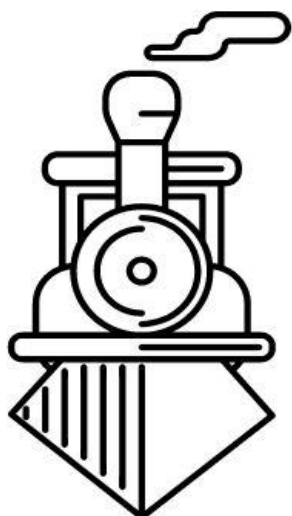


THE GARDEN WHISTLE

NEW ZEALAND LARGE SCALE NEWSLETTER



DECEMBER 2023



THE GARDEN WHISTLE

NEW ZEALAND LARGE SCALE NEWSLETTER

December 2023

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[Cover photo](#) — Noel Collingwood's U Class locomotive.

Photo supplied by - Ian C Galbraith.

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

Christchurch Garden Railway Group Meeting

Report - Editor, Photos as credited

The Christchurch Garden Railway groups November meeting was at Noel and Denise Collingwood's Tadbroke and Hallow Railroad, after finally managing to have a running day after previous years being cancelled due to poor weather. Many members turned out and were treated to a very hot sunny day, many thanks to Noel and Denise for hosting the meeting and also to everyone who contributed to the yummy afternoon tea.



Right -

Ian C Galbraith's Mack pulling a MOW train.

Photo Ian C Galbraith.



Noel's Tadbroke Hallow Railroad - Photo Editor.

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Busy station - Photo Editor.



Ian's MOW train heading into the station - Photo Ian C Galbraith.



Noel's Pig Snout railcar - Photo Ian C Galbraith.



Noel's U Class on freight duties - Photo Ian C Galbraith.

Wellington Garden Railway Group Meeting

Report and Photos - John Robinson

November Running at the Brown's Bay Railway

November's event for the Wellington Garden Railway Group is usually a display at RailEx, but this year we gave it a break, allowing room for other groups to take their turn. I should note though that Gavin Sowry was there waving the flag for larger scale including his fine Gn15 railways as have feature in the Whistle in the past and I hope will again sometime.

In many of the past years the weekend of RailEx has turned out rather nice, leaving me wishing to actually be out in the garden rather than indoors attempting to promote the great outdoors. So it was rather ironic that this year as we opted for our running afternoon on the Sunday of RailEx when it should have been warm and sunny it wasn't. Not that it stopped the few brave souls who came to run trains on Dave Allen's Browns Bay Railway, a few drizzly showers not dampening the spirits and the sun did try and shine through at times.

With only a limited number of WGRG members expected I boldly thought, "what I have to lose, I'll bring some different stuff to run today instead of my usual away trains". I normally pride myself on choosing the right rolling stock for the railway I'm visiting so that my rolling stock runs reliably and doesn't hold others up or see me having to delve into awkward corners to rescue errant items. Sigh, I got my come-uppance. If it wasn't my live steamer finding places to derail it was a carriage or two. With some rather hot fingers I admitted defeat leaving it to others who had patiently waited for a safe opportunity to run their trains and avoid my frantic feet. An embarrassing lesson learnt, stick to tried and tested, reliable running away trains at running days, like I guess most of you do. Of course back home the errant rolling stock ran without a hitch!

Right with my confession over I can comment on the rest of the afternoon which went well, even if the odd item might need an hour or two in a warm to dry out. The weather really wasn't that bad, the temperature as Goldilocks would say, "not too hot, not too cold, just right", perfect for enjoying Wendy's delicious pikelets on the deck under the awning chatting away about things railway. David got to run a few more of his trains than usual which was rather nice to sit back and enjoy.

I'm always impressed at this railway just how well it integrates into a very tricky garden space with lots of cameo scenes and character without being overdone in any way. From the aforementioned deck Dave is able to fully control the railway from a control panel that would feel right at home in as small NZR signal box, something that must have taken many hours to wire up. It's quite fun really, calling to the signaller to "throw No.6", "No. 6 cleared".

All in all a quite but enjoyable afternoon, I look forward to returning the next time the WGRG has a running day here

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An overview of the main station area of the Brown's Bay Railway. Two of David's trains running plus tram. Dave is sitting down discussing something on Tony's train in the station. Sorry about cutting off your head Tony.



