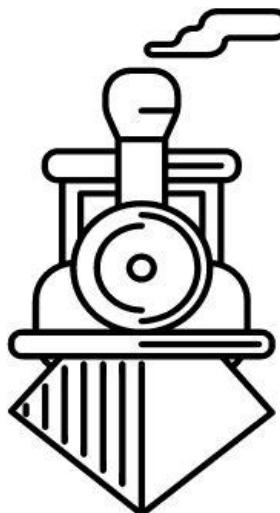


THE GARDEN WHISTLE

NEW ZEALAND LARGE SCALE NEWSLETTER



JANUARY 2022



THE GARDEN WHISTLE

NEW ZEALAND LARGE SCALE NEWSLETTER

January 2022

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Cover photo — Bubble wagon on Andrew's new layout.

Photo supplied by — Bill Stanley.

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

CGRG President's Ramblings

Merry Xmas and happy holidays to you all

Well, another year has passed and it has been a tough one for most of us having to deal with the restrictions that Covid brings

It's not been all bad thou

We held an extremely good convention (Well done all involved, but particularly Ian and Anne)

We had a successful AGM and now have a grand wee committee of people keen to promote and support G scale

We all have made progress or spoke about our hobby to others and found some joy in that

Let us all focus on the positives from last year and remember

You only get out of the hobby what you put in

Happy G Scaling One and All

President Wilson

Christchurch Garden Railway Group Meeting

Photos and Report - Editor

The December Christchurch meeting was held at Andrew and Nicola Wilson's home, this was a bring your own dinner get together. Many members showed up to run on Andrew's outdoor layout and also to see the progress he has made with the railroad. Andrew also had his newly acquired layout from Rob Wilson setup in his garage, this was a real hit with the kids as the bubble wagon travelled around. Andrew also had his Lego layout (with trains) on display which he sets up at Christmas time along with his Christmas lights and decorations.

Below - Andrew in discussions while operating the layout.



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Above - Douglas's Dash 9 at Wilson Valley Railroad Station.

Below - The new layout was popular with all.



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Above - Andrew is in full concentration operating the layout.

Below - Dash 9 waiting for signal at Wilson's Distillery.



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Above - Freight train crossing the bridge.

Below - Busy workshop on the new layout.



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Above - Orenstein & Koppel Locomotive leaving the engine shed.

Below - Passenger service on the shuttle line.



