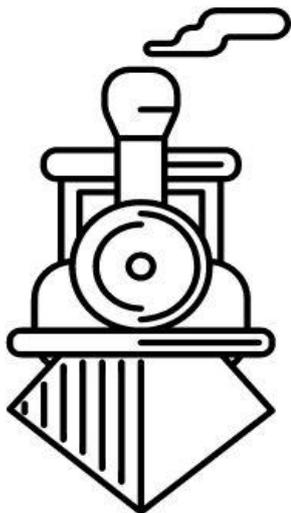


THE GARDEN WHISTLE

NEW ZEALAND LARGE SCALE NEWSLETTER



NOVEMBER 2022



THE GARDEN WHISTLE

NEW ZEALAND LARGE SCALE NEWSLETTER

November 2022

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[Cover photo](#) — Ian's train passes through the main station loop.

Photo supplied by — John Robinson.

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

In October the Christchurch group meeting was taking part in the Big Model Train Show, this year the venue changed from the usual Pioneer Stadium to Cowles Stadium. The CGRG setup the Mt Catt Layout and the U-Drive layout for the kids to have a go, there was a great turn out over the weekend with a continuous flow of people through the doors. Many thanks to all that helped over the weekend and the following are photo's from the show.



Busy show with the G scale layout in the foreground - Photo Bill Stanley.



Noel Collingwood's and Bill Stanley's trains passing - Photo Bill Stanley.

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Ian Galbraith, Andrew and Oliver Hamers operating the layout - Photo Bill Stanley.



Trains crossing past the Lincoln water tower - Photo Bill Stanley.



Lew Henry's container freight train - Photo Bill Stanley.

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Front shot of the yard - Photo Bill Stanley.



Ian Galbraith's C16 passing the township - Photo Bill Stanley.



Iain Collingwood's C19 pulling a freight train - Photo Bill Stanley.

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Children enjoying the U-Drive layout - Photo Bill Stanley.



Tram running down the main street - Photo Bill Stanley.



The NZR / American 9mm Layout - Photo Editor.

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Trains passing at the station - Photo Bill Stanley.



Douglas Wall's train heading past the railroad crossing - Photo Bill Stanley.



Tie and Rail Car Build [Part 2]

Photos and Article, Editor



Tie And Rail Car Build

Back in the June 2021 Garden Whistle Newsletter I wrote about a tie and rail car that I built from a Accurcraft flat car, I finally managed to paint and decal the wagon and add a few details. I started by painting the wagon which I wanted to make grey to match my wheel and tie car, the model was disassembled for paint the trucks spray painted black and the flatcar in a light grey. With the top of the flatcar I wanted to create a wood deck colour so this was achieved by painting the top with a Vallejo old wood colour then came back over with a wash of Indian ink and off white colour, this highlights the grain pattern in the plastic. Next step was to weather and paint the top section, I wanted to give a worn look so only gave it one coat of

grey which gives it a worn patchy look, with the inside the wood was just weathered with a methylated spirt and shoe dye mixture which gives the wood an aged look (The rail ties were aged the same way). After reassembling the wagon it was time to detail, I added some track maintenance tools to break up just having the rail and ties on the wagon, with the crates these were painted with old wood colour and a wood wash applied. With the oil drums these were painted and the rust effect was dabbed on with a torn sponge and then a streaking grime was applied, once all details were painted they were glued in place on the tie and rail car as were the details on the wheel and tie car.

Iain Collingwood



Wood effect colours.



Crate colours.



Rusting colours note sponge.



Oil drum stains.

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San Juan Decals being applied these can be found at - <https://sanjuandecals.com>, these have quite a thick backing applied so really need a good soak and once they were applied they were sprayed with a flat clear.



Details painted, weathered and glued in place on the tie and rail car.

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This shows the painted wood effect on top of the flatcar and also the aged wood using methylated spirit and shoe dye aging on the inside of the top bunker.



Details added to the wheel and tie car.



The completed tie and rail car next to the tie and wheel car.

