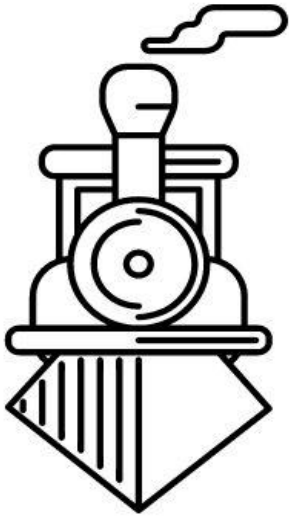


THE GARDEN WHISTLE

NEW ZEALAND LARGE SCALE NEWSLETTER



MARCH 2022



THE GARDEN WHISTLE

NEW ZEALAND LARGE SCALE NEWSLETTER

March 2022

Contents

In This Issue

[30 Workbench projects](#)

[31 Coming Events](#)

[42 Advertisers](#)

[33 Club Meetings
& Contacts](#)

[34 Classifieds](#)

This Months Features

[3 On the workbench](#)

[5 Auckland Garden Railway
Society Meeting](#)

[10 Christchurch Garden Railway
Group Meeting](#)

[18 Glenfinnan Viaduct \[Part 6\]](#)

[25 From the workbench](#)

[Cover photo](#) — Mike's Goose on the trestle.

Photo supplied by — Ray Williams.

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

On the workbench

Dennis Lindsay, Lincoln

I have had to rebuild and lengthen a Bachmann Rio Grande baggage car. This was due to distortion due to solvent lock. Even after drilling holes in the 2mm backing. After a phone call to Kerry Paterson we discussed the problem and came up with a different method. 4 car sides were required approximately 200mm long by 90mm high laminated with 4mm wide tongue and groove onto 2mm styrene backing. Kerry suggested cutting the 2mm backing into 3 strips 200mm x 30mm laminating them onto the wood planking (4mm spacing 91532 Plastruct). Medium setting Zap-a-gap super glue was the glue I used and has gap filling properties. The whole setup was weighted down on a flat surface and the final was perfect with no distortion.

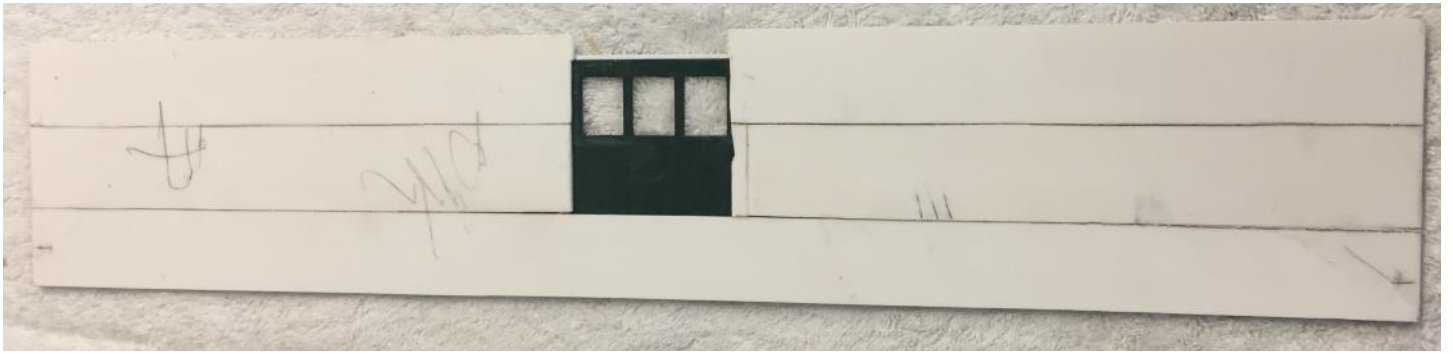


The distorted sides pieces removed.



Aerial view shows how badly distorted the sides were.

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This photo shows the 30mm strips laminated to the tongue and groove styrene.



These photos show the tongue and groove styrene with door in place.



Completed baggage car with replaced sides, painted and with decals applied.

Auckland Garden Railway Society Meeting

Report and Photos - Robert Graham & Ray Williams

Auckland Garden Railway Society AGM and February 2022 meeting

Due to the 4 month long Covid lockdown at the end of last year the Auckland Society was not able to hold the usual AGM in October and as we didn't have a Christmas BBQ we were unable to postpone the AGM to then either. Now we are in 2022 we are fortunate that Ray Williams offered to hold a February meeting at his place and we could combine the meeting with an AGM.

So Sunday 20 February we meet up at Rays place to run trains and tackle the AGM. Our Treasurer Simon Sharp turned up prior to heading to Auckland Hospital to see his partner Carol so we kicked off the afternoon with the AGM so as to not delay Simon. Unfortunately Carol has been very unwell and has been undergoing some intensive treatment. Simon has reported that there has been some positive improvement and on behalf of the Auckland Society I would like to send our best wishes to Carol and Simon.

As Omicron has started to rampage its way around Auckland we only had a small turn out for the meeting but we did have enough to make a quorum. Robert presented his presidents report and the Simon presented the treasurers report and end of year financial statement. The annual subscription fees were discussed and the meeting decided that due to the impact of Covid 19 on our activities we will waive the annual subscription fee for the next financial year but any new member will still pay a joining fee. We had a discussion about next year's convention and Robert asked for any member who can host a meeting this year or a layout visit at the convention to let him know. (please email me at grahamclannz@xtra.co.nz). At the AGM Philip Sharp stepped down from the secretary position, Philip has filled this position for a number of years and has been a great asset to the society. The Society wishes to thank Philip for his service and we hope we will still see him at future meetings. There were no volunteers to fill the secretary position so in the meantime Robert will be secretary and President.

After the AGM it was time for afternoon tea and then we got down to the serious business of running trains. Rays track does not have track power so his trains run on battery, with the batteries being carried in a trailing tank car towed behind the loco. Ray ran a steam hauled train and then got out a Dash 9 diesel in Santa Fe colours (I think it is an Aristocraft loco) and it looks good in the Santa Fe colours although Ray may repaint it into a Canadian Pacific colour scheme to match the locos he saw on a trip on the Rocky Mountaineer train trip in British Columbia Canada. The loco has lots of detail including LED headlights, ditch lights and even illuminated steps.

As well as running the trains we got to see where Ray is planning an extension to his railway which when built will create a second loop for the trains to run on.

