



THE GARDEN WHISTLE

NEW ZEALAND LARGE SCALE NEWSLETTER



JUNE 2021



THE GARDEN WHISTLE

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June 2021

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Cover photo — Kabita Whale's K27 crossing the Collins Creek Branch Trestle

Photo supplied by — Kabita Whale

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

LETTERS TO THE EDITOR

Ian Galbraith: An appreciation

I want to take the opportunity to express my appreciation and gratitude for the work Ian has undertaken in editing the Garden Whistle over the time I have been involved in the arena of garden railways. His role as editor of this magazine has allowed those of us who have had the inclination, an opportunity to publicise our efforts, hopefully for the benefit and appreciation of anyone and everyone with an interest in this pastime.

In publicising our efforts, he has made a major contribution to the hobby in bringing all of us together across the country and indeed to the attention of interested individuals from other parts of the world.

I wish Ian well in his retirement from this demanding role (however hopefully not from the hobby). I am sure and hope that we will continue to hear from him through the GW from time to time in regards to his own modelling achievements. Surely he will have more time for this now that the GW is no longer such a demand on his time.

I also want to extend a warm welcome to Iain (must remember to include the extra "i" when writing his name!) as the new editor. I hope and am sure that he will take the GW forward from Ian's capable hands further into the 21st century.

I look forward to maintaining the warm relationship I enjoyed with Ian as editor of this great publication.

John Boyson

Thank you Ian for the many years of hard work as editor of the Garden Whistle and for sharing these wonderful articles with us.

You and Ann will always be welcome to visit our garden layout if you are ever in our area again.

Giving much encouragement to Mr. Collingwood in his future task as editor.

All the best in your future endeavours Ian..

Vickie and Peter Szolga.

Delta BC.

Wonderful job on the newsletter, Gentlemen..

Thanks so much for including me in the emails..

Stan Cedarleaf

Convention video re-sent as people were having issues viewing, can you please relist it in the next Garden Whistle

<https://www.youtube.com/watch?v=GMbahHa-s-E&t=1326s>

and this one I have just published is of K900 going to MoTaT is from old converted super 8mm film

<https://www.youtube.com/watch?v=JA4MG1yMba8&t=8s>

Michael Hilliar

Collins Creek Branch Railroad update

Kabita Whale, Lincoln



Above -

Mountains created by spraying mortar onto wire and windbreak mesh framework round from trestle anti clockwise direction.



Opposite -

Reverse side of above mountain.

Photos provided by Author.



Above -

Second loop again trackbed only, towards yards.

Left -

Cross over and second loop trackbed, tracklaying next.

Gleann Viaduct 2: Installing the Viaduct [Part 1]

John Boyson, Pokeno



Above- The viaduct with J B Earle with test train. Laying artificial grass on the slopes up to the abutments is the only outstanding job at the time this photo was taken.

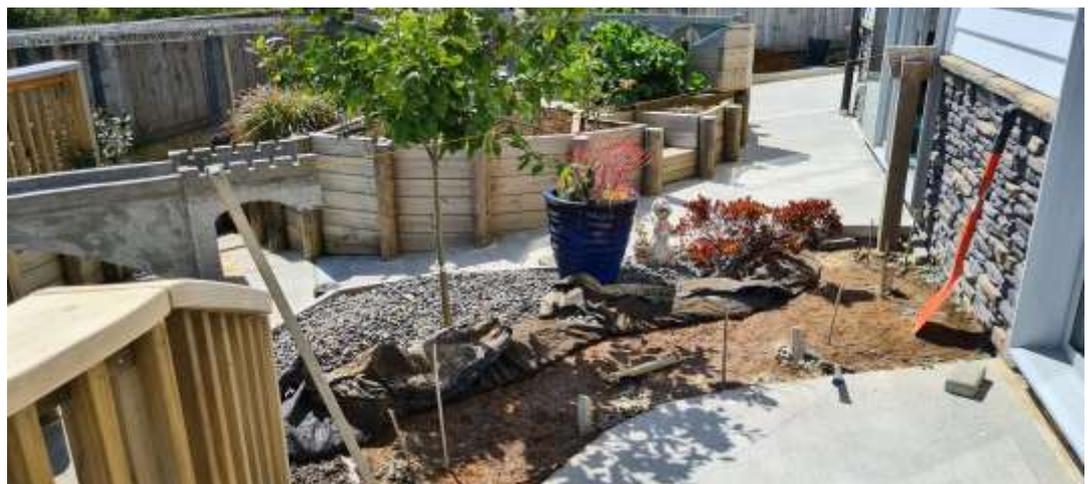
This article has been prepared for joint publication in the Garden Whistle and G1MRA NZ newsletter.

Photos provided by the author.

One point of difference with this model is for the first time in the railway build, I had to traverse normal ground level from the edge of the house to connect with Borrodale Viaduct. As some of you will know, I am not a fan of the post and plank railway and prefer model railways that blend in with the garden as much as possible. Since my railway is a raised affair, it follows that the garden landscaping had to rise to meet the railway. Thus to support the viaduct, I constructed a garden box. Another thing I am not fond of aesthetically, is angular straights. Curves are much more natural and far easier on the eye. Accordingly, the box was formed with retaining wall timber notched on the inside face to allow it to flex. One side next to the house is vertical so the planks follow each other. Using tongue and grooved timber aided this by keeping the planks aligned. The opposite side facing the garden is tiered to break up the vertical lines of the box and allow plants to be grown up the side. The top is shaped to follow the ground contours of the terrain around the prototype viaduct.