A Canopy for Mallaig in 1:32 Scale

John Boyson, Pokeno

Part One: The Support Wall

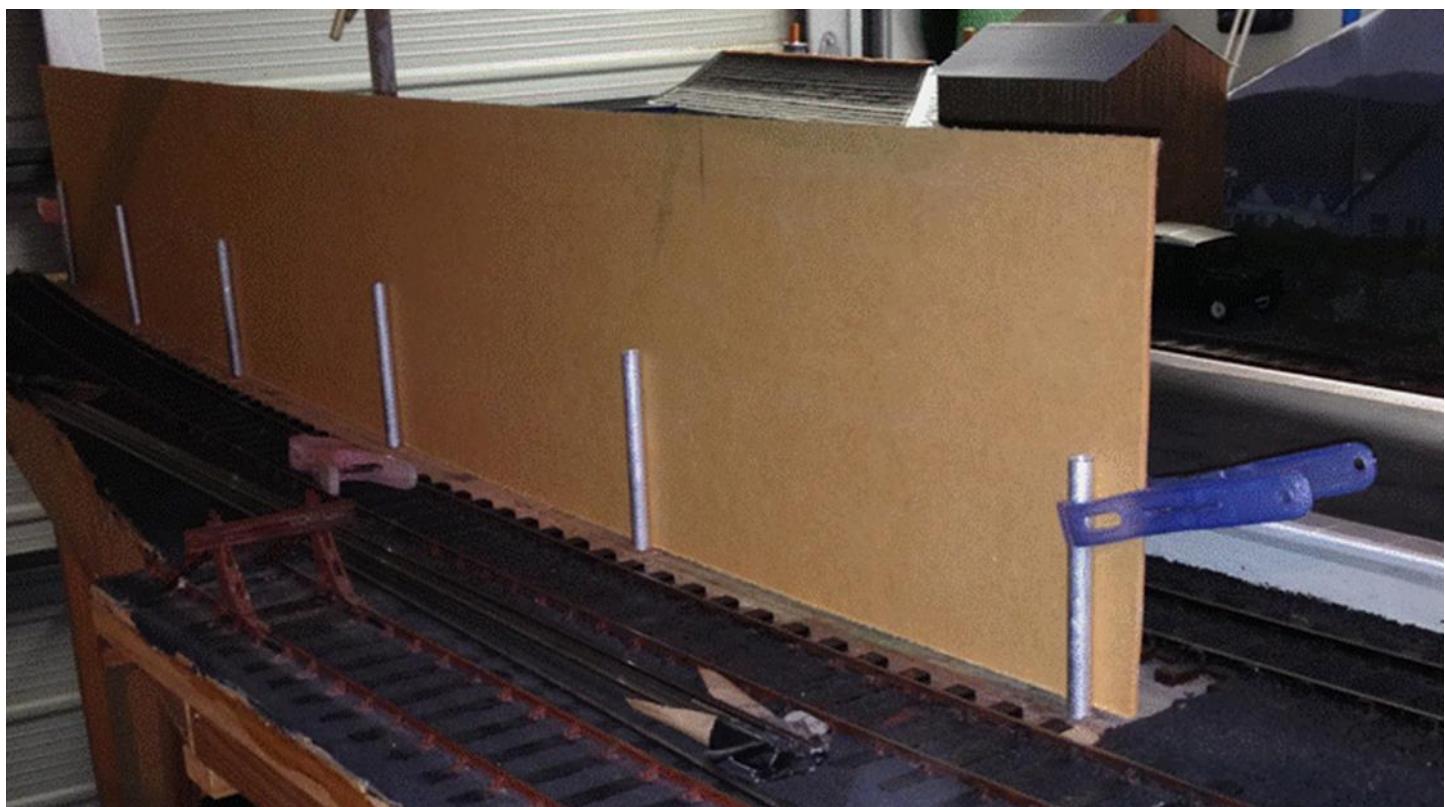


Mallaig station, like many of its forebears, was once graced with a canopy to protect passengers as they entered and left their trains. Given the prevailing climate and the exposed position of the station right beside the Atlantic Ocean; it, together with its supporting wall, provided essential protection from the normally wet and windy conditions that prevail in the Western Highlands. Sadly, in the mid-1970s, after years of neglect, the canopy had become unsafe and so was simply demolished without any thought of the loss of protection or the architectural merit of the structure. The wall followed a few years later leaving the station exposed and a shell of what it had once been.

The model of the support wall was built first, some seven years ago, as time permitted in my then busy work life over quite a considerable time. With a new retirement home looming, the project was then 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.

This will be covered in the second part of the series.

The wall was formed from two sheets of MDF glued around tubes that had been bolted to the baseboard. Further sections were glued between the tubes to form a three-layer MDF sandwich that followed the curve of the station. The assembly was clamped tight and the glue was allowed to harden. After a few days, the bolts holding the tubes to the baseboard were removed and the shell was lifted out. N.B. the track around the base of the wall had not then been ballasted. The following photos show the process:



First sheet of MDF in place against the tubes which will hold the wall up and keep it in place.



Infill sheets of MDF glued in place between the tubes.

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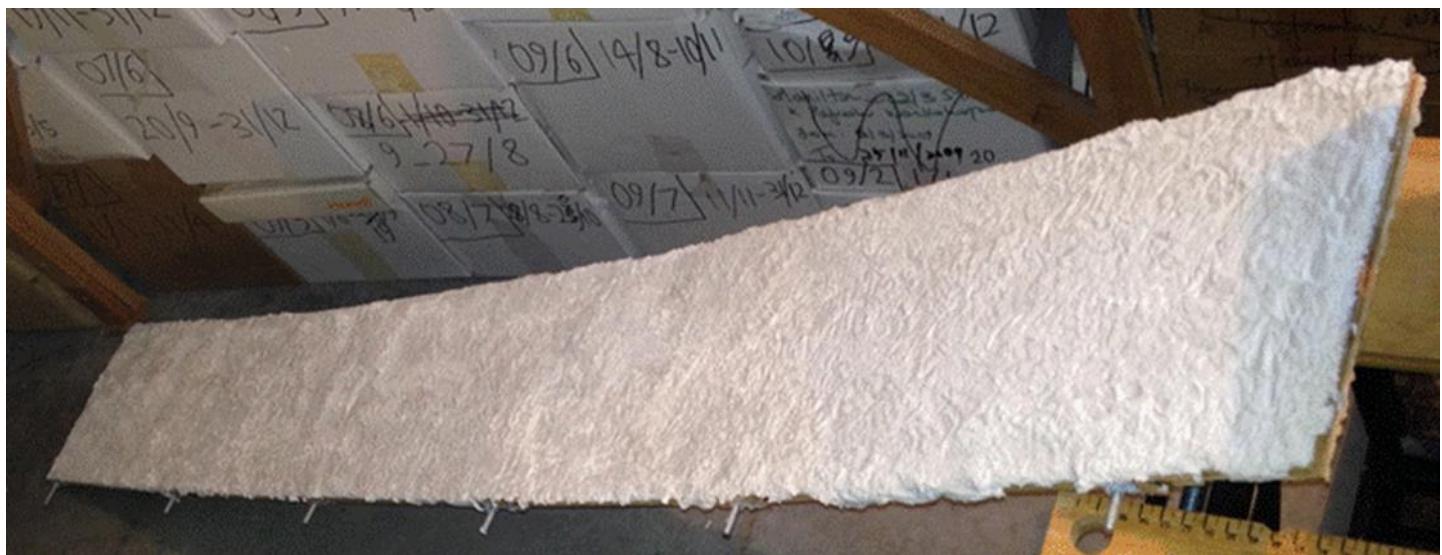
Outer sheet of MDF glued in place with everything being held together with cloth pegs.