Wellington Garden Railway Group Meeting

Article and Photos John Robinson

Te Horo Branch First Running Day

I wasn't sure if offering our under-construction railway for a Wellington Garden Railway Group running day was a bold move, or stupidity, but someone needed to step up and fill the calendar. Of course on the flip side having a few visiting trains around to test things out before final track aligning and ballasting is done is a prudent thing. Thought I didn't expect the enthusiastic embracing of a spring running day in warm pleasant weather by a such generous number of members and visitors, certainly did give the railway a good workout.

There was the usual diverse mix of trains run, all battery powered or live steam as track power isn't yet sorted. There was a niggle with the track where I know it needs more attention during ballasting to get the vertical alignment right, and with the Piko turnouts at the junction. These being reused from the old railway in Tawa (as is most of the track) where I'd had to do some remedial work on them, and it looks like I'll need to do more, or replace them. Everyone was most gracious as a couple of adjustments were made that mostly improved things. But overall, and considering the number of trains run, the railway performed well and I believed that everyone enjoyed themselves.

With sometimes four trains running I didn't get to properly record who was running what, or photograph everything, apologies for that, but at least the accompanying photos will give a taster of the day.

Thanks to all the attendees and thanks to the catering staff (aka family, mostly bakery apprentice Michelle), I look forward to hosting more running days in the future.

With a running day at Clive Eastwood and RailEx in November then the usual enjoyable December Christmas run at Brent Thompson's, the WGRG calendar looks to be filling up nicely and the WGRG should have an active and enjoyable summer ahead.



Geoff's scratch built funky diesel and matching train were the first guinea pig.

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John's NA steaming south, with lots of visitors filling the lawn.