All too soon it was time to pack up and head home Thank you to Ray and Shelly for hosting our visit and thanks to everyone who came to the AGM, I look forward to hearing from those of you willing to host a group meeting or convention 2023 layout visit. If you want to contact me you can send an email to grahamclannz@xtra.co.nz or robert.graham@aucklandcouncil.govt.nz or ring me on 09 836 0900. Stay safe

Robert Graham

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Mikado loco passing through the station - Robert Graham.



Buildings on Ray's railway - Robert Graham.



Santa Fe Dash 9 - Robert Graham.



No church services today - Robert Graham.

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After a pretty lean year for meetings in the Auckland group for 2021 thanks to Covid lockdowns, the meeting at HVR was the first for some time. As we were unable to hold the 2021 AGM, it was decided to hold the meeting prior to running trains.

The meeting was held outside under the shade of the linden lime tree, as it had turned out a lovely sunny afternoon after the treat of rain earlier on. After a short break for afternoon tea, trains were run for the remainder of the afternoon. About 12 members were present, but missing was Mike Hilliar who was enjoying the rain in Rarotonga with his family.

Mike popped in on the following Friday morning and ran his new goose around the HVR for the first time, giving me good photo opportunity.

Ray Williams.



Guess who's who - Ray Williams.



Robert waving the dash 9 past (he was driving it) - Ray Williams.



Mike's goose - Ray Williams.

Christchurch Garden Railway Group Meeting

Report - Ian Galbraith, Photos as credited

February 2022 Running Day on the Culcreuch Garden Railway

The last Running Day at the Culcreuch Garden Railway was in November 2019.

Time was spent on preparation for the 2021 Garden Railway Convention in Christchurch, so little work was carried out on the railway.

Battery conversions for a number of locomotive's have been carried out over this time as well as drawing and 3D printing of parts for a number of buildings.

Preparation for the current Running Day did not go well due to heavy rain. On Sunday 13 February 2022, 88mm of rain was recorded over a 24 hour period, leaving the lawn and parts of the layout flooded. Weed growth was nothing short of phenomenal. However, with the help of Lew Henry and Noel Collingwood each giving a half day of weed clearing, the layout was presentable. The rain forecast for Saturday 19 February, recorded at 12mm, did not stop the event. Sunday dawned with sunshine and a slight breeze which faded by midday. Noel again helped during the morning in erecting the two gazebos for shade.

Twenty members, all complying with Covid regulation enjoyed an afternoon in the summer conditions. Andrew Wilson, Douglas Wall and Ian Galbraith ran battery powered trains. All with Revolution control.

Many thanks to Lew and Noel for their assistance prior to the Running Day, without their help the layout would not have been as presentable.



Work train passing Culcreuch station - Photo Bill Stanley.



Lawn flooding 13 February 2022 (Note weed growth) - Photo Ian Galbraith.



Swamp area flooded 13 February 2022 (Note weed growth) - Photo Ian Galbraith.

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MOW train in siding at SHERENDEN. Andrew Wilson's train passes through CULCREUCH - Photo Ian Galbraith.



Work progresses on the new building site, while the Maintenance Of Work train passes checking the track. (19 February 2022) - Photo Ian Galbraith.

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Railbus at MAHORA. Building, 3D printed, still to be glazed and levelled in place - Photo Ian Galbraith.



Busy rail yard at the town of Nathan - Photo Bill Stanley.

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Andrew Wilson's locomotive passes Cottonwood Spur - Photo Bill Stanley.



Work continues on Running Day - Photo Ian Galbraith.



Ian Galbraith's Railbus crosses the king post truss bridge - Photo Bill Stanley.



Andrew Wilson's logging mixed freight - Photo Bill Stanley.

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Andrew Wilson's locomotive pulling up into the station at Nathan - Photo Editor.



Ian Galbraith waiting for track clearance before leaving the Sherenden siding - Photo Editor.



Douglas Wall's Rogers running after a few repairs on the day - Photo Editor.



Swamp area had drained before meeting - Photo Editor.

Glenfinnan Viaduct [Part 6]

John Boyson, Pokeno



Parapet Casting

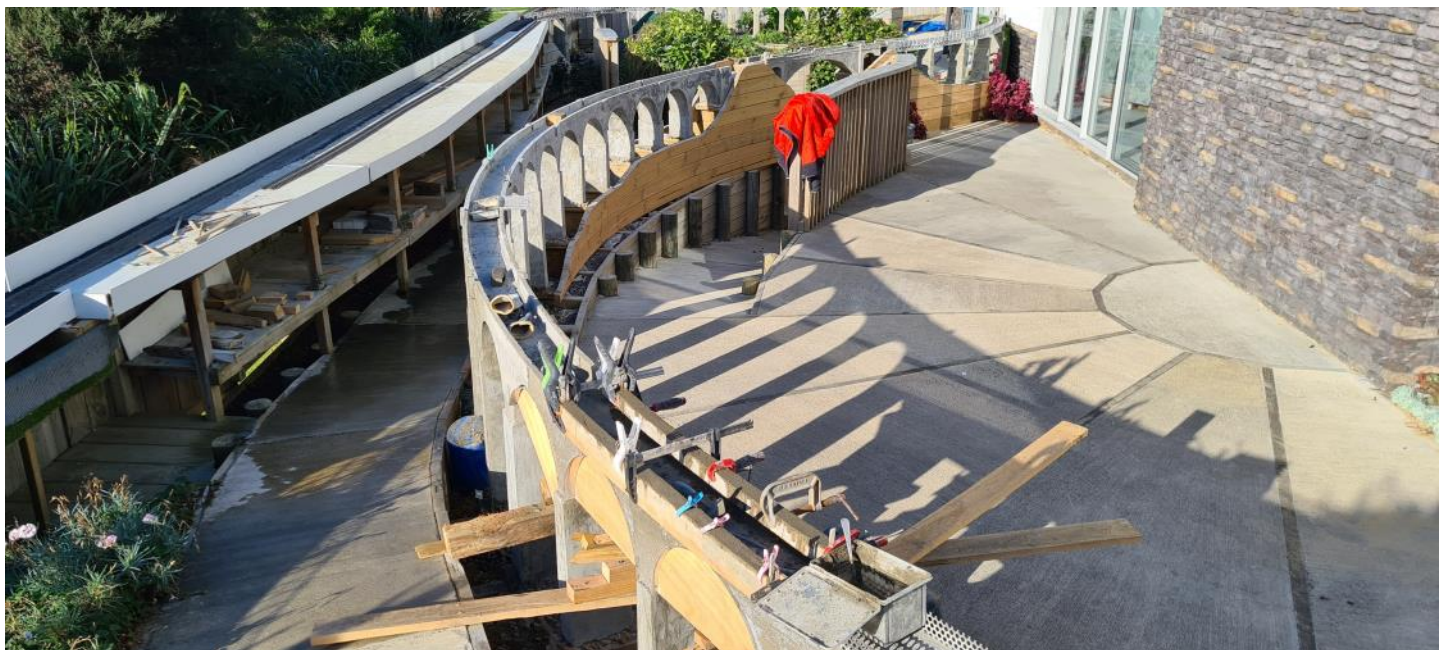
In between the arch casting for each stage, parapets were cast in sections from east to west along each completed stage whilst waiting to start the next stage (dependent on the removal of the centring and arch soffit forms after seven days). Gaps were left for the refuges. These were cast last of all.



