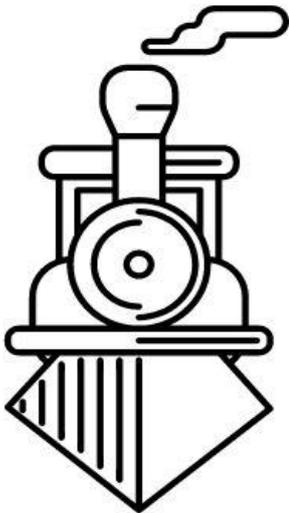


THE GARDEN WHISTLE

NEW ZEALAND LARGE SCALE NEWSLETTER



MAY 2024



THE GARDEN WHISTLE

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May 2024

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[Cover photo](#) — Andy's Leek and Manifold engine in steam.

Photo supplied by - Chris O'Brien.

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 April 2024 meeting

For our April meeting we travelled a bit further than normal and headed down to Whangamata to visit Andy Murrays and his garden railway. We went down on Saturday April 6 as this date avoided Easter, the Whangamata Beach Hop and the school holidays. Saturday was chosen so if anyone wanted to stay overnight in Whangamata they then had Sunday to visit the Goldfields Railway in Waihi or the Victoria Battery Society at Waikino. The weather cooperated and gave us a lovely autumn's day with a bit of cloud, sunshine and light winds.

Andy's place is about 1.5 km south of Whangamata on the Waihi Whangamata Road. The railway does not have track power so Andy runs battery or live steam. Andy's place is roughly wedge shaped with the wider portion at the rear. The house is built close to the road and behind the house it slopes down to a gully before sloping back up to the rear boundary.

Andy has dug into that rear slope and has levelled off an area on which he has built his railway and his railway workshop building. The earth that he dug out has been used to fill planter boxes so the railway is elevated at a comfortable level. He has a yard and steam up area under a verandah roof and the track has two loops allowing two trains to circulate at the same time. This railway has a rather unique feature which I haven't seen anywhere else and that is a twin track tunnel that runs underneath a wood fire pizza oven. Andy fired up that pizza oven and I hear that he made some rather tasty pizzas for the visitors.

We had a good turn out of members to our meeting and a number of people brought battery powered or live steam trains to run. Michael Hilliar ran his Galloping Goose and then after that he fired up one of his live steam loco's and ran that with a train of field railway wagons. I had my Baguley diesel which I ran with a freight train. I also took my battery powered Mamod tram engine and small Fowler diesel loco. Andy ran a battery powered Mogul and train after which he fired up and ran his Roundhouse Leek and Manifold live steam engine which has been finished in a rather fetching green colour.

We had a lovely afternoon running and watching the trains. I can report that everyone enjoyed the visit and I'm sure that we will be making more visits to Andy and his wonderful railway. On behalf of the Auckland society I would like to thank Andy and his partner for being wonderful hosts and allowing us to visit his railway.

Our May meeting will be at the Motat railway steam day on Sunday 19 May. The plan is to have a small portable railway on which to demonstrate running battery powered trains plus demonstrate the preparation and operation of live steam engines. I'm looking for a rolling road to use for the live steam demos and would like at least six people to run the trains and demonstrations. If we have six people that will mean you can take some breaks to look around the activities which will be happening around the MOTAT 2 site.

I'm still looking for people to host meetings this year. The meeting doesn't have to be purely garden railways we are interested in other railway activities so could visit an indoor model railway in a smaller scale or maybe we could have a film evening at your man cave, we are open to suggestions. If you can host a meeting please let me know by sending me an email to robert.graham@aucklandcouncil.govt.nz or grahamclannz@xtra.co.nz

Robert Graham

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Andy's Leek and Manifold engine and train - Photo Robert Graham.



Robert Graham's Baguley loco - Photo Chris O'Brien.



Pizza oven in action - Photo Chris O'Brien.



The Covered yard and steam up area - Photo Robert Graham.

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Michaels work train - Photo Ray Williams.



Train coming out from the tunnel under the pizza oven - Photo Robert Graham.



Members chatting and enjoying trains - Photo Ray Williams.



Mamod steam tram on bridge - Photo Robert Graham.

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Andy Murray making adjustments to his train - Photo Ray Williams.



Andy's Leek and Manifold train - Robert Graham.



Mogul crossing the bridge - Robert Graham.



Michael steaming up his loco - Photo Robert Graham.

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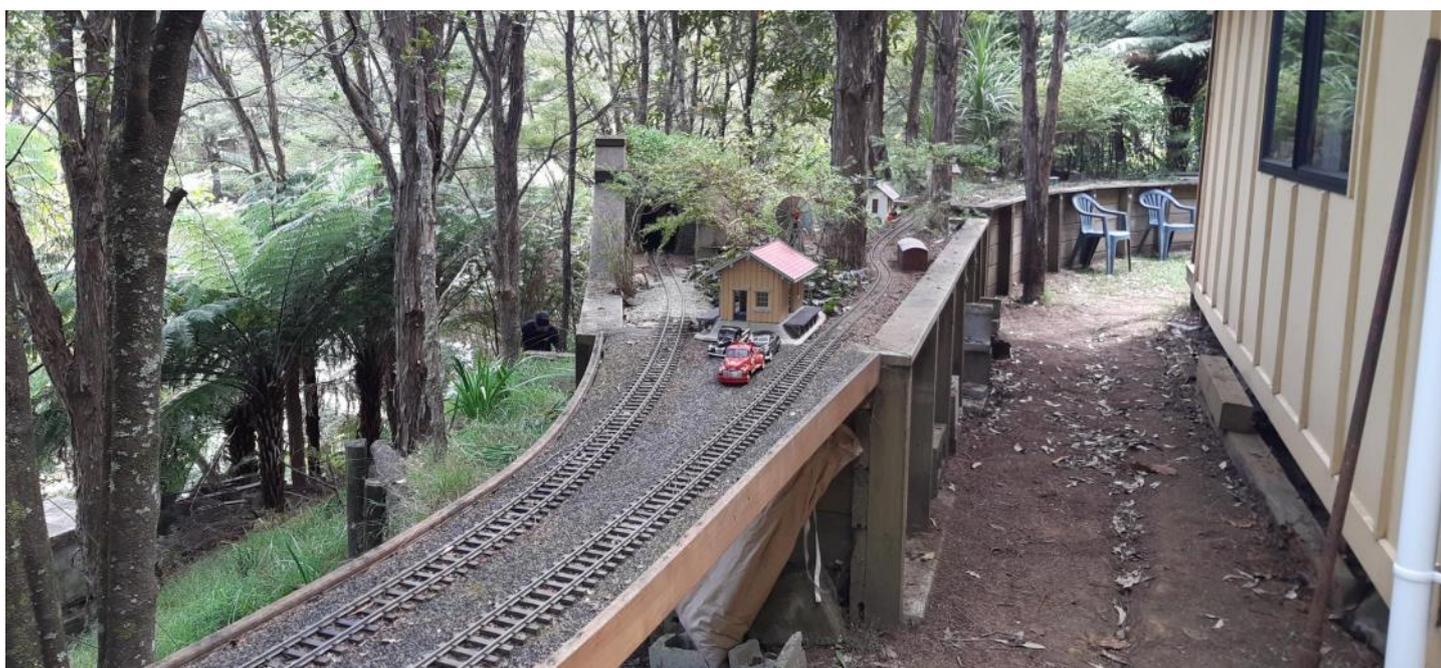
Michael's loco in steam - Photo Robert Graham.



Mikes Galloping Goose - Photo Robert Graham.



Mogul heading into the covered area - Photo Robert Graham.



View around the railway - Photo Robert Graham.

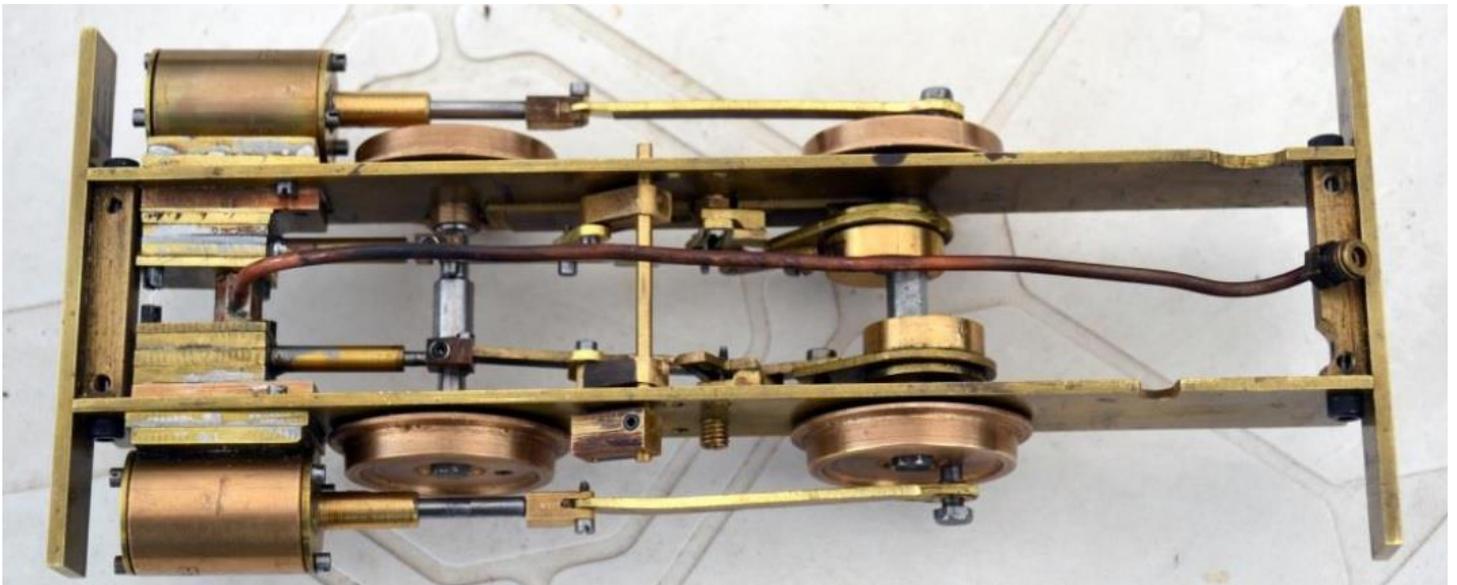
From the workbench

Photos and Article - Dean Farrow

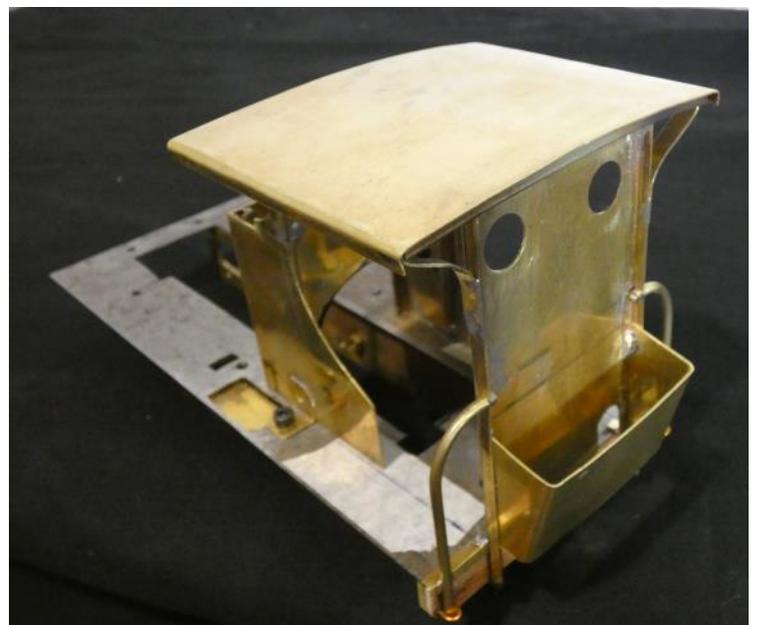
Dean's Dubs A finally completed

I started this project back in 2014, then in 2018 I reported the progress on my Dubs A locomotive.

