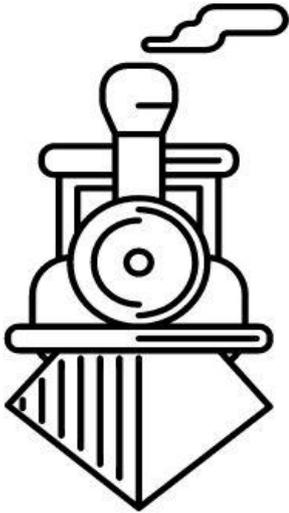


THE GARDEN WHISTLE

NEW ZEALAND LARGE SCALE NEWSLETTER



MAY 2022



THE GARDEN WHISTLE

NEW ZEALAND LARGE SCALE NEWSLETTER

May 2022

Contents

In This Issue

- [30 Readers Pictures](#)
- [31 Workbench Projects](#)
- [32 Coming Events](#)
- [33 Advertisers](#)
- [34 Club Meetings & Contacts](#)

This Months Features

- [3 Christchurch Garden Railway Group Meeting](#)
- [10 Auckland Garden Railway Society Meeting](#)
- [16 Wairarapa Garden Railway Group Meeting](#)
- [19 And The Trains Went Round and Round](#)

[Cover photo](#) — Lloyds IOM Railcars find the level track easy going.

Photo supplied by — Lloyd Dickens.

The **Garden Whistle** is published monthly by the Christchurch Garden Railway Group and features news from various Large scale Groups in New Zealand.

Each club is a separate identity and the contact details may be found in club contacts.

Contributions of articles and/or photos are always welcome. Photos should be sent as separate jpg attachments.

The views expressed in this newsletter are not necessarily those of the Editor, Executive, or members of the Christchurch Garden Railway Group

Editor: Iain Collingwood, Email: gw.editor@outlook.com

Christchurch Garden Railway Group Meeting

Report - Ian Galbraith, Photos Ian Galbraith or as credited

Christchurch Garden Railway Group Running Day

The April 2022 Running Day was scheduled to be at Noel Collingwood's "Tadbroke Railroad" in Rangiora on Sunday 24 April.

Following the successful "twofer" Running Day in March, it was proposed that the same idea be tried in Rangiora with a visit to the "Culcreuch Fold Garden Railway" in the morning before moving to the "Tadbroke Railroad" after lunch. It was proposed that morning tea and lunch be at the "Culcreuch Fold Garden Railway."

All these arrangements turned to custard with Noel contracting COVID and spending time in hospital. Noel had been working on changes to the station area of his railroad and this setback would not allow him time to have the railroad ready for the Running Day. With little time to make major changes to the Running Day schedule, the "Culcreuch Fold Garden Railway" stepped in and offered to host morning and afternoon sessions with morning and afternoon teas and lunch being provided. The lunch menu was a choice of vegetable or chicken soup, cheese rollups, assorted savouries, tea, and coffee.

Ongoing improvements to the "Culcreuch Fold Garden Railway" saw the white stone chip being removed as it was causing problems. Not the chip so much as the birds flicking it all around and getting between the rails. Removal of the stone was partly completed before preparing for the Running Day. With the phenomenal growth in the area, lawns needed mowing twice a week, weeds had become a problem on the railway. While Noel was not able to complete the work on his railroad, both Noel and Denise spent time weeding, over the last few days to assist in the weeding and helping to prepare the railway. The frame for the marquee was erected on the Friday prior to the Running Day, ready for the roof to be fitted on Sunday morning, or if wet, on the following Monday. The weather forecast had been variable all week with the different TV weather reporters being at odds with each other. Fingers were crossed for fine weather.

Sunday dawned fine with sun and little wind, but soon changed. Bill Stanley arrived early followed by Noel and Denise Collingwood, the cover was put on the marquee and the legs fully extended. Buildings, vehicles, and people were placed on the layout and four trains brought out to run. This railway is all battery operated. Unfortunately, due to the change in weather combined with a temperature drop only a few hardy members were in attendance.