The three-layer laminate was found to retain its curved profile well having been removed from the baseboard.



Plastering of face of wall underway. Note the PVA glue spread over the board

The next job was to replicate the stonework of the original. To do this, Polyfilla was plastered over the sides which had been precoated with PVA glue to aid bonding. I also chiselled some notches into the faces of the boards to further assist with bonding. Leaving the tangs produced with chiselling also helped with this. Working in small stages at a time the plaster was spread with an old knife and roughly smoothed out. It was then left for a time to start to stiffen. Judgement is key here since there is a finite period of time when the plaster is no longer sticky but is still workable. A damp cloth is a useful tool and the all-important stiff brush which was used to stipple the surface. Practice on the surface sooner rather than later is the best option since if it is still sticky, it can still be smoothed back down with the knife. Keeping the cloth moist was also important so a bowl of water was kept handy. N.B this is a messy job so doing it somewhere where it didn't matter ensured ongoing domestic harmony.



The textured plaster prior to forming the courses

Once one face was finished, the board was left for a few days to allow the plaster to fully dry out before turning it over to do the other side.



The courses formed in the plaster. Note the ends and the top have yet to be plastered



The ends and the top are now being plastered. N.B the wall is only being lightly held in the workbench to keep it upright without damaging the plaster.

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Following this, the stone courses were created. What is not always recognised is that stonework is not usually random. Normally, stones are dressed into rectangular blocks even if they are left rough on their faces. A number of stone structures also have regular courses. So it is with this wall. A long steel rule was used as a flexible straight edge (to go around the curve of the wall) to carve the horizontal courses. An old screwdriver was the weapon of choice and the courses quickly appeared. Vertical courses were formed more randomly with the screw driver used to roughly create vertical grooves. The one element maintained was to ensure that these grooves were stepped between the horizontal courses.

The last plastering job was to cover the ends and top to leave the board fully enclosed with plaster.

The top course was formed of rough stones laid transversely upright. These were created by deeply notching the soft plaster across the top of the wall at regular intervals.

A brush was then used to sweep away the debris and the resulting mess was cleaned away to allow painting to start. My son who is a modeller of plastic kits, had a huge stock of Humbrol tinlets of paint accumulated over a significant number of years. When he emigrated to Australia for work some years ago, he donated these to me. Since then, they have come in useful for projects such as these where the innumerable shades of grey they provide, give a good pool to paint the individual stones in ever so slightly varying colours to break up the texture further and highlight the individual stones.

Before starting the stones, the courses were first painted a light grey to emphasise the mortar between the stone blocks.



Painting the mortar work between the courses formed in the plaster.