At that stage I had the boiler, burner and displacement oiler made and the basic running chassis.



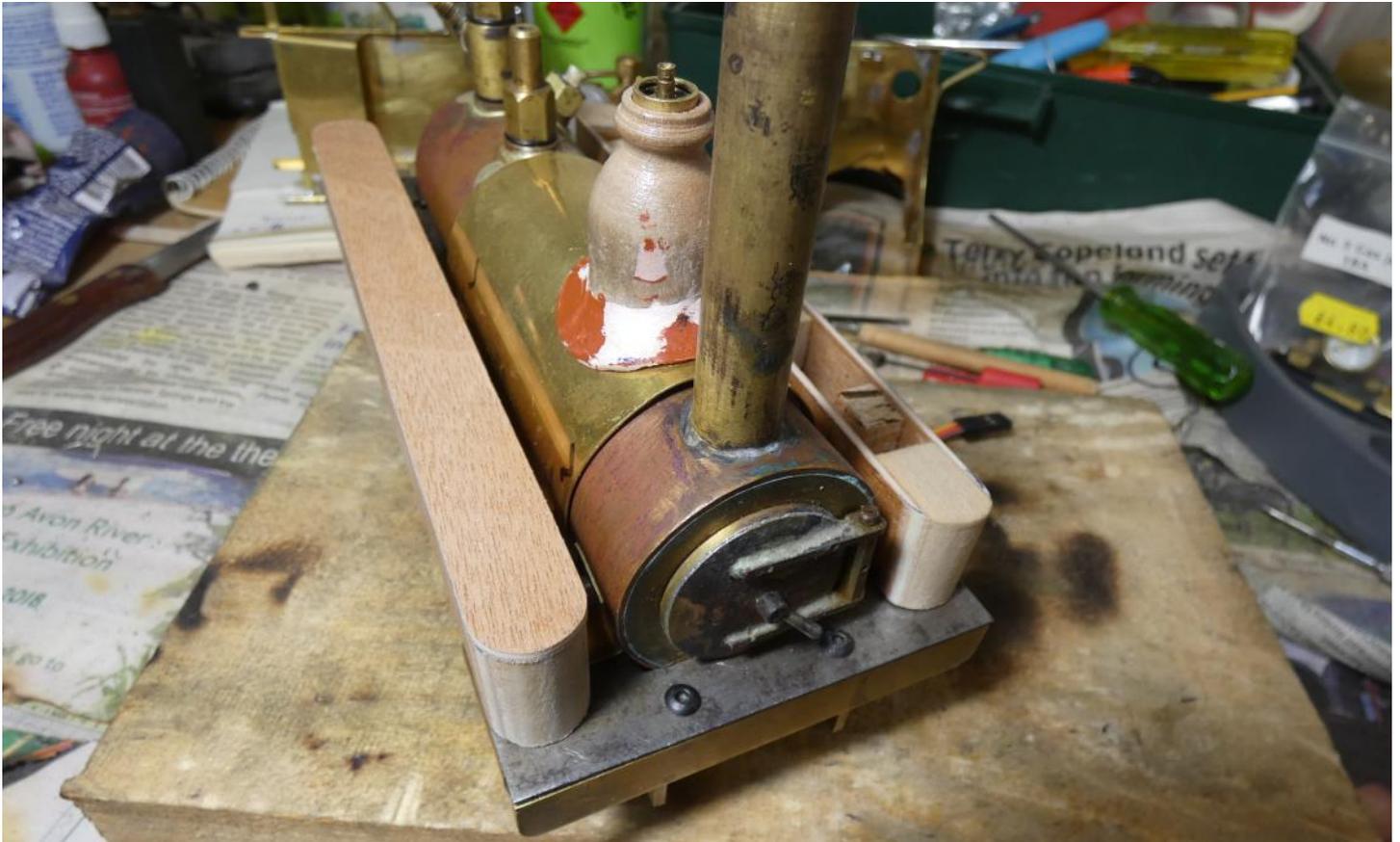
After another considerable break, I returned to the project by mounting the boiler, and starting to make the cab assembly.



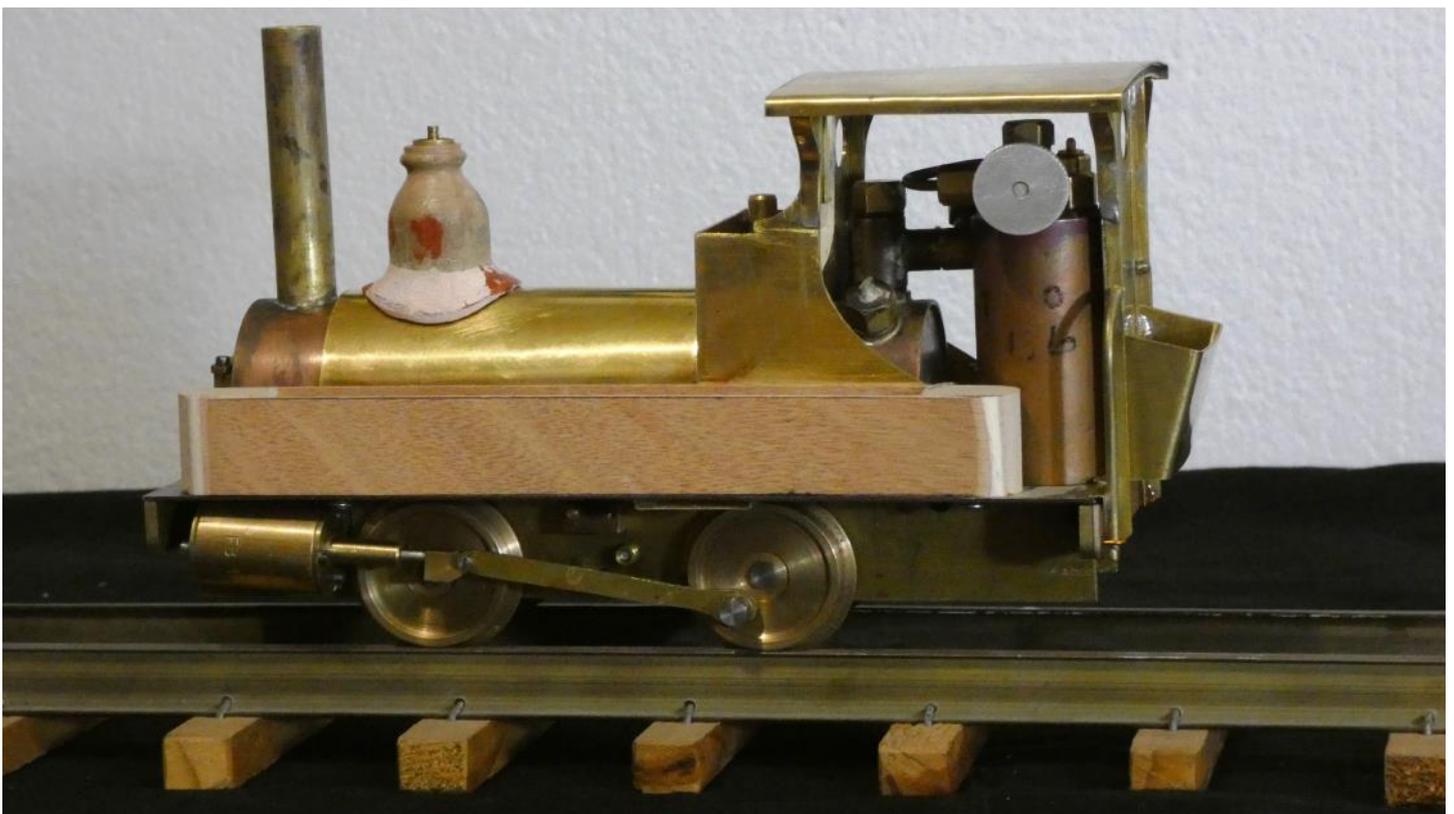
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The smoke box and two side tanks were added. The steam dome was turned from a piece of dowel.

Bog was used to form the base of it.



The loco at an early stage.



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It soon became obvious that there was no room for the radio receiver or batteries in the loco. A wagon that had kindly been given to me, became the solution. The batteries are mounted below the floor to keep weight low.