Right -

Stripping back the stone ground cover ready to start the support structure for the viaduct. The line of the viaduct has been pegged out.



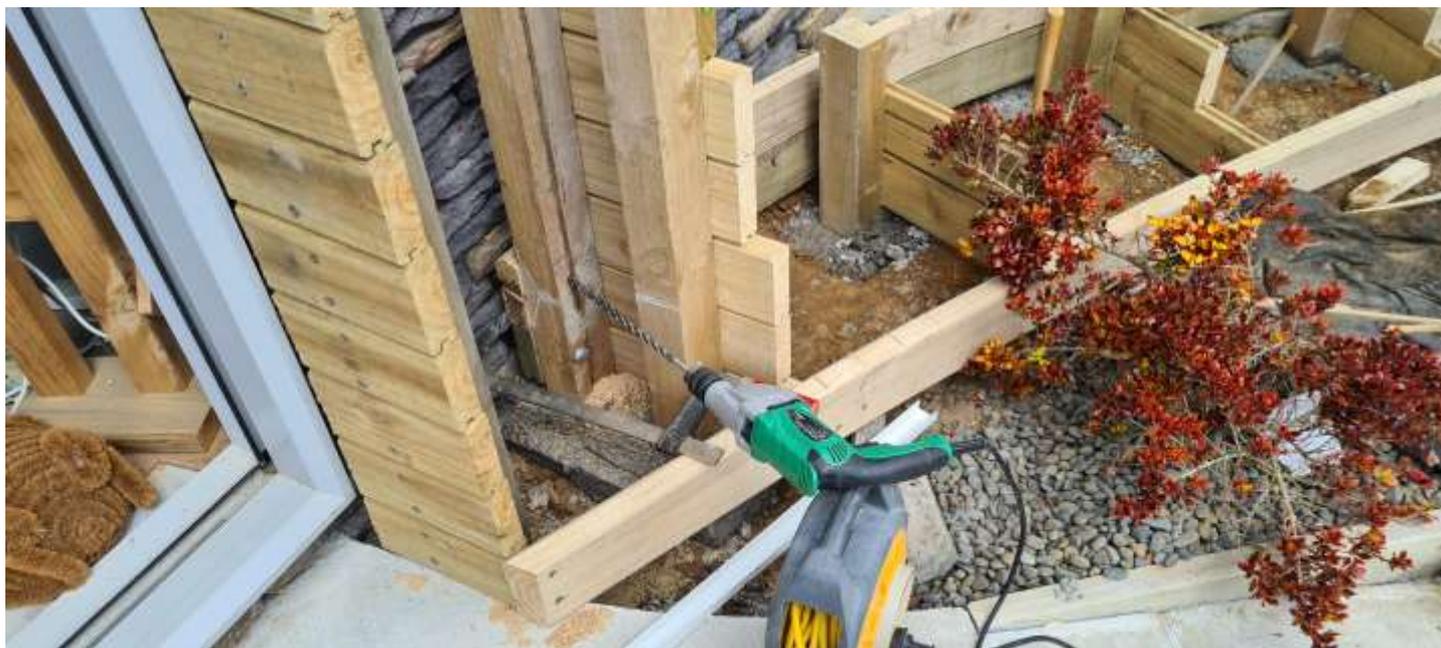
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Above — *Installing the support poles for the structure. These line up with the pier locations*