Bill Stanley and Lew Henry ran their trains along with others of the hosts. Neil Wiggins attempted to run his live steam Climax, but the trackwork was not of a standard required for running live steam. Much track maintenance required. Lew Henry showed progress on his NZR signal box and Dean Farrow had samples of parts he is making for his Dubs A live steam locomotive

Andrew Wilson thanked the hosts, and those who had assisted, then announced that he would not be standing again for president at the upcoming AGM.

Many had left before afternoon tea,

Ian Galbraith.

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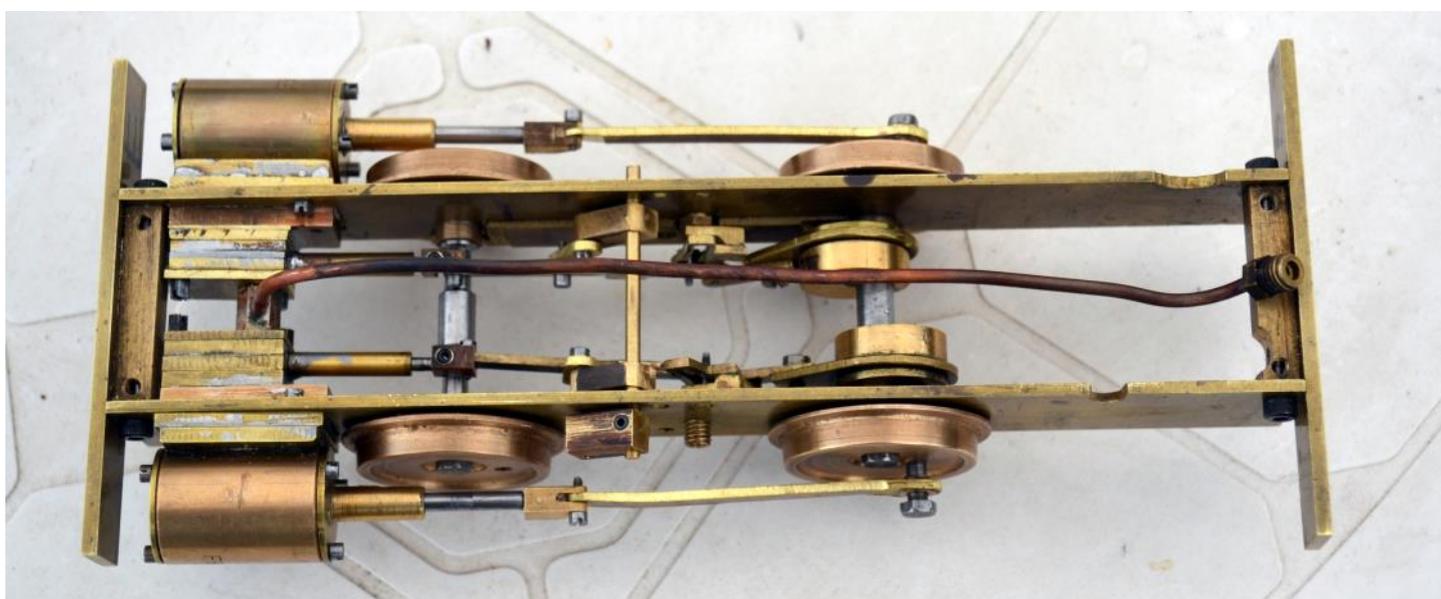
Hillbilly heaven.



Noel working on the railway.



Ann preparing the cheese rollups for lunch Photo.



Dean Farrow showed work in progress on his Dubs A.

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Lews train passing through Sherenden.



Dennis, Karl, Ron and Jan enjoy lunch.

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Right and Below - Neil trying out his new live steam climax locomotive.

Photos - Andrew Wilson.

Bottom Left - Andrew admiring Neil's recent purchase.

Photo - Ian C Galbraith.



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Ian's Mack, Bill's Forney and the work train at Sherenden.



The newly completed speeder shed at Nathan.

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Lew Henry's scratchbuilt NZR signal box.

Andrew Wilson thanked the hosts and announced his retirement as president.



At the end of the day.