To cast the parapet sections outside boards were lightly clamped to the viaduct sides. These were then adjusted for level before the clamps were fully tightened up and more clamps applied at each end



Inside boards were then fitted; and with spacers inserted, they were clamped to the outside boards with clothes pegs. They were also adjusted for level.



The sections were then cast simultaneously. A nail box and spoon were the mixing tools used for convenience

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The end sections were somewhat more involved with the widened tops above the abutments



Forming the refuges was done following the main parapet casting operations on either side. Once again clamps were the order of the day to hold things together. Polystyrene blocks provided the necessary spacing and also the refuge opening as well. The far refuge has been cast. However, the clothes peg holding the block forming the refuge has yet to be removed. This will be done once the mix has stiffened up a little



Both refuges cast and clothes pegs removed.



These were the last of the refuges and therefore the last part of the viaduct to be cast. Formwork has been removed.

Finishing

As the casting works progressed along each of the stages, plastering with a neat cement water mix followed. As with the piers, several coats were needed. The challenging arch soffits were done first followed by the outside faces and finally the parapet interiors and tops. This was probably the most tedious job of all being time consuming and repetitive. However eventually it got done.

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Plastering followed the sections being cast so that there was something of a production line of progress. The first part treated was the hard to get at, curved arch soffits. Here the first three have their first coat of plaster. Pre-wetting the existing surface is vital to get the plaster to key. As you can probably imagine, working upside down led to wet and then plastered arms and hands: there was much wastage and mess, most of it on me!



At the other end of the viaduct, the last batch of arch soffits have been smoothed down. This was done with a mix of wet and dry sanding. Wet sanding remixed the surface of the plaster to a slurry which then smoothed down beautifully. A few days later, a dry sand left a generally smooth even surface with just a few imperfections which needed several touch up coats in the days following. The coarse finish of the raw cast sides is evident.



Next came the outside faces. This section has just received its first coat. No real attempt to smooth it down at this point. That will come with the wet sand.



Once the area had been smoothed down with the wet and dry sanding previously mentioned, touch up plastering was needed to deal with imperfections. Corners tended to be areas needing the most attention as can be seen here. Several goes at this were generally required to get an acceptable finish. The black and green pegs clamped to the parapets on the right are relevant. They denote where plastering is complete and were a source of encouragement at times of frustration with this job. On the left the next area has received its first coat of plaster. Likewise the internal parapets walls to the immediate left of the pegs have also gained their first coat.

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The last area done was the tops of the parapets. There were usually done at the same time as the spot plastering of the internal walls and external faces. There are still some patches being done on the arch soffits as well.



The result after wet sanding a day later and before a dry sand a few days after this.

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.