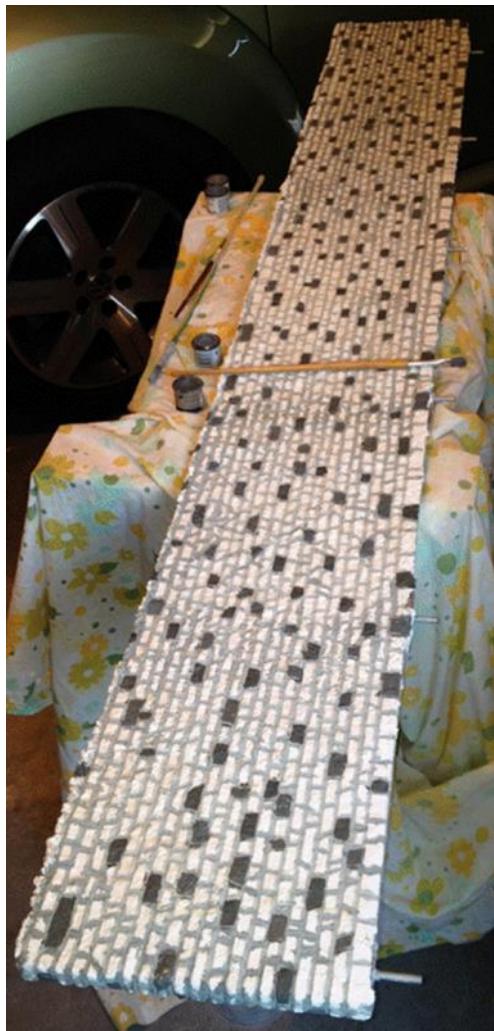
To ensure the colour of the stones was random, one tin was used at a time to paint a small number of stones randomly across the face of the wall. This was followed by a different tin again randomly picking up stones in the gaps between previously painted stones. This process was continued until the gaps started to fill up. Eventually all the stones were painted on one side. Then the wall had to be turned over and the process repeated on the other side!

To blend the contrast in some of the shades of grey, near empty tins were mixed together to create a mid-shade between the two for further variety.

Thanks again Nick, for the paint, it has been most useful!

The following photos illustrate the process:

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More blocks painted

Starting to paint random blocks.



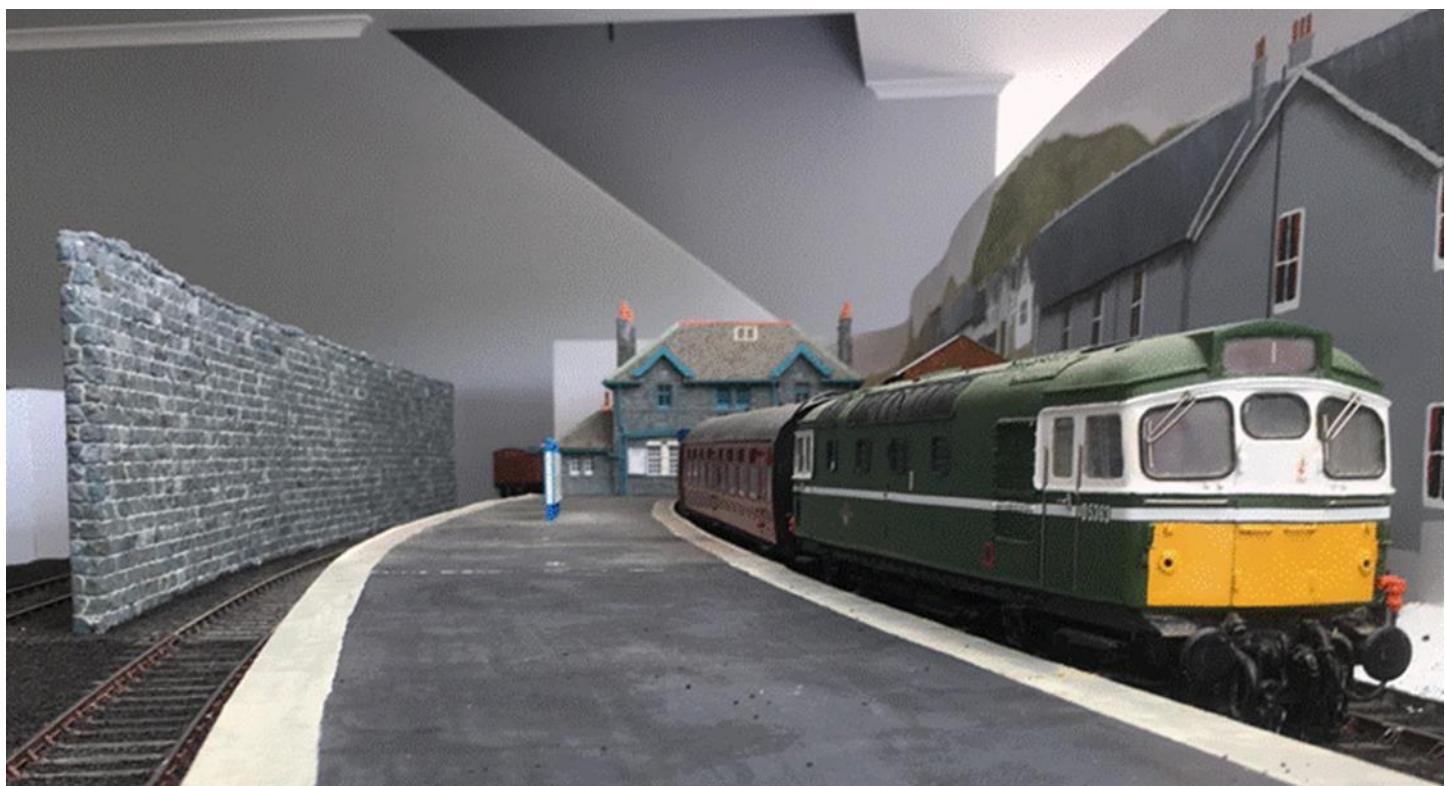
Over halfway!