Auckland Garden Railway Society Meeting

Report and Photos - Robert Graham

Auckland Garden Railway Society April 2022 meeting

This year daylight saving time ended on Sunday 3 April so that meant it was time for another twilight meeting. I spent time during the week from Sunday 3 April to Saturday 9 April preparing the track. This involved cutting back the ground cover which had gone mad over summer and was in parts growing over the track. I also picked up about 3 rubbish bags of leaves from around the railway. I would like to come up with some sort of system of removable covers for the parts of the railway where the leaf fall is a particular problem. Has anyone else made any lift off covers for their railway? If you have can you let me know what you used to make the covers? I have thought of using something like weed mat but I think it would need a frame to stop it blowing away. Any suggestions to grahamclannz@xtra.co.nz.

Saturday I spent several hours crawling around the track with an LGB track cleaning block to clean the rails enough so we could run track power. I also had to do a bit of re-ballasting plus fix up a couple of joints where the track had pulled apart. This is where I find the Hillman Rail Clamps over joiner clamp useful to hold the joints together and to improve electrical connectivity again. Anyhow by the start of the meeting I had the track power working.

We tested the track with David's Bachman Centre cab 45 ton diesel. This is quite a large loco which is to a scale of 1:20.3 and this was the first time it had run on my track. Unfortunately we found two spots where the engine hit some of the track supports so I had to quickly whip out a hacksaw to cut back the offending supports to allow the engine to run freely.

The first to arrive was Simon Lilley who has recently joined the society. Simon had a rather nice looking Sandy River and Rangely 2-6-2 loco and carriages. He gave the loco a run after the track power locos were finished. Michael Hilliar got rather excited when he saw this loco as he has one on order.



Chris's train rounding the curve.

Chris O'Brien came and ran a track power Mogul from Piko with a shorty passenger car which I think was made my Hartland Models (Hartland trains are no longer in business). The passenger car looked good once the daylight started to fade as it was fitted with lights.

John Stephenson brought along an LGB pig snout Wismar railbus which looked good lit up when running around in the twilight. Michael Hilliar also brought along a couple of trains including his LGB Garret.

We didn't have many members turn up but everybody that came enjoyed running their trains and the weather was just perfect for the event. A number of members stayed behind after train running finished and we had a shared pizza dinner.



Michael Hilliar's Galloping Goose.

I would like to thank everyone who came and we will have another twilight meeting next year. I also wish to thank Louise for helping me get everything ready and for keeping us feed and watered. Thank you to David for helping me run the evening.

Our next meeting will be at John Reineckes railway on Saturday 28 May or if wet on Sunday 29 May. If anyone else can host a meeting this year or a layout visit at the convention please contact me. I can be contacted on 021 529 015 or 09 836 0900 or send an email to me at robert.graham@aucklandcouncil.govt.nz or grahamclannz@xtra.co.nz.

Take care and keep on steaming

Robert Graham

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John Stephenson's LGB railcar.



Chris O'Brien's 0-6-0 Saddle tank and carriage



Micheal Hilliards NGG16 Garrett loco and train.



The SR&RL crossing the bridge and about to go in the tunnel.

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Simon Lilley's Roundhouse 2-6-2 SR&RL loco.



Michael Hilliar's Galloping Goose.



Chris O'Brien's train.

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Wairarapa Garden Railway Group Meeting

Article and Photos Lloyd Dickens

Wayne Hastes April Running day

Having a running day on an Easter Sunday is asking for trouble. To make matters worse Covid hit and one member was unable to come due to his family being infected. So the turn out was less than one may have expected.

Wayne main layout is inside, more on that latter in the year. The out door layout which we ran on is loop with a large marshalling yards and a bridge and tunnel. What more do you want?

The level track makes running very easy and it is placed at a nice height for working on. The weather was pleasant and the running went smoothly. Thanks Wayne.

Lloyd Dickens.



Wayne with his friends at Afternoon tea.



Wayne's Diesel negotiates the bridge.



Peters 2 6 0 s yellow train.

