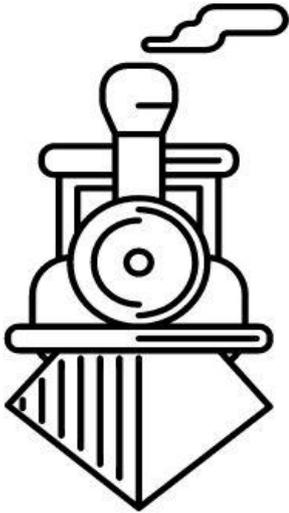


THE GARDEN WHISTLE

NEW ZEALAND LARGE SCALE NEWSLETTER



FEBRUARY 2022



THE GARDEN WHISTLE

NEW ZEALAND LARGE SCALE NEWSLETTER

February 2022

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[Cover photo](#) — Dean's Railway on the Wairarapa Gathering 2022.

Photo supplied by — Editor.

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

Wairarapa Garden Railway Gathering January 2022

Article and Photo's Editor

What an excellent start to 2022 being able to attend the Wairarapa Gathering Weekend. There were 21 participants out side the Wairarapa and Wellington Region and 32 for the delicious barbeque on Saturday night, there was a car load of 5 from Wellington that did not attend the barbeque. Everyone enjoyed the weekend and had a great time and thank you to all that made it possible especially those that displayed their layouts and also those who arranged the food and event.

Murray Clarkes Railway



Big Boy Locomotive with long sweeping rack of wagons.

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New storage shed in construction.



Ian Galbraith and Marty Swiney in discussion on Saturday morning at Murrays Clarkes railway - Photo and narrative Lloyd Dickens.

Warren Stringers Railway



Mallet with mixed freight.



Warren Stringers railway was in the best condition ever - Photo and narrative Lloyd Dickens.

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Stainz locomotive crossing the trestle.

Christine Collett's Railway



Trains crossing at the station.

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The Rosebrook Railway.



Busy scenes on the Hydrangea Line.

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Dean Ellicocks Railway



Passenger train passing the locomotive depot.



Locomotives crossing the bridges.

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Passenger train stopped at the Reichenbach Station.

Wayne Hastes Railway



Wayne's raised outdoor layout..

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Saturday nights barbeque - Photo and narrative Lloyd Dickens.



Locomotive depot on the indoor layout.

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Locomotives pass at the freight depot.

Peter Milburns Railway



Michael Hillier's newly acquired RGS No 7 Goose visiting the railway.

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Busy railway with the different levels.



Passenger train goes by the township.



Peter Milburns railway was first up on Sunday morning - Photo and narrative Lloyd Dickens.

Brendon Clarkes Railway



Mixed Freight Rolls through the town.

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Mallet exits from the trestle bridge.

Henrik Dorbecks Railway



Overall view of the layout.



Henrik Dorbecks Friday night barbeque - Photo and narrative Lloyd Dickens.



Saxon II K Double Traction Steam Locomotive passing through the cutting.

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Many discussions were had over the weekend while trains ran.

Lloyd Dickens Railway



Robert Grahams Drewry locomotive on freight duty.



Railcar heading through the bridge.



The steaming up bay.

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Chris Drowleys Live steam S R & R L #24 Baldwin Locomotive.