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Contact Chris cdrowley@xtra.co.nz

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Ian's railtruck - Photo Ian C Galbraith.



Members enjoying the sunny day - Photo Ian C Galbraith.



Dean's Model T railbus - Photo Ian C Galbraith.



Douglas's 0-4-0 Rogers loco pulling freight - Photo Ian C Galbraith.

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One of David's track powered trains having no issues with damp rails.



Looking through the railway, the back scene really gives a feeling of depth and purpose.

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John's errant train that broke the reliability run. Steamed well just didn't like R1 turnouts sadly.



Tony's train passing the church, the spire on which isn't wonky, just distorted in the photo by the camera being in semi wide angle mode.

Auckland Garden Railway Society Meeting

Report and Photos - Robert Graham

Auckland Garden Railway Society November 2023 meeting

Our November meeting was originally scheduled for Sunday 19 November but due to the forecast it was postponed till Sunday 26 November which turned out to be a lovely sunny day albeit somewhat windy. The meeting was at Michael Hilliar's railway in Manurewa and Michael had been working hard to get the railway ready for our visit. The first part of the meeting was devoted to running with track power and the second half was for live steam and battery powered trains.



Despite the nice weather there was a small turn out of members which was disappointing. Hugh Keal, Bruce Cropper, John Reinecke and Robert Graham were the only ones to turn up so I guess everybody else was busy with the Black Friday sales.

Hugh ran a Stainz loco with two Swift Sixteen passenger cars while Bruce had turns running his Bachmann L&B 2-4-2 Baldwin and his LGB Fiery Elias steam tram. Michael also ran some of his track powered locos including a German 2-6-2 tank loco. After around an hour of running track power we switched over to battery and Live steam. Hugh Keal had his Roundhouse Lady Anne which he steamed while I ran my Essel Engineering Fowler F30 loco. I have been waiting awhile for this loco and was delighted when it finally arrived last week. It is battery powered and manual control with switches for forward and reverse and on and off with speed controlled by twisting the exhaust stack. It is a small engine but has tons of character.

We retired for afternoon tea late in the afternoon and thank you to Liz for the delicious sausage rolls. Thank you to Michael and Liz for hosting the meeting. Our end of year meeting and BBQ will be at Tim Auld's railway at 748 Waitakere Road, Kumeu on Saturday 9 December. Tim's place is down a long drive so look for the train meeting signs, he normally has track power for the first part of the meeting and the second part will be for battery and live steam so bring your trains and don't forget to bring your meat for the BBQ plus a salad or dessert to share.

Simon Sharp our treasurer has been laid up due to a recent operation so he hasn't been able to get to any meetings or event. I would like to pass on everyone's best wishes to Simon for a speedy recovery.

I am looking for meeting hosts 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



Robert's newly acquired Fowler F30 loco.



Michael's 2-6-2 on passenger duties.

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Hugh prepping his Lady Anne live steam locomotive.



Robert's loco hauling some of Michael's freight cars.

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Robert's Fowler F30 loco passing the Rockwood River.



Bruce's Fiery Elias steam tram.

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Michael's RGS locomotive at Rockwood Station.



Hugh's Lady Anne in full steam thru the gorge.



Michael's 2-6-2 with two Swift Sixteen passenger cars.



Robert's Fowler F30 loco getting lost in the scenery.

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Bruce's 2-4-2 Locomotive passing the falls.



Michael's German tank locomotive heading over the girder bridge.

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Hugh getting the water topped up on his Roundhouse Lady Anne locomotive.



Lady Anne locomotive pulling Swift Sixteen passenger coaches.

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In steam coming off the bridge.



Bruce's Fiery Elias steam tram coming thru the Rockwood Gorge.

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Hugh's Stainz heading over the trestle bridge.



Bruce's 2-4-2 pulling into the Rockwood Station.

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Tales from the West Highland Railway in New Zealand

British Railway Mark One Carriages 13: Painting the Sides

Author: John Boyson



1. Introduction

With the bodies primed, the next task at hand was to paint the top coat. The application of this coat was a job that filled me with much trepidation and created a few challenges as outlined below.