Nearly there now! Just the other side to do after this!!

Once finished, the wall was reinstalled on the baseboard and the track ballast was placed around it and the tracks running on either side to complete the scene.

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The next article will move forward seven years to cover the construction of the canopy.

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.

Wairarapa Gathering 22/23 January 2022

Several Garden Railway enthusiasts around New Zealand have asked the Wairarapa Group to provide tours of our railways.

The Wairarapa group has decided to have such an event on Wellington Anniversary Weekend 22/23 January 2022. There is a possibility of an over flow into Monday morning.

We will provide an itinerary, morning and afternoon teas and the visitors will otherwise provide for them selves.

There will be no fees.

If you are interested please contact

Lloyd Dickens

Lloyd.dickens@wise.net.nz or 06 370 3790.

[See page 31 for gathering programme](#)

Wairarapa Garden Railway Group Running Day

Article and Photo's Lloyd Dickens

Murray Clarkes running day early Dec 2021

The Wairarapa Group has now more Garden Railways than months we can run outside so we need to have two running days in some months.

Murray had his Grand opening running day on a day threatening with rain which did not happen. For this reason the Wellington Group members did not come.

Murray's railway must be the most unique in the country. As you will see from the photo his house is very close to the main station.

The raised railway was made from the parts that came from another Wairarapa railway. The parts while modified came from Colin Bache's railway.

The photos describe the railway better than I can.

Murray provided a BBQ so we had a opportunity to run longer.

I ran a new rack of carriages behind my Roundhouse Beddgelert Live Steam Locomotive. These carriages and the Locomotive were around at the same time running on the original North Welsh Highland Railway. The locomotive was decommissioned in 1906. Murray's railway is near level which makes running live steam very easy.

Peter Milburn ran his diesel shunter locomotive and Murray his Mallett.

Later in the afternoon Jerry Were brought along his Big Boy which pulled an impressive rack of wagons.



Big Boy Locomotive

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Murray Clarke's new Locomotive



Lloyd Dickens Roundhouse Beddgelert and North Welsh Highland Railway carriages

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Murray Clarke The Bridge



Murray Clarke's European town

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Murray Clarkes Mallett



Murray Clarkes railway and house

Wairarapa Garden Railway Group Running Day

Article and Photo's Lloyd Dickens

Wairarapa Garden Railway Group Christmas do at Christine Collett's Railways

The Collett railway system consists of three different railways built by Christine and Lee Collett. The Dry River Railway, Rosebrook Railway and the Hydrangea Tramline

Lee's trade was sheet metal work so most of his structures are based around metal frames. To look at it is not at all obvious. The magnificent Monastery was his pride and joy along with the latest piece the "The Ruin".

He also has a great collection of European rolling stock and Locomotives.

This was the first group outing on these railways since Lee sadly died some nine months ago.

Christine always puts on a great do and we were not disappointed this Christmas. When we arrived the food and drink were soon to come out. I suspect for this reason only a few of us ran trains.

Murray Clarke ran his Mallet and I ran one of my Isle of Man railcars. Warren drove my railcar while I took some photos as shown in one of the photos while Murray consumed the Christmas do.

Lee succeeded where I suspect I will fail, he completed his railways. They are magnificent, the best in the Wairarapa. The problem is in the significant layout time and effort required to put out the many buildings, displays and people.

A great Christmas do and we look forward to welcoming many to our "Gathering" on Wellington anniversary weekend.



The Ruin

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Murray Clarkes Mallet



Rosebrook Railway

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The Monastery



The Rack Railway on Rosebrook had problems on the day

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The Road Castle



Warren Stringer and Christine Collett

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The Silos



Warren Stringer and Murray Clarke

Readers Pictures

The remaining plates added to the A420 Half Birdcage Car.

