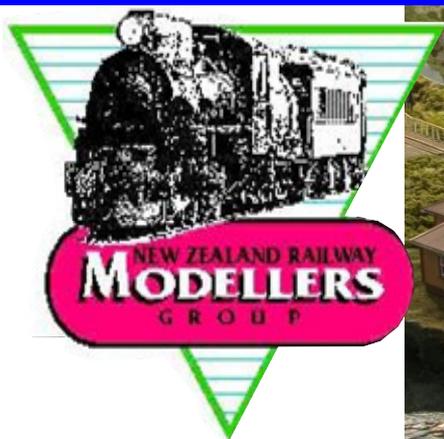


NZR modellers in all scales getting together to share their common interest in our own railways. Regular meetings the **last Sunday** of every month from 10am at rear of **Colin Barry's garage, 7 Hadlow Place, Burnside**. 03 358 3681, colin.barry@clear.net.nz



Newsletter April 2019

It should not have taken a slow news day for me to point the camera at Colin Barry's fine layout, but I'm glad I did. Maybe later in the year we could run some trains of a Sunday?

The morning weather was disappointing, even for the time of year, so that we spent more time congregated inside than usual. However, it was dry and by the time morning tea arrived the temperature had risen a couple of notches and there were even a few rays of sun.

Attendance in the end was quite good but it took a while for the last stragglers to arrive.

Disappointingly, and I'm happy to say very unusually, no-one brought any models. Like **Gracie Fields** who brought her harp to the party but nobody asked her to play, I had brought my upgraded photo diorama but there was nothing to put on it.

Please try to remember to share what you are doing. Seeing what can be done inspires the rest of us, as well as helping with our own modelling.

So nothing to admire and learn from but there were opportunities to pick up some unbuilt kits. Both **Tom Lynch** and **Ian Murie** have decided to rationalise their stock of kits and are looking to sell some off. Among the offerings this time were kits from **Tom** for a DSB, an original DG and a DG with a choice of old or new cabs, plus some wagons and diecast cars. **Tom's** will only be available from him personally (021 144 3204). **Ian Murie**, who has several surplus wagon kits, also intends listing them on Trade Me.

In response to a request from **Lawrence Boul**, **Colin Barry** had dusted off a Invercargill crossing keeper's STOP sign in his collection.

For anyone wanting to make their own sign, the details from **Colin** are as follows: 28 inches wide by 7.5 inches high. The painted letters are 6.5 inches high by 5 inches wide and 1.5 inches across their face. (All imperial, as that is what it was made in.) The bottom pipe is 32 inches long and the top one 3 inches. **Colin** adds that the ones with reflecting 'cat's eyes' around the letters may possibly be larger.

Armed with that knowledge, **Lawrence** was able to include a 1:64-scale model with a 3D printed figure based on a photo of a real crossing keeper.

With no model show and tell, the next best thing was **Celyn Bennet's** etches for an L class 2-4-0T loco, which had only arrived at the end of the week. To design such an etch would be quite an achievement for any of us but all the more so for someone still at high school.

We also welcomed along **Dennis Hamilton-Seymour** as a prospective member. **Dennis** has been modelling for many years in other prototypes so it will be interesting to see if he decides to bring his experience to bear on some form of NZR modelling.

Glen Anthony has become well known as a railway photographer in these parts. As noted in these pages previously, this has made him something of an authority on what is happening in the local rail scene — and on the lengths that officialdom will sometimes go to to frustrate such efforts. But I don't think there would have been any problem setting up in the Waimak river bed to record the reinstated Coastal Pacific heading off to Picton one mild summer morning. From **Glen's** point of view the only problem to arise when his photo was selected for the cover of *New Zealand Railfan* was the photo editing that took place before printing. To me it looks to be a very fine photo but apparently the whole mood of the original has been changed — and not for the better.