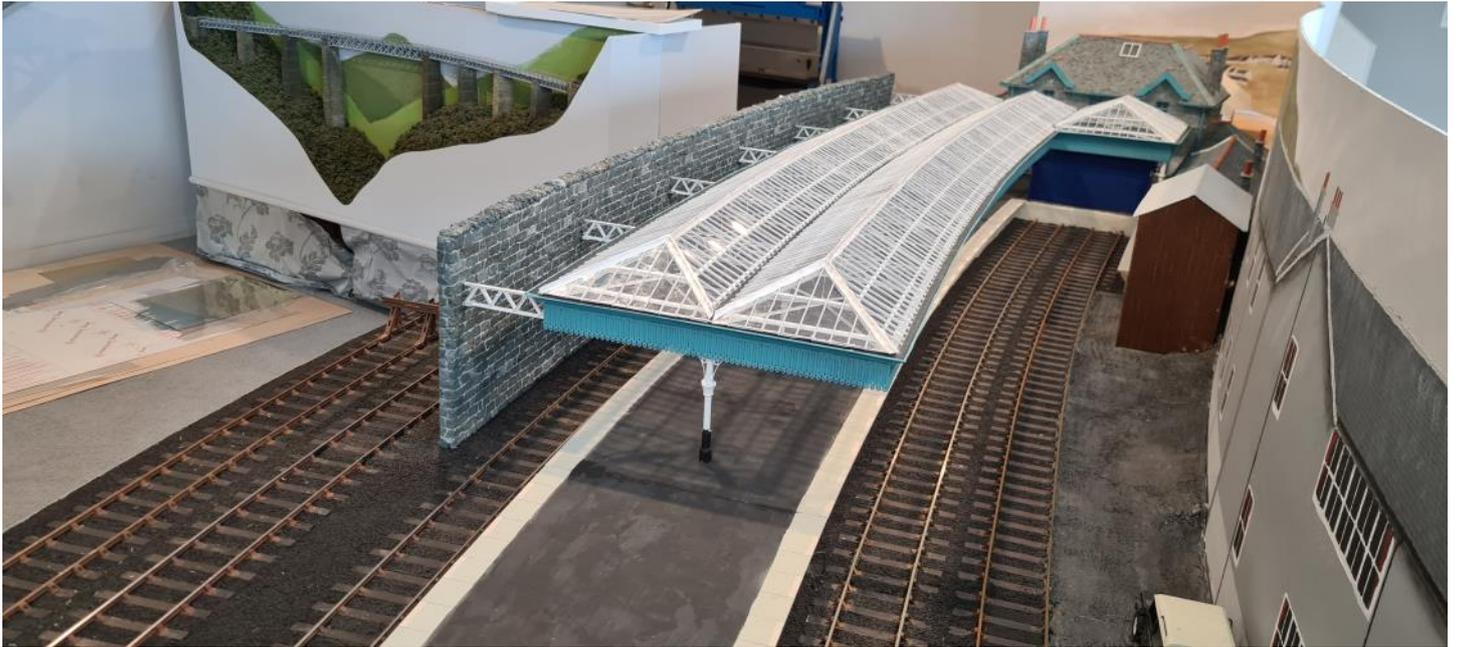


Passenger trains waiting at the station.

A Canopy for Mallaig in 1:32 Scale

John Boyson, Pokeno

Part 2: The Canopy



This article follows on from the first article in the series covering the construction of the support wall some seven years previously.

With our new retirement home being constructed, the project was left with other priorities taking precedence including the construction of the outdoor section of the railway as previously covered. However, the canopy's turn finally came with the latest NZ Covid lockdown in 2021. Over the NZ winter I had started to use the wet days to gently start some work, when working outside was not feasible. Fortunately, one of the first tasks completed prior to the latest round of Covid lockdown, were the barge boards which were laser cut from birch ply. Being able to utilise the laser cutting process for this was a real bonus as it saved considerable time and was far more detailed and accurate.

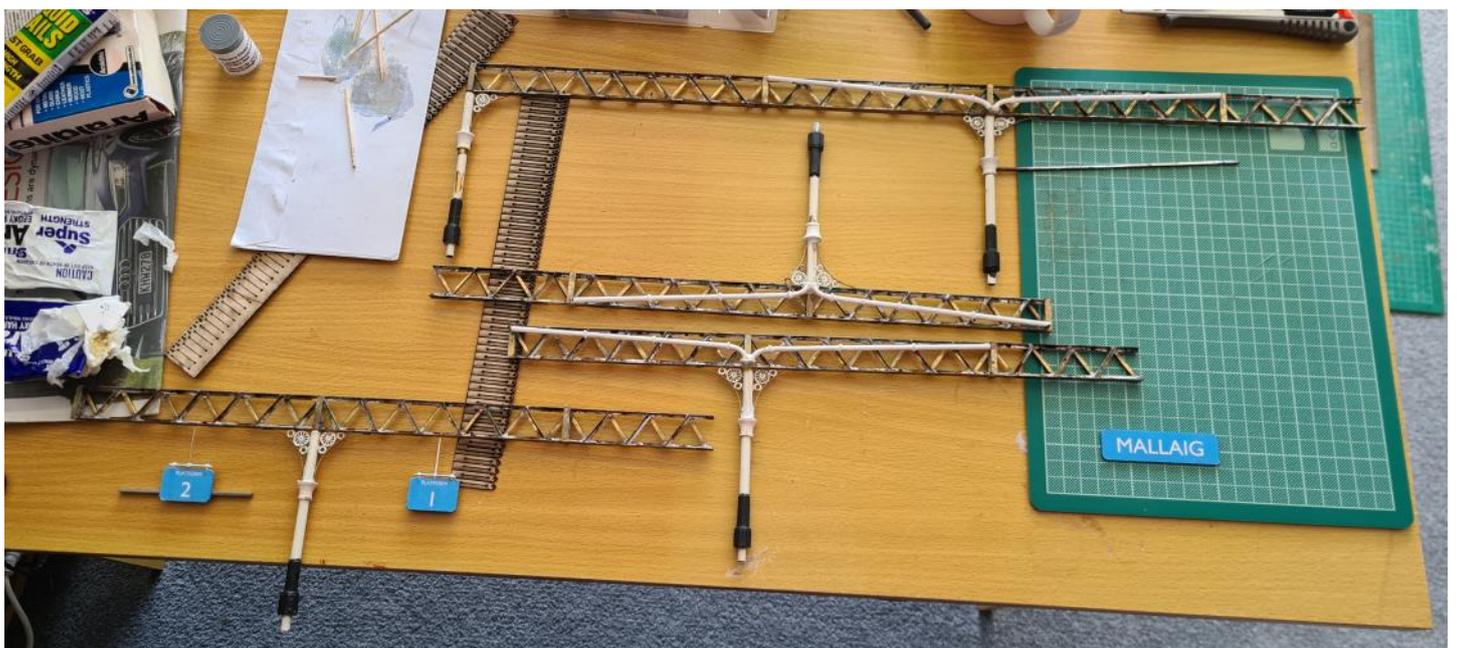
Once the lockdown hit in August, I was able to continue work outside for a couple of weeks before running out of materials. Thus, the canopy suddenly became the primary project. Work started with the manufacture of the main cross lattice, and longitudinal I beams. These mainly used brass strip cut from a large sheet and soldered. I have a 3 in 1 cutting, folding and rolling machine which has proved invaluable for this sort of work.