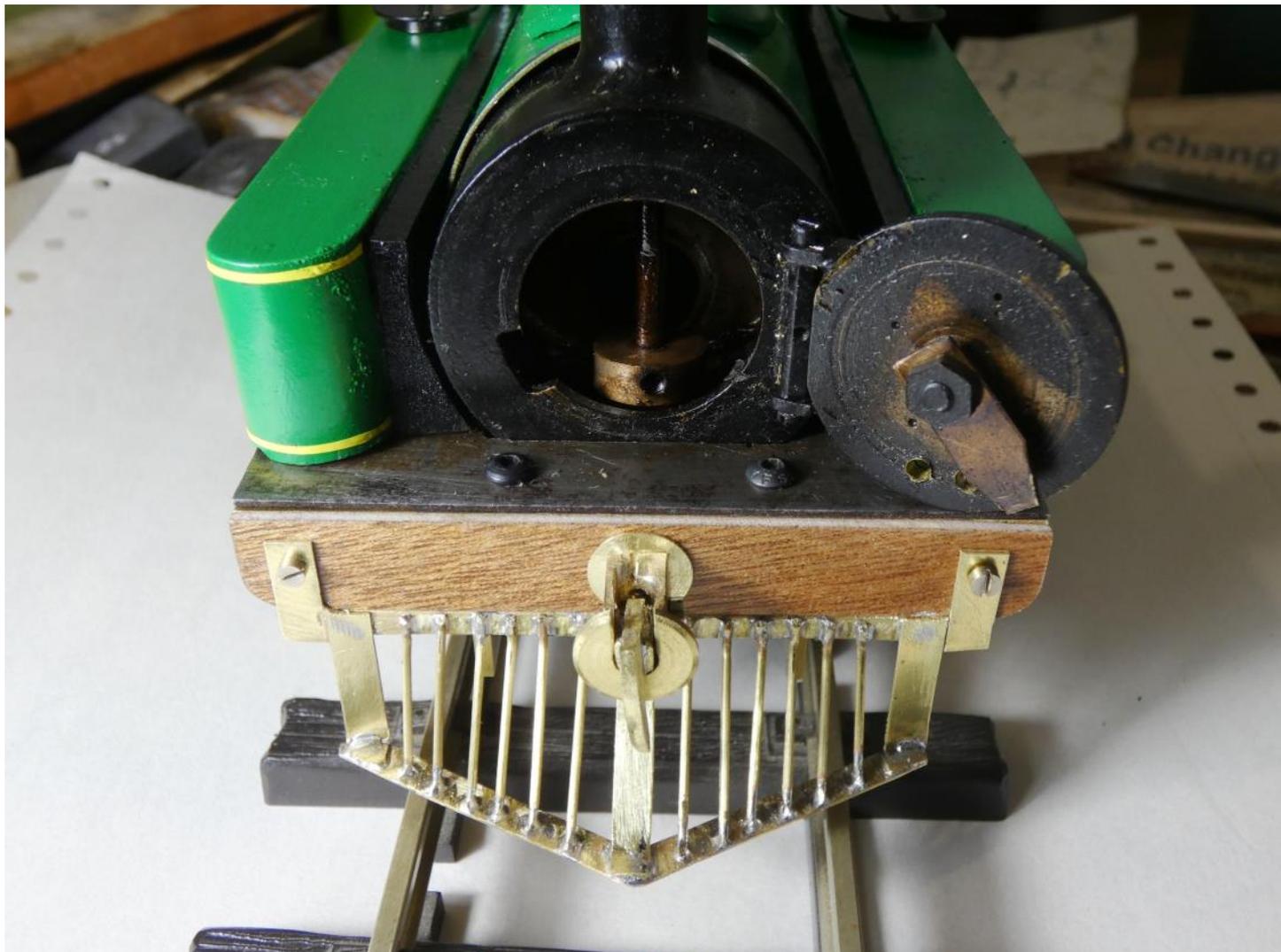
I had intended to only have control over the direction, stop would be between forwards and backwards. However, this was soon found not to be a good idea. A throttle control was also needed. This servo has ended up being mounted under the cab roof using double sided tape.

The driver was kindly 3D printed by a fellow member.



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The cow catcher was fabricated from brass. So too were the couplers.



The front and rear lamps are made from wood. The face was unintentional.



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All of the components before assembly.

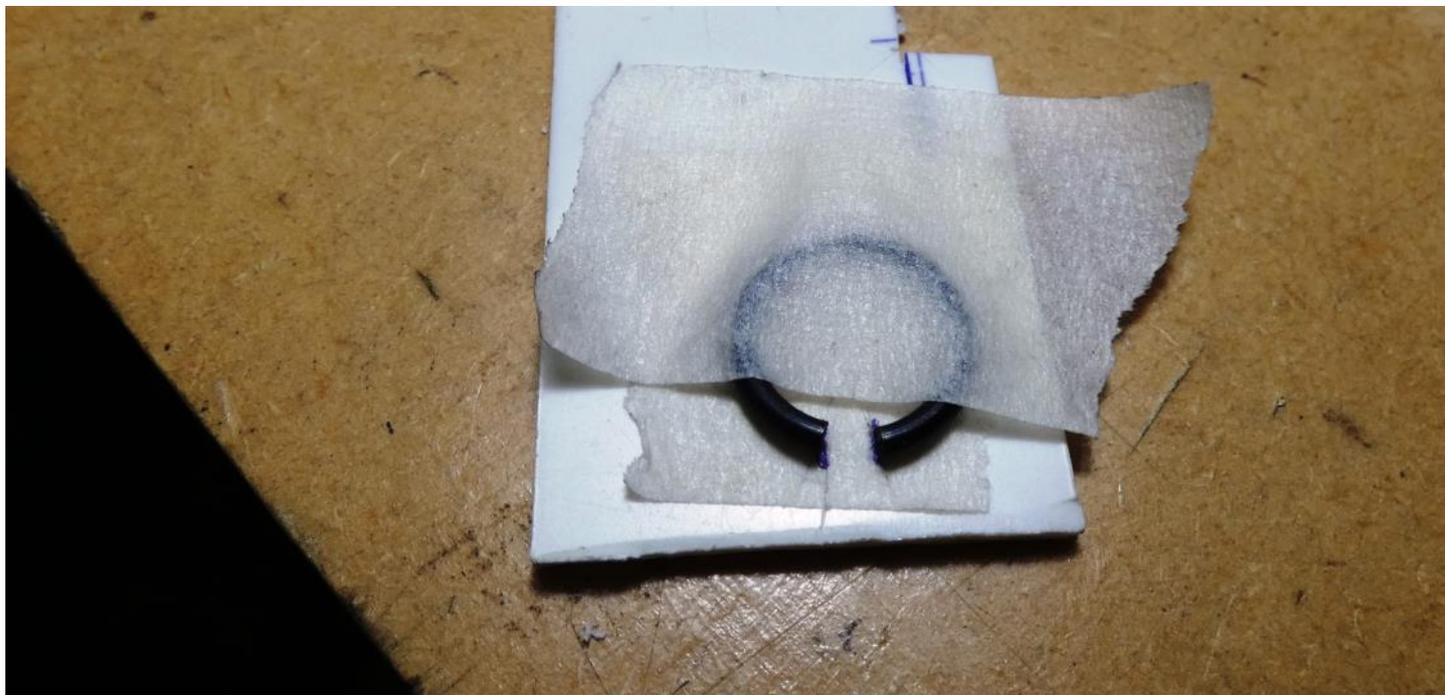


It still needs the A 64 marking on the front beam.



And, yes, it does perform well, even up my incline.

Information: The slide valve faces were lapped with grinding paste against a piece of glass. The pistons were grooved to take an O ring. The rings I had were oversized, so I took out a calculated piece. The split rings were easy to fit and remove if necessary.



The maximum boiler capacity is only 100ml, some spare space must be allowed. The butane tank holds approximately 16 grams. The burner jet is a size 6. It takes 5 minutes to raise steam using HOT water. I get about 20 minutes run on a fill. I have been using a bulky stick transmitter, but have now changed to a hand held one, with knobs.

I am relieved that this model is now, in 2024, complete.



Tereina - Deltang DMS2 2.4GHz Radio Control back available

Available now (direct replacement to RCS)
Dual Use centre notch both Ch1&3 plus F2,F4 & F5
controller for battery and live steam control
Manual & Autobind Receivers
Cobra160 3A & Cobra260 6A ESC
Servo triggers for sound systems
Servo trigger Lyn & 3Chime Whistle modules



Contact Chris cdrowley@xtra.co.nz

Christchurch Garden Railway Group Meeting

Report - Editor, Photos As Credited

Christchurch Garden Railway Group Meeting

Our April meeting was held at Mel and Claires in Sumner, the Sunday turned out to be a nice warm autumn day. Their home is high up on the Sumner hills with great views of the ocean coastline, the layout is DCC powered and is built on the hill with steep grades which creates interesting traction challenges with locomotives. Many trains ran on the day using track power, battery and also live steam. Thank you Claire for the delicious afternoon tea and also Mel for an enjoyable running day.

Also to note the May meeting is at the Rod Benders Clubrooms on the 12th, the AGM will start at 1pm sharp so please submit any information or requests to committee members prior to the meeting if possible. We will have the clubroom from 9am thus enabling work and testing to be carried out on the Little Toot Layout before Ashburton Train Show, this will provide an opportunity to run trains also you can bring anything you wish to show and tell this could be a recent purchase or project that you are working and don't forget to bring anything railway related that you may wish to sell.



Ian's Forney crossing the viaduct and Andrew's Mallet at the top of the spiral heading for the trestle bridge - Photo Andrew Wilson.

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Noel's Mallet taking on the grade with Mel's passenger train in the background - Photo Editor.



Douglas's mixed freight train - Photo Editor.

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Ian's Forney on the Trestle and Noel's Mallet on the downgrade - Photo Editor.



Mel's Passenger train - Photo Editor.

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Dean's NZR model T heading up the grade - Photo Editor.



Dean's NZR Dubs loco in steam - Photo Andrew Wilson.

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The sea view! - Photo Editor.



Clifton Station with members watching trains pass in the background - Photo Editor.

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Ian's battery powered Forney on passenger duties - Photo Editor.



Noel's Mallet taking on the steep spiral - Photo Editor.

Wairarapa Garden Railway Group Meeting

Report and Photos - Lloyd Dickens.

Wayne Haste Summer Running Day

Wayne usually gets a couple of running days, one in the summer and one in the winter as he has a extensive indoor layout in G scale.

Wayne's out door layout is a simple loop on a raised platform which is covered when not in use. As Wayne uses DCC on both is layouts the outdoor loop is wired for Digitrax's Loconet. Wayne has multiple connectors for Loconet around the layout. These a protected from the weather by a removable board. On our arrival the DCC was going well.

I setup my Isle of Man railway set, which is battery powered and off I went. Not too much latter the DCC system stopped working, the Loconet had gone to sleep. Even the Wi-Fi connected phone would not work. Soon I was asked to take the railcar off but this did not fix the problem. A phone call to the local expert did not help either. Dean now realised that it worked ok till Wayne plugged his controller into a different Loconet connection. It turned out that moisture and dirt got into the connector. Wayne sprayed them with a CRC product and Dean cleaned the connectors and all was well. Loconet woke up and we where all running our trans again. With only 4 of us attending afternoon tea was plentiful. We are having a problem this year with attendance, plenty of travel and other distractions.



Waynes Loop.



DCC finally working.



Dean watches my Railcar go on its way.

Simon's Simple Scenic Tips 03

Photos and Article - Simon Sharp (AGRS)

The Yard Freight Distributors



Unforeseeable circumstances have led to a delay in additions and alterations to the Ore Valley. Basically I broke my hip at work which led to nothing being done until January, and the offer of a load of Peco HO track in exchange for selling off the Hornby trains that went with it.

Looking at the layout with fresh eyes what I required was a view blocker between the freight yard and the mainline that ran between it and the back scene. The first idea was a couple of Internet photos enlarged and stuck to board. The Result was ERB Hardware, a mid western US building, seen on the right of the above picture. I did have a second building but it always looked to modern and has now been replaced by the building on the left which is what this article is about. Those who think that buildings should be solid and not low relief are advised to look at the pictures and move on.

Before the accident at work we were having an internal rebuild. A piece of 8X2 60 cm long found its way into the skip and then to my car for use on the railway. The piece of wood was placed on the track-side as a scale this can be seen in the next photo.

I had available some balsa strips approximately 15cm long which led to a decision to make this building wooden. As this was going indoors this would not be a problem. First of all a warehouse door downloaded from Scalex Racers Industrial buildings page and enlarged from 1:32 to 1:24. This was glued centrally onto the wood and left overnight to dry out. The wooden strips were first placed and fixed either side of the doors. Once dried the ones across the top were added. A Dapol platform canopy was halved lengthwise and added over the top. Corrugated card available was fitted as a glass roof was not required.

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If the building was to go outdoors I would suggest that lines should be drawn in pencil and either a Dremel or chisel used to put the indentations in the wood. The impression sought is concrete block construction and once prepared either paint concrete or your favourite business's colours.