Ashburton Forks Railway - Kerry Paterson



Glenfinnan Viaduct [Part 4]

John Boyson, Pokeno



Arch Casting –the Process

Having prepared everything, casting could start. This progressed from the east end being lined up with the adjoining Borrodale Viaduct and progressed westwards as each casting was made.

The first job, having fabricated the mould, was to manoeuvre it to site. It was then lifted into place on temporary supports between the pier locations. Next, its precise location and level was adjusted with wedges placed on each side of the temporary supports.



Moving the mould for the first casting out to site

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And lifted onto the east support platform



Raised up and being levelled with wedges.



Lined and levelled up with the string line as a level guide

Once the mould was aligned, the relevant piers were brought out and inserted under the mould onto their respective support platforms. As previously noted, these had been left deliberately low to ease the insertion process. Once in place, each pier was raised with more wedges until it butted against the mould. Verticality in both directions was then checked and adjusted until satisfactory. Once it was deemed OK (this tended to take quite a while since adjusting it in one direction would typically take it out of line in the other), the gap below the pier was filled with a mix of H4 timber offcuts and a significant quantity of liquid nails glue squeezed in to completely fill the void up and seal everything around the offcuts.



Piers installed

Having set the mould, the next job was to install the side reinforcing and brace it. This involved removing the mould spacers used to assemble the mould. Narrower replacement spacers were used to keep the sheets in line with stakes to maintain clearances from the mould sides.

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Reinforcing side sheets fitted. N.B. they have yet to be braced. However note the first pair of refuges where the reinforcing has been bent outwards above the second pier

The last job was to install the stainless steel rods and the brass tubes they were housed in. To stop the mortar entering the tubes, they were plugged with blobs of bluetack.



Brass sleeves fitted with bolts temporarily holding them in place. Note the blue tack at the ends



Test fit of the deck reinforcing sheet. Better to verify it fits before starting the casting than to find out it doesn't when ready to put it in at the end!

The whole assembly was left overnight for the glue to set up under the piers.

Concreting started the next day with the same mortar mix used for the piers. This time however, the wheelbarrow was commandeered to mix the loads. Each stage typically took about three and half barrow loads and used a bag of cement. Pouring took place in stages starting at the low points on top of each pier and gradually raised the mortar level in the casting evenly across the whole pour. Each layer was tamped down thoroughly before another layer was added. As the mortar level rose so the braces holding the reinforcing were lifted allowing the mortar to fill in below keeping the reinforcing in place.



Mixing the first load of mortar

about one third up the arches, the arch soffit reinforcement segments were added. Then, once the crowns were covered to half height, the top sheet of reinforcing was added, having removed all the spacers at this point. Finally the last layer of mortar was added to complete the pour.

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The mortar level about one third of the way up and the arch soffit reinforcing added. These were made up from the offcuts from the side panels when cutting around the arches. The reinforcing spacers are being raised as the mortar level rises. Two main spacer blocks have been lifted right out at this point.



Mortar now nearly up to the arch crowns.



Job done and it's getting dark!

The following day the mould was dismantled and cleaned up and the components stored away carefully for the next pour. The centring however was left for seven days to allow the mortar to gain strength.

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.

Wairarapa Gathering Programme 22/23 January 2022

Saturday 22nd January 2022

Layout 1 - 9 am till 10:30am Morning Tea Raised track DCC and self Power Ideal for Live Steam

Layout 2 - 10:45 am till 1200 noon On Ground track, Self power and Track Power Lunch 12 noon till 12:50 pm At your own arrangement and cost

Layout 3 - 1 pm till 2:45 pm Two Railways on ground and one raised; display only

Layout 4 - 3 pm till 4:30 pm Afternoon Tea Raised DCC and Self Power including Live Steam

Layout 5 - 6 pm till 9 pm Full BBQ Cost \$10.00, Pay on night Raised plus Indoor display, DCC and Self Power Ideal Live steam outdoor

Sunday 23th January 2022

Layout 6 - 9 am till 10:30 Morning Tea Raised DCC and Self Power

Layout 7 - 11 am till 12 noon Raised Track Power Lunch 12 noon till 12:50 pm At your own arrangement and cost

Layout 8 - 1 pm till 2:30 pm Raised DCC and Self Power

Layout 9 - 2:45 pm till 4:30 pm Afternoon tea Raised and on Ground, Self Power only

Details like lunch locations and addresses will be provided to those coming, Some layouts will be available to run on but the owners have the final say. We can arrange items for Monday if anyone is interested, Final numbers for BBQ will be need a few days in advance.