2. Painting

2.1 Researching and Sourcing the Paint

Two problems arose, centred about one particular difficulty. It appears that importing spray paints into NZ from overseas is at best challenging if not impossible. Nonetheless, I decided to test the waters myself in these days of swirling rumour and potential misinformation. Sadly, my attempts proved the received advice correct and, whilst the postal companies indicated it was possible but potentially difficult and therefore pricy, the overseas suppliers of such products were clearly not interested in meeting these challenges. What to do??

I had racked my brains for a solution to this conundrum. Happily, Geoff Hallam stepped in. When I explained my problem to him, he suggested I try a local car paint supplier. So, I did. What a revelation! When I looked into what these companies could do, it was clear they can supply rattle cans, custom filled with any colour a purchaser cared to order. All they needed was a reliable paint reference.

This however, brought in the next difficulty: Just what colour is BR coach maroon? The Parkin standard reference describes this as the official name for the red colour adopted by British Railways for its coaching stock in the early sixties. It followed the earlier, unpleasantly named, "blood and custard" livery used up to that point. It was at this point Parkin deserted me since there was no further information provided on the matter.

So, I trawled the internet for more details. Talk about a mine field! It appears that beyond the somewhat disingenuous title (the actual colour appears to be more of a crimson shade as opposed to what a maroon colour normally looks like), there was nothing concrete. However, in the various chatrooms on the topic, it became clear that back in the day, British Railways operated as something of a secret society in terms of its paint specifications. Even the late esteemed David Jenkinson, the recognised authority of the day on British coaching stock, in his investigations on the matter, appears to have drawn a blank as well, having interviewed involved BR staff on the subject.

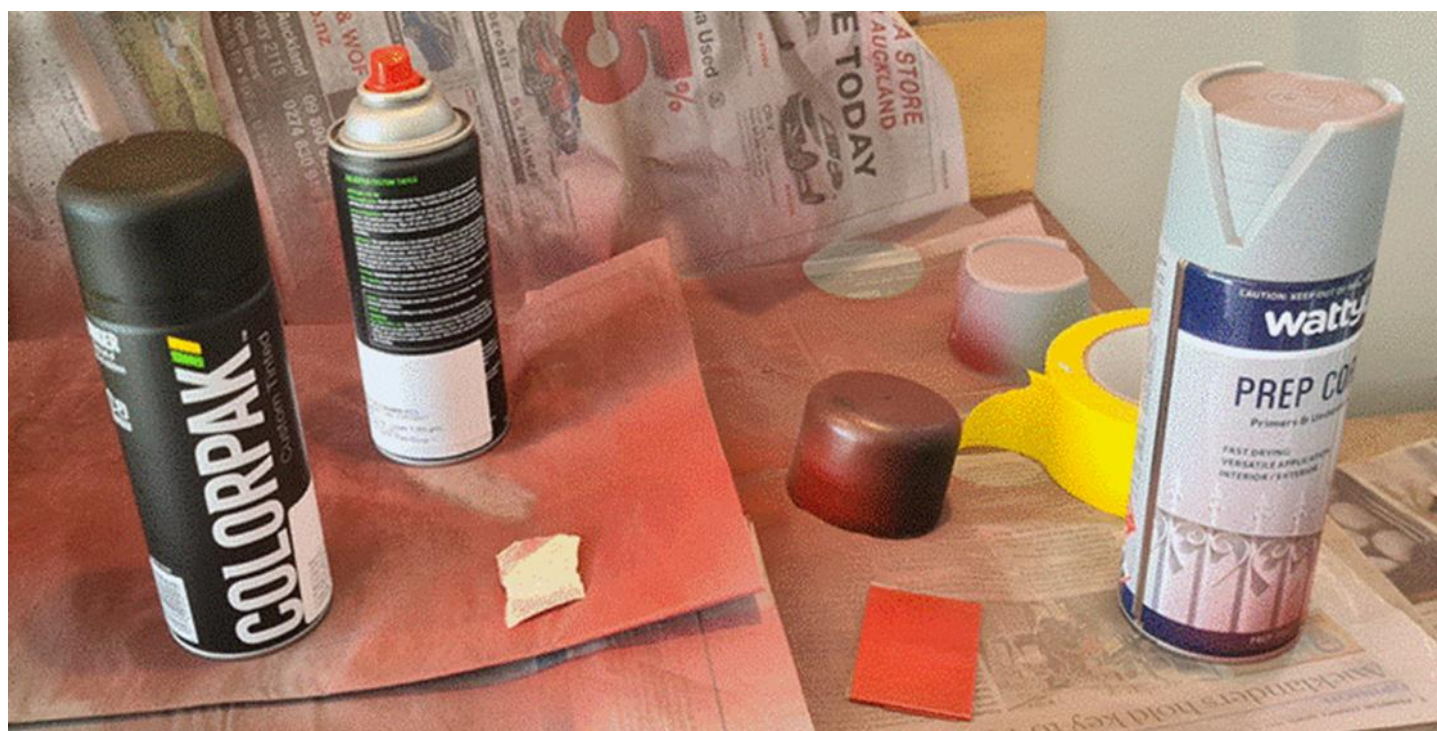
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His conclusion seems to be that just a select few knew the actual mixing recipe and no records of this appear to have survived. Certainly, I could find no standard reference number and/or recipe to properly identify it whilst the latter day computerised RGB (red/blue/green) codes etc. have also not been detailed for the colour either. Thus, any interpretations of the correct colour today appear to be just that. To add to the confusion, the consistency of the colour mixed appeared to be entirely dependent on the accuracy of the paint mixers (There are references to Monday morning and Friday afternoon batches akin to the Leyland car manufacturing production lines). So secretive was the situation that even external stock producers were supplied the paint directly from the BR workshops and were simply told to paint the stock using what was supplied. There was also the issue of colour fade which was another variable.