Photo showing the depth affect it creates on the layout.

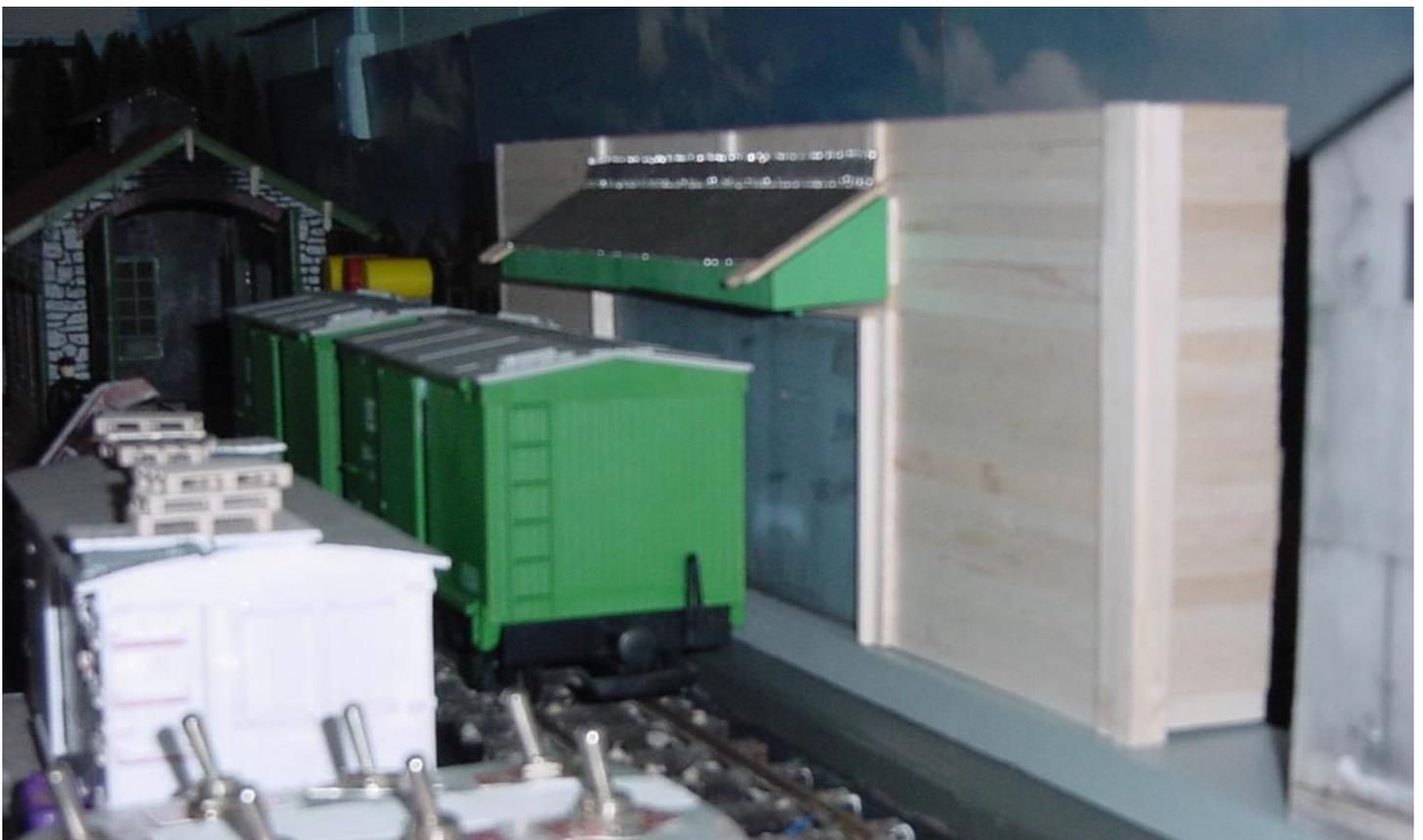


Photo showing completed building with boxcars being loaded.

Riding the Rails Part 2

Article and Photos - Editor

Before heading to the 2024 New Zealand Garden Railway Convention in the Wairapa back in January my father (Noel) and I decided to tick something of the bucket list thus doing the Forgotten World Adventures (FWA) rail journey riding the railway line in modified golf carts (<https://www.forgottenworldadventures.co.nz>).

The FWA started back in 2012 when Ian Balme decided to turn the old railway line into a tourist attraction, the Stratford–Okahukura Line (SOL) was opened in 1932 and the 142km line was designed as a secondary route between Auckland and Wellington in case Ruapehu erupted and destroyed the main trunk line. It also served to carry coal from places now consigned to oblivion like Tangarakau and Tatu, The SOL struggled with lack of funding and maintenance, which meant a number of speed restrictions were put in place on the rail line. In July 2002 a fatal derailment occurred at Te Wera, and with a number of other incidents which caused problems with operations and after an incident in November 2009 which involved a wagon derailment causing 8 km of damage to the line that eventually became the end of trains running on the SOL.

So with FWA there are multiple trip options which are ½ day - Tokirima Taster or Rail River Run, full day - The Republic, 2 days - The Ultimate or The Expedition and 4 days - The Epic, we opted for the republic tour.

We started off our 82km journey between Okahukura and Whangamomona stopping along the way for refreshment stops and getting local history from the tour staff, heading along the line and passing through forgotten townships first was Matiere known for bricks for railway tunnel construction in the area and timber for crate production.

Ohura was another town we passed thru, once a rapidly thriving district but went from boom to bust and the rail began the boom

and coal and farming kept it thriving but now very little exists except the old prison which closed down since the high security prison lacked security. Continuing along the line we reached the sidings for the Tatu State coal mine at Mangaparo, the coal was brought down from the mine by an aerial ropeway which was three and a half miles long to carry the coal buckets 135ft high up in the air to the rail line.



Starting off on the trip in the golf carts.

We stopped at Tokirima for lunch, this town was known for New Zealand's smallest Post Office and Savings Bank which could fit the postmistress and a couple of others, next stop was Heao this is where the two ends of the lines met on 7th November 1932. It took over 30 years of construction interrupted by WW1 and was the most difficult and expensive rail line in New Zealand history, about 4000 people watched as Prime Minister GW Forbes drove the last spike in. As we were traveling along the line we were unwittingly passing over large timber trestle viaducts, these were constructed across the gully's and then spoil from tunnels and cuttings filled the valleys hiding their very existence. Next was onto Tangarakau this was a town that was also known for coal, it used its coal supply for two steam generators one for the town and one the railway construction.

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The generator for the railway construction supplied electricity to a compressor for the machine to drill explosive holes but also to electric locomotives that ran on a temporary line for railway construction sites, Tangarakau had a population of about 1200 people now it has a population of 9 also it is 45km from the sea and 200m above it but 15 million years ago it was under water and now fossils from the sea are found in the area.

After traveling through 20 hand-built tunnels one of which was 1.5km long and crossing multiple bridges the end of the line for us was Whangamomona known as the self-proclaimed Republic this was brought about when regional council boundaries were redrawn and Whangamomona objected to being part of Manawatu-Wanganui Region as they wanted to continue being part of the Taranaki Region, on 1 November 1989 they responded by declaring themselves the "Republic of Whangamomona" at the first Republic Day it began as a protest but the town continued to hold Republic Day once a year so a vote for president could be held. Now days Republic day is held every 2 years and previous Presidents have included a goat and a poodle, the Republic has its own flag and passport which can be brought and stamped at the Hotel. We stayed at the Hotel the night which this quirky place seemed to be the only excitement of this quiet sleepy town which 'shut up shop' about 8.30pm, the next morning we headed back to Taumarunui via shuttle bus on the forgotten highway this is the only section of state highway in New Zealand to be unsealed, but currently they are sealing it due to rental car companies complaining and finally passing thru the Moki Tunnel also known as the Hobbit Hole Tunnel before we returned to the beginning.

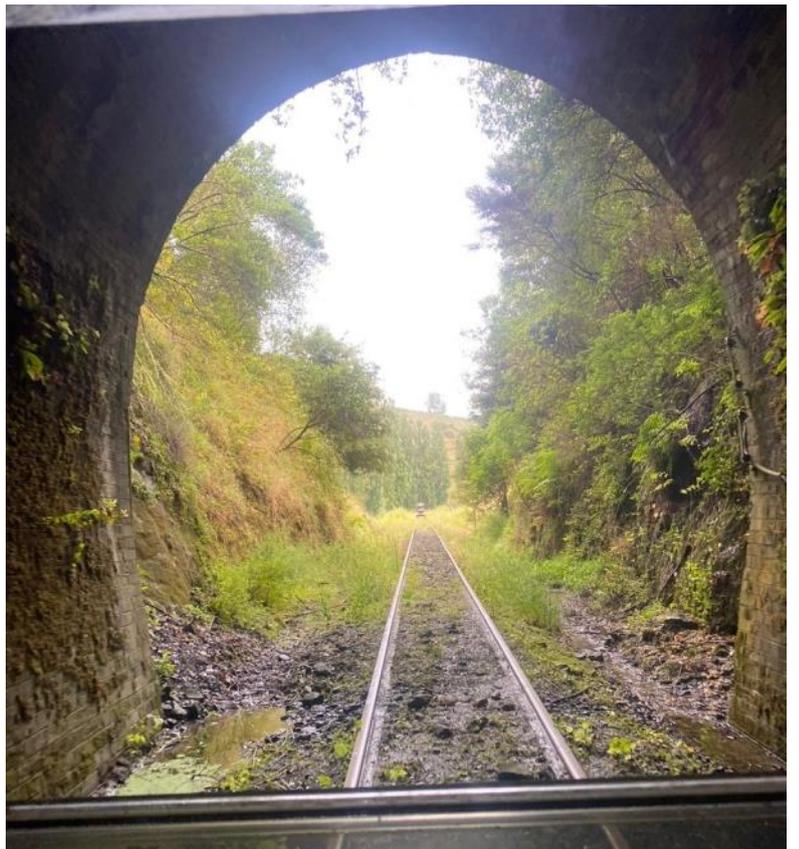


Left shows an example of the brick lined tunnels which came from Tuhua near Matiere, Right shows their tribute to the classic New Zealand movie - Goodbye Pork Pie