If you are interested please contact Lloyd Dickens Lloyd.dickens@wise.net.nz or 06 370 3790.

From the workbench

Photos and story - Editor

Detailing a shop interior

With having an indoor layout at height my buildings look quite bare without any detail as you look into them, I set about changing this by adding detail to the interior. First off was to cover the walls and floor as this was just white board from construction, this was achieved by searching the internet for pictures of walls and flooring. Once I found suitable images these were printed on a standard printer and then glued in place with a glue stick to avoid any wrinkling. While the glue was drying it was time to rummage through the details and bits I had to start detailing, up first was to assemble some LSG laser kits I had to create counter, table and shelves these can be found here: [Yen Models](#). After these were assembled I used a mixture of details 1/24 scale and a few 1/12 scale items (the 1/12 items just look more like bulk items), these were obtained from dolls house suppliers, [Typlanes](#), [Pola](#), [Bachmann](#) and various other places. I'll leave the pictures to tell the rest of the story.



This photo shows the printed paper to add wall and floor detail (Also note the flour sacks and jars which are actually 1/12 Scale)

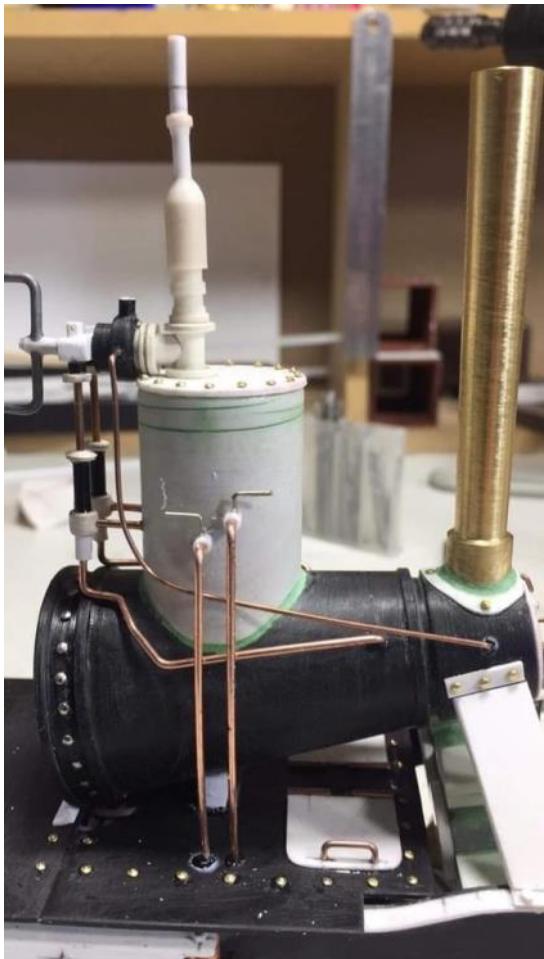
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These two photos show the details added to the interior