The cross beams under construction

The columns were fabricated from various components including brass tube, dowels, octagonal electrical jack plug housings and some wooden beads trimmed to shape to represent the various facets of these ornate features.

The decorative braces were made from small washers, copper wire, some brass strip. The fiddliest bit was the spoked wheel segments that form part of the elements of the braces. The spokes were made from paper and were 1mm wide by 3mm long. Once glued into place inside the wheel rim (a thin washer) and painted, they were suitably robust.



Four of the six cross beam and column assemblies. These have additional features in the form of connecting pipes for stormwater and platform numbers

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The columns and cross beams were assembled as complete units and installed on the platform in predrilled holes to positively lock them in place.

The assemblies were then levelled up using a couple of straightedges with clothes pegs clamping the cross beams to them. Once all the beams and columns were correctly aligned, the outside longitudinal beams were soldered into place. The central longitudinal beams carry the lighting system formed with LEDs and suitable resistors to lower the voltage delivered. The power for these comes through the beams which are constructed from copper clad board for the webs and cardboard glued on for the flanges. These were glued into place next to complete the main structural framework. Once installed they were wired together to create a continuous electrical circuit. The LEDs slot into brass tubes soldered to each side of the copper clad boards.



Main beams fitted and lighting system under test with temporary wiring. This was later fed through the nearest column.

One fun element were the light shades which were made from brass sheet sections beaten with a ball pein hammer over a suitable piece of heavy-duty tube to form a dished shape. Eight were required. Each was then roughly cut to size around the indentation and a hole was drilled in the centre of each dish. A bolt was threaded through all eight and they were tightened together before mounting in a drill to file down to the correct width whilst the drill was rotating them. (A poor man's lathe!)



Beating one of the sheets to form the dish of one of the shades .



All eight shades mounted in drilling machine and being filed down to size

Rafter trusses fabricated from brass followed to form the roof profiles. The trickiest part of these were the angled end sections which came together over air at the end of the main ridges. Unlike the standard trusses which were prefabricated, these had to be assembled in situ which increased the fiddle factor considerably.

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Truss assembly on a marked template.



The complex end truss arrangement hanging over air

The last framing job was the horizontal glazing bar supports which were made from balsa cut to a 2mm square profile that I had handy (we were locked down under NZ's highest lockdown level with no supplies readily available, so it was a case of using whatever I had in hand).



Fitting the horizontal glazing bar supports around the frames. Note the near end is temporarily being held up by a timber beam pending the supports from the adjoining station building being fitted.

Painting followed to complete the frame. The brass elements were first primed with a white etch primer followed by a flat white coat over the whole frame. The column bases were pre-painted black