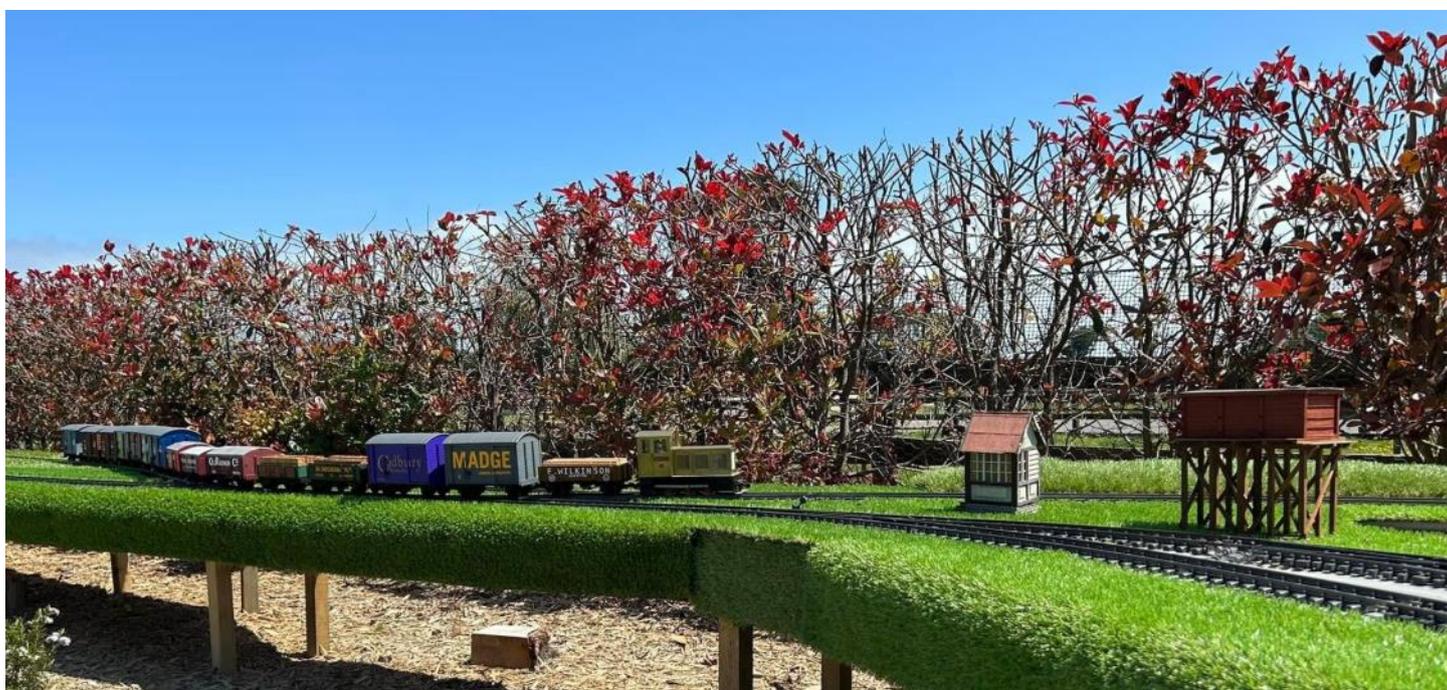


Chris's Katie in steam.

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My Dubs A and Kaitaki on the shed road at the main station.



Chris's scratch built brass loco and customized train.



Geoff's Lady Anne passing the Bridge Ganger's hut.

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Overview of the steaming bay at the north end.



Grant's DX now equipped with his GoPro, and Lloyd's Atlantic.

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Lloyd D's Atlantic to foreground left raising steam, Manawanui on the middle row, and Geoff's Funky diesel again (you can tell I was rather taken by it).



Looking towards the south loop, there are 4 trains running.

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Chris's Katie on the north loop.



John's NA locomotive.

Tales from the West Highland Railway in New Zealand

Refurbishing a West Highland Class 27

Author: John Boyson



Adjusted crossover rail with a replacement chair fitted to every third sleeper on the crossover.

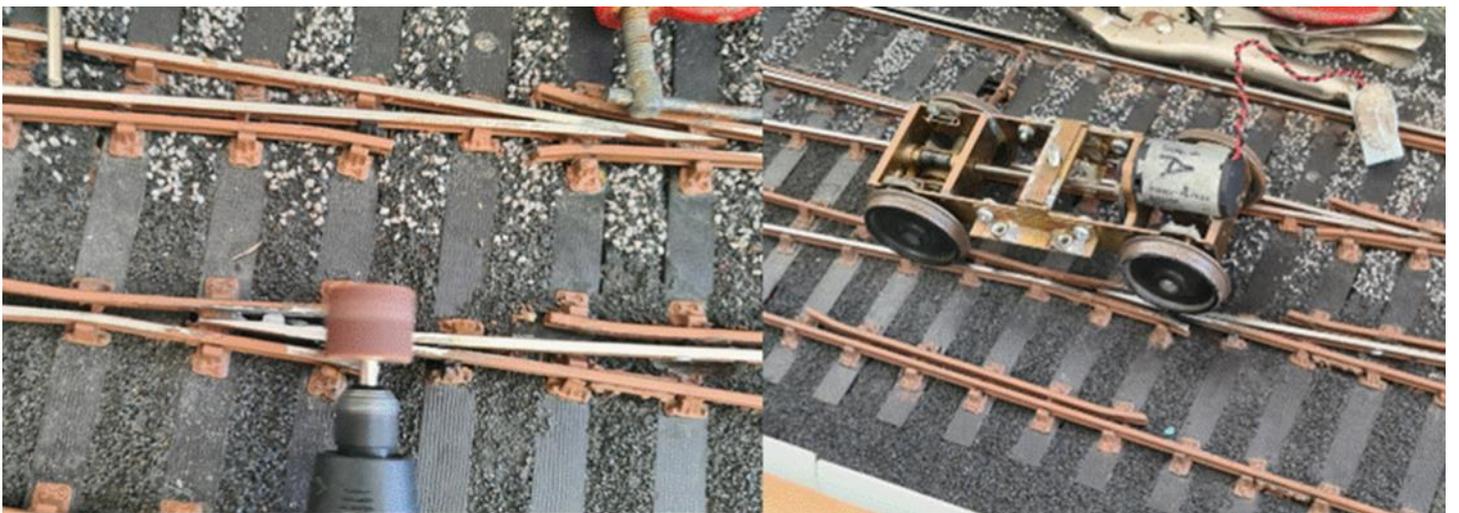
The biggest problem area was the main crossover on the station approach. One of the frogs had to be shortened to increase the gauge through this area. This was dealt with using the mini drill with a large size cutting disc I found in Mitre 10. These discs are somewhat pricy but they allow access to far more areas than the typical discs available. They also last much longer as well. They are definitely a worthwhile investment. Once the vee ends had been reduced on each rail, they were resoldered together using a special flux especially designed for stainless steel which the rail is made from. The iron used was gas powered. This gives a lot of quick heat which ideal for the heavy rail sections involved. The plastic chairs and sleepers are heat resistant so were unaffected by the use of the iron.