From the workbench

Photos and article - Editor

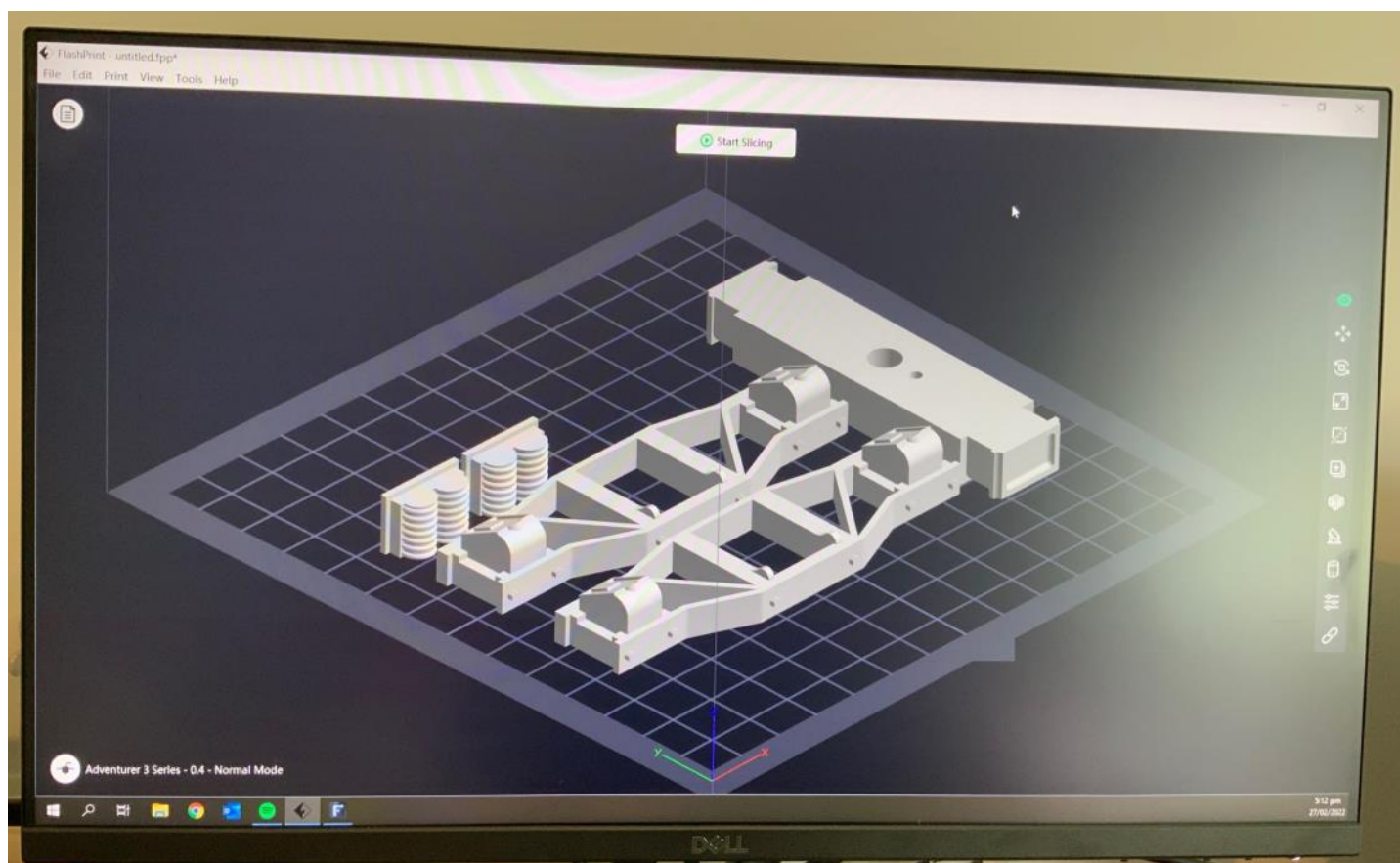
3D printed arch bar truck build

A fellow member reached out to me for some 3d printed trucks for a build he has planned, as I haven't branched out to the drawing side of 3d printing I went to [www.thingiverse.com](https://www.thingiverse.com/thing:3774447) for the hunt. After a quick search I came up with the following item: <https://www.thingiverse.com/thing:3774447> (a little tip if you wish to download all files on the design on thingiverse add /zip to the end of the web address and it will download all files).

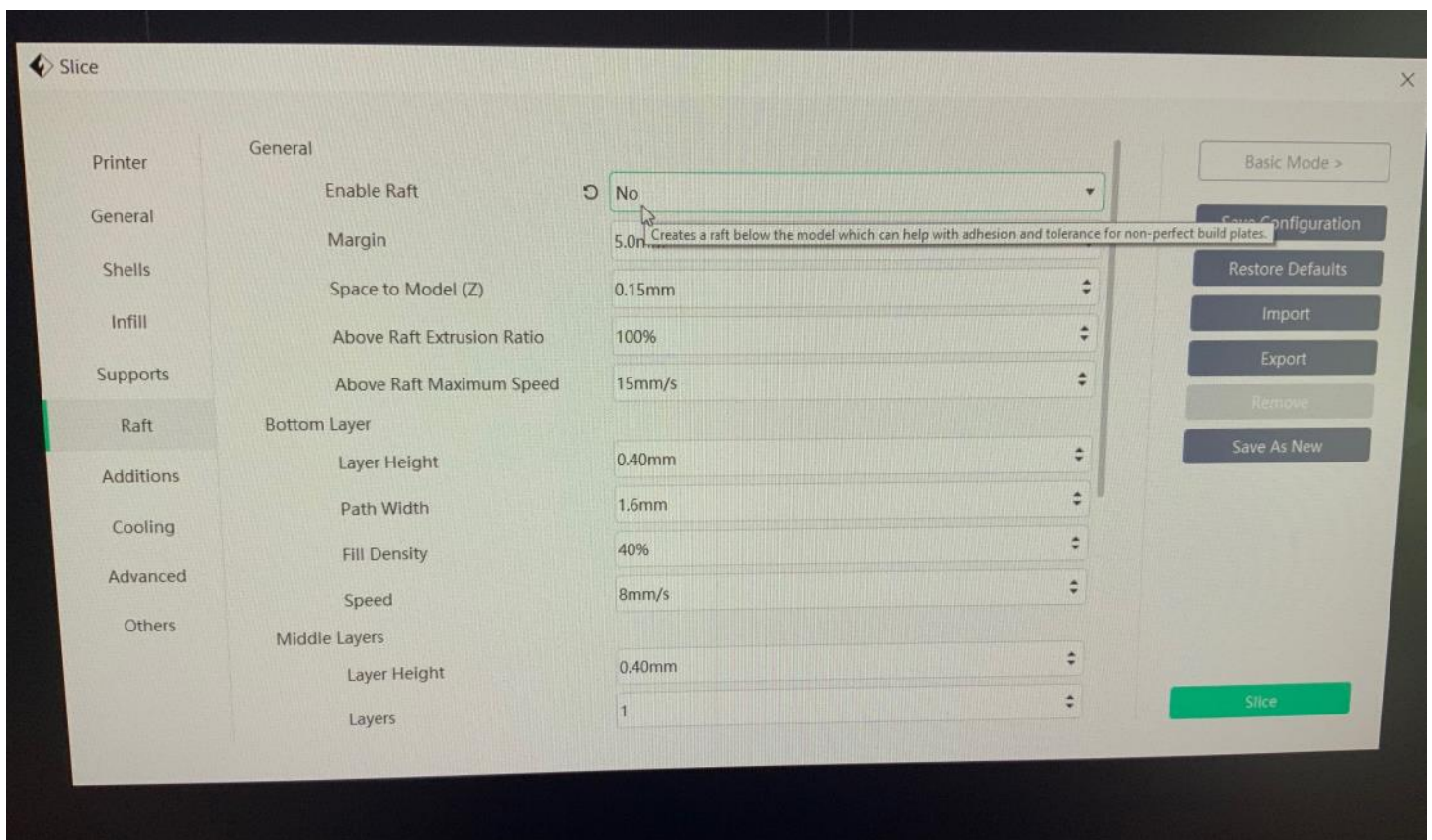
Once I had the files downloaded I loaded them in Flashprint 5 and rotated them to sit on the axis I wished to print, I tried the spring assembly part laying flat on its back and vertical on end and I received better results on it's end. I printed these without a raft and with 50% infill to make sure these are robust, these were printed on my Flash forge adventure 3 printer.

After removing the pieces from the 3d printer I thought I would assemble to see if these would suit what he was after, so it was time to assemble these trucks. With this design it uses roller bearings which I happened to have on hand since I purchased some after reading Michael Hillar's article in the July 2020 Garden whistle where he fitted roller bearings to his trucks. (these can be obtained here: <https://www.aliexpress.com/item/33020377896.html>)