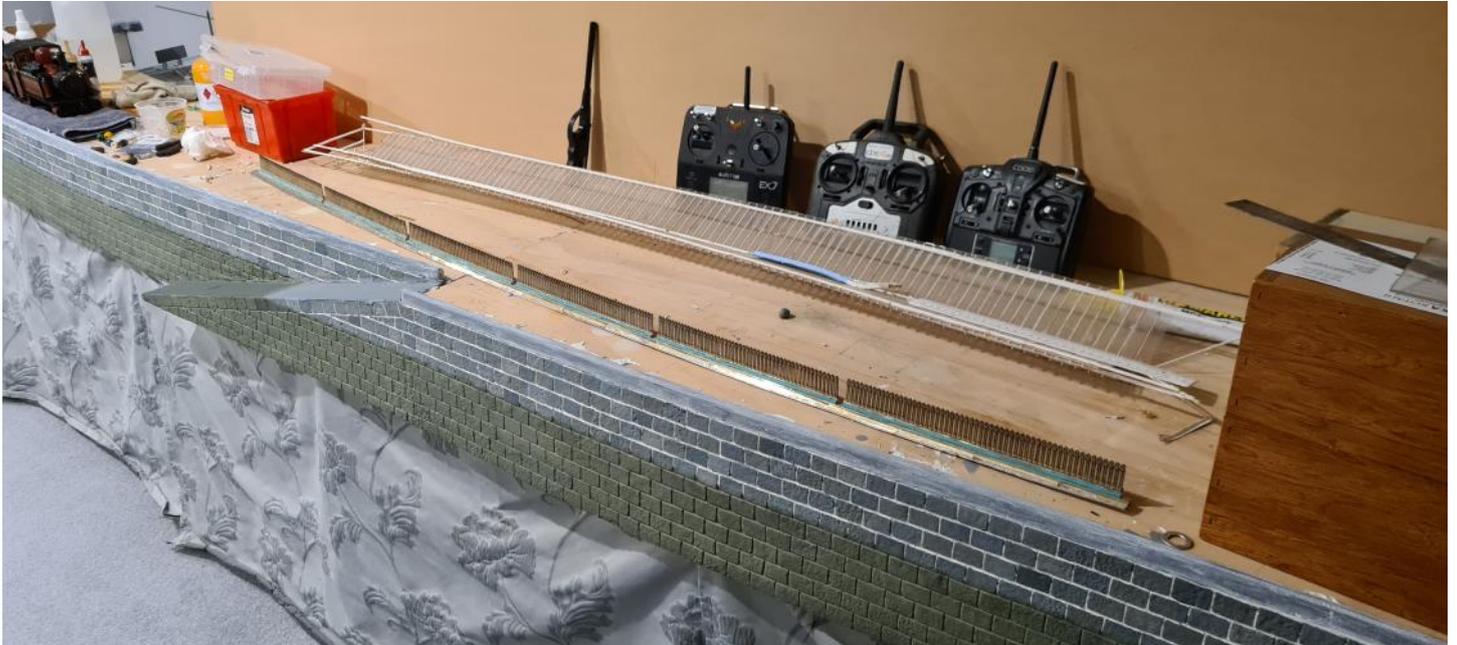


Painting the underside underway. A white etch primer for the brass sections was used followed by an acrylic flat white top coat

Guttering was the next task. These were also quite challenging, having a complex profile and a gentle curve to follow the station curve along the sides. Brass strip, plywood, copper wire and 2mm mains cable massaged into shape created a reasonable approximation. These were prefabricated in sections test fitted to the frame as work progressed.

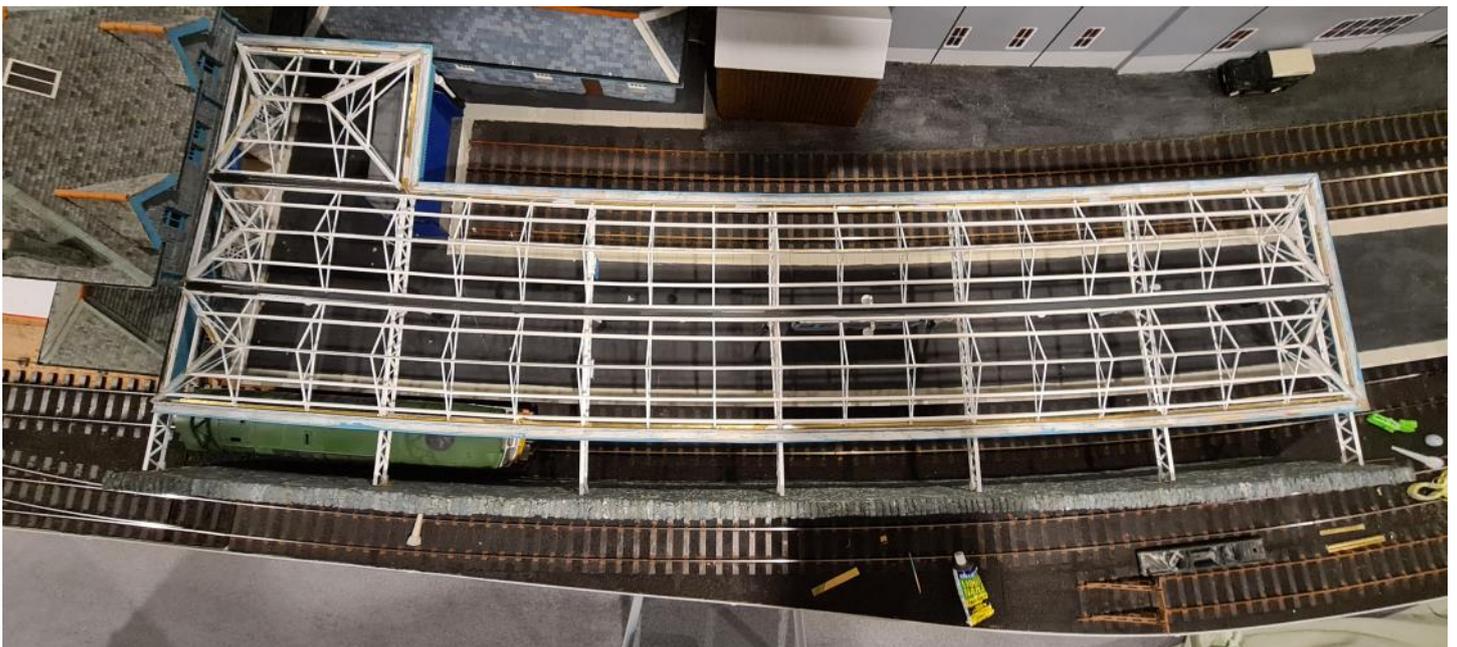
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Once complete, the laser cut barge boards were glued on. The units were then painted prior to installation.