—Peter

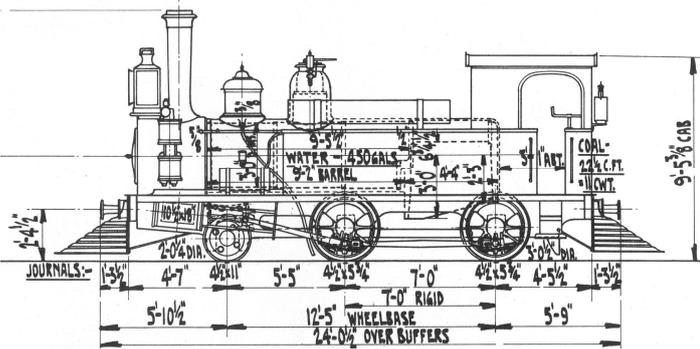
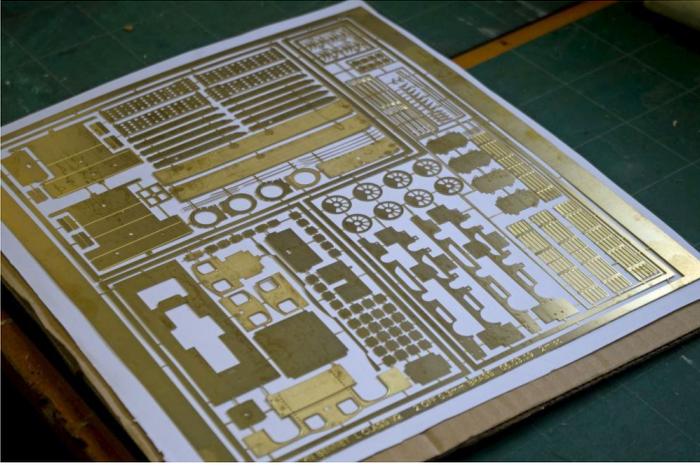


Happy 70th, Helen Barry!! The Barry family, from left, youngest son, Andrew, Colin, our treasured Helen, and eldest son, Stephen, celebrating in Melbourne.

Thanks to Colin and Helen Barry for hosting us, and birthday girl Helen for another fine morning tea
Remember : Come if you can this Sunday : Leave a gold coin before you go



Celyn's L project



Top: Celyn Bennet's L class 2-4-0T loco etches.
 Centre: L91 in original Avonside 2-4-0T form. L91 was later rebuilt at Hillside almost from scratch as a 4-4-2T.
 Lower: The side elevation from the Cedric Green diagram. Now that Celyn has his Ls sorted out he intends eventually to build L91, the South Island's only L in its 4-4-2T form to run on a layout based on the Whitecliffs Branch.



The Monk family house on Colin Barry's layout is perched just as precariously as it really was beside the top of the Rewanui Incline.

NZF crossing keeper



From Colin Barry's collection, this Invercargill crossing keeper's STOP sign measures 28 inches/711mm wide by 7.5 inches/190mm high. The painted letters are 6.5 inches/165mm high by 5 inches/127mm wide and 1.5 inches/38mm across their face. The bottom pipe is 32 inches/813mm long and the top one 3 inches/76mm.



The STOP sign scaled to 1:64 has become part of one of NZ Finescale's 3D printed figures range. The inset is approximately actual size.



As it closed, this sign on the inside of the door to Colin's shed fell down in true slapstick fashion, after which Glen Anthony managed to attach it again — at least for now. The sign of course comes from a steel bodied passenger car, and in less regulated times disregarding it would afford an excellent view of the passing parade outside.

Arthur's Pass 2019

Held over the 12th, 13th and 14 of April, the Arthur's Pass modelling weekend was enjoyed by only eight this year — Tim Marshall (head poobah and organiser), Richard Poff (chief furniture mover), Darryl Palmer and Gordon Barr (out of towners), Daryl Roe and Jason (from the borders) Trevor Corrin and yours truly. There would have been several more but for clashes of dates and an ill-timed wedding (congratulations John Hey).

According to Tim, eight were enough to cover his costs, and the way people spread out had me wondering how we ever fitted 15 into the same space, as we did once.

