test piece before varnishing and after. The spray varnish used is available in NZ from The Warehouse and Spotlight stores.



Trial decal application with the "96" on the left treated with a brush on varnish with disastrous consequences. The GRIDDLE logo on the right was the second attempt, this time using the same spray varnish used as the base. This showed some wrinkling after about the second to third spray. The third attempt with the DINING logo showed the same wrinkling on the left however with the technique described above I managed to remove all the wrinkles as can be seen on the right. The CAR logo was the fourth attempt and proved successful as well.

2.2 Applying the Lining

The carriages have two sets of lining running the full length of each coach. Across the waist just below the windows is a triple line of 3/8" of straw, 3/4" of black and another 3/8" of straw. This was supplied in 290mm lengths which proved ideal.

The second line went over the top of the windows just below the cantrail at the base of the roof. This consisted of two lines being 3/8" of straw and 3/8" of black. Sadly, I was let down by the supplier at this point. When asked if there was a product to cover this, their advice was to cut their main lining decals into two lengthwise to get the correct profile. Really! with my shaky hands, etc.!

Given I had no choice on this, I set to work. Firstly, I cut the 290mm lengths into half so I had about 150mm to cut through to give me a better chance to maintain some semblance of accuracy. Next, I cut one band a time from the main body of bands (they come in sets of five) to ensure that the main piece left over stayed straight. The results weren't perfect but since it was the black line being cut, the inevitable variances in width were not too noticeable.

My question for the supplier is: why not just give us transfers with both types of line? The majority of mark one carriages carried equal lengths of each type. Thus, given the almost universal requirement for both types of line, what is needed is an equal number of both types. We buy these, not cheap items, to make our lives easier not more challenging. The 3/4" prototype main body black band scales out at something like 0.6mm and their expectation that we should split this equally into two, over considerable lengths is at best: challenging and, for those of us of a certain vintage, almost impossible. This simple step would make all our lives easier. It can't be that hard, can it?

Despite all this, I persevered and produced said lining sections, albeit somewhat rough and ready in terms of the black band width, ready for application.

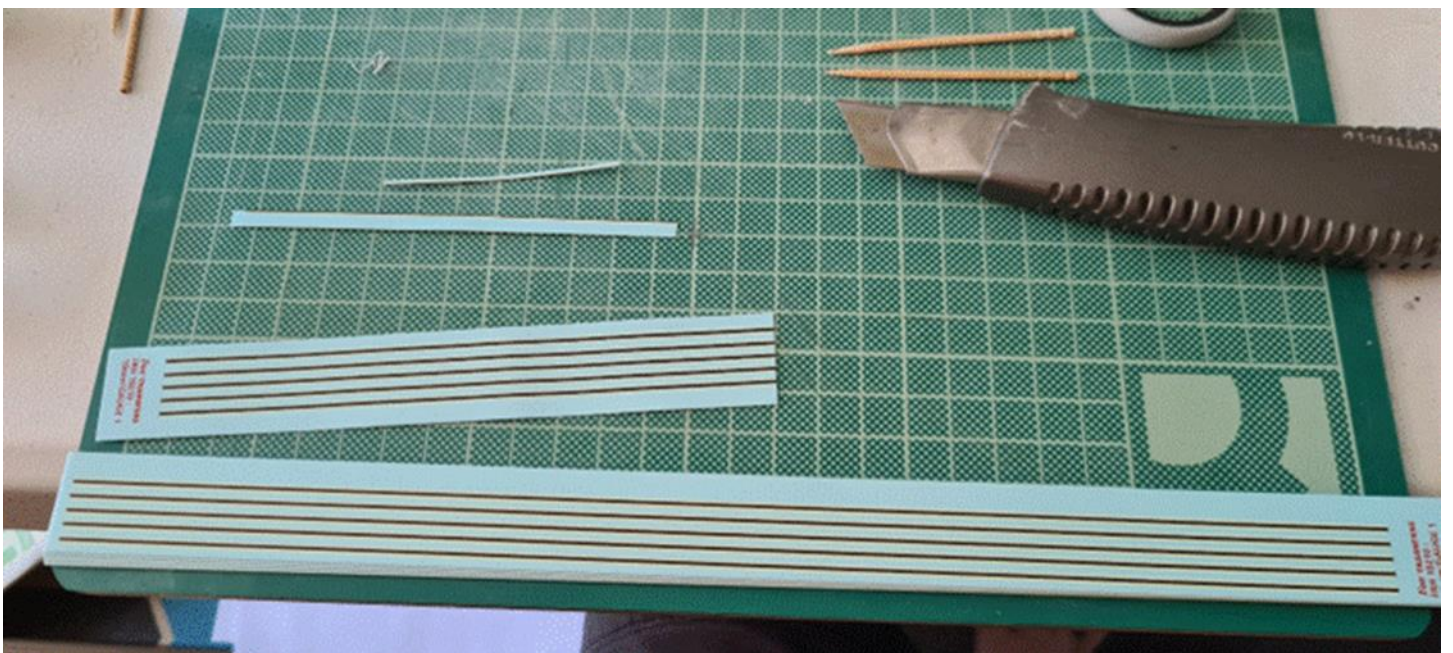
With all set, the carriage sides were all given a full coat of the gloss picture varnish which was allowed to harden overnight.