The longest section of guttering bargeboard assembly prior to painting. This is for the west side and the gaps are to allow the cross beams to pass through. Part of the original attempt is in the background.

Up to this point, the canopy had been lifted in and out of its location to facilitate painting. Prior to its final installation, mounting points were fitted using brass channel sections glued into the adjoining support wall and main station building. This allows the canopy, which simply rests on these points, to be lifted in and out relatively easily.



An overhead view of the completed framework and guttering

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The final stage was the glazing. Given the complex curved geometry of the canopy, each glazing panel had to be cut out individually. I had a large sheet of 1mm thick clear polycarbonate sheet left over from a previous project, so this was cut into sections of the correct length for the various panels. These were fed into the 3 in 1 cutting machine which chomped through the sheet like butter. It really is a most useful tool. The glazing bars were also cut out from brass in a similar manner and painted before being glued to the panels ready for assembly. The advantage of this process is that the bars are correctly visible running through the glazing.

*Glazing underway*

Once the glazing was fitted, the last job of all, was to fit flashing along each of the ridges. I racked my brains for a solution which my mother indirectly provided when she suggested tissue paper. This gave the grey matter a bit of a prod and after some time navel gazing, ribbon came up as a better possibility. By now Aunty Jacinda (NZ's PM) was allowing socially distanced shopping in our locked down state, so a trip to a local craft store found an appropriate product. N.B., I do a lot of shopping there since they have a range of suitable products for modelling! Most of the time they are used in a manner that was not what the items were normally intended for!

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Attaching the ribbon forming the flashing

Thus, finally, after about six years, Mallaig has its canopy. With the lockdown easing to a less strict level, shops were reopening, so I was also able to restart work outside once again.



The finished canopy



A bit of atmosphere to finish. Wouldn't it be wonderful if someone could stump up the money to restore this ornate and very necessary piece of Victorian engineering to compliment the Jacobite steam trains.

This article has been prepared for joint publication in the Garden Whistle and G1MRA NZ newsletter. Photos and provided by the author except where stated.



Garden Railway News

GR News is a free online bi-monthly digital newsletter.

GR News first issue was Sept/Oct 2020 and has a new look for 2022, you can find the [latest issue](#) along with [past issues](#) on their website which can be found [here](#):

<https://www.gnews.org>

Or get latest information from GR News [facebook page](#) which is:

<https://www.facebook.com/groups/gardenrailroadingenews>

Glenfinnan Viaduct [Part 5]

John Boyson, Pokeno



Arch Casting –The Remaining Stages (Two to Six)

Having covered the casting of stage one of the arches in some detail, a montage of the other stages follows:



Things were a bit damp for stage two so the hot air gun was brought in to use to dry the pier support platforms before these were installed.