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Tales from the West Highland Railway in New Zealand

And the Trains Went Round and Round

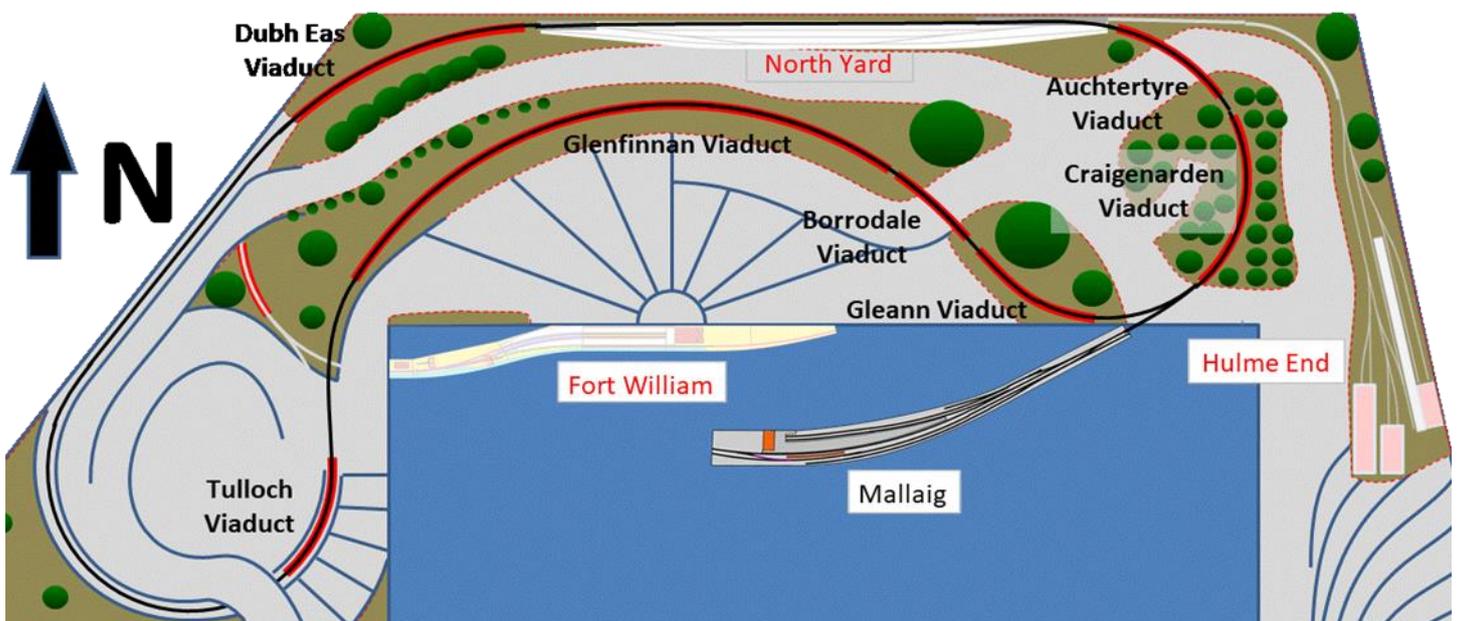
Author: John Boyson



After two years of house building, followed by three years of garden building, followed by another three years of railway construction; the main loop of the railway is complete, hence the article title. The remaining gap between Glenfinnan viaduct was gradually filled with a delayed completion due to the never-ending Auckland lockdown in 2021, to which we were seconded for police convenience and our inconvenience (Pokeno is actually in the Waikato!).

The works included: raising a section of garden, building the railway formation including part of a future return loop, a crossing point, and a lifting section for access. Completion of the island jutting out from Tulloch Viaduct was also undertaken.