Photographic evidence in my possession, whilst not necessarily reliable, did at least highlight colour variations visible even between different vehicles in the same photo. This does reinforce the potentially validity of the points made above.

Thus, I concluded that I was pretty much my own in terms of finding an appropriate shade. So, I had to rely on the colour photos I had available to find something that appeared to be correct. Whilst not ideal, I consoled myself with the thought that the inevitable armchair critics could not be too critical in this area without making some fairly wild assertions without too much foundation.

Having settled this conundrum in my own mind, I contacted an Auckland based supplier and arranged a time to meet and find an appropriate shade for him to work on. On the due date and time, I arrived at the premises to sit down with my references and his samples to determine the most appropriate compromise. After some time, we came up with something that looked about right and he went ahead and mixed a sample. The first attempt turned out to be far too dark and purple i.e., more of a true maroon. The second go was much closer, being more of a crimson shade despite the British Railways title. Happy with the result, two cans were ordered, as well as a small touch up bottle complete with a small built in applicator brush, Tippex style: very handy. So, I returned home armed with these ready to start the application.



The two custom made spray cans on the left together with the trial piece in the middle and the primer on the right with the wide masking tape behind.

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2.2 Applying the paint

The removal of the footboards, whilst reshaping the sides, proved to be a blessing at this point since I had also purchased a roll of wide masking tape which I thought would be useful. This was easily applied to the sole bars below the main sides to prevent further over spray.

Before I started on the coaches, I did a trial spray on one of the trial prints to see how this would go. My initial reaction was one of horror. Immediately following the application, it appeared to be far too red and bright. However, as it dried, it appeared to darken considerably. Worried, I asked my wife, Priscilla for a second opinion. Her first reaction was "what a lovely colour" which was pleasing but not exactly what I was after! Following some more questioning, she determined

that it was a close approximation of the various photos I had used. Having had more time to consider the colour balance I am now happy that what has been applied is a reasonable interpretation of the colour range used on the real things.

Reassured, and having lightly sanded and washed the primed carriages, I applied a first coat on one side allowing it to dry before turning the coach over to apply a first coat to the other side. After a day to properly dry out and with another light sand, a second coat was applied and allowed to harden.