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A coach sprayed with varnish in readiness for decal application

The next day, with all other matters resolved and clear instructions to not disturb me issued, I set to work. The first length of cut lining was deposited into a water bath to allow it to detach from its backing paper.



The supplied lining being chopped in half

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Cutting out the half strips of lining and dunking them into the water bath (an old nail box)

Once it was loose enough to release, a coat of the Tamiya fixing agent was applied to the area the decal was to be applied. After some trial and error, I hit on a solution of bringing the decal on its backing paper onto the area it was to be applied. One end of the lining was slid sideways off the paper onto the carriage. This was then held in place and the paper was gently and carefully drawn away along the length of the decal leaving it roughly in place on the carriage body.



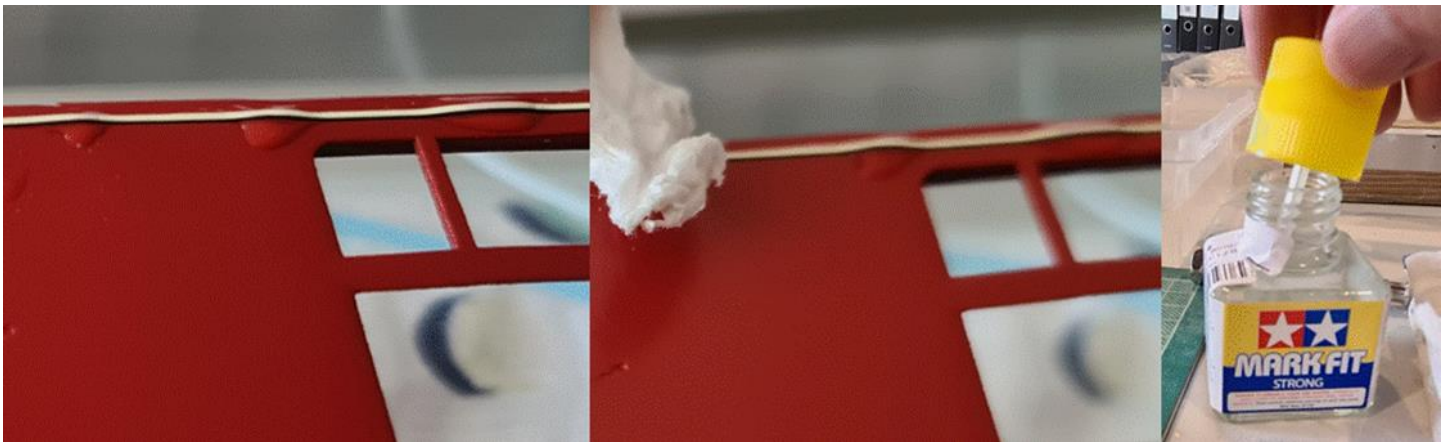
Decal with backing paper placed on the body in the roughly correct location. One end has been drawn off onto the body