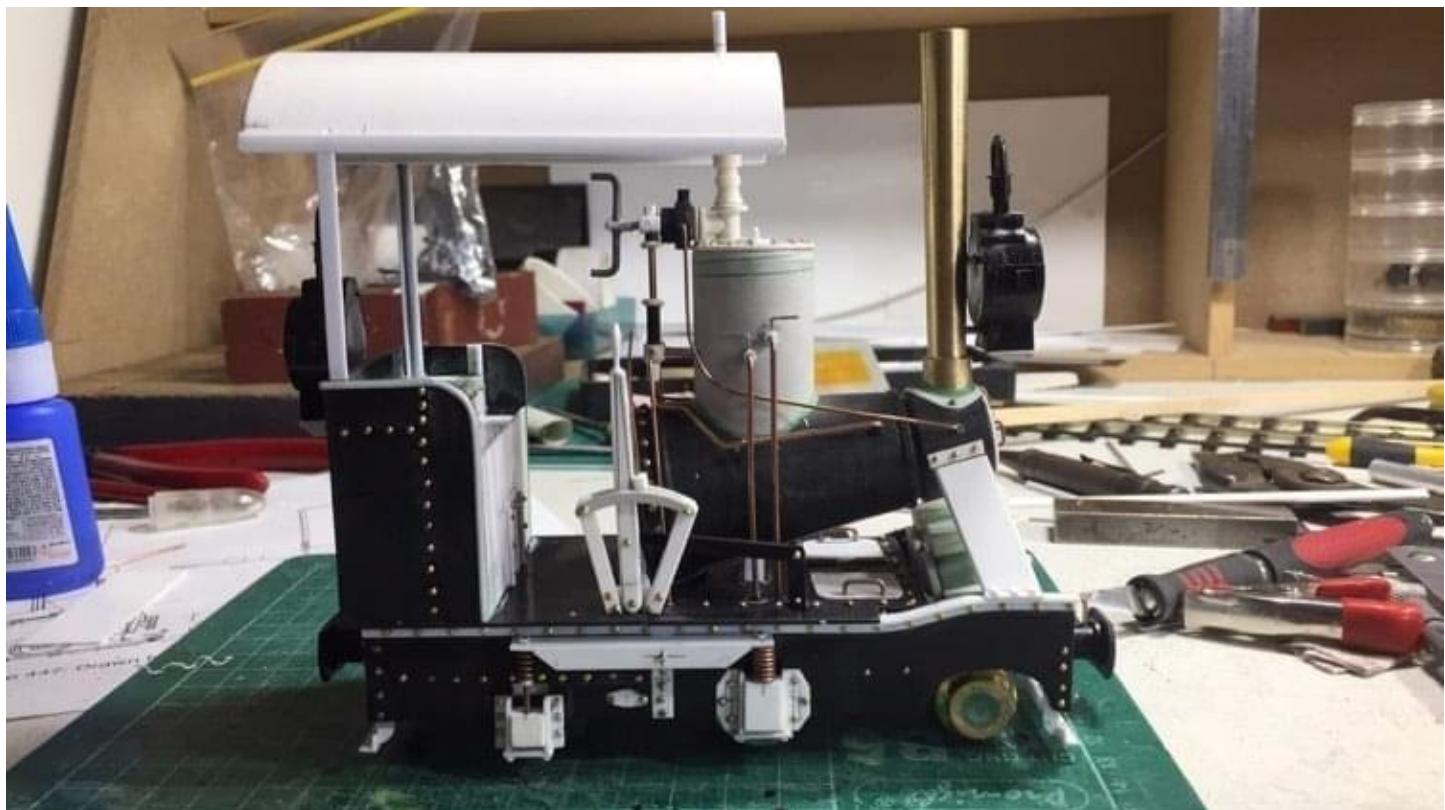


Workbench Projects



**Locomotive build Kerry Paterson,
Ashburton Forks Railway**

Ready for paint, with more details added on the Narrow gauge 1888 Hohenzollern Locomotive Works (Serial No. 447) built to 32mm gauge.



COMING EVENTS

January 15-16 2022
 January 22-23 2022
 February 2022
 March 26-27 2022
 April 15-18 2022
 April 16-17 2022
 May 7-8 2022
 June 3-4 2022
 June 20-25 2022
 July 9-10 2022
 October 2022
 October 2022
 2023
 July 3-9 2023

Tauranga Model Train Show
 Wairarapa Garden Railway Tours
 Model Train Swap Meet, Tinwald
 Nelson Model Train Show, Nelson
 NZAMRC Convention, Christchurch
 Hawea Model Trains & Hobby Show, Lake Hawea
 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
 The BIG Model Train Show, Christchurch
 Great Little Train Show, Invercargill
 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

NEXT ISSUE PREVIEW

A Canopy for Mallaig in 1:32 Scale Part 2:

John Boyson, Pokeno



Glenfinnan Viaduct Part 5:

By John Boyson, Pokeno

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THE GARDEN WHISTLE**Club Meeting****Club Contact****January TBA****Auckland**

Auckland Garden Railway Society Inc

Club Contact:

Email: gardenrailauckland@gmail.com
Philip Sharp, Ph: 09 600 2157**Running Days/Meetings cancelled until further notice****Waikato:**

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**January 22nd / 23rd (Saturday / Sunday):****Wairarapa Gathering 2022****Wairarapa:**

Wairarapa Garden Railway Group.

Club Contact:

Email: Lloyd.dickens@wise.net.nz
C/- Lloyd Dickens, 55 Titoki Street, Masterton.
Ph: 06 370 3790.**January TBA****Wellington:**

Wellington Garden Railway Group.

Club Contact:

Email: bilthompson @xtra.co.nz
Coordinator: Brent Thompson, 6 Bodmin Terrace, Camborne, Ph: 022 619 4006**No January Meeting****Christchurch:**

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