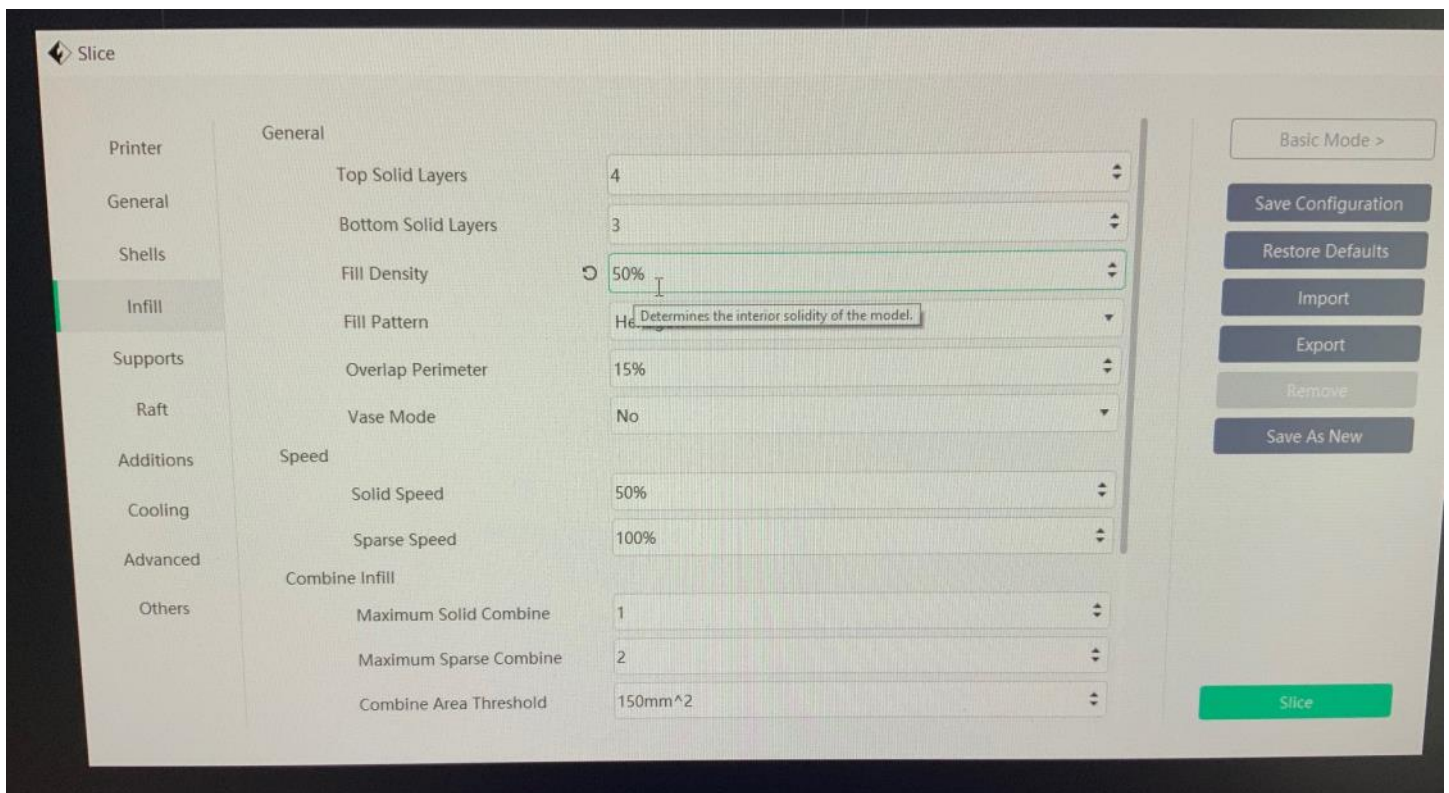
I ran a 6.5mm drill bit into the hole and pressed in the bearing, with this design the archbar truck assembles together without the need for glue. There is a slight taper on the trussbar which allows it to rotate within the sideframe then can be pushed into place, once pushed into place the spring piece then clicks into the hole which is left.



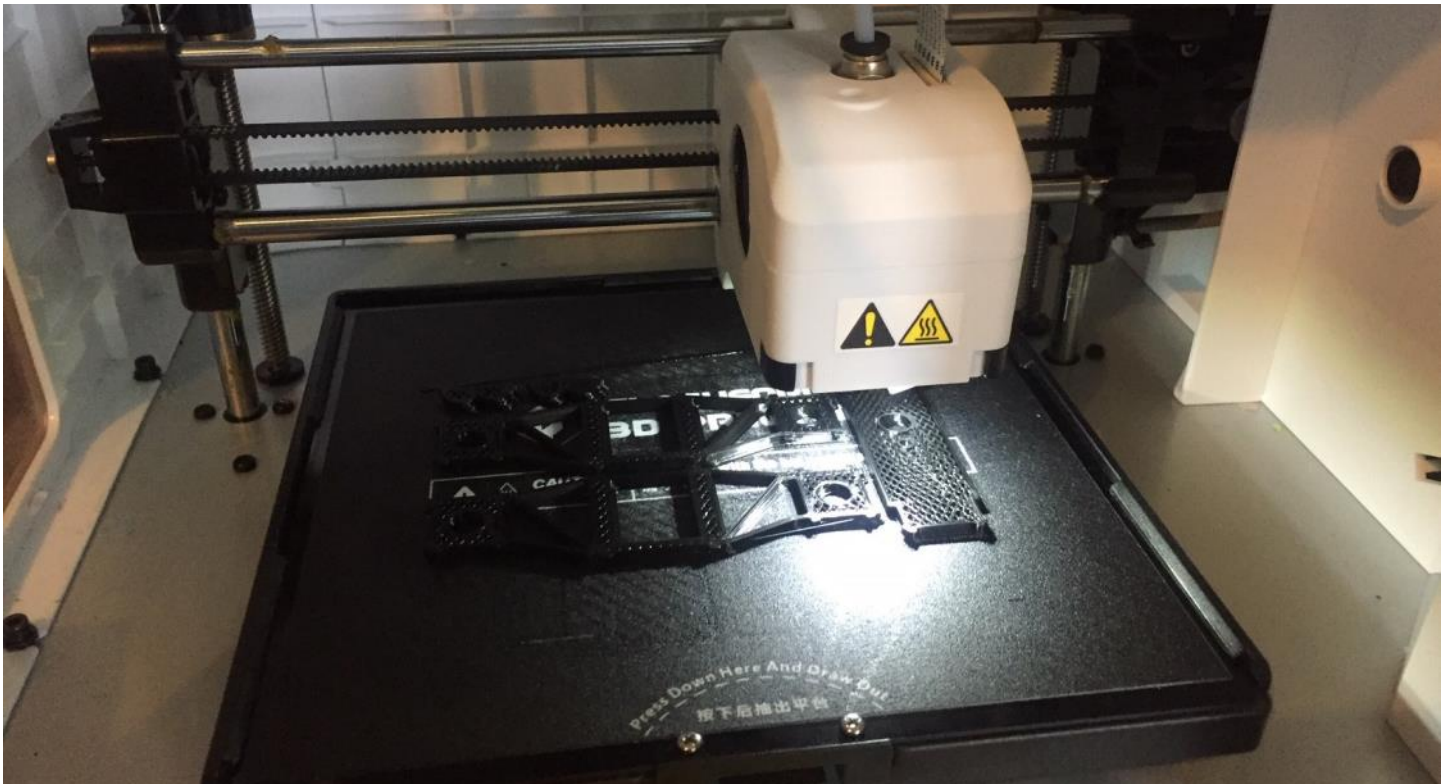
Files laid out on flashprint 5 software.