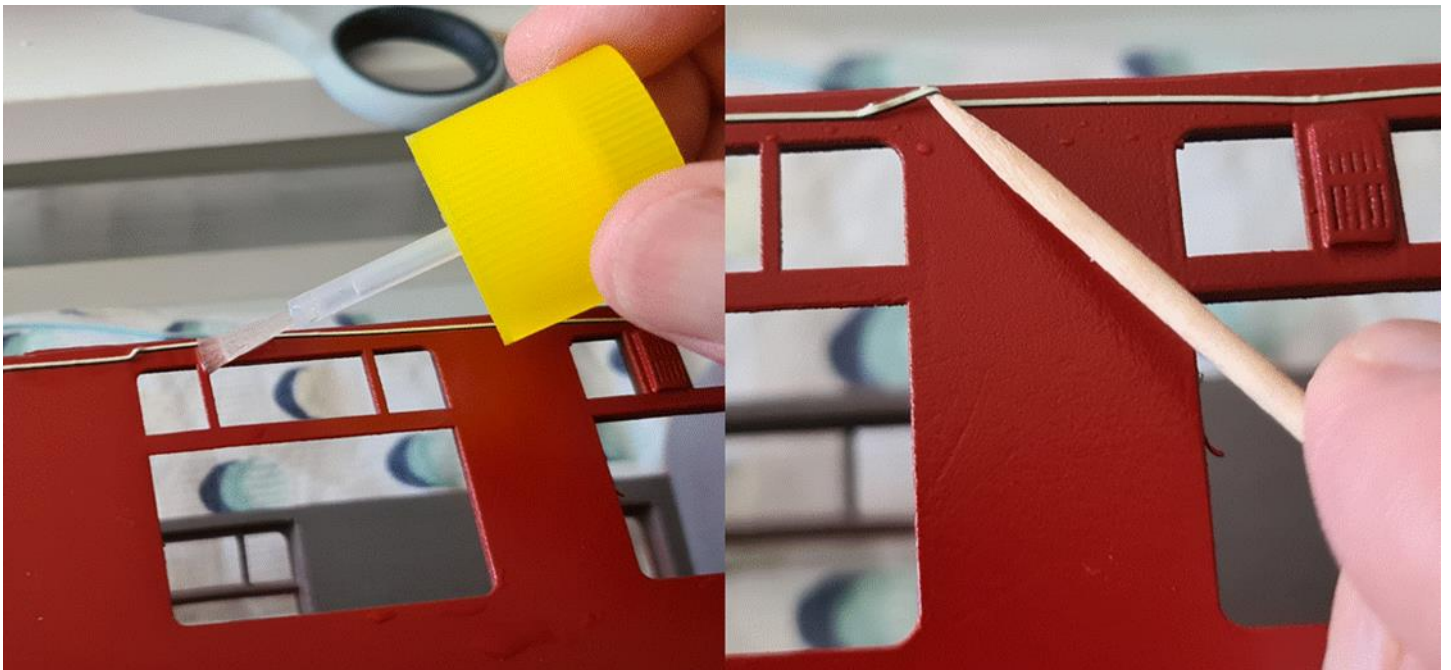
Sliding the backing paper off from under the decal leaving it in approximately the correct position