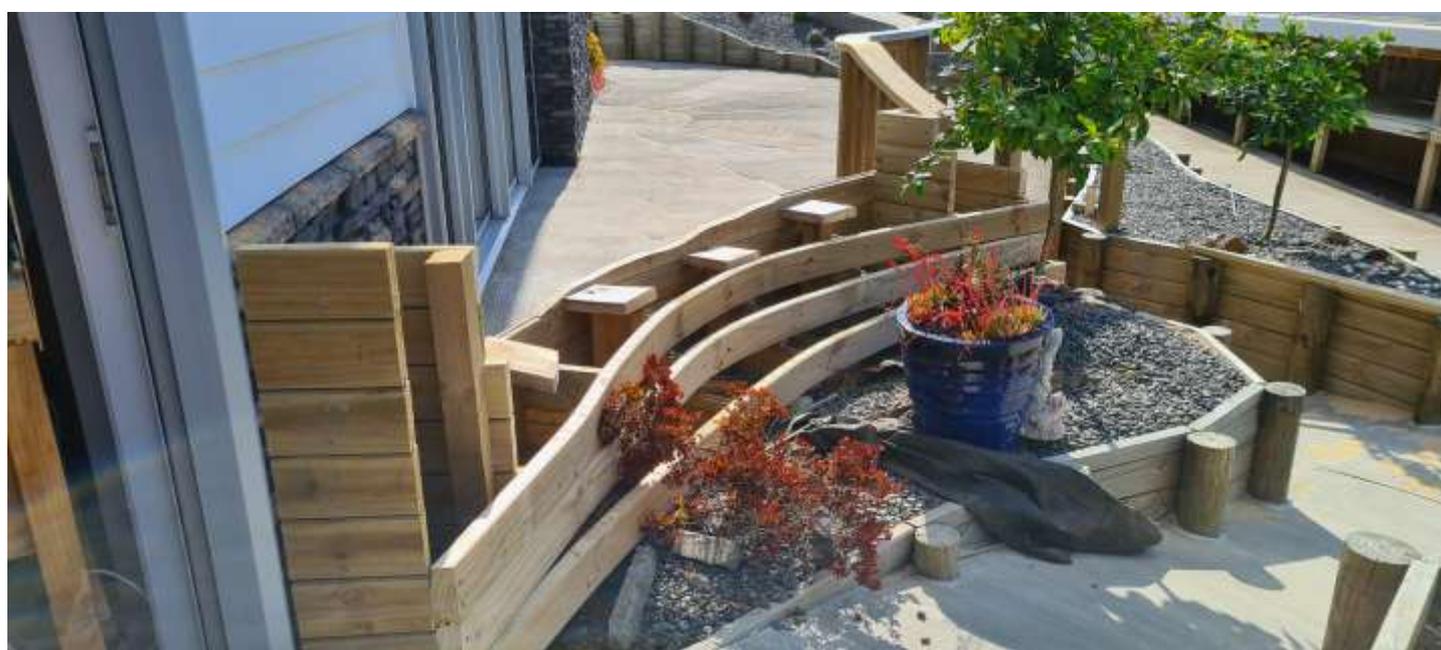


Above — *Cross beams are being installed to support the edge planks. One of these is being notched to allow it to flex to form the curves of the structure. To do this the circular saw has been adjusted to only cut through enough of the plank to leave 10mm to form the outside face. The cuts are repeated every 75mm along the length of the plank that needs to curve. N.B. Care is needed in handling the plank whilst cutting the slits and afterwards whilst installing it.*



Above — One end of the planks being bolted to its support post. There was just room between the house and the plank to insert a washer and nut to secure things. This follows my design criteria that all infrastructure must be able to be dismantled without too much difficulty. The ultra-long drill bit has been useful for many heavy duty bolt hole drilling jobs. Great fun to use as well! Note the clamp holding the plank in place temporarily whilst the hole is being drilled

Below — Three tiers of the structure installed. The posts and associated cross walls align with the viaduct piers. Horizontal planks have been fitted to support the piers. They have been set about 20mm low to allow for fine adjustment when the viaduct is installed. The far top plank for the fourth tier has been contoured to match the prototype's surrounding ground level. This was done with a jigsaw following installation. N.B. the planks forming the tops of tiers have their tongue cut off for the length where they are not holding another plank above them. The tongue is kept on the sections where they do align to allow the planks to interlock.



Ashburton Forks Railway Open Day

Photos and text, Editor



Above — GP30 Locomotive pulling ore train over bridge.

On the 8th and 9th of May AFR held its annual open day to the general public, this event is part of the [wheels week plus](#) programme and which is also to fundraise money for the Balamban Primary School in the Philippines.

Trains were running through the established garden layout entertaining the visitors from the public, the switching and operations were done within the shed. The shed is also filled with many of Kerry's scratch built items, These being of Philippine National Railways and also New Zealand Railways.

Was a pleasure being able to visit and thanks to all that made it possible for the public to enjoy.

ashrail.com

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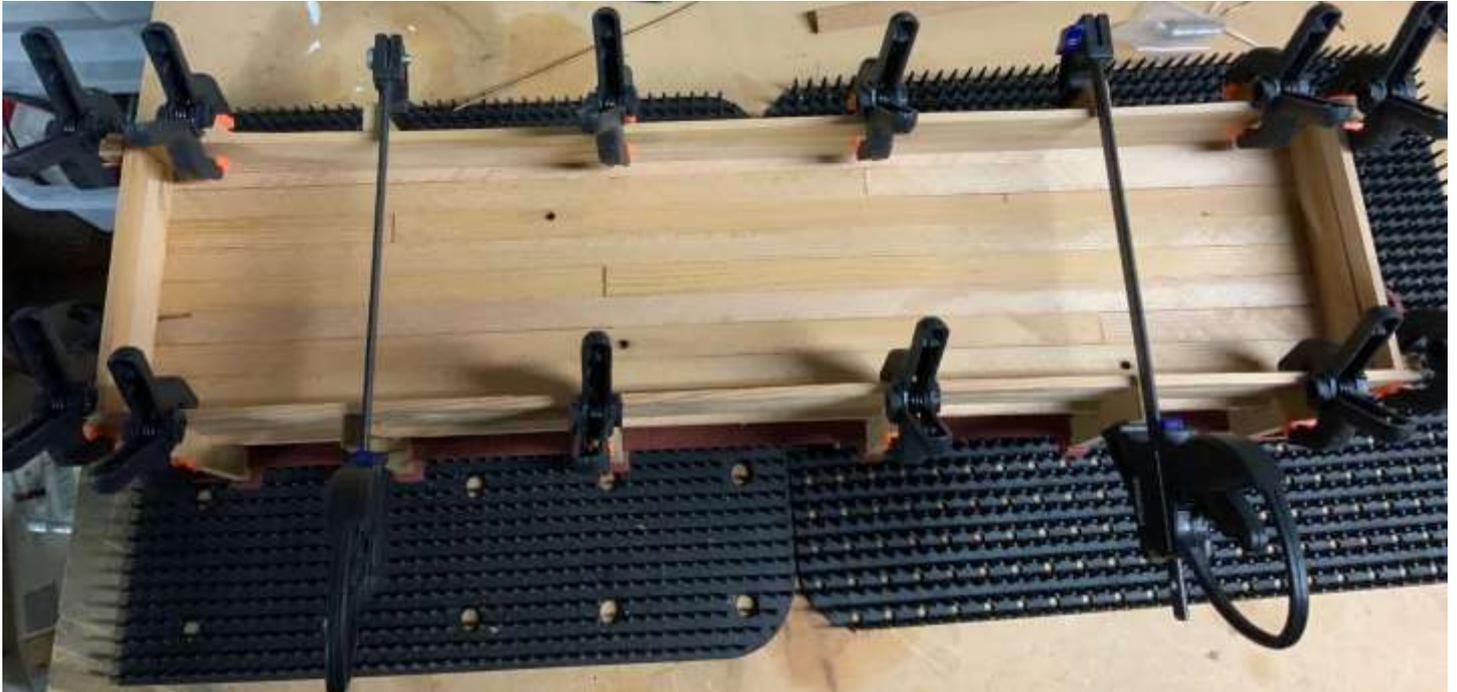
Top — Latest AFR locomotive build, ab608 Passchendaele memorial locomotive in the yard.