The Friday weather was so-so. A bit grey and slightly damp, but the other two days were gorgeous, bright sun, crystal clear air and deep blue skies, not that we spent too much time away from our benches.

Gordon Barr, down from Nelson, and I arrived about 12:30pm on the Friday to find the house warm and the surplus furniture already moved out into the lean-to shelter at the rear of the house. Richard Poff was non-committal about how long he had been there but it looked like a couple of hours. He was trying to build a tiny diesel loco from an etch that came cheaply from the UK but with no instructions. It and the gasholder model that Tim Marshall worked on from his arrival at tea time are for another 1:48-scale novelty layout, this time on the head of a 44-gallon drum. I want Tim to write about the gasholder, which embodies some ingenious ideas.

Gordon had brought a couple of Littlewood NZR house

kits, partly because he needs more houses for his layout, and partly because they would be easy to transport so long as he didn't raise the walls.

Daryl Roe, as he did last year, worked non-stop on turnouts, which he makes superbly. Darryl 2 (Darryl Palmer), up from Dunedin was building whitmetal wagon kits but unfortunately began to feel ill during Saturday afternoon and thought it best to go home while he still could.

Trevor Corrin kept busy cleaning-up 3D prints of Ford truck parts ready for use as masters for urethane castings from RTV moulds, while Jason Horne overcame more than a few problems assembling a Trackside tank wagon kit.

For my own part, tradition demands that I carry on with the Ruston Bucyrus 19-RB dragline that I started several APs ago. It started life as 1:76 whitmetal Langley kit that I decided to convert to 1:64 scale by making a new, larger cab. The bigger cab demanded matching size other parts and I suspect in the end (if it ever gets completed) the model will be a complete scratchbuild. I got stuck at one point and worked on an NZF Fell van for light (??) relief.

Gordon had not been to the area for at least 20 years because he had not seen the Otira Viaduct, so we took an extended Saturday lunch break and drove to Otira.

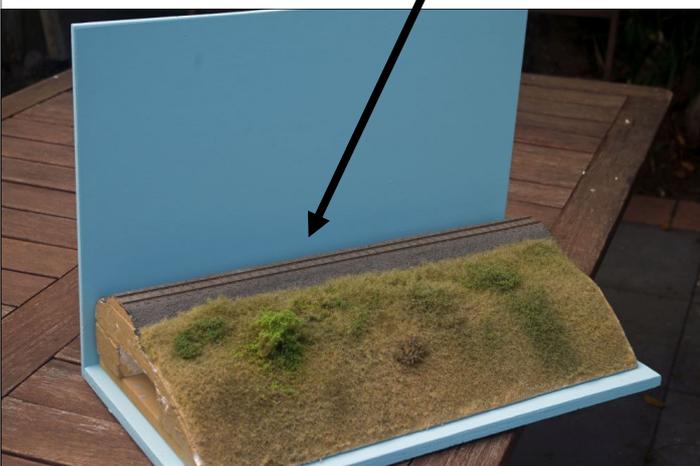
That evening we had the traditional evening meal at the Bealey Hotel and I then left for home and something completely different the next day.

—Peter Ross



Left: With brilliant sunshine flooding in photography was difficult. That's Richard Poff with hair all aglow. At rear, Tim Marshall applies metallic tape to the gasholder tank, while in the foreground Gordon Barr is building NZR houses. Above: Gordon photographing some of the stunning Otira Gorge surroundings.