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With the paper removed, the decal was carefully moved into position and further lengths were applied. Once the full length of lining was in place, it was further adjusted for alignment until a reasonably true line had been achieved. Looking along the line of the lining assisted greatly with this as did referencing the window edges to maintain a constant separation. To keep the lining adjustable, more of the Tamiya fixing fluid was applied as necessary to keep the decals mobile. At the same time, excess water was removed using a tissue applied to a corner of any ponded water to draw it away. The point of difference with the water was its tendency with its surface tension to float the decal above the body surface causing it to float away inadvertently. The Tamiya fluid, on the other hand, destroyed the surface tension causing the decal to sink to the body surface whilst still allowing it to remain loose enough to be nudged around as necessary to align it. As the fluid evaporated, the remaining adhesive residue assisted the decal glue to adhere firmly to the carriage body over time. The use of fingers was avoided as much as possible since human skin is absorbent and tends to draw fluids away causing the decal to stick prematurely either to the body (bad) or to the skin itself (much worse!). Instead, I used a pair of cocktail sticks to move sections around and, whilst being careful, could do fairly outrageous things as I progressed and confidence increased. Once one coach side was complete, a rest was needed with coffee or tea according to time of day and preference to steady the nerves and hands before the next coach side was tackled.



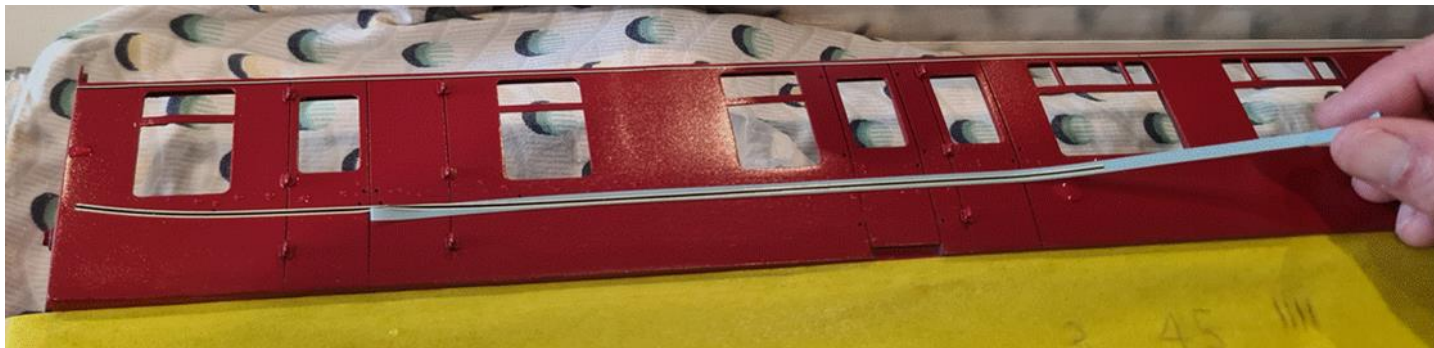
Bubbles of water lifting the decal off the surface. The excess water is syphoned away with a tissue lightly held against the bubble without too much pressure: capillary action will do the rest. The moisture removed is replaced by the fixing agent which will allow the lining to be moved as necessary.



Applying the fixing agent and adjusting the lining

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Once the car rail lining was complete on all the coach sides, I tackled the main body lining below the windows in a similar manner except that, because these were formed of the lining configuration as supplied, no longitudinal cutting was needed. Thus, the lining was applied as a full length (290mm) application of the supplied decal.