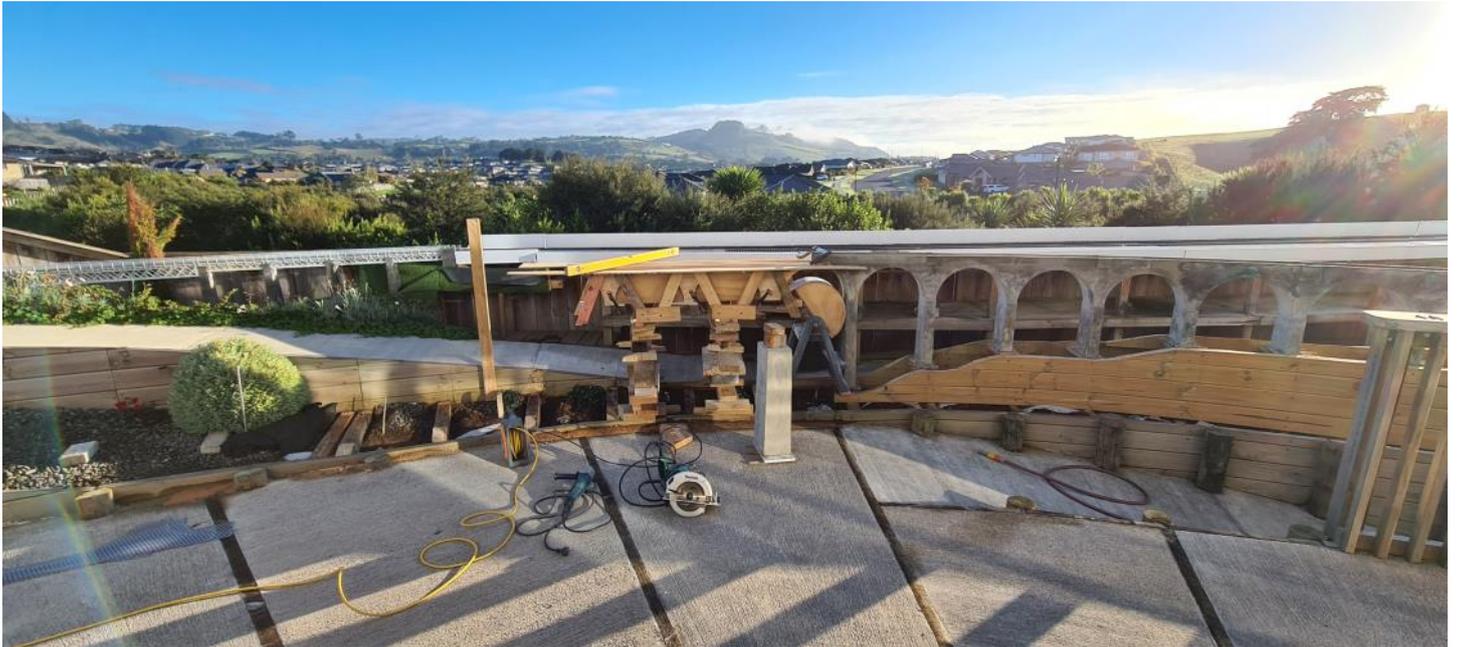
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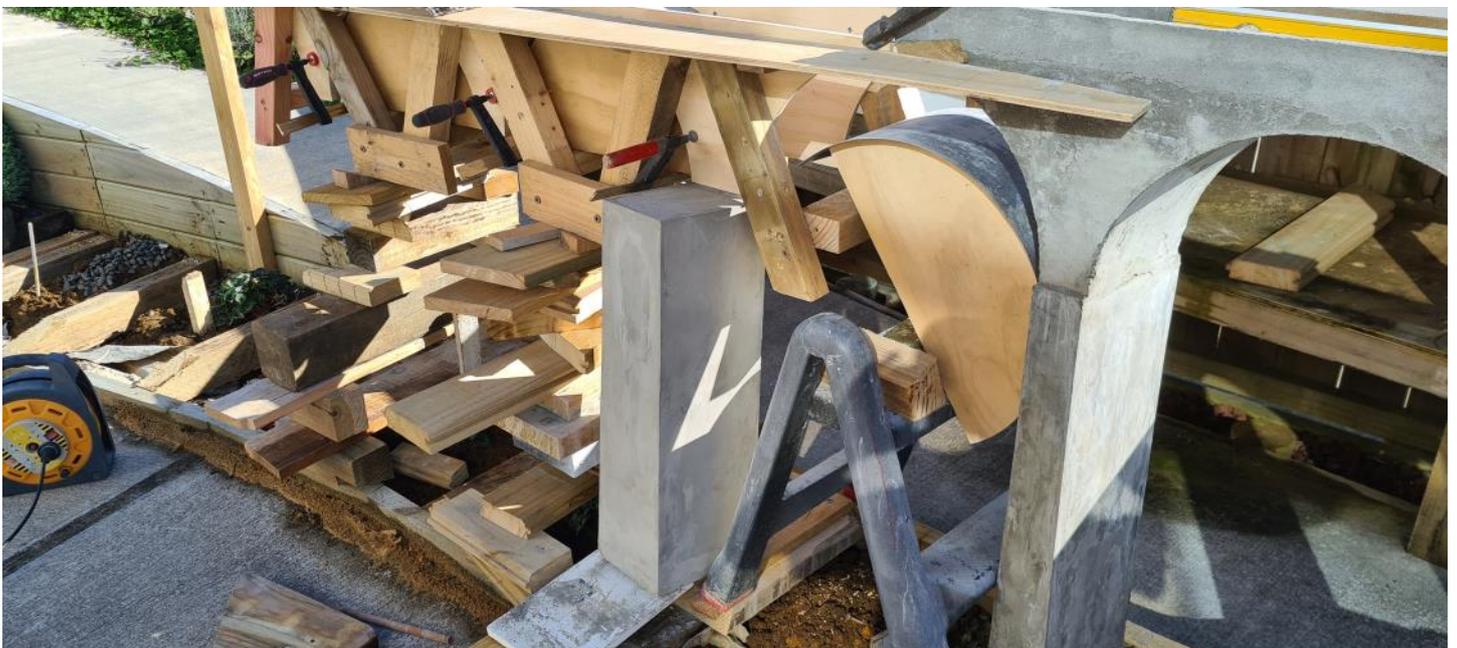
Stage two cast. Note the completed parapets on stage one. These will be covered later on.