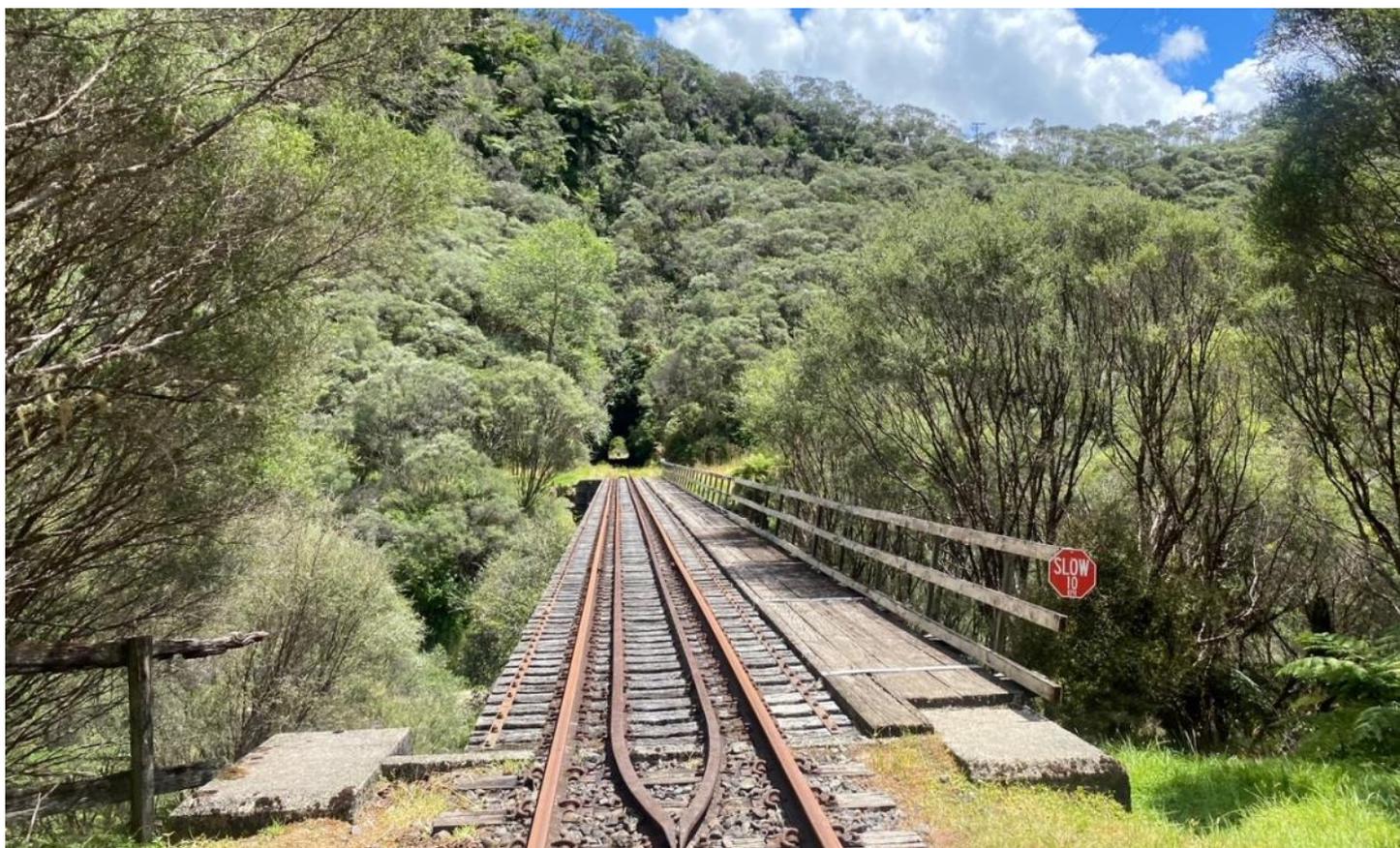
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Some of the natural and man made tunnels on the line.



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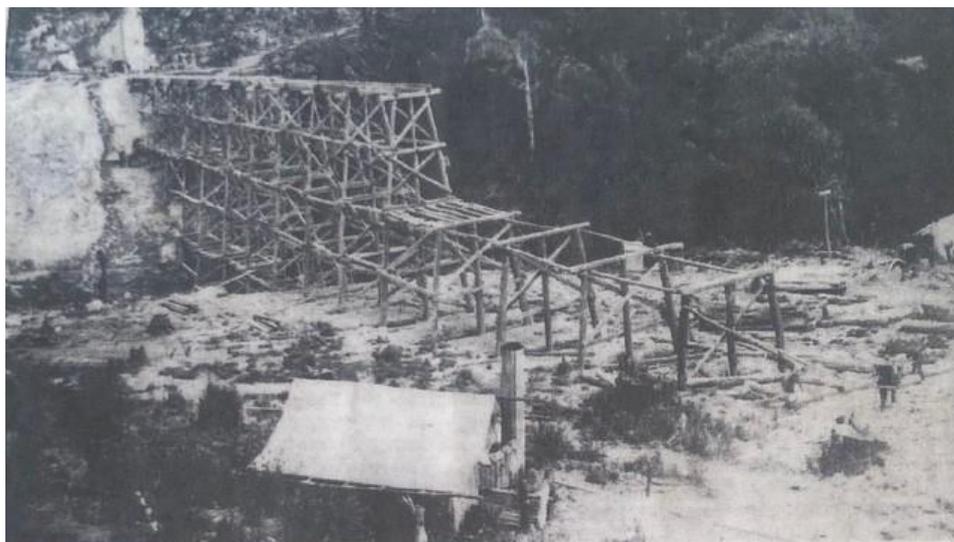
Some of the scenery as you are travelling along the line.



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Tangarakau sign as you enter the township population is only 9 from the 1200 it once was.



Construction photos of the large timber trestle viaducts, you would not realize that you were passing over these as their very existence is now hidden with earth. Apparently the timber has been tested and still structurally sound.

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Entering the Republic - Whangamomona



Passing thru the Moki Road Tunnel also known as the Hobbit Hole Tunnel.

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Tales from the West Highland Railway in New Zealand

British Railway Mark One Carriages 18: Glazing and Some Touch Ups

Author: John Boyson



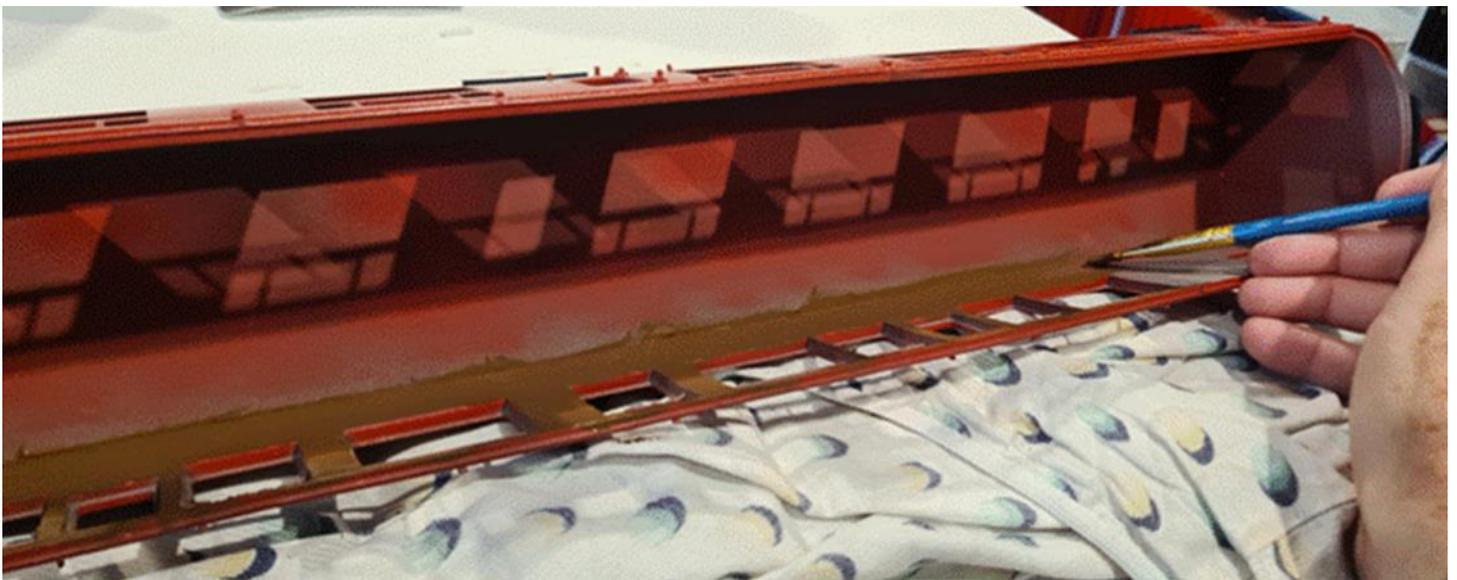
Five coaches fitted with glazing.

1. Introduction

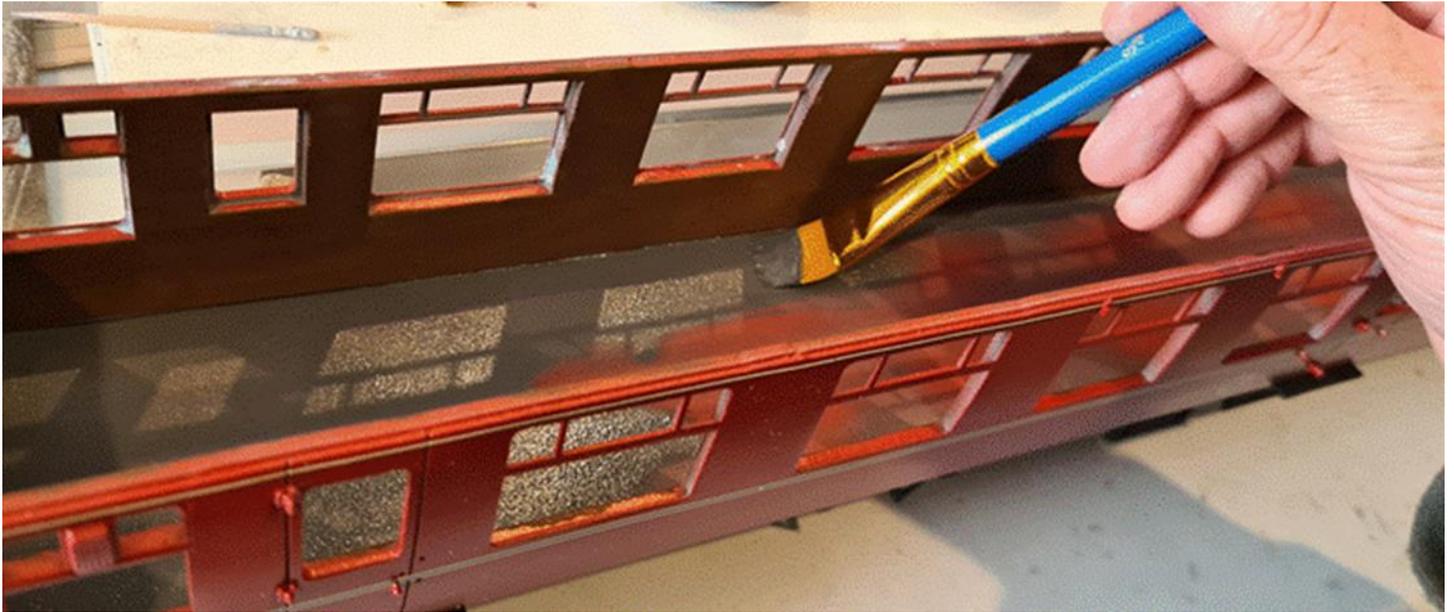
With the exterior of the carriages largely complete, it was time to finally fit the window glazing. As has been previously described, the body sides had been formed with recesses on the insides for these. Once the panes were fitted, frames were inserted to close things off.