Below — 3D Printed train and wagons, with fun loads in tow.



Tie and Rail Car Build

Photos and text, Editor



Tie And Rail Car Build

After purchasing an Accucraft tie and wheel car I felt the need to add to my 'Work train' and went looking an easy build to compliment my tie and wheel car.

I was looking through my set of narrow gauge pictorial books and found a tie and rail car, with already having a accucraft flat car I thought that would make a great starting point.

First hurdle was not having any plans, so as having the flat car a reference I used that as my scale and guide along with the pictures to build the car from.

I started construction with making the vertical legs that went into the stake pockets followed by the support beams under the bunker, then completing the planking on sides and end thus creating the tie bunker on top.

Next step was to bend some support bracing and install at each corner leg and also add bars between each vertical leg width ways, [Ozark miniatures](#) and [grantline](#) parts were also added for more detail on the car.

Next step will be paint and decals — watch this space.

Iain Collingwood



Wairarapa Garden Railway Group at Wai Rail X

Photos and text, Lloyd Dickens



During last year the group purchased 17 folding tables and artificial grass to allow an elevated display. This was our first public outing for the arrangement.

Warren Stringer had designed a compact track layout which allowed for passing bays and sidings. This arrangement of track allowed for an interesting flow for the trains passing around it.

The setup has been used in two previous in-house events which meant we had some practice in putting it all together. Still learning though.

For the RailX at the Carterton Events centre as the room was being used the night before, we had to put up the display on the Saturday morning which meant an early start. Since the earthquakes the Wairarapa has been running out of places to hold events.

Each group member who took part was allocated a two-hour slot. So, two person one per loop ran trains. On the outside loop we ran DCC equipped locomotives and on the inside battery powered models.

The Wellington group brought up their changing train display which was run in the entrance to the centre along with another small display.

There were the usual trade shops and a café run by the local Lioness.

The event seemed to have a good attendance given it was away from the largest town in the Wairarapa.

Lloyd Dickens



Wairarapa Gathering 22nd / 23rd 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.

Workbench Projects



Above – Scratch built Half Bird Cage Carriage under construction

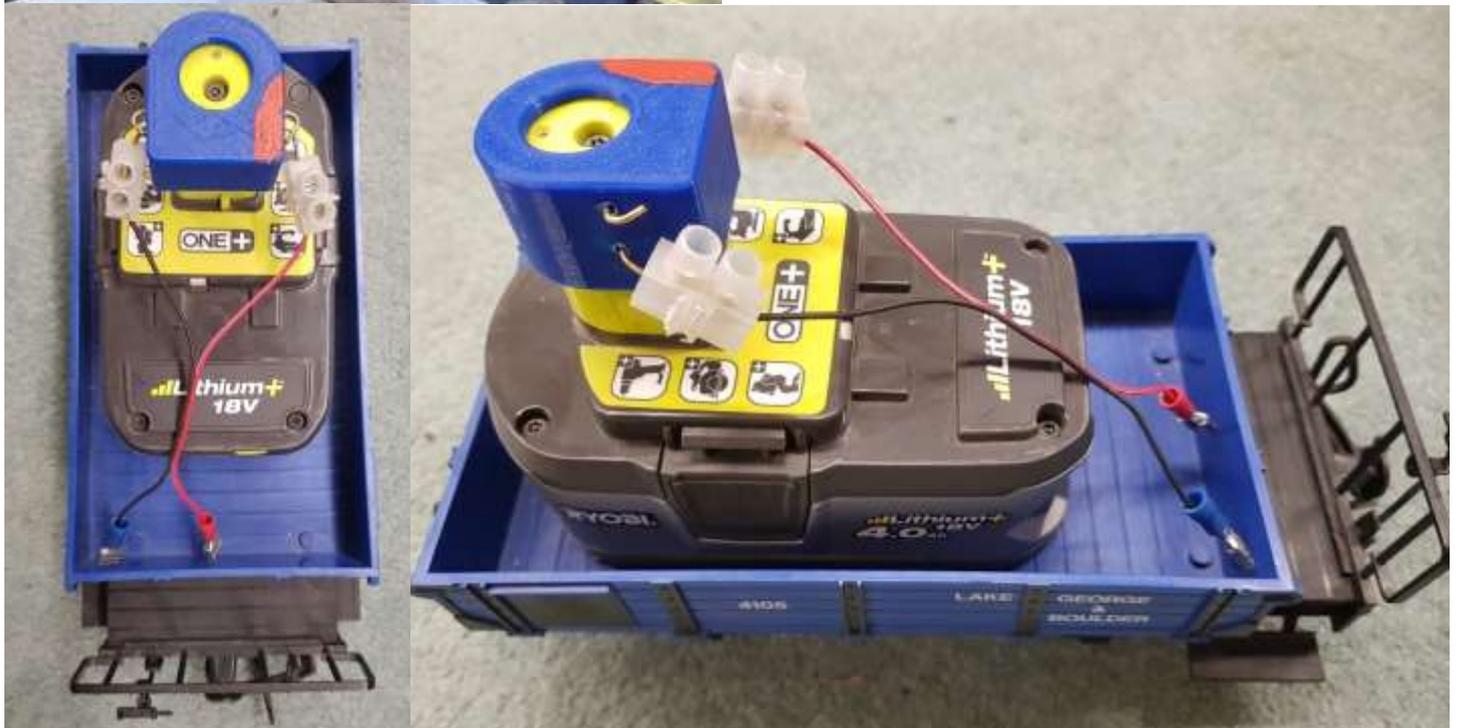


Left – Freshly painted carriage.