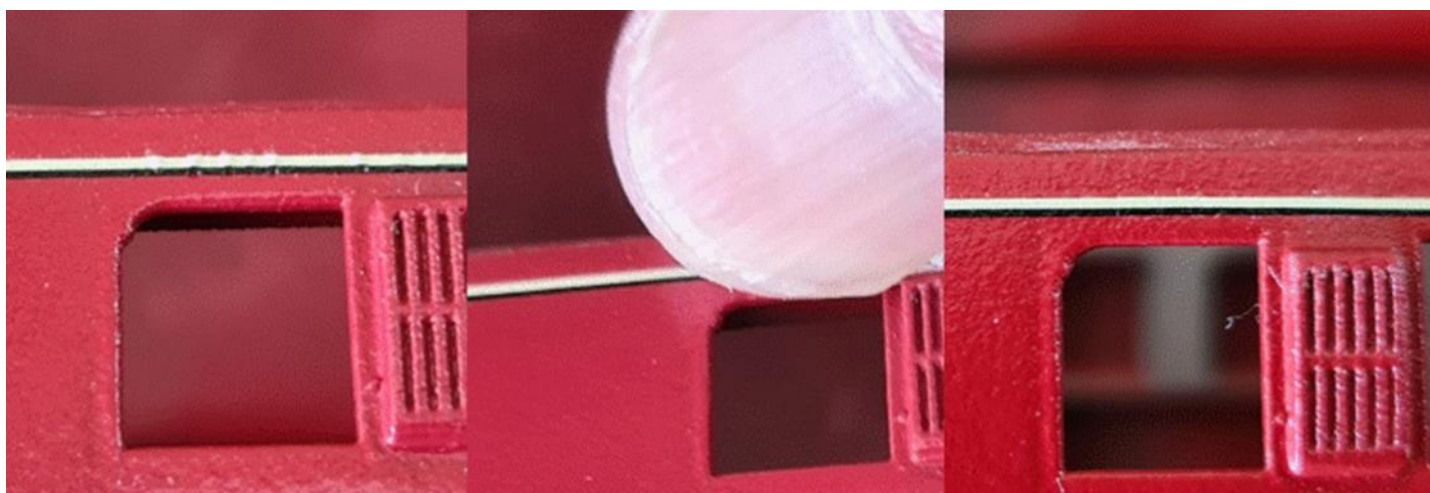


Adding a section of main body lining



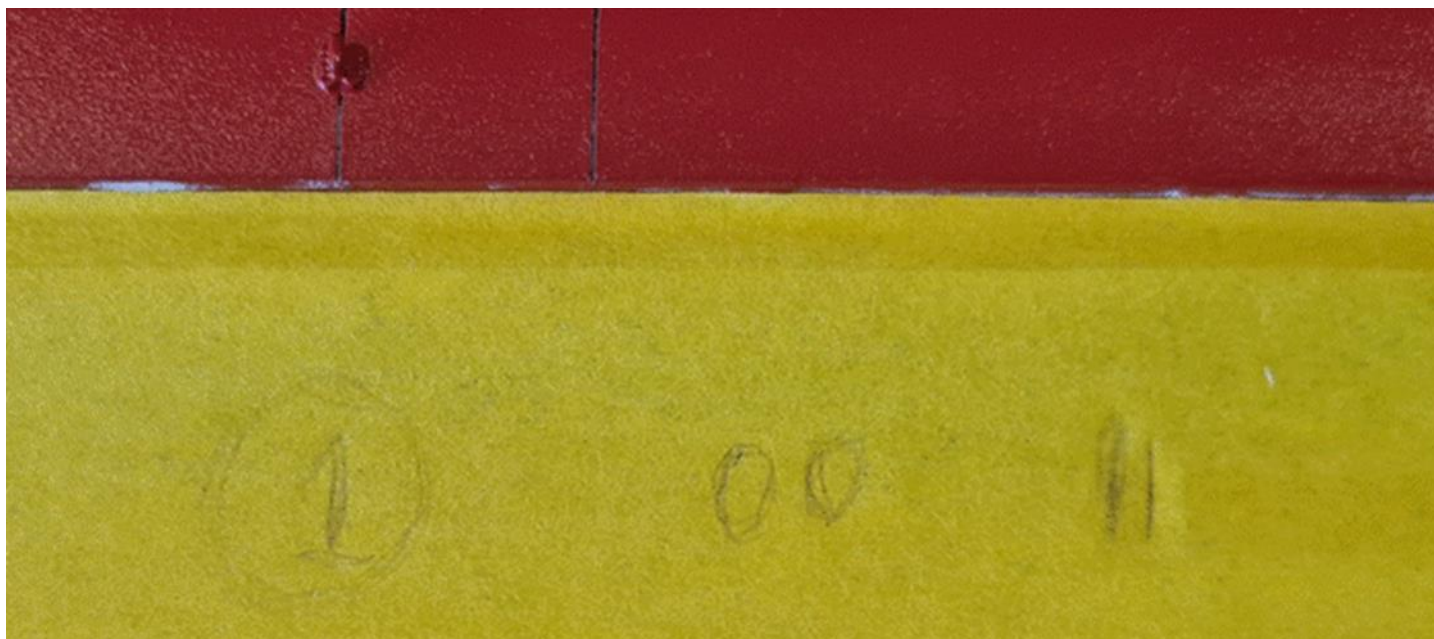
Adjusting the main body lining

With the lining complete and left for 24 hours, it was given four light sprays of varnish, as described above for the trial, to fix it in place.



Some wrinkles that appeared during the varnish application receiving a gentle massage in the centre with the smooth result on the right. It's called the gentle touch, just ask the ladies!

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To keep a tab on the spray applications which were applied hourly, I devised this recording system which was written onto the masking tape. From the left, the references are: circled coach 1. Time of application in each hour "00" is on the hour. On the right, a tally of the applications made: in this case two. Without this, I would have become hopelessly lost with eight carriages on the go!



A lined coach (the BSO: brake second open) ready for the remaining decals

2.3 Applying the Remaining Decals

2.3.1 Coach Numbers

The numbers for each coach were researched from Longworth's recently published reference work on British Railways Mark One and Two Carriages as noted in part one of the series. This work details the build and allocation history of each and every one of the carriages built within the above groups. Thus, I was able to determine suitable Scottish Region carriage numbers within the types I was modelling for the period in question.

As a point of note, whilst the other region's carriages strayed regularly from their parent region, particularly on inter-regional workings, both Scottish Region and Southern Region vehicles rarely did so. Likewise, it was highly unusual to find other region's vehicles on the internal routes of these two regions. Thus, the West Highland route was almost universally populated by Scottish Region vehicles. The one exception to this rule was the Fort William (latterly West Highland) Sleeper which was initially formed from Eastern Region vehicles for the through portion from London, Kings Cross. The portion from Glasgow to Mallaig, to which these were attached, were Scottish Region vehicles. In the mid-seventies, when the sleeper service transferred to London Euston, the sleeper portion vehicles used were, understandably, formed of London Midland Region vehicles.