The whole job of rail adjustment was time consuming and tedious but the end result made it worthwhile since the locomotive now rolls through smoothly as it should have done in the first place.

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Cutting out the crossing vee to shorten it and widen the gauge at this point. On the right, resoldering the joint with rails clamped together with snap on pliers.



Polishing up the vee with the rotary sander and test running a drive bogie through the realigned crossing.

Once the track adjustments had been completed, the exposed rail sections and new chairs were touched up with my particular concoction of rust paint as used for the outside sections the rails. The tops on the main running lines were then sanded back to give the correct impression of polished rail tops as per the prototype.



Testing the trackwork with the working chassis following modifications.

Fan

Having resolved the basics with a working chassis, it was time to turn my attention to the accessories. When the locomotive was first built, I had intended to fit a number of these. The first two that were done, were a working fan and lights. The fan was attended to first. Its mounting, as originally built, had come adrift and was not particularly secure. I modified this to make it more robust and ensured the method of locating it in the chassis meant it stayed put. It has to be capable of being removed since it sits directly over one of the bogie pivot bolts.



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The repaired support box on the left with the fan on the worktop on the far left. On the right the new top support structure has been fitted to hold the motor steady. The top plate is not fixed but is a tight fit which can lift off when necessary. Likewise, the fan is simply a light fit on the motor shaft without being loose so if anything interferes with the blades it will simply stop whilst the spindle continues to rotate.

Pleasingly, when tested prior to the above work, it was found to operate without problem. Thus, once properly fitted and wired in, it worked first time. It is wired directly to the battery supply and thus bypasses the control mechanism. This means it powers up as soon as the power supply is switched on and it correctly only ever turns in the one direction at a constant speed no matter what direction and what speed the locomotive is driven at.