Kerry Paterson, Ashburton Forks Railway.

Below — Battery car using a ryobi power tool battery, cap 3d printed file from thingiverse

Bill Stanley, Pirfic Station



Readers Pictures



Above — Relocated bridge now in full view on the Brookwater Line.

Brian A

Below — John Reinecke's South African narrow gauge Garratt NG143 waits for signal clearance on the Lynton and Barnstaple Railway.

Graham Dredge



Signals in the Garden

Graham Dredge



Michael Hilliar's Sybil approaching the signal that protects the bridge block.

Derek of Auckland has been busy installing working colour light signals on his Lynton and Barnstaple Railway. It all started last year when he purchased a couple of laser cut wood colour light signal kits from North Pilton Works in the UK, and a couple of semaphore signal kits from Australia.

He called me up to see if I could help with controlling the signals and in due course I designed electronic controllers so the signals are triggered from magnets mounted under the locomotives using reed switches in the same way as those commercially available.

Signals protect a section (block) of track and the signals at each end show green to indicate the block is clear. A driver seeing a green signal aspect can enter the block and the loco mounted magnet will operate the controller's reed switch and trigger a sequence of events to protect the block from entry by another train. The

signal at the other end of the block will immediately change to a red aspect and the signal at the entry will change to red after a couple of seconds (thus emulating the real thing). When leaving the block the reed switch at the far end controller will restore the signals to green.

It is also possible to enter a block and reverse out after a few seconds and the signals will reset to green

The colour light controllers and signals could be powered from a 6V battery using 4 AA cells, which should last quite a few running sessions, but as Derek initially intended to operate the semaphore signals using model aircraft servos he is using a 12V SLA battery because the servos require more current than the AA cells could provide over a period of time.

More recently Derek is now printing signals using a 3D resin printer, and he has added signals to indicate

which way a turnout is set. These are simply operated using waterproof micro switches operated by the turnout tie bar. He has also found a simple solution to operate the signals at each end of a block using a relay board from EBay.

Derek and his train running mates are finding it a lot easier running trains using the signals, there is a lot less shouting back and forth (and expletives) to disturb the neighbours and it is easy to see if the block ahead is occupied thus preventing the inevitable and expensive cornfield meet.

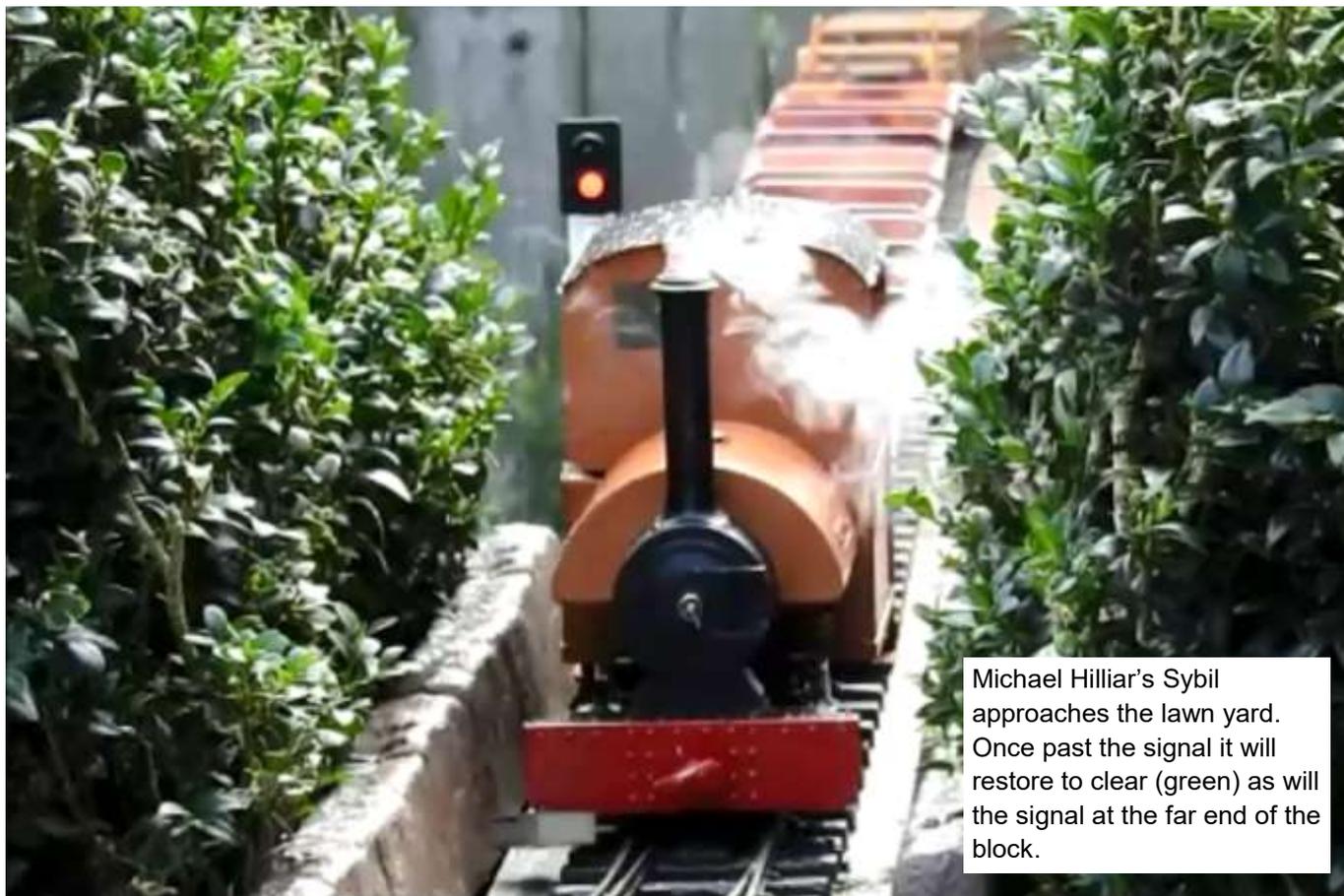
To see a video of the signals in operation