2. Preparation

Prior to starting work on the windows, the internal sides were painted brown to represent the wood veneer finish of the earlier mark one builds. Then, the floors were painted matt grey to represent the linoleum surface present on most of the stock (the first-class compartments will ultimately gain something to represent the carpeted finish for these).

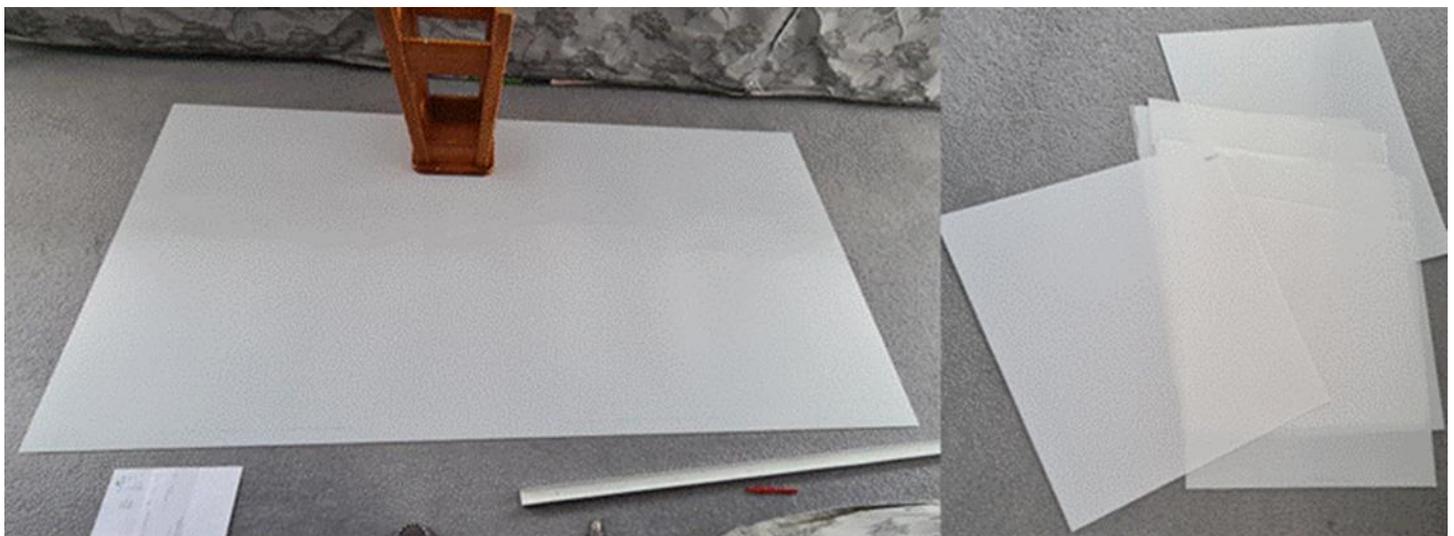


Painting the interior sides brown.



Painting the floor

The panes themselves were formed from 1mm sections of clear polycarbonate. As is my way, I buy this material on an industrial scale from a supplier in Auckland who sells it in 1.2 by 2.4 metre sheets. The various individual panes were cut out with the 3 in 1 cutting machine. In all there were some 750 of these! Despite this, I still have plenty of polycarbonate left for the interior windows and future projects!



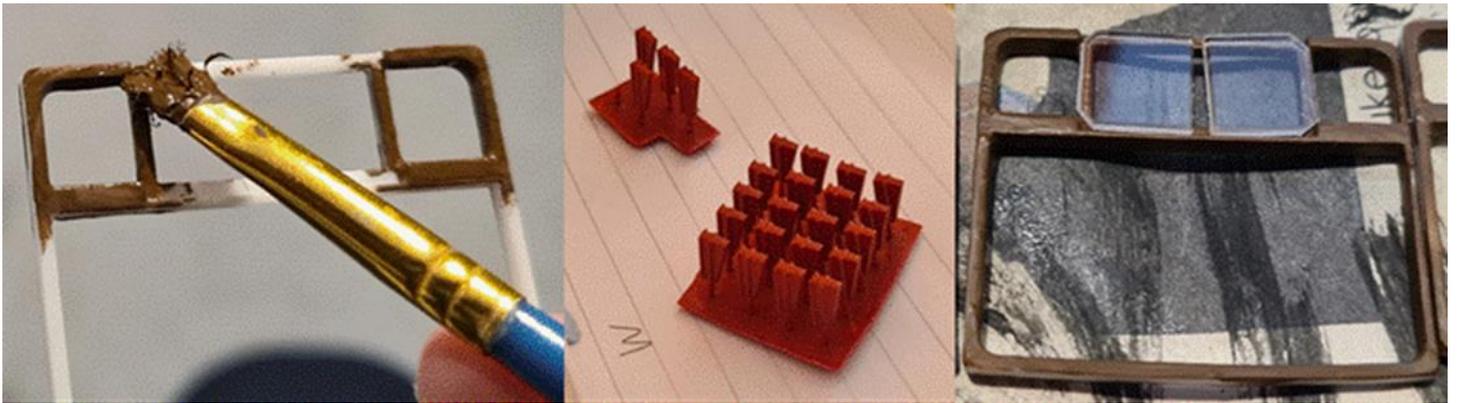
1.2 by 2.4 metre sheet of clear polycarbonate ready for cutting up and on the right the batch of eight 600mm square sheets which are plenty big enough and far more manageable for the current and future projects. Total cost about \$90.

3. Fitting the Panes

3.1 Preparing the Standard Passenger Accommodation Window Frames and Sliding Top Light Panes

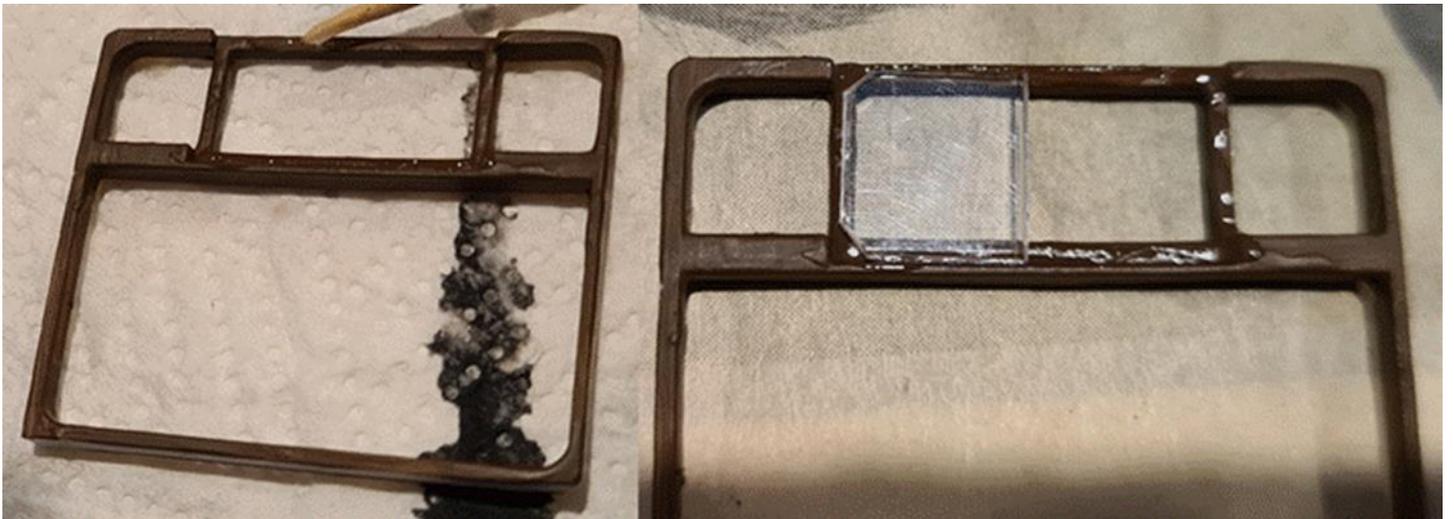
The frames were firstly painted brown to reflect the wood they were fabricated from. The centre bars dividing the sliding panes were also painted red to match the external carriage colour and brown on the inside face to match the interior. Following this, the sliding panes were test fitted. I found it prudent to chamfer the corners where they meet the outer top light panes to obtain a better fit as can be seen next.

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Painting the frames and central dividing bars with a pair of top light sliding panes prepared for assembly.

With the panes prepared, a light smear of extra strength Araldite was applied around the relevant parts of the frame. The left hand central sliding pane was then dropped in place.



Frame being prepared with glue and left top light sliding pane being fitted

Next, one of the divider bars between the sliding panes was prepared by applying a tiny sliver of glue to the groove along each side ready fit the panes. Then, the remaining right pane was fitted to the relevant groove. Finally, the pane and bar were slid carefully into place to complete the sliding panel assembly. These were then put to one side to set.

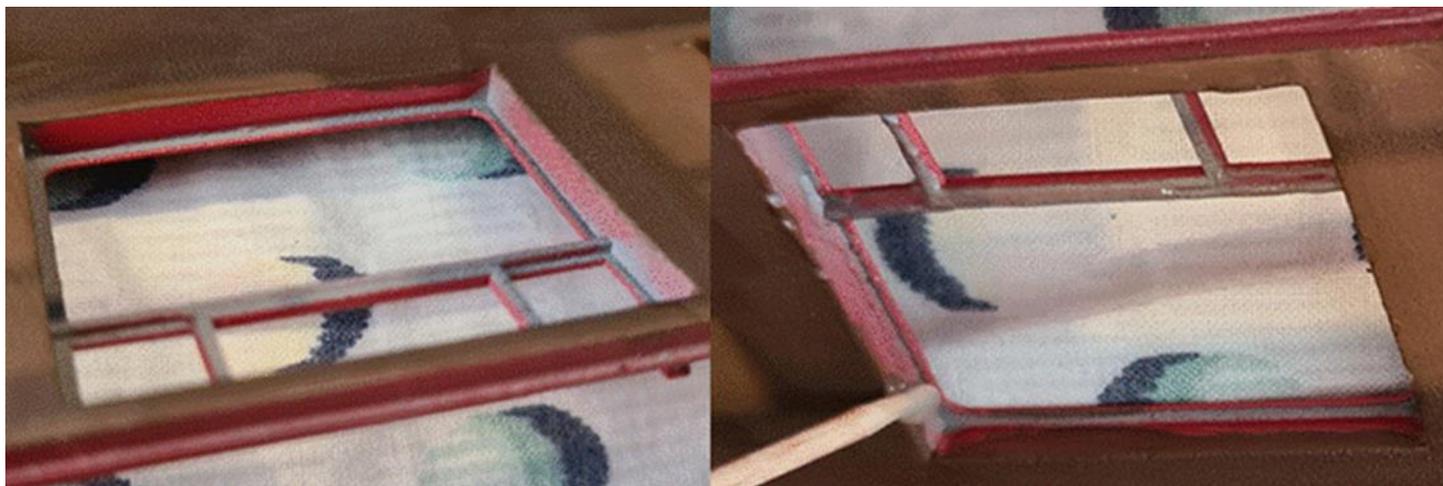


Sequence of fitting top light sliding window elements to a frame.