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I digress. With suitable numbers determined, these were individually assembled, from the numeral sets supplied, carriage by carriage together with a Scottish Region SC prefix to denote their allocation. The numerals were soaked together, one coach side at a time, and moved, with their backing paper, onto the general area of the bodyside where they would reside. Then each numeral was slid off the backing paper onto the body. Once all the digits were in place, they were carefully slid around into their designated location again being carefully nudged into line at the correct height. At the same time, I ensured that the line of numerals was level, internally consistent, and evenly spaced with due allowance for a prototypical wider gap between the "SC" and first numeral.

With all set, the carriage sides were all given a full coat of the gloss picture varnish which was allowed to harden overnight.



On the left, the individual digits for the carriage number slid off their backing papers onto the coach side in the correct order and on the right, the coach number and regional allocation aligned. Note how the number centres under its designated window.

2.3.2 British Railway Roundel

This took the form of a highly ornate crest which was randomly applied to a number of vehicles, centred under the most central main window available. Since I really like this feature, I decided to apply it to every vehicle. Because I have no information on which vehicles it was particularly applied to, I cannot say whether I am being prototypically correct or otherwise. However, statistically it is unlikely that all eight of the carriages modelled would have carried this roundel. Conversely, it is equally unlikely that none of them would have carried it either.