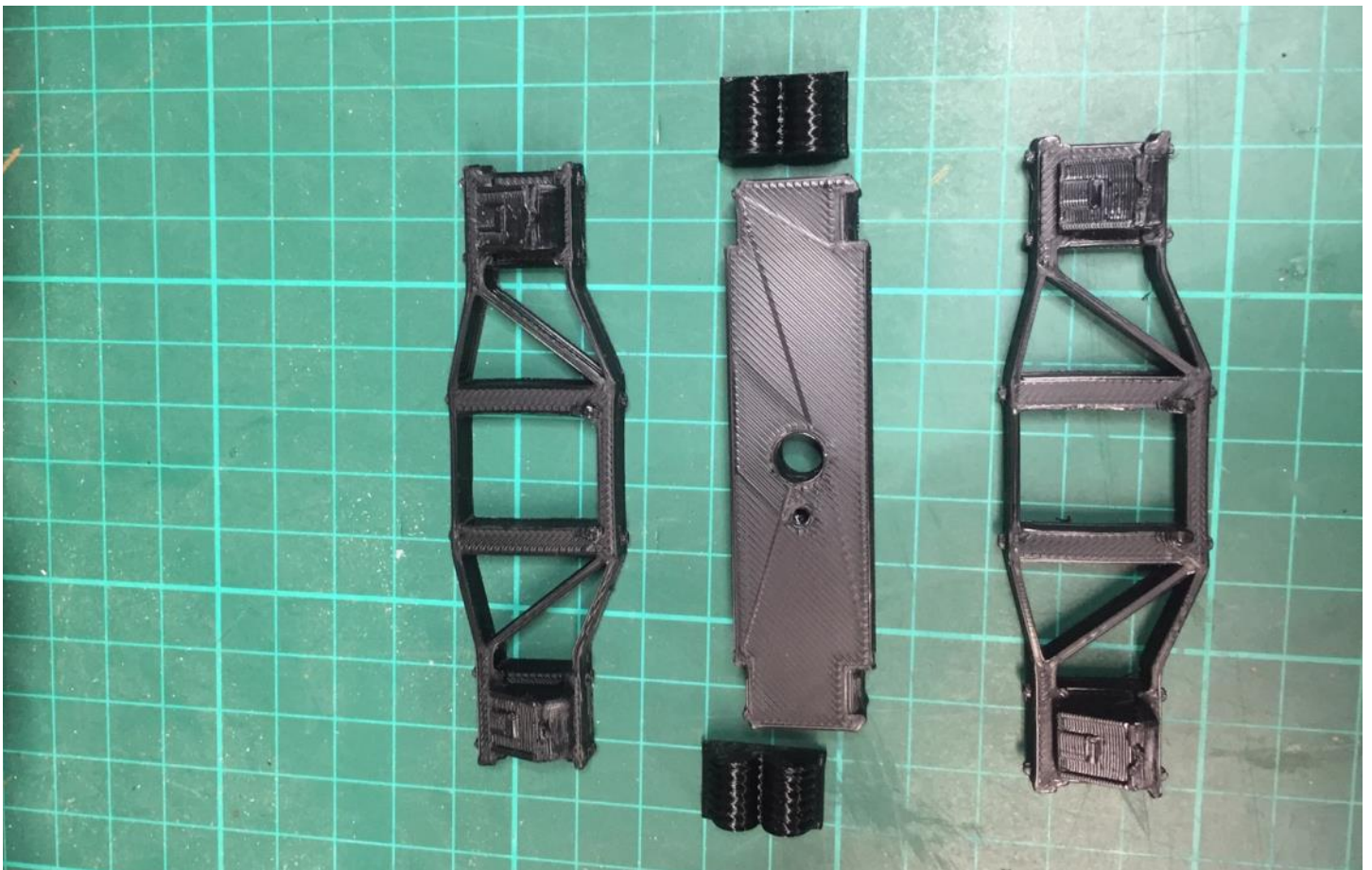
Raft deselected on flashprint 5 software.



Fill Density changed to 50% on flashprint 5 software.



Printing underway.