Models wanted



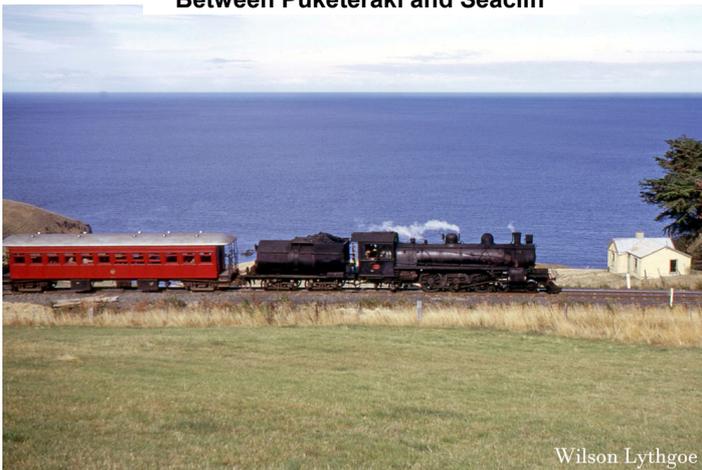
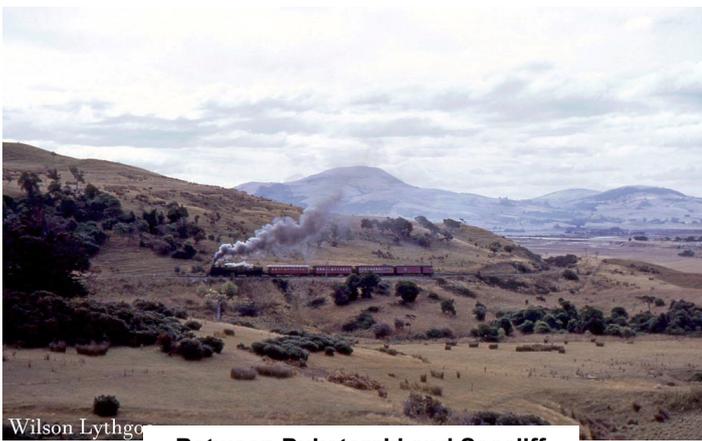
The photo diorama has fresh paint and rejuvenated scenery, it just needs your models to complete the scene.



The convention website is now up and running and being regularly updated at modelrailcon.co.nz

Inspiration for a layout

Wilson Lythgoe, who photographed the journey of J27 mixed from Dunedin to Palmerston and return on March 22 1969, has kindly allowed the use of his photos. They appealed to me as depicting scenes and trains that could easily form the basis of a layout



March roll call:

- | | | |
|----------------|------------------|------------------|
| Clive Anderson | Paul Christensen | Brent O'Callahan |
| Glen Anthony | Kevin Leigh | Peter Ross |
| Colin Barry | Tom Lynch | Dennis Seymour |
| Celyn Bennet | Jason McFadden | Steve Woolley |
| Peter Bennet | Ian Murie | |

The TEN COMMANDMENTS

of SCALE MODELLING

- I. ENJOY MODEL BUILDING. REMEMBER, YOU CHOSE TO DO THIS FOR FUN.
- II. BUILD FOR YOUR OWN SATISFACTION, NOT OTHERS'.
- III. BE OPEN TO CONSTRUCTIVE CRITICISM. IT'S THE BEST ROUTE TO SELF IMPROVEMENT.
- IV. THOU SHALT TRY SCRATCHBUILDING.
- V. THOU SHALT SAVE MONEY. THAT FANCY NEW TECHNIQUE / APPLICATOR / GIZMO? NINE TIMES OUT OF TEN YOU CAN DO IT YOURSELF USING BASIC TOOLS AND MATERIALS YOU ALREADY OWN.

- VI. CONVERSLEY, TEN TIMES OUT OF TEN IF YOU BUY A CHEAP KIT THERE WILL BE PROBLEMS. EITHER SPEND MORE OR EMBRACE IT AND ACCEPT THE COMPROMISES.
- VII. HONOUR THY TAMIYA, FOR THEIR KITS ARE IDIOTPROOF.
- VIII. THOU SHALT CLEAN THY AIRBRUSH THOROUGHLY.
- IX. YOU WILL CUT YOURSELF WITH A SCALPEL MANY, MANY TIMES. ACCEPT THAT BLOOD IS PART OF THE PROCESS.
- X. IF A FLAW BOTHERS YOU, THEN FIX IT. DON'T LEAVE IT, BECAUSE IT WILL CONTINUE TO BOTHER YOU SIX MONTHS AFTER YOU "FINISH" THY MODEL.