

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



Newsletter November 2019

A lot of the morning's early discussion was about diecast models of the S Bedford truck, 1:43 Corgi Classic in the foreground and 1:64 Vanguard on a plinth.

The morning was mild and eventually the sun came out.

Richard Poff had brought along a 1:43 diecast model of the S Bedford truck from the Corgi Classics range. This occasioned a discussion about how accurate it was,

Trevor Corrin, who has studied the real thing pointing out what he considered to be discrepancies with some details.

Colin Barry then produced a 1:64 Vanguard model from his collection, which turned out to have different issues. The larger model in particular had front corners that were too sharp, and the whole front was a little too flat, but it did have the driver's opening windscreen correctly represented. On the hand the 1:64 model had a more accurately proportioned windscreen and a better roof profile. **Trevor** wondered about the corrugated effect around the lower front corners, but that seems to be correct. And the Vanguard wheels are good, **Trevor** said.

Stories of their lack of power and what they were like to drive were quite interesting. It was after all nearly seventy years ago.

Another flurry of interest occurred when **Les Frost** arrived with a big armful of useful-looking plastic boxes with clip-on tops. These come with building fasteners and **Les** rescues them before they get thrown away.

Les also brought some possibly useful scenicking items. One was the centre from an artificial flower, the stamen and anthers from which could be made to look like a nondescript wetland plant. The other item was some plant roots that, with foliage added, would make a very realistic-looking bush or small tree.

Speaking of trees, **Colin Barry** had been overcoating some of the trees mentioned last month with some dye that **Helen** brought home from the craft shop where she works.

Some Q wagons he had loaned to Jessy had returned home, and **Lawrence Boul** had produced some of the jacks long needed to complete the detailing of his Uc.

Celyn Bennet had had a bit of time in the holidays to make further progress with the Mk III etches for his rebuilt L class.

Jason Horne had made further progress with his DJ and

S Bedfords compared



This somewhat cruel enlargement of the Corgi Classics model reveals some of the shortcomings. Trevor's reservation about the lower corner corrugations are borne out by comparison with the real thing. There are too many and the ones adjacent to the radiator should actually be vents. The windscreens and roof both appear to be too squat, and unlike the Vanguard model, the wheels are quite coarse. The real top mudguard corners are very much more rounded and the whole front is curved rather than flat.



The real thing for comparison.

Thanks to Colin and Helen Barry for hosting us, and Helen for another fine morning tea

Remember : Come if you can this Sunday : Leave a gold coin before you go

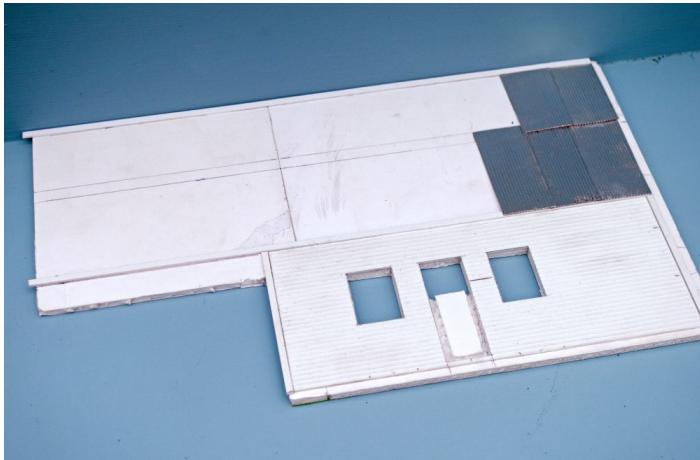


had fitted LEDs to the lights in his Hudswell TR, half the size, he said, of the ones **Lawrence Boul** is using for his F class.

As well as the Corgi truck mentioned earlier, **Richard Poff** had been working on walls for his mini layout, which will present an indoor scene featuring a bit of 2ft gauge track and a small 1:43 diesel locomotive. For the walls he is using foamboard with Grandt Line windows and doors — which don't require very accurate openings.



— Peter



One of Richard Poff's foamboard walls (above), with Grandt Line windows and doors in place (below).



Les Frost's plant root (left) may seem a long way from the twisted wire tree armature (right), but with some judicious pruning it would do very well as the beginnings of a straggly bush.



To quote Neil Andrews, “**Every shop is model shop**”, which includes shops selling artificial flowers. Inset is the middle of an artificial flower that Les Frost could see had some potential as, perhaps, a wetland plant. To digress for a moment, the English *Model Railway Journal* refused for many years to publish colour pictures, arguing that unrealistic colour very often detracts from an otherwise realistic model. Here is a case in point. Remove the colour from Les's flower and the possibilities become clearer.