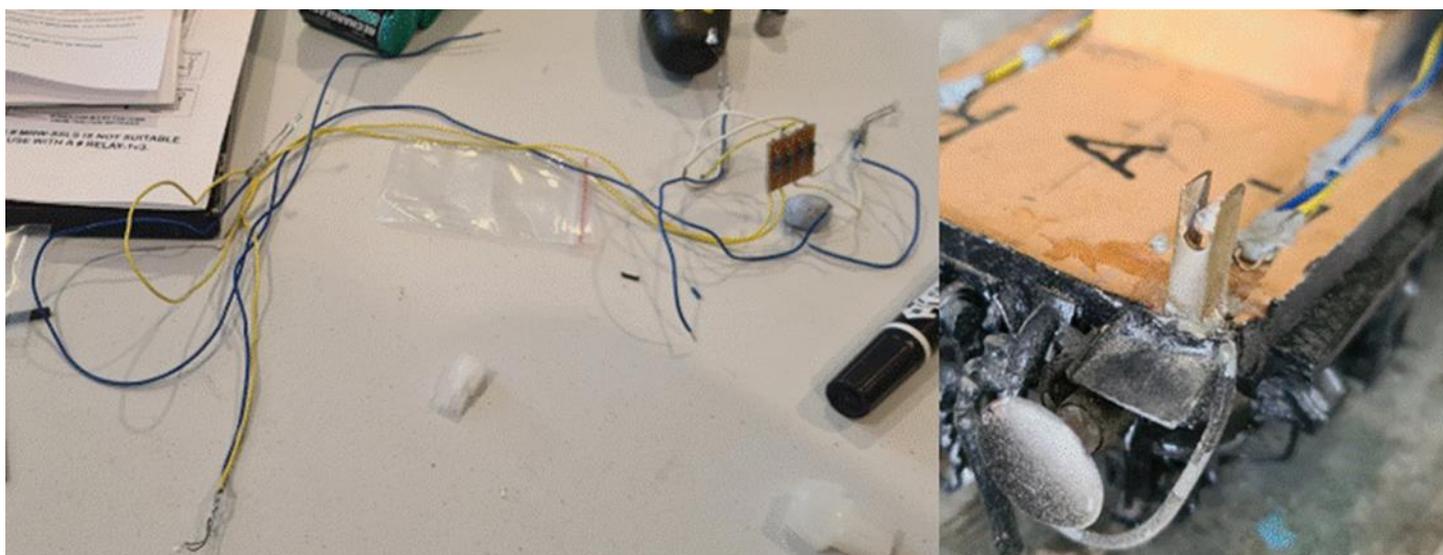


Fan operating under the body.

Lights

The next task was to refurbish the light system. The early British Railway diesels were equipped with red tail lights. This was replicated with red LEDs with suitable resistors to allow them to work off the drive power via the controller. Thus, they only come on at the rear of the locomotive dependent on the direction it is driven in and only when the locomotive moves off. Firstly, the entire system was tested to ensure it was still functional. It was. It was then reversed to allow the resistor bank to be located at the end of the locomotive away from the main control area which was becoming quite cluttered.

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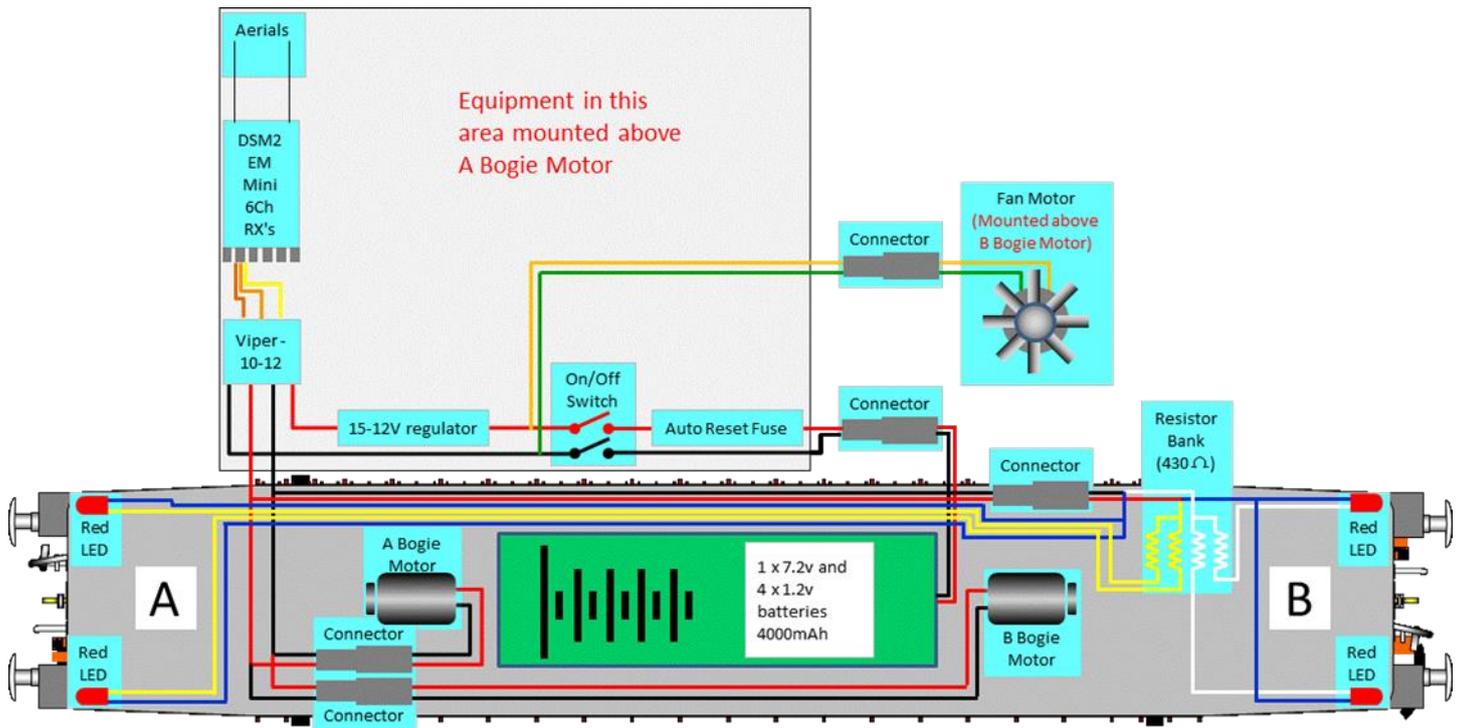
On the left, the stripped-out lighting system. On the right, the reinstated lights with the holding channels notched out to allow the light to pass through the body ports more easily.