Steps in applying a roundel, from left to right: the roundel with backing paper is placed on the body, and then with tweezers is gently slid from underneath. However, a section has caught on the corner of the backing paper and is being pulled underneath itself. So, I stopped and used a cocktail stick to gently pull the caught section back before continuing. One thing I found with this roundel, unlike the other transfers, is the fixing liquid I had used satisfactorily elsewhere, really attacked the decal. So, I didn't use it at all and simply relied on water to provide the necessary lubrication. To avoid the bubbling issue detailed above in the section covering the lining, I syphoned off excess water as necessary with a tissue. Note the roundel's location in the centre of the main window closest to the centre of the carriage. The moral of the tale is test, test, test! Fortunately, I had spare roundels so there wasn't a problem as such.

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2.3.3 Miscellaneous Markings

A number of the modelled coaches had additional markings including:

- Brake vehicles, which had a guard name on the appropriate door as well as the maxing loading denoted for the baggage area.
- Buffet vehicles, which had the word "Buffet"
- The Corridor Composite which the numeral "1" painted on doors within the first-class area of the coach.



The above decals as applied

2.4 Sealing the markings

Once the remaining decals had been applied, they too were sealed using the picture spray varnish as detailed above. Four light coats were applied once again to seal these in. The gloss varnish actually gives a semi-gloss/satin finish which I quite like since the sides of coaching stock was generally kept quite clean given it represented a particularly public face of the organisation.

As with the painting covered in part 13, the underframes were masked off since gloss would definitely not be representative of this area!

3. Conclusion



The buffet car with decals applied.

This stage of the build was a first move in providing detail to the bodyside. More will be added in the next part of the series which covers remaining details for the sides as well as some remedial works to finish this area and the underframes.



The BSK brake second corridor with door bumps and footboards fitted.

This article has been prepared for joint publication in the Garden Whistle and G1MRA NZ newsletter.

Photos and plans provided by the author except where stated.

Garden Railroading News
November/December 2023 • 2023 #6 • www.GRNews.org

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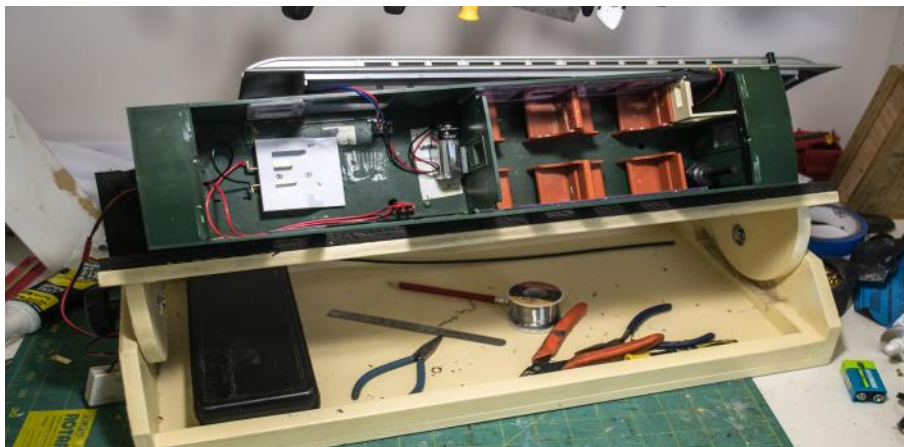
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Readers Pictures

*Right -
Fitting a straight
bridge on a curve ,
quite a few attempts
to get it right.*

**Collins Creek
Branch Railroad -
Kabita Whale.**



NEXT ISSUE PREVIEW



The British Railway Mark One
Carriages 14: Applying the Decals

By John Boyson, Pokeno

Readers Pictures

Right-

New tunnel being installed on the Wilson Valley Railroad.

Below - Andrew's Moose Rail tribute train to Murray Stevens.

Wilson Valley Railroad - Andrew Wilson.