CORGI
CLASSICS

AFS
Bedford S General Purpose Lorry
1970



The Auxiliary Fire Service (AFS) and the Civil Defence (CD) were reformed in November 1949 by the passing of the Civil Defence Act 1948.

In the 1950s, the worsening of relations with the 'Soviet Block' and the recently acquired knowledge of the devastation of atomic warfare brought about increased investment in the vehicles and personnel of the 'AFS' and 'CD'.

'Mobile Columns' were manned by civilian volunteers and moved into areas devastated by an atomic strike to aid in rescue, fire fighting and policing.

The Bedford S General Purpose 'AFS' vehicle was employed for the transporting of general loads and some were equipped with bench seating to act as personnel carriers.

This vehicle had a standard truck body, with drop sides and back, covered by a canvas tilt and was powered by a Bedford 6 cylinder 110 bhp petrol engine.

Bedford GPV's in both 4 x 2 and 4 x 4 were used in the 'AFS'.

The information supplied with Richard's S Bedford truck.



Talking 50s diesel trucks and their foibles, from left, Richard Poff, Celyn Bennet, Peter Bennet and Trevor Corrin. Also of note are the handy plastic boxes Les Frost brought along.



Another Vanguard 1:64-scale S Bedford from Colin Barry's collection. This one had received a coat of grey primer.

October roll call:

Colin Barry
Celyn Bennet
Peter Bennet
Trevor Corrin

Les Frost
Jason Horne
Bryan Lawrence
Tom Lynch

Richard Poff
Reuben Romany
Peter Ross

Left: Les Frost removing various artificial flower parts from one of the handy plastic boxes that he brought along.

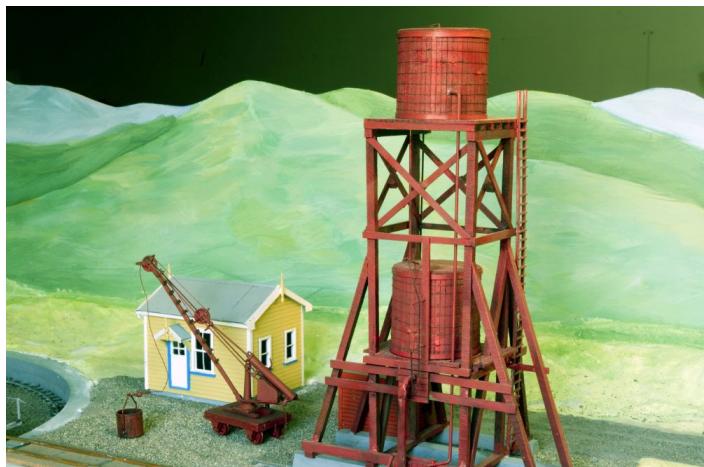


A nice relaxed morning tea scene as Celyn Bennet (left) looks through some photos from the Colin Barry collection, as father, Peter Bennet looks on. Others from left, Trevor Corrin, Les Frost, Tom Lynch and Colin Barry.

Selected scenes from Gordon Barr's layout

I will not be with you this Sunday because I'm visiting Gordon Barr, an occasional visitor to our group from Richmond, Nelson. His layout now measures about 12m x 5.4m, so these pictures are only a small sample from what is fast becoming one of the best ever NZR layouts. Last night was the once-monthly running night with a crew of around nine running trains with the predetermined purpose of delivering and picking up wagons and conveying them to and from destinations like Kaiapoi, Waipara, Weka Pass, Waikari, Balmoral and Waiau. A fiddle yard serves as Picton and Christchurch.

—Peter



The nicely modelled boiler washout facilities at Waiau.



Empty stock wagons waiting at the Waiau stock yards.



One of the most recognisable sights in Waikari in steam days was the group of building comprising the Waikari Lime Co (left) and Waikari flour mill (right).



The layout has around 17 scale model houses and another 13 half-relief ones at various locations. The view across the rooftops of this group located on a peninsula near one end of the layout is particularly striking and realistic. Among the other buildings there are a hotel, a boatshed, a wharf and four industries.

**RAILS
FROM THE
RUBBLE**

NZAMRC National Model Railway Convention
Friday 10th - Monday 13th April 2020
St Andrews College, 347 Papanui Road, Christchurch

- For an overview of next year's convention attractions visit the website and to get on the email list visit www.modelrailcon.co.nz
- There's still good quality low cost accommodation available, but it won't last long now.
- For all the newsletters, the budget accommodation booking form and the registration form, just click on this link: <https://drive.google.com/drive/folders/1bGU1J59uzgyLi93kIYvF2m-cSnTa86IQ>