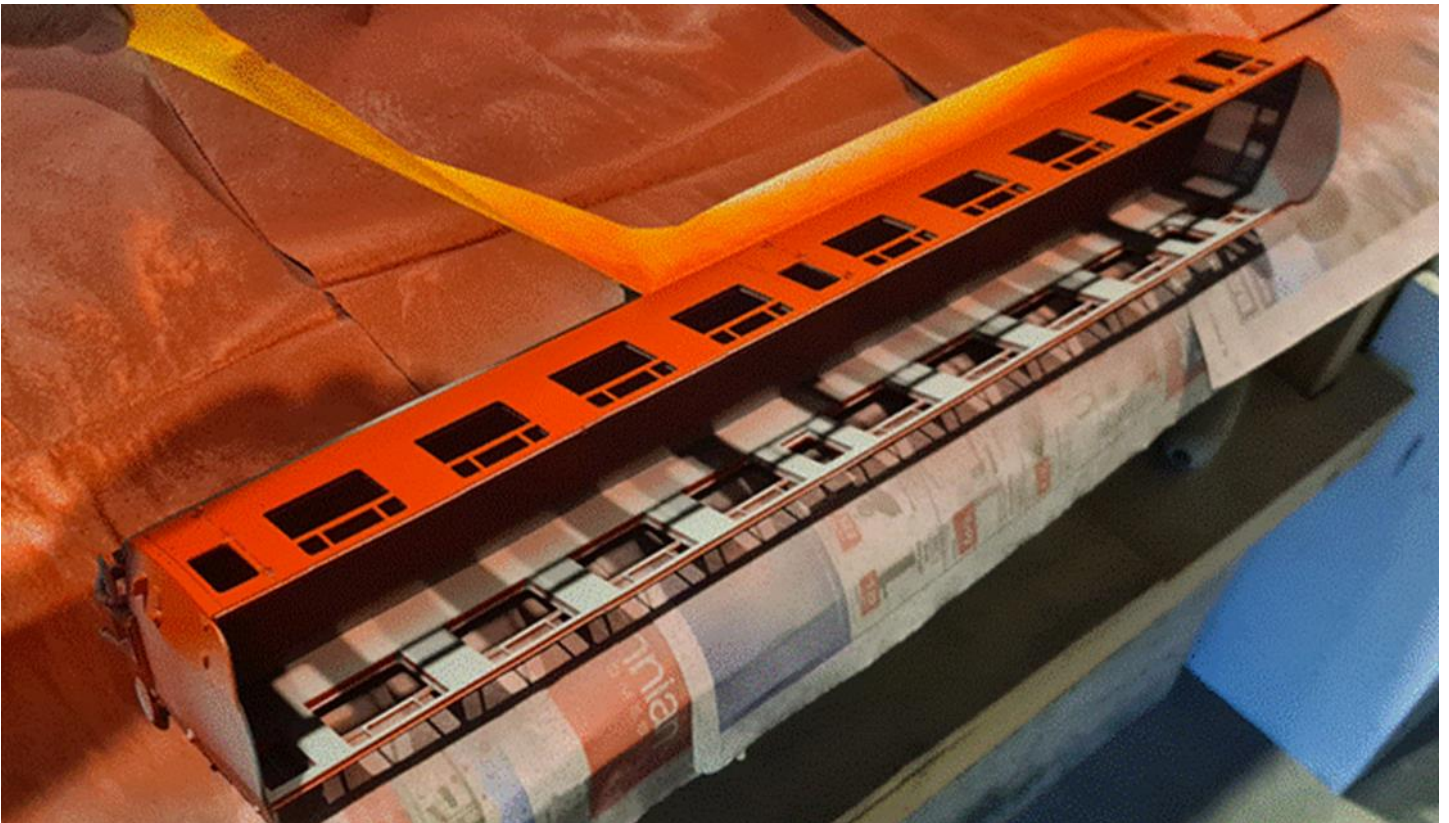
First coat freshly applied.

For all the spray paint applications, I started the sprayer off the work aiming at the adjoining newspaper. Immediately the sprayer started, I moved it steadily and evenly across the whole area coming completely clear of the work on the far side before coming back again. The nozzle was released only when the spray had cleared the work back where it had started. The sprayer nozzle was about 150mm away from the work and angled at about 45 degrees on both the x and z axis, first one way and then the other on the return pass to get at the sides and ends of the projections. Immediately following these passes, the work was turned lengthways by 180 degrees and two further passes were made, as described above, to pick up any missed bits around the projections. This ensured an even coating throughout.

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Rubbing down the first top coat prior to washing and applying a second.



Removing the masking tape following the second top coat. N.B. the over spray on the ends is helpful since these were also nominally "maroon" as well. However, this was normally masked with a high degree of dirt since these areas were hardly ever washed. So, a small amount of red showing through this would be useful.