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3.2 Completing the Standard Passenger Accommodation Main Window Assemblies

With the sliding panels fitted, the remaining panes were added to the relevant recesses in the body sides. A light smear of araldite was carefully applied the body edge of each of these rebates avoiding the rim to minimise the risk of smearing the visible parts of the panes.



Bodyside window opening for passenger accommodation as printed and with glue being smeared along edge of opening but not along rim.

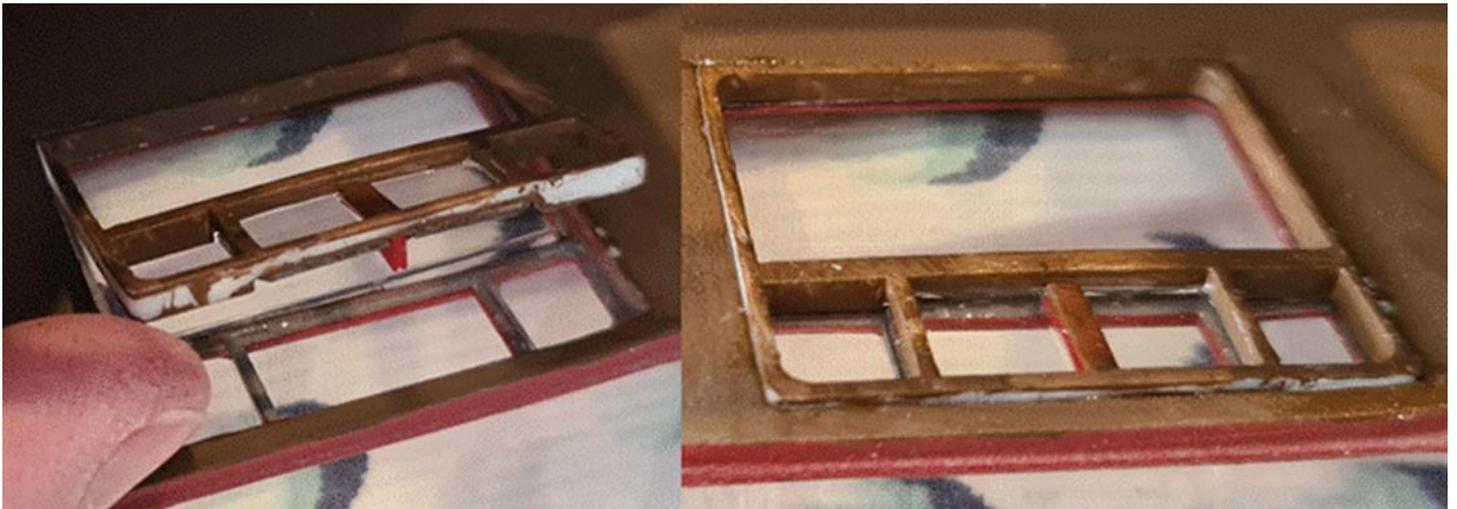


Fitting the panes into the appropriate recesses in the passenger accommodation window openings. For the initial insertion on the left, the panes were held by their edges and placed end on in the lower edge of the relevant recess. Then a clean cocktail stick was used to press each pane home without putting finger marks on them.

With panes fitted, the frame assemblies were dropped in to cover and hold them in place. No additional glue was added since the initial smear was enough to hold these as well as the panes already fitted. The frames were designed to protrude from the internal face of the bodysides as they do on the real things.

Once a complete bodyside had been done, any bowing etc was corrected with cloths pegs to clamp the offending parts together. The slow set of the glue was useful to allow time for all these steps and consequent adjustments that might be required.

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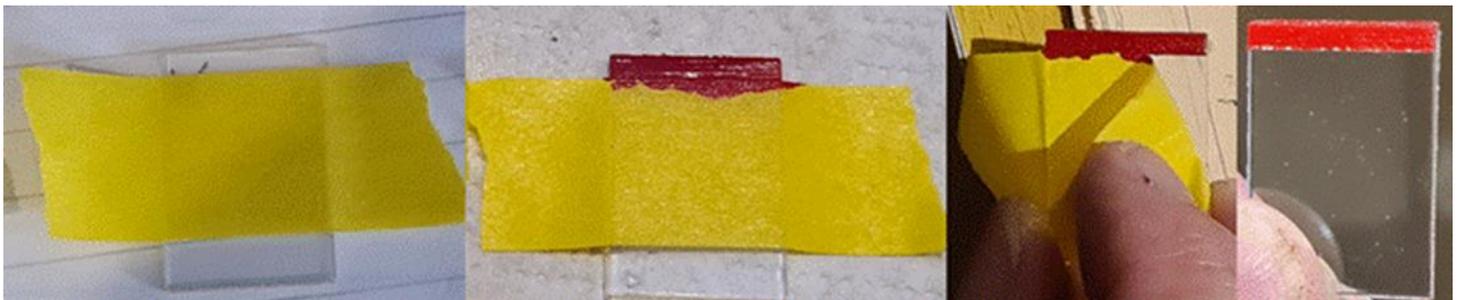
A frame being slotted home to lock in the various panes. N.B., on the right, it correctly sits just proud of the internal body side. The exposed white areas were touched up later.



A completed side of panes with clothes pegs in place to hold things together whilst the glue sets.

3.3 Preparing the Door Window Panes

These needed a top glazing bar which was represented by a painted strip along the top of the pane. Masking tape was applied to provide a clean edge to the paint. To ensure the paint adhered properly, the area to be coated was lightly filed to roughen the surface.



Steps in creating the door window top bar

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To be fair, I forgot this step for the first two coaches and the panes were fitted without the relevant bar! To remedy these, painted masking tape was cut into strips with each end roughly angled to match the curved profile of the window opening.

These were then placed at the top of the installed panes ensuring they were satisfactorily aligned. Finally, drops of paint were carefully applied along the joint between the strip and the body side to fill in any gaps particularly around the corners.



The remedial action for the door windows where the bars had been omitted. I rather got away with that one!

3.4 Frosted Panes for Guards Office and Toilets

Frosted panes were used on the windows for these areas to afford some privacy for reasons that should be obvious in both situations!

I first tried to achieve this by applying various solvents to attack the surface of glazing. Some worked and some didn't. However, those that did, didn't provide an even finish that I was after. Then the penny dropped and the blindingly obvious struck me. The polycarbonate comes with a white backing sheet that is translucent: i.e., it lets light through but cannot be seen through. This would be ideal. A previously purchased sheet of the material with this covering, which had been left for a number of years, tended to have the backing material weld itself to the sheet rendering it useless as a glazing material so I knew it would stay on.

A couple of trial pieces using solvent to frost the panes. It worked but has not given a consistent finish.

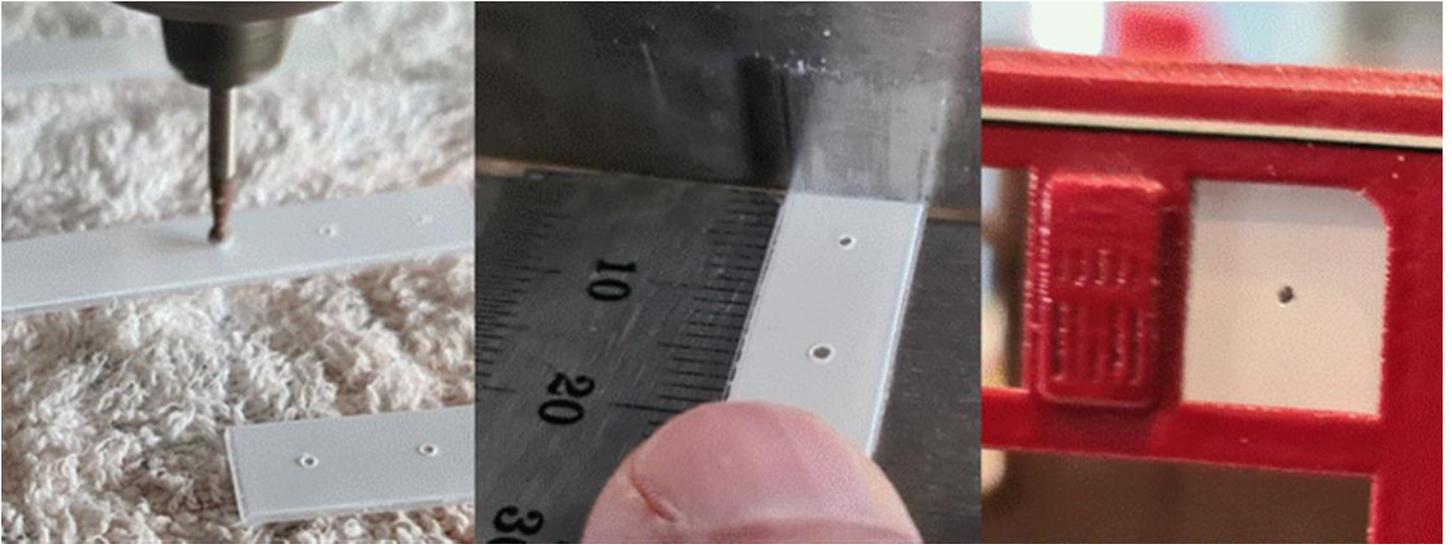


Accordingly, the panes were cut out with the covering on. To ensure the material didn't move, the pane was placed in its recess with the sheeting on the inside face and a second pane was added so that the sheet ended up sandwiched between the two panes. Since the internal sides of the windows are not visible, frames were not needed for these.

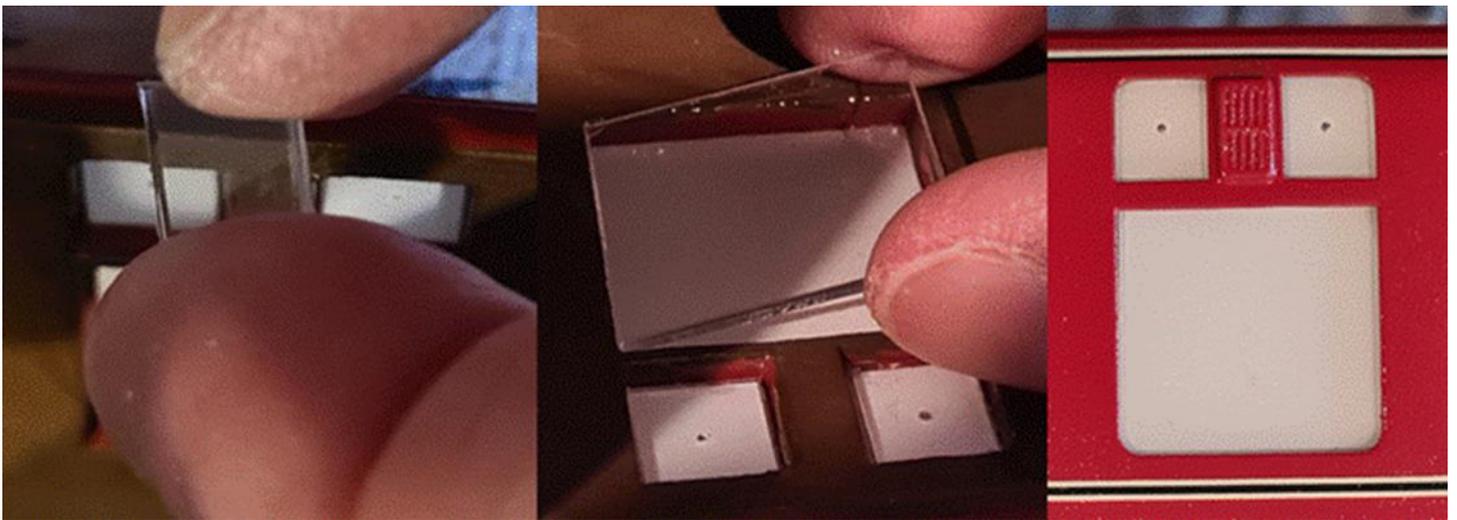
As a final touch, the two top light panes in the toilets had peep holes. These were for occupants to look out to check when a train had stopped. This was in case they had arrived at the station where they were due to leave the train. It was also supposed to stop them from flushing the toilet if indeed they were in a station. The flaws in this outdated and disgusting system are obvious! Amazingly it was only outlawed a few years ago following ongoing legitimate and obvious complaints from long suffering track workers.