https://youtu.be/ACkrrnO_WdAM

or simply search for Westimation.

I will report on the semaphore signals another time.

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Michael Hilliar's Sybil approaches the lawn yard. Once past the signal it will restore to clear (green) as will the signal at the far end of the block.



Left —

Hugh Keal's train approaches the signal, in a couple of seconds the signal will switch to danger (red).

Above—

At the far end of the block. The signals at each end will soon clear (restore to green).

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Left—

One of the laser cut wood kits from North Pilton Works in the UK.

Right—

The signals are mounted onto the control enclosure. Inside a small circuit board with a micro-controller that does all the work such as reed switch detection, timing and sending and receiving the signal states to and from an identical box at the far end. There are two sockets on the bottom, one for the track mounted reed switch plug, the other to connect with the control box at the other end of the block. The signals mount alongside the track in metal brackets, so the boxes simply slide in and out at the start and end of a running session.



Left —

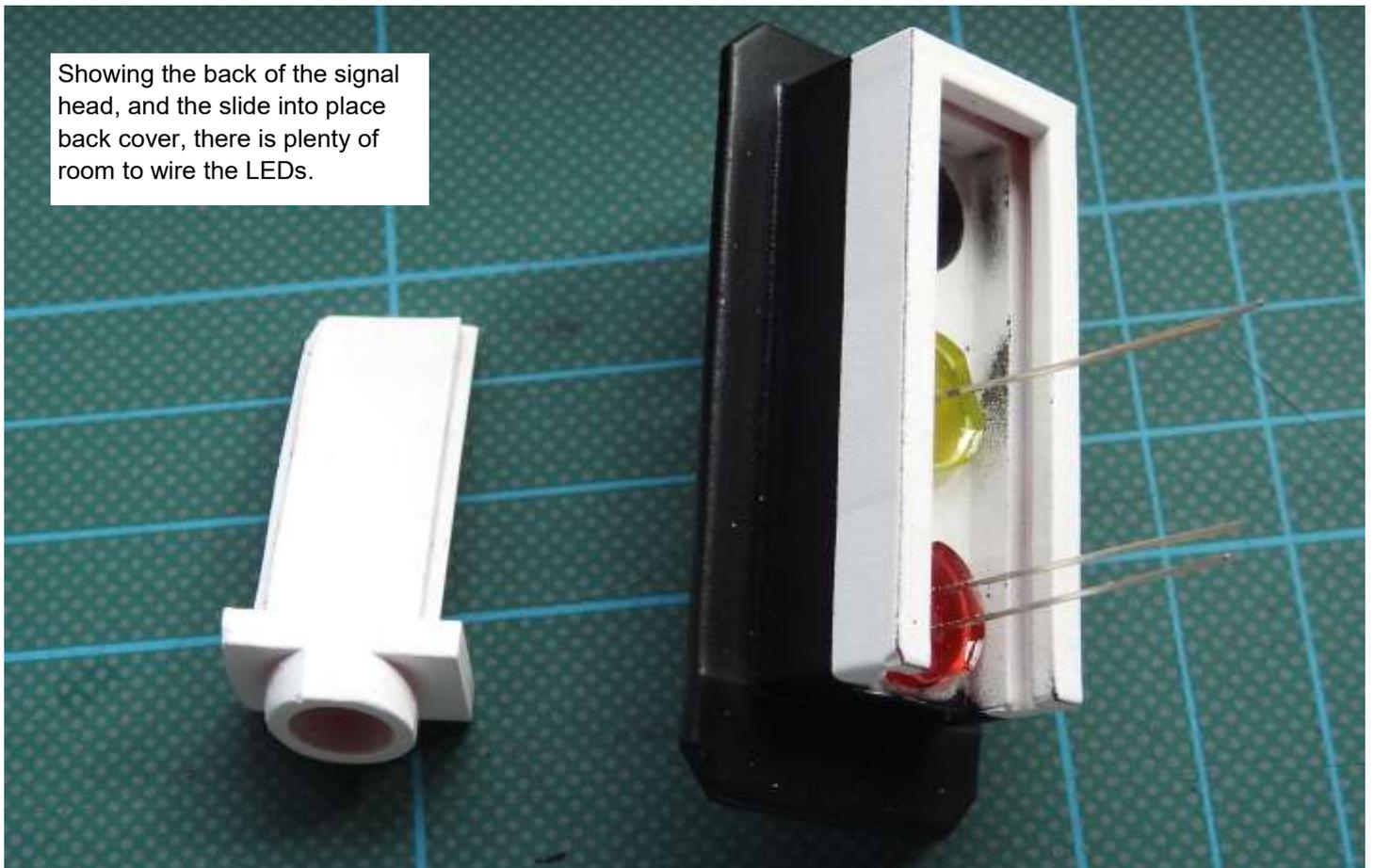
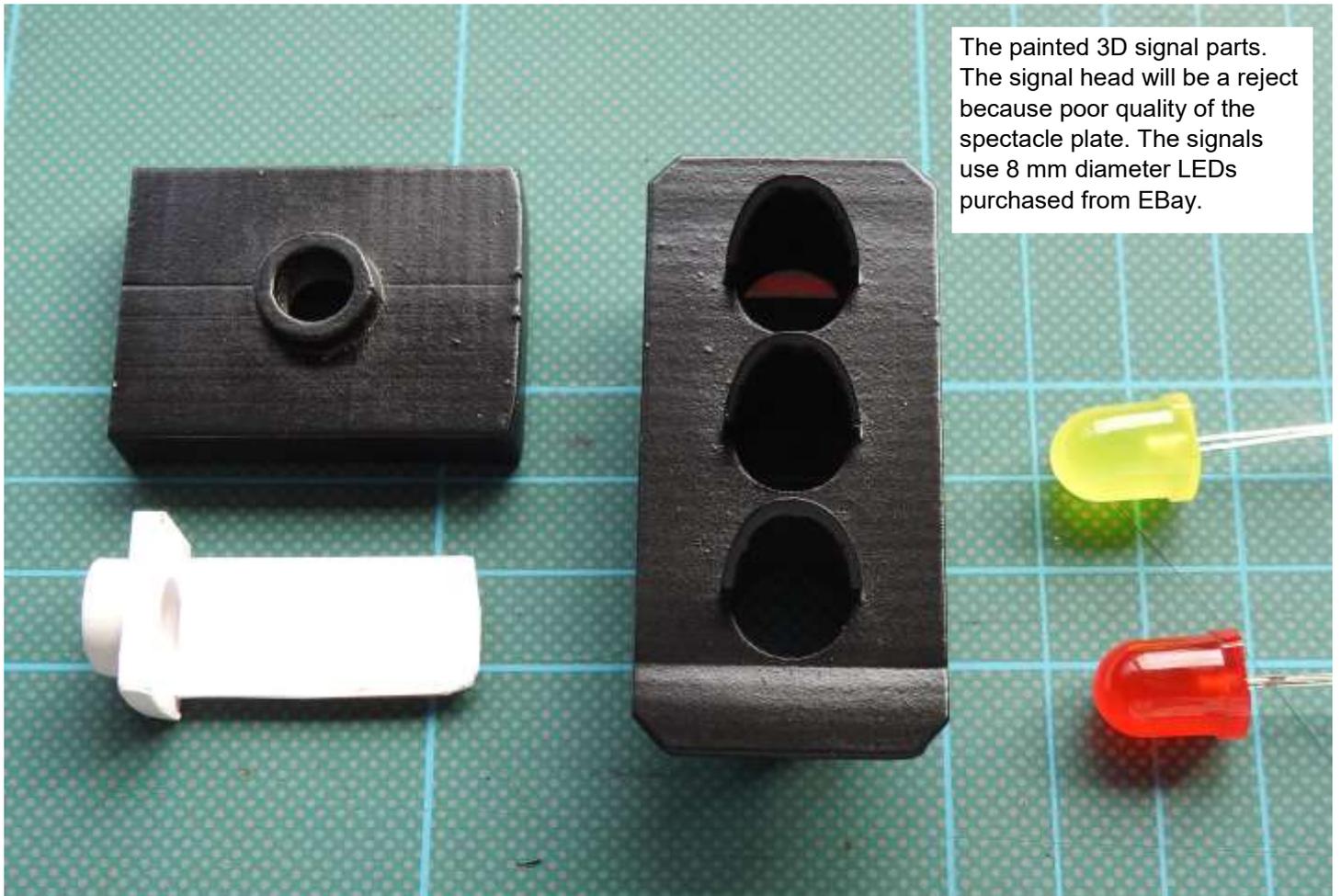
Derek's 3 aspect 3D printed signal. The green over yellow aspect is shown when the turnout ahead is set for the curved route and green for straight ahead. Not quite prototypical but easy for the "engine men" to understand.

Right—

The signals including ladders which Derek designed and manufactured on his resin printer. The signal masts are 8 mm brass K&S tube #9810.



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CGRG President's Ramblings

Morena everyone

Welcome to the first Newsletter under the Editorship of Iain Collingwood

Thank you Iain, may this be the first of many to come, I am really looking forward to reading it.

I hope you have all noticed the change in weather, I most certainly have, woollies and mittens the order of the day.

As you will see in the what's he's been up too segment I have been dabbling on the layout and now I can only really do that in the weekend.

So I have set up the next U can drive creation in my garage (oh the madness)

So now's the time to dig out

your winter projects and plan to build the next piece of your empire, looking forward to seeing what everyone has been or is going to be up too.

I note Kerry has been building another beautiful creation Ab 608, it is a masterclass in construction of the NZR prototype in 1.24 scale.

I dug out my winter project on Saturday last and will update members later in the year.

Winter visits, shows and presentations will be listed for the Christchurch club members coming up.