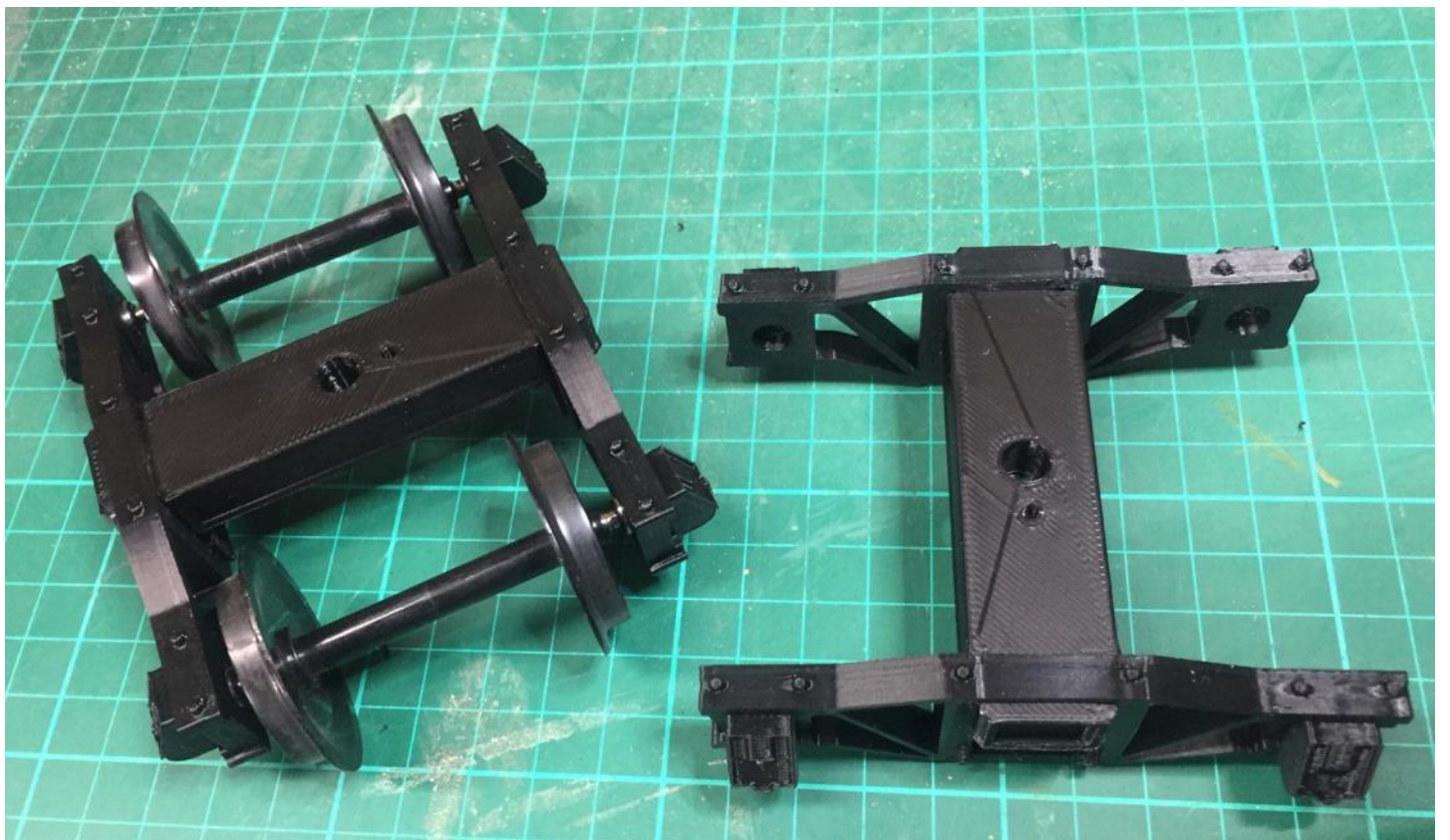


Printed parts laid out ready for assembly.

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Bearings installed in side frames.



Assembled arch bar trucks.



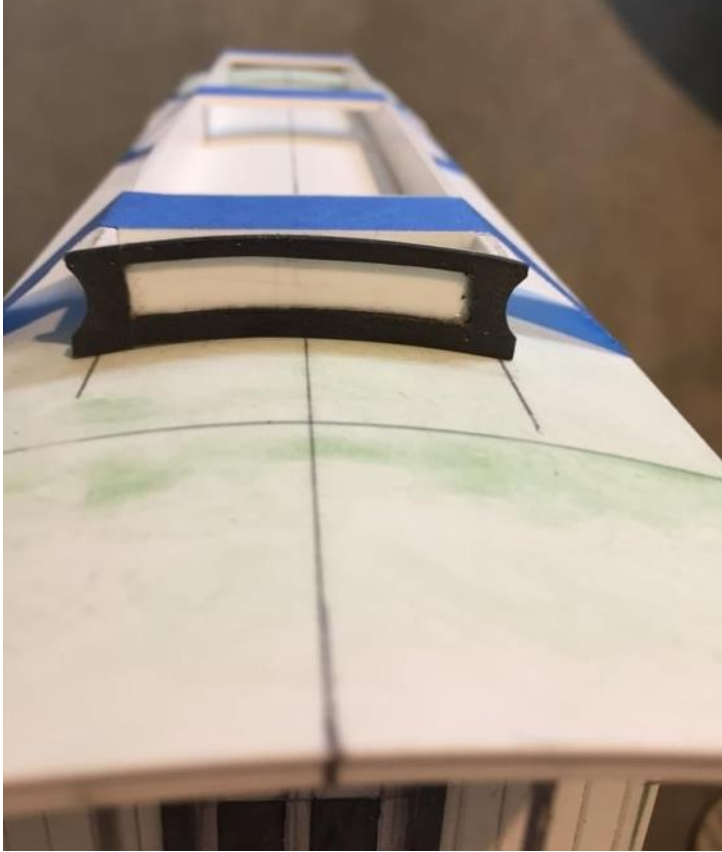
Left printed on end vertically, Right was printed flat as it is photographed.