The first of the king piers on its way out to site. At 44kgs there was no way I was carrying it! So it was rolled out on its temporary platform.



Stage three mould in place with the king pier ready for insertion. The mould is securely clamped to the end of stage two at its east end to hold it in place!



And being inserted. The adjoining arch soffit and centering have been temporarily moved away to ease this delicate operation

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Stage three complete. Half the arches are now cast.



Stripping the formwork started with the removal of the horizontal braces on each side at the top of the mould. Next the hanger side braces were removed. This exposed the screws holding the centring support bearers. Before these were undone the centring was braced directly from the mould supports as can be seen between the two hangers. As seen here, the bearer screws can now be undone to allow these to be removed. Together with the removal of all remaining clamps allows the two mould sides to be removed independently of each other. Note the dribbles down the sides of the piers. Being still reasonably soft, these were easily cleaned off immediately after the mould had been removed.

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As well as using the string line to verify levels, I also had a system used in construction called boning. The top of the piece of timber in the foreground is the reference level for the viaduct deck at the west end. The timber post on the extreme left in the background is at the centre point of the viaduct. It has a pencil mark which is just visible at the same level. Thus these are the control points to ensure that the viaduct level is accurate throughout.



Stage four cast. Note Tulloch Viaduct on the extreme right. The gap in the railway infrastructure is narrowing

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Stage five after formwork removal



Stage six being cast. The last one!



Stripping away the final piece of formwork from stage six. No need to worry about the formwork anymore. It's scrap!



Arches done!

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.

South Park Colorado Church Project Part 4

Project - Dennis Lindsay

I have almost finished the model of South Park Community Church in Colorado and I wish to thank the Rev Kenny Shaw of the South park Community Church for additional photos and measurements. Also thanks to Ian Galbraith for his patient efforts on his 3d printer, also to Iain Collingwood for the bell and ladders.



Overall view of Church.

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3d printed bell assembly installed.