Looking forward to all of these, including a new one just prior to Train Show in October where we can set up, test all items to be used that weekend in advance and then pack

ready to go.

We may look to make that an annual event if it all goes to plan.

Dave Day has taken the reins as secretary and is finding his feet, well done Dave, you are doing a grand job.

The new committee has met and some good ideas flowed with the next meeting booked for next month, we may do profile pieces on each of our committee members.

I encourage all members to let us know their thoughts on any G scale related matters,

Keep warm and safe and have fun.

Yours in G

President Wilson

What's he up to Now?

Andrew Wilson, West Melton



COMING EVENTS

July 17-18 2021
July 17-18 2021
July 17-18 2021
August 29 2021
October 2-3 2021
October 23-24 2021
October 23-24-25 2021
November 20-21 2021
March TBA 2022
April 15-18 2022
May 14-15 2022
July 9-10 2022
2022
2023
2023

Alpine Energy Model Railway Expo, Timaru
Mercury Bay MRC Model Railway Show, Whitianga
Rail X, Palmerston North
Model Train Swap Meet, Tinwald
The BIG Model Train Show, Christchurch
Great Little Train Show, Invercargill
Hamilton Model Railway Exhibition, Hamilton
RailEx 2021, Lower Hutt
Nelson Model Train Show, Nelson
NZAMRC Convention, Christchurch
Dunedin Model Train Show, Dunedin
Ashburton Model Train Show, Ashburton
37th Garden Railway Convention, Denver, CO, USA
NZ Garden Railway Convention, Auckland
38^h 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

Manukau Live steamers

are celebrating their 40th anniversary over Queens Birthday weekend. The celebrations will include an evening of train running from 6 to 10 pm Saturday 5 June, Robertson Road Mangere so maybe we'll see you there.

Regards

Robert Graham, Auckland President

NEXT ISSUE PREVIEW



Gleann Viaduct 2: Installing the Viaduct [Part 2]

By John Boyson, Pokeno

ADVERTISERS



Quayle Rail track now available in three metre lengths
It is available from both Masterton and Rangiora

Henrik Dorbeck, Masterton

dorbeck@xtra.co.nz

Ian Galbraith, Rangiora

cfgrms@culcreuchfold.org.nz

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cfgrms@culcreuchfold.org.nz

Ph: 021 2646 945

Quayle Rail

Code 332 45mm gauge Brass track in 3 metre lengths
\$120.00 ex Rangiora.

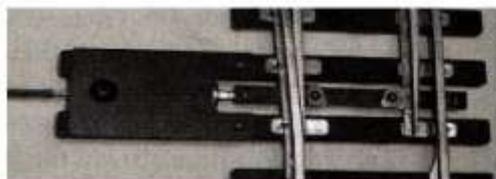
Freight extra

This quality rail is sourced from Europe and is
compatible with LGB, Piko, USA Trains

The track sets are supplied with two rails, sleepers and
rail joiners

N Z Agent for Sunset Valley Railroad

Thinking of going pneumatic for your switch (turnout)
operation? Our comprehensive system is simple to install and
use, and it has proven to be very reliable in service with all metal
components, not plastic. Nearly every product made in the USA



CLASSIFIEDS

FOR SALE

• Locomotives

Art 22804 C & N, 3 unit A-B-A diesel (for NY Central cars below) 1:29 (A units with phoenix sound) All in plywood box. Green/gold New Haven. \$400.00

Bachman Heavy Hauler as New (not steel gears) Black no box. \$100.00

Bachman heavy hauler in bits Red grey \$50.00



• Rolling stock

4 Coach NYC Heavyweight combine (Aristocraft). As new 1:29

2 x Passenger coaches dark grey/green boxed

1 x Dining car dark grey /green

1 X Caboose Combine dark grey/ green

(Note very long need large radius trackwork to look right.) All 4 \$350.00



• Track

Peco Streamline (NOTE NOT LGB Profile-fine scale.) Code 250 nickel silver

4 RH and 2 LH Points SL996 and 995 \$60.00 (Each)

12 lengths SL800 track 914mm \$12.00 (Each)

6 lengths SL900 \$12.00 (Each)

Any buyer would collect from Hamilton or pay freight.

Raynor Johnston

raynor147@gmail.com

"These prices are very cheap compared to ebay etc and I want them to go to folk who will use them on their layout and NOT who will put them out for sale on trade me or whatever to make a quick buck"



Club Meeting**Club Contact****June 2021: 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

June 13th (Sunday):**12:30 to 5pm — Tawa Baptist Church Hall****Wairarapa:**

Wairarapa Garden Railway Group.

Club Contact:

Email: Lloyd.dickens@wise.net.nzC/- Lloyd Dickens, 55 Titoki Street, Masterton.
Ph: 06 370 3790.**June 13th (Sunday):****12:30 to 5pm — Tawa Baptist Church Hall****Wellington:**

Wellington Garden Railway Group.

Club Contact:

Email: bilthompson@xtra.co.nz

Coordinator: Brent Thompson, 6 Bodmin Terrace, Camborne, Ph: 022 619 4006

June 19th (Saturday):**12.00pm — Lunch at Denny's Restaurant****1.30pm — The Toy Museum (\$8 Per Person)****Christchurch:**

Christchurch Garden Railway Group:

Club Contact:

Email: 2days61@gmail.com**July 17th & 18th (Saturday and Sunday):**

Alpine Energy Model Railway Expo

Roncalli College, Timaru

Secretary: David Day, 61 Carnarvon Street, Linwood, Christchurch. Ph: 03 981 4424

President: Andrew Wilson, Ph: 021 273 3047