Readers Pictures

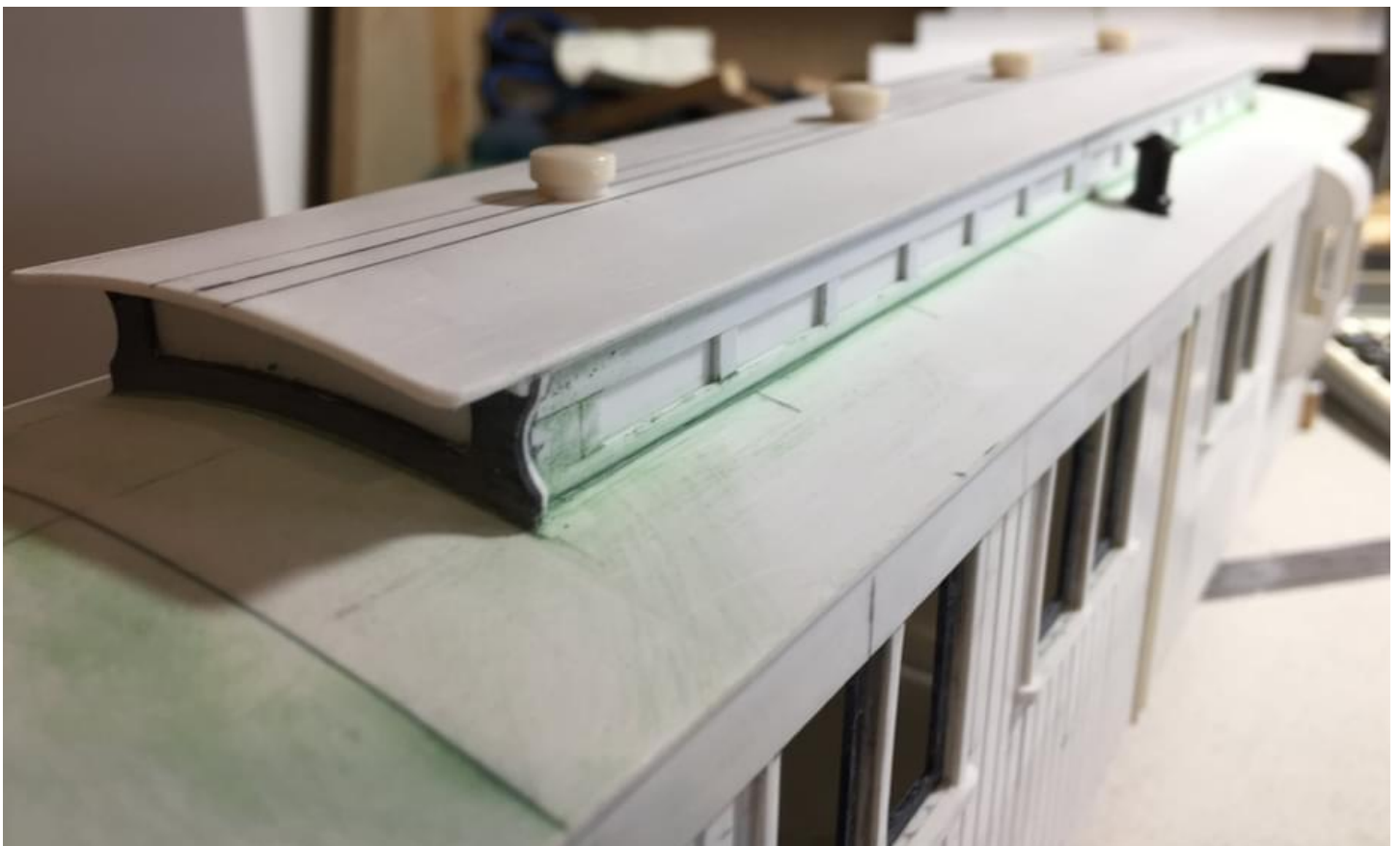


Noel Collingwood stands next to sales table at the Model train and hobby swap meet at Ashburton - Photo Editor.

Workbench Projects



NZR B231 Carriage build: Photos of progress of the carriage. - Kerry Paterson, Ashburton Forks Railway.



COMING EVENTS

March 5 2022	Postponed until April The Big Model Train Sale, Christchurch
March 26-27 2022	Show Cancelled Nelson Model Train Show, Nelson
April 15-18 2022	Postponed until October NZAMRC Convention, Christchurch
May 7-8 2022	Dunedin Model Train Show, Dunedin
June 3-4 2022	Hastings Model Railway Club's Train Show (Havelock North)
June 20-25 2022	37 th Garden Railway Convention, Denver, CO, USA
July 9-10 2022	Ashburton Model Train Show, Ashburton
July 16-17 2022	Starlight Hobby Expo, Taupo
October 2022	The BIG Model Train Show , Christchurch
October 2022	Great Little Train Show, Invercargill
November 2022	Rail X 2022, Lower Hutt
2023	NZ Garden Railway Convention, Auckland
July 3-9 2023	38 th Garden Railway Convention, Santa Clara CA, USA

Notice for the Auckland Society:-

This March we have visits lined up to two Auckland Garden Railways that are shortly to be decommissioned and their owners have given us an invite to have one last run before these railways go.

On Sunday 6 March Derek Cooper is having a final running session of his railway at 78 Bollard Road, New Windsor. Derek's railway does not have track power so only live steam or battery powered trains please. The running session will commence at 9.30 in the morning to avoid the hottest part of the day

On Sunday March 20 we have an invite to visit Greg Burrows Garden Railway at 12 Gleaming Place, Waiuku. Greg's railway does not have track power so again live steam or battery only. As Greg's railway is out at Waiuku the running session will commence at 1 pm.

To avoid road works and road closures Greg has advised that those coming from Auckland should take the Papakura exit and then turn right drive over the motorway and drive through Karaka onto Linwood Road. Head west towards Spookers at the old Kingseat hospital. Drive past Spookers and then at the roundabout intersection of Kingseat Road and McKenzie Road take the first exit and head south down Kingseat Road until you meet the intersection with Glenbrook Road. Take the third exit at that roundabout and then head west along Glenbrook Road towards Waiuku. As you come into Waiuku at the Intersection of Collingwood Road and Kitchener turn left and head south along Kitchener Road until you get to the intersection with Colombo Road where you will turn right and head west along Colombo Road. Follow Colombo Road to the end where it meets George Street, Cemetery Road and Hull Road. Turn left into Hull Road and drive 138m until you see Gleaming Place on the right, turn into Gleaming Place and Greg's house is at the end of the cul-de-sac on the right hand side.

As usual please bring a contribution for a shared tea break. Note there are no reserve days so if wet the running days will not proceed.

Robert Graham.

Notice for the Christchurch Group:-

Details for our next running day on the 27th March are as follows.

10-30 a.m. till 12-30 p.m. at Kabita Whales, 81 Collins Rd east, R.D. 7672, Lincoln with morning tea.

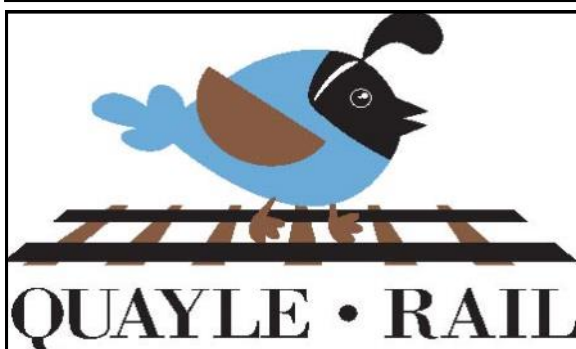
Then from 12-45 p.m. till 4-30 p.m. for a BBQ lunch and afternoon tea at Bill & Margaret's home at 23 Grangewood Drive, Lincoln. Please bring your own food for the BBQ or whatever you want for lunch.

Tea & coffee will be provided as per normal.

Again this will be for all that are fully vaccinated & can show their pass if required.

Dave Day.

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Club Meeting	Club Contact
<p>March 6th (Sunday) 9.30am Derek Coopers Railway 78 Bollard Road, New Windsor. No Track power, Battery or Live steam only.</p> <p>March 20th (Sunday) 1pm Greg Burrows Garden Railway 12 Gleaming Place, Waiuku. No Track power, Battery or Live steam only.</p> <p>See Page 31 for more information.</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>March TBA:</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>March 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>March 27th (Sunday) 10.30am - 12.30pm Kabita Whale's Railroad 81 Collins Rd east, R.D. 7672, Lincoln No Track power, Battery or Live steam only.</p> <p>March 27th (Sunday) 12.45pm - 4.30pm Bill & Margaret's Pirfic Railway 23 Grangewood Drive, Lincoln No Track power, Battery or Live steam only.</p> <p>See Page 31 for more information.</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>

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NEXT ISSUE PREVIEW



Glenfinnan Viaduct Part 7:

By John Boyson, Pokeno