Some work with the brass channels used as holders for the diodes in the chassis over which the body then fits, allowed the light to better pass through the body ports.



Running away from the camera with tail lights operating. The lights really are red, the white light is just my camera playing tricks!

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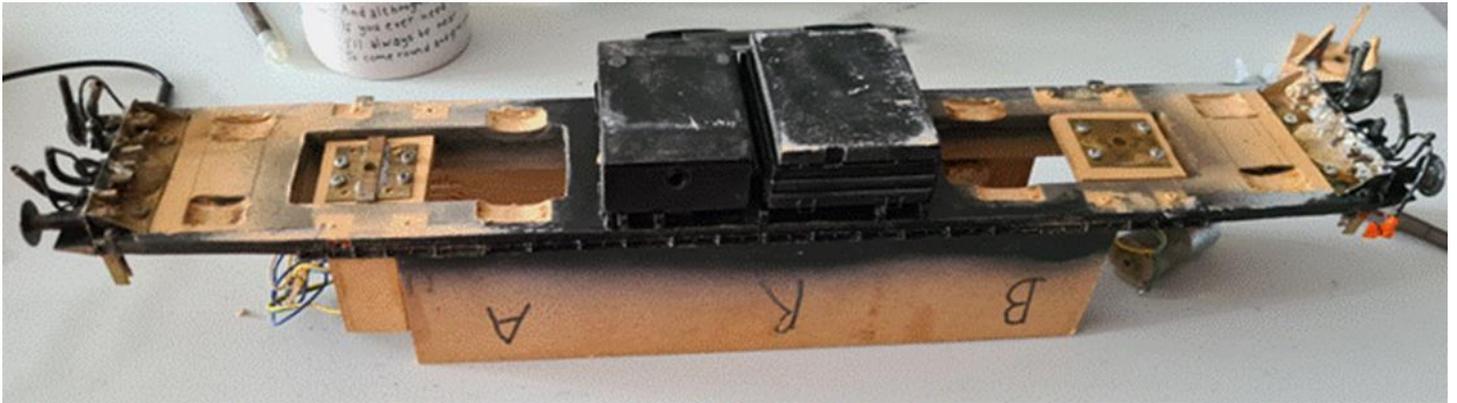
Wiring diagram for locomotive.

Finishing

The last jobs were to reattach the loose and detached bits of pipework at each end of the locomotive and ease some of the clearances to the bogies and wheels to allow them to rotate both horizontally and vertically a little more freely.



The somewhat minimal clearances between the wheels and chassis! OK for spirit level accurate track but not mine!



The solution with allowance for the turning movements of the bogies. Grooves courtesy of the mini drill with circular grindstone.

Conclusion

After many years of delay, I finally have a true west highland locomotive to run with my as yet limited 1:32 scale stock over the outdoor railway. One day I may yet put in a sound unit and possibly a smoke unit for the exhaust. I have a legitimate excuse for not having sound since, as yet, I haven't found a sound card with the genuine six cylinder Sulzer burble emitted by these locomotives. However, a more pressing need is the addition of more stock for it to haul and importantly the connection of Mallaig Station to the outdoor network which is, as yet, only present in a temporary set up without the all-important points to allow access and the continuous run.