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A finished side together with one of my sample photos. They appear reasonably comparable.

3. Conclusion



The full rake of eight carriages painted.

Completing the painting of the sides was another big step and gave me a lot of confidence and satisfaction. However, lurking around the corner was the next job: applying the decals including the side lining.



The buffet car with its decals fitted. The fitting of these will be described in the next article.

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.



NEWS UPDATE

We are nearly there,, I know this because the caterer is asking for numbers, and the T shirt guys want a piece of me as well,

So now that it is butt kicking time I am sending out a heads up to get your late registrations in, please.

For those of us with any special dietary needs, we would like you to flag this with a note to us on your form.

For those not bringing their own cars transport can be arranged to and from our local railway station or bus depot. Please advise your requirements with a note on your registration form.

And for those who need to talk to us please contact Lloyd on (06) 370 3790.. Or alternatively you could call Warren on (06) 379 6411

Completed registration forms can be sent by post to L Dickens, 55 Titoki St, Masterton 5810, or by email to Lloyd.dickens@wise.net.nz

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

Your Registration Form is included with this newsletter.

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.

Readers Pictures



Work on the Wilson Valley Railroad - Andrew Wilson.

Above - Replacement temporary bridge for summer running.

Below - Starting to rebuild the loco depot Wilsonville.



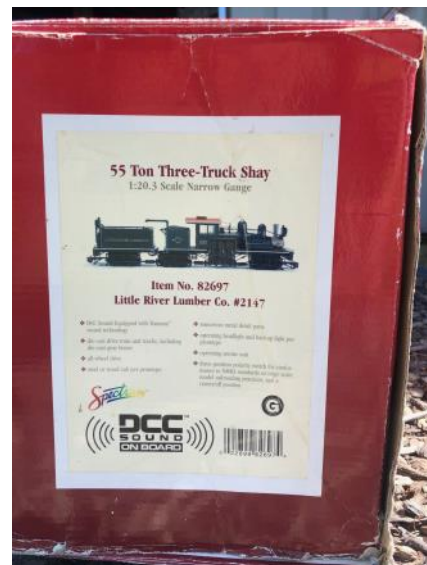
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NEXT ISSUE PREVIEW



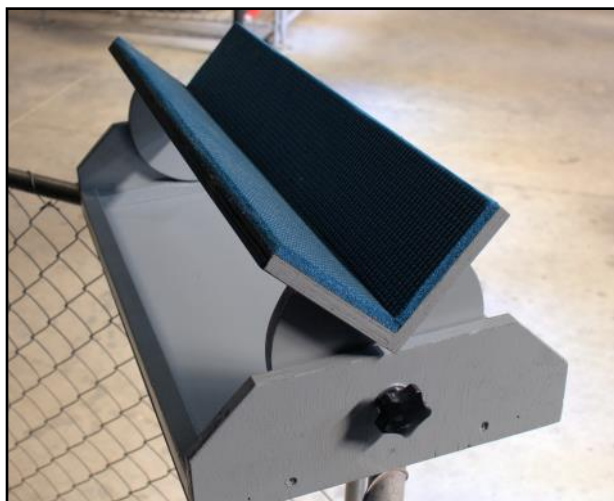
The British Railway Mark One Carriages 14: Applying the Decals

By John Boyson, Pokeno

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Made by a professional cabinet maker, this versatile tool makes servicing of locomotives and rolling stock a pleasure.



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COMING EVENTS

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

Do you know of an event?
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A free digital magazine produced by garden railroaders for garden railroaders

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Model Supplies

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Ph: 021 2646 945



Club Meeting	Club Contact
<p>December 9th (Saturday)</p> <p>Tim Auld's 748 Waitakere Road Kumeru</p> <p>End of year meeting and BBQ Dinner please bring some meat plus a salad or dessert.</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>December 3rd (Sunday) 1pm</p> <p>Brendon Clarke 6 Alton Grove Masterton</p> <p>December 17th (Sunday) 1pm</p> <p>Christmas do Warren Stringer 187 Park Road Carterton</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>December: 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>December 10th (Sunday) 11am</p> <p>Bill & Margaret Stanley's Pirific Railroad, Christmas luncheon and running day 23 Grangewood Drive, Lincoln</p> <p>No track power</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>