Above -

New backdrop on canvas installed which was picked up at the Christchurch Train Show.

Right-

Loco depot at The Hutt a nod to Frank Roberts coming along nicely, ex Ash Rail depot.

**Wilson Valley Railroad -
Andrew Wilson.**



COMING EVENTS

<p>January 20-22 2024 January 20-21 2024 March 23-24 2024 April 26-28 2024 April 27-28 2024 May 4-5 2024 May 30-2 2024 July 6-7 2024 August 23-25 2024 October 12-13 2024 June 18-21 2025</p>	<p>14th New Zealand Garden Railway Convention, Wairarapa Tauranga Model Train Show, Tauranga Nelson Model Railway Show, Stoke Nelson 2024 National Convention NZAMRC Northeast Large Scale Train Show, West Springfield MA USA Dunedin Model Train Show, Mosgiel Midwest Garden Railroad Gathering, USA Ashburton's Model Train Show, Tinwald Southern Regional Garden Railroad Get-Together, USA The Big Train Show, Christchurch 40th Garden Railway Convention, Sacramento CA, USA</p>
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Contact Chris cdrowley@xtra.co.nz

Club Meeting	Club Contact
<p>No January Meeting</p> <p>February 11th (Sunday) 2pm</p> <p>Ray Williams Railway, 5 Broadview Place, Howick.</p> <p>No track power so battery or live steam trains</p>	<p>Auckland:</p> <p>Auckland Garden Railway Society Inc Club Contact: Email: grahamclannz@xtra.co.nz Robert Graham, Ph: 09 600 2157</p>
<p>Running Days/Meetings cancelled until further notice</p>	<p>Waikato:</p> <p>GROW: Garden Railway Operators of Waikato. Club Contact: Email: sandnlipsey@gmail.com Stefan Lipsey, PO Box 612, Waikato Mail Centre, Hamilton, 3240, Ph: 07 859 3650</p>
<p>January 20th - 22nd (Saturday / Sunday / Monday)</p> <p>14th NZ Garden Railway Convention Wairarapa</p>	<p>Wairarapa:</p> <p>Wairarapa Garden Railway Group. Club Contact: Email: Lloyd.dickens@wise.net.nz C/- Lloyd Dickens, 55 Titoki Street, Masterton. Ph: 06 370 3790.</p>
<p>January: TBA</p>	<p>Wellington:</p> <p>Wellington Garden Railway Group. Club Contact: Email: bilthompson@xtra.co.nz Coordinator: Brent Thompson, 6 Bodmin Terrace, Camborne, Ph: 022 619 4006</p>
<p>No January Meeting</p> <p>February 17th (Sunday) 1.00pm</p> <p>Kabita and David Whale's Collins Creek Branch Railroad 81 Collins Rd east, R.D. 7672, Lincoln</p> <p>No Track power, Battery or Live steam only.</p>	<p>Christchurch:</p> <p>Christchurch Garden Railway Group: Club Contact: Email: 2days61@gmail.com Secretary: David Day, 61 Carnarvon Street, Linwood, Christchurch. Ph: 03 981 4424 President: Bill Stanley, Ph: 027 282 4244</p>



All Aboard 2024

April 26 -28, 2024

Corban Estate Arts Centre, West Auckland

Newsletter 1

The 2024 national convention for the New Zealand Association of Model Railway Clubs will be held April 26 - 28, 2024, at the Corban Estate Arts Centre. The centre is in the heart of West Auckland on the historic grounds of the former Corban Estate Winery. The convention is being hosted by the Western Districts and City of Sails model railway clubs and is intended for modellers of all prototypes.

The convention will have layout tours, clinics, AGMs, SIG meetings, a convention dinner and the NZAMRC model competition. There will also be a modelling challenge sponsored by the Australasian Region of the National Model Railroaders Association and at least one operating session.

The local organising committee looks forward to meeting you at the convention.