Rounding the south west corner with pick up goods in tow.

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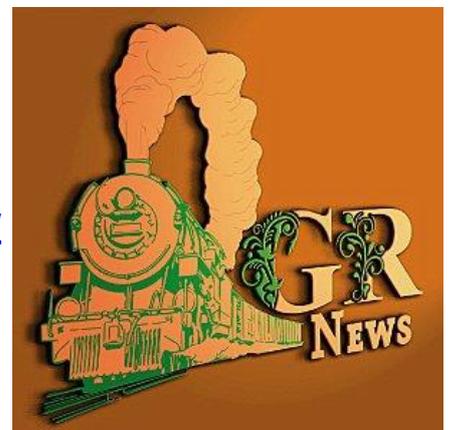


Crossing Gleann Viaduct and heading west

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.

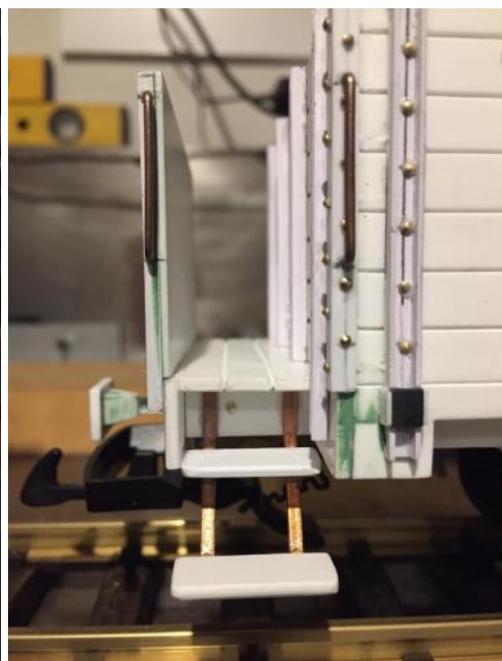
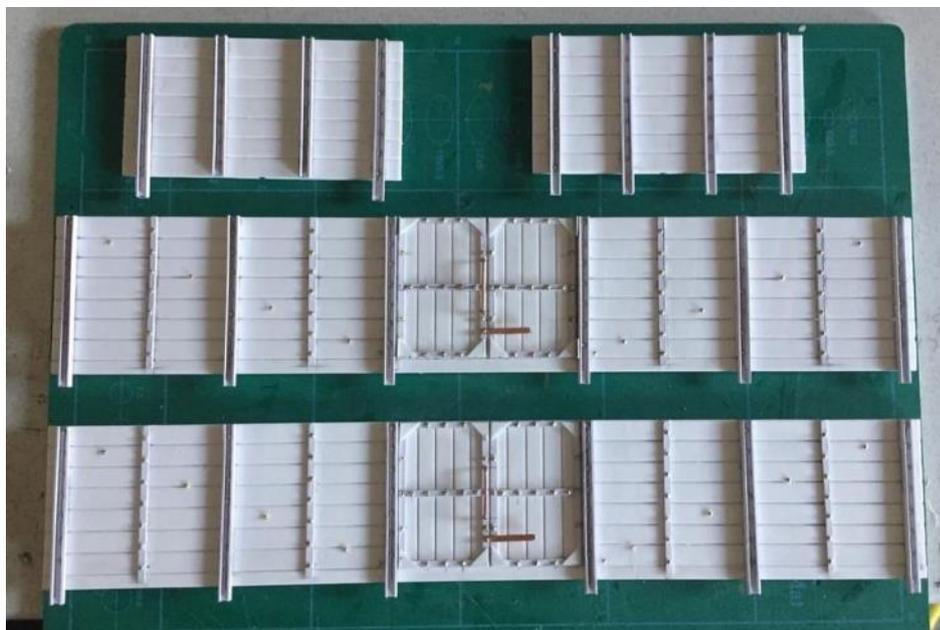
The September / October Garden Railroading News is available to read online, this can be found at www.GRNews.org or [Click here to view the current issue.](#)



Workbench Projects

Rugen 6 wheel wagon build

Kerry Paterson,
Ashburton Forks
Railway.