I replicated this feature with a hole lightly drilled through the sheeting as shown below.

THE GARDEN WHISTLE



Frosted toilet top light panes with peep hole being bored out on strips of glazing cut the correct width using a Dremel bit in the pillar drill. There was a bit of trial and error here and a hole that is too large visible in the centre photo was discarded. The suitable pieces were cut to size ensuring that the hole was central and inserted.



With the frosted panes installed, backing panes were added to protect and seal in the white sheeting. On the right, the finished window.

As a final job, the frames were touched up with brown paint to seal them in and touch the exposed part of the outer rim which was not painted originally and protruded beyond the internal face of the carriage bodyside.



The protruding outer edges of the window frames are being painted brown from right to left. As well as tidying things up, it also helps seal up the window units once and for all.

4 Some Touch Up Jobs

Before moving to the interiors proper, there were a number of snagging and detailing jobs to attend to:

4.1 Additional Window Opposite Brake Second Open (BSO) Toilet

This tale arises as a consequence of a combination of misplaced assumption and entrapment! Having, as I thought, completed said glazing, and other activities described below, I started to look at the internal partitioning of the coaches. In doing so, I used the Parkin reference book plans to determine the arrangement and configuration of these. However, when considering the above coach, I caught a glimpse of a thin central line in the bodyside directly opposite the toilet cubicle. This normally denotes a window and was in an area where I thought no window existed as with every other coach I am modelling. My mistake!

Concerned, I looked for further evidence. Unhelpfully, the Parkin reference only contains one side elevation for each coach and in the case of the BSO, it was the opposite side. As noted, for the other coaches, the sides opposite the toilets were all bereft of windows. There were also diagrams and photos aplenty to confirm this. However, for the BSO there were no photos or relevant diagrams within any of the main references I had at my disposal. So, I trawled my various photo albums until I happened on a photo of said carriage on the appropriate side. Sure enough, there was the offending window. Why this one carriage type was so equipped when all the other designs do not, remains a mystery. However, I am convinced it is a trap neatly set by the carriage designers of the day to ensnare following modellers! Suffice to say this one fell into it, hook, line and sinker! What to do?

Well, firstly I slept on it which is always a good policy when adversity strikes. By the morning I had resolved I couldn't live with the mistake and thus it needed to be remedied. I am a believer that once a solution has been determined in these discouraging situations, it is best to act quickly and get on with the remedial works so that one can move on as soon as possible.

Thus, the missing window position was marked and a series of 2mm holes were carefully hand drilled out following the outline of the two panes involved. Then, starting with the top light, these were gently enlarged with a file along the length of the pane in conjunction with the top edge the main pane. In this way, stresses on the resulting narrow top part of the body above the top light and dividing bar between the panes were minimised. With these delicate areas cut out, the rest of the main opening was filed out with more confidence. Once opened out, the edges of the openings were carefully filed back to their true lines as marked.



Montage of window carving to create the missing window openings. The holes were opened out from top to bottom to minimise excessive pressure on the thin top and dividing bar sections.

Once the window openings had been created, the edges were painted maroon on the outer side and brown on the internal side.

THE GARDEN WHISTLE



Painting the rims and the panes added. Not as neat as the rebate method but in the circumstances, I can live with it. I will try to add some brown paint to the interior rim to remove the reflective finish left by the glue

With the window openings established, two panes were cut out to exactly mirror the openings. They were then inserted with the lightest of smears of araldite to fix them in. Whilst the result is not as good as the original design system of rebate; in my mind, it is better than the alternative of an incorrect configuration. The life lesson here, is don't assume anything, and also don't believe that standardised systems are always standardised even when it appears they should be!

4.2 Adding Decals to the Panes

Decals were used on the appropriate window panes to denote first class compartments and no smoking areas. It is a sign of the times that, in the fifties and early sixties, only about one quarter of seating accommodation was denoted as no smoking. How things have changed since then! Interestingly, the prototype decals had a display of the message on both sides for reasons that should be obvious. However, the decals purchased for the models only have the message on one side. This sensibly was on the side with the glue attached so that on fixing on the inside of the window panes, the message showed through. I did briefly contemplate using a second decal stuck onto the first one but quickly went away from that idea as a step too far since it would have required gluing on before the combination was then stuck down on said window without any guarantee of sufficient glue remaining on the decal to achieve this. I was definite that I wasn't going to use any of the potentially volatile adhesive products I might normally use because of the potential to damage the glazing. For the same reason the decals have not been sealed in with varnish as is normally advised.



Adding a no smoking decal onto the internal face of a passenger window pane and a completed array of decals for a no smoking first class compartment.

THE GARDEN WHISTLE

4.3 Adding Decals to the Ends

Decals were also added to the carriage ends to denote the route limitations for the type and give warning of overhead electric wires which were just starting to appear of the British Railway network in the late fifties/early sixties. These were varnished over. However, this also created problems since the varnish attacked the C1 route classification decal when the test sample was done (always an essential precaution). Strangely, the electric wire warning flash proved immune and was fine when varnished over. Why the difference: who knows!

My solution was to first brush the varnish over the adjoining area of body beside the transfer and then immediately brush it further over onto the transfer itself. This seemed to minimise the detrimental attack (possibly the harmful agents were evaporating off as I was doing this). Any minor bubbling that did occur was gently tapped down as I described when doing the other body side transfers.

Decals applied to a carriage end

One last job will be to add some grime over the transfers to match up with the muck already represented on the carriage ends.



4.4 Finishing the Gangways

A couple of outstanding jobs remained in these areas. Firstly, the roof sheets needed to be glued to the carriage ends and also a floor extension needed to be added to the section protruding from the carriage body to cover a gap.

Araldite was used for the former item with the gangway slightly compressed towards the carriage body so that the end of the sheeting just touched the body. Once the glue had hardened the whole gangway was completely compressed to ensure that the bottom of the gangway did not protrude excessively.

For the floor, sections of brass cut to size and painted were glued onto the piece sticking out from the body to cover the gap. This sits over and clear of the tab on the gangway end to allow the gangway end to move freely against its neighbour when attached to an adjoining coach.

5. Conclusion



The completed glazing for corridor composite (CK).

With all the work described above complete, it was time to move onto the interiors starting with the partitions separating the various areas of the coaches.



The CK corridor composite with compartments and seats installed.

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.



**15TH NZ GARDEN RAILWAY CONVENTION
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Readers Pictures

Right -

Latest Project for the Wilson Valley Railroad is a shelf storage unit placed under a large eave at the rear of the house, thus keeping item nice and dry out of the weather over the winter months and useful to work out which items requiring maintenance.

Andrew Wilson
Wilson Valley Railroad



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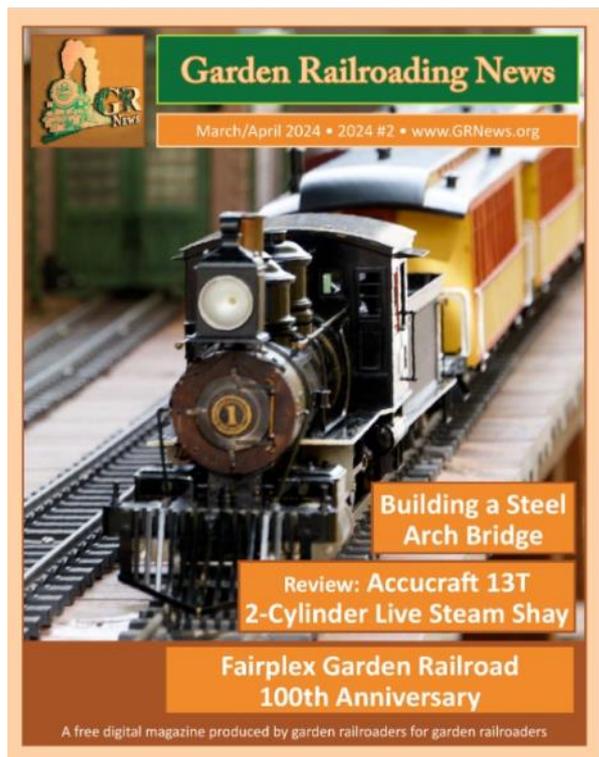
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 June 1-2 2024
 June 29-30 2024
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<p>Running Days/Meetings cancelled until further notice</p>	<p>Waikato:</p> <p>GROW: Garden Railway Operators of Waikato.</p> <p>Club Contact:</p> <p>Email: sandnlipsey@gmail.com</p> <p>Stefan Lipsey, PO Box 612, Waikato Mail Centre, Hamilton, 3240, Ph: 07 859 3650</p>
<p>May 19th (Sunday)</p> <p>Dean Ellicock 240 Norfolk Road Waingawa Masterton</p>	<p>Wairarapa:</p> <p>Wairarapa Garden Railway Group.</p> <p>Club Contact:</p> <p>Email: Lloyd.dickens@wise.net.nz C/- Lloyd Dickens, 55 Titoki Street, Masterton. Ph: 06 370 3790.</p>
<p>April: TBA</p>	<p>Wellington:</p> <p>Wellington Garden Railway Group.</p> <p>Club Contact:</p> <p>Email: bilthompson@xtra.co.nz Coordinator: Brent Thompson, 6 Bodmin Terrace, Camborne, Ph: 022 619 4006</p>
<p>May 12th (Sunday) From 9am</p> <p>Rodbenders Club Rooms 132 Waterloo Rd</p> <p>Working bee on little toot layout AGM starting time is 1pm</p> <p>See Page 18 for further details.</p>	<p>Christchurch:</p> <p>Christchurch Garden Railway Group:</p> <p>Club Contact:</p> <p>Email: 2days61@gmail.com Secretary: David Day, 61 Carnarvon Street, Linwood, Christchurch. Ph: 03 981 4424 President: Bill Stanley, Ph: 027 282 4244</p>