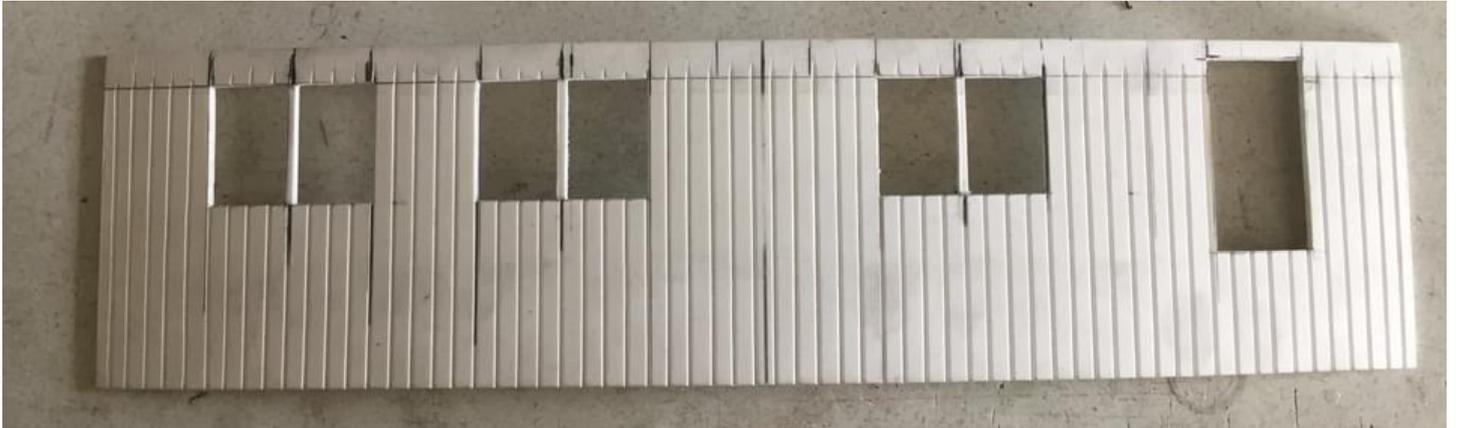


The project has had various challenges but I have gradually overcome these with a few compromises. Finally the last few details to be added will be the corbels, noticeboards and landscaping.

3d printed corbels, noticeboards and fencing yet to be installed.

Workbench Projects

NZR B231 Carriage build: Photos of progress of the carriage, also take note of the tools Kerry uses to scratch build his items. - Kerry Paterson, Ashburton Forks Railway.



COMING EVENTS

February 13 2022 (Subject to Covid)
 March 26-27 2022
 April 15-18 2022
 May 7-8 2022
 June 3-4 2022
 June 20-25 2022
 July 9-10 2022
 July 16-17 2022
 October 2022
 October 2022
 November 2022
 2023
 July 3-9 2023

Model Train Swap Meet, Tinwald
 Nelson Model Train Show, Nelson
 NZAMRC Convention, Christchurch
 Dunedin Model Train Show, Dunedin
 Hastings Model Railway Club's Train Show (Havelock North)
 37th Garden Railway Convention, Denver, CO, USA
 Ashburton Model Train Show, Ashburton
 Starlight Hobby Expo, Taupo
 The BIG Model Train Show , Christchurch
 Great Little Train Show, Invercargill
 Rail X 2022, Lower Hutt
 NZ Garden Railway Convention, Auckland
 38th Garden Railway Convention, Santa Clara CA, USA

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

Auckland Garden Railway Society Inc

The Auckland group will be holding a meeting combined with its AGM at Ray Williams railway, 5 Broadview Place, Howick 2pm to 4.30pm Sunday 20 February and if wet on that day we have Sunday 27 February as a reserve date. Rays layout does not have track power so battery or live steam locos. Please bring some food for the shared afternoon tea. In the light of the latest Covid 19 situation the event is only open to those who have been vaccinated and we will have to abide to the red level protocols of maintaining physical separation etc. If anyone has a matter that they wish to put on the agenda for the AGM please email a note to me at grahamclannz@xtra.co.nz

NEXT ISSUE PREVIEW

On the Workbench: Baggage car repair

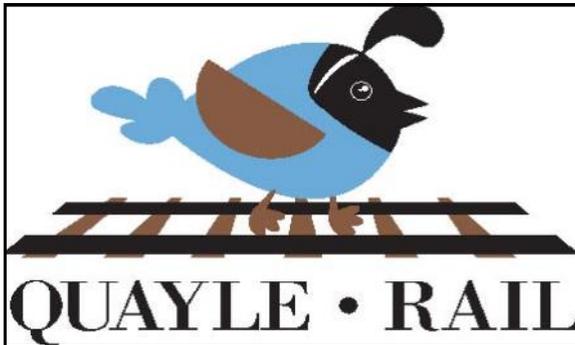
Dennis Lindsay



Glenfinnan Viaduct Part 6:

By John Boyson, Pokeno

ADVERTISERS



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Club Meeting	Club Contact
<p>February 20th (Sunday) 2.00pm - 4.30pm</p> <p>Ray Williams Railway (Combined with AGM) 5 Broadview Place, Howick No Track power, Battery or Live steam only. Vaccinated only event.</p> <p>Please read notice on page 39 for more details.</p>	<p>Auckland</p> <p>Auckland Garden Railway Society Inc Club Contact: Email: gardenrailauckland@gmail.com Philip Sharp, 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>February 20th (Sunday) 1.00pm</p> <p>Brendon Clarke 6 Alton Grove Masterton</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>January 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>February 13th (Sunday) 10am - 4pm</p> <p>Ashburton Model Train Swap Meet 2022 Tinwald Memorial Hall, 10 Graham Street Ashburton (Subject to Covid) - Gold coin entry Mask and vaccine pass are required.</p> <p>February 20th (Sunday) 1.30pm</p> <p>Ian & Ann Galbraith 3 Church St Rangiora</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: Andrew Wilson, Ph: 021 273 3047</p>