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Auckland Garden Railway Society October 2022

We didn't have a running meeting as such for October as instead of meeting at one of our members railways our October activity was a trip down to Hamilton to visit the annual show put on by the Hamilton Model Railroaders club. The show was held at the Hamilton Gardens Pavilion and had a good mix of layouts from Z gauge up to the NZR modellers 9mm layout. There were also a number of retailers there plus some club stall selling second hand items.

Louise and I drove down on the Saturday and although I didn't see anyone else from the Auckland society I did run into a quite a few people from the Western Districts Model Railway club. There was a good crowd at the show and Louise reported seeing lines of people queuing up to get in so I think it would have been a successful show for the Hamilton Club. If you haven't got to one of these shows at the Hamilton Gardens I recommend making the trip because once you have looked at the show you can then walk around the Hamilton Gardens which are truly magnificent.

The planning for the convention is well advanced and the activities will include visits to the Da Vinci Bridge Railway, Stuartstown Railway and Rockwood Railway amongst others. So we look forward to seeing you in Auckland Next February.

Our next meeting will be from 2 pm at Robert Graham's Waitakere Light Railway on Saturday 19 November. This meeting will be combined with our AGM so please send any matters you want to put the agenda to Robert at grahamclannz@xtra.co.nz by 4 November. Also looking for nominations for the committee and in particular for the Secretary role. The Waitakere Light Railway is at 14 Milwaukee Place, Glendene and there will be track power as well as battery and live steam running.

December meeting advance notice - put a ring around Saturday 10 December for our traditional end of year meeting and BBQ which once again will be hosted and Tim and Rosemary Auld's railway in Kumeu. The meeting will start from 2 pm and will be followed by a BBQ dinner so bring some meat to BBQ plus a salad or dessert to share.

I am always looking for meeting hosts 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

Readers Pictures



G Scale Layouts from the recent NZAMRC Convention - Photo's Editor.



COMING EVENTS

November 5-6 2022 **(New Date)**

November 19-20 2022

November 19-20 2022

January 21-22 2023

February 4-6 2023

March 18-19 2023

April 7-9 2023

May 6-7 2023

July 2023

July 1-8 2023

October 7-8 2023

October 2023

Hastings Model Railway Club's Train Show (Havelock North)

Hawea Model Trains & Hobby Show

Rail X 2022, Lower Hutt

The Tauranga Model Railway Club Show

13th New Zealand Garden Railway Convention, Auckland

Cromwell Train Show

15th Australian Narrow Gauge Convention (Melbourne)

Dunedin Model Train Show

Alpine Model Railway Expo, Timaru

38th Garden Railway Convention, Santa Clara CA, USA

The Big Train Show, Christchurch

Great Little Train Show, Invercargill

Do you know of an event?
Contact the Editor to include in the next
Garden Whistle newsletter
gw.editor@outlook.com

NEXT ISSUE PREVIEW

Mark 1 Carriages 1 Background

By John Boyson, Pokeno



ADVERTISERS



Quayle Rail track now available in three metre lengths

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Club Meeting	Club Contact
<p>November 19th (Saturday) 2pm</p> <p>Waitakere Light Railway 14 Milwaukee Place Glendene</p> <p>Track Power, Battery and Live Steam</p>	<p>Auckland:</p> <p>Auckland Garden Railway Society Inc</p> <p>Club Contact:</p> <p>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.</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>November 13th (Sunday) 1.00pm</p> <p>Murray Clarke 48 Kemptons Line Greytown</p> <p>DCC, Battery and Live Steam</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>November: 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>November 20th (Sunday) 1.00pm</p> <p>Noel and Denise Collingwood Tadbroke Hallow Railroad 10 Tutton Mews Rangiora (Park on Tripoli Street)</p> <p>Battery power only has R1 curves.</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>