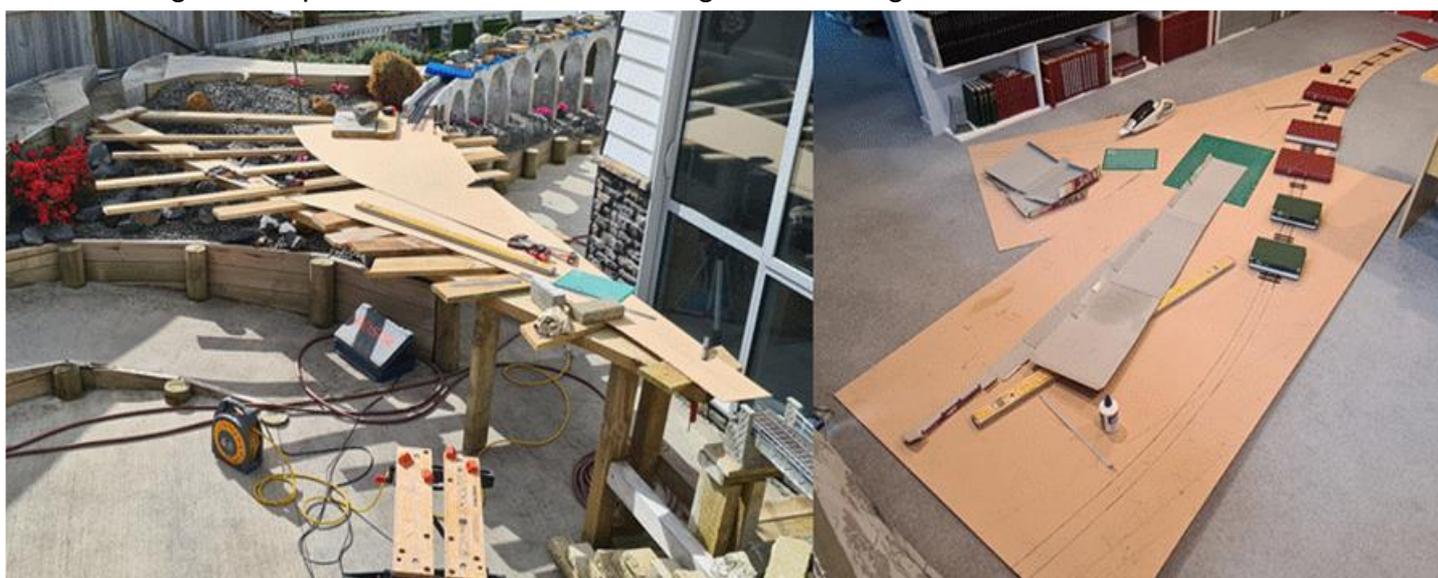
The plan below should make matters clear:



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The west return loop was an afterthought that hadn't been dreamt up when the garden was first constructed, so some changes to the garden infrastructure were needed beforehand with retaining walls being modified and enlarged to allow for the new track. The substructure for the track was then formed from aluminium treadplate and angle to improve rigidity.

To determine the somewhat complex alignment of the various tracks, a full-size plan was drawn out on some left over MDF sheets positioned on site on a temporary support structure. The alignments were plotted out from finished sections to ensure it would all fit. Since the alignment involves two reverse curves and a change in radii from 7.5 metres to three metres, transition curves were plotted as necessary, to eliminate sudden changes. Quite a bit of tweaking was required to achieve a sweet alignment throughout.



The MDF template on its supports on the left with each approach being marked out and inside on the right with the final track alignments plotted and being checked

The arrangement was trialled by placing lengths of track along each route (there will eventually be three) to check the sweetness of each. I remember having lunch with a former railway engineer who complained about track gangs who would ignore his carefully set out pegs and eyeball the alignment. I have had similar experience in road construction as well. In truth both elements are important since the calculated set out gives the primary alignment, however the eye is a good tool to eliminate minor kinks and ripples so both steps are important.



The support structures being extended.



The last of Geoff Hallam's stone spread out ready to extend the pier jutting out from Tulloch Viaduct.



Trimming the top of the reversing loop support structure to grade. Things were left at this point with the lockdown having taken effect.

As mentioned, part way through the construction, we went into lockdown and after a couple of weeks I had run out of materials so work had to stop for about three months.

As restrictions started to ease in November, a cubic metre of topsoil was brought in to fill the raised garden area beside the new track south of Glenfinnan Viaduct.



Filling the void with topsoil to raise the garden to track level.

Formation works continued with duplicate aluminium treadplate cut outs formed for the two sets of points and crossover sections (to allow for future interchanging for 1:32 fine scale and standard G scale/Gauge One running). The lifting section was again fabricated from treadplate with angle bracing. It has been fixed with hinges at one end and a landing pad at the other. Once complete, it was temporarily fixed in place to allow for tracklaying.



The track deck being installed together with the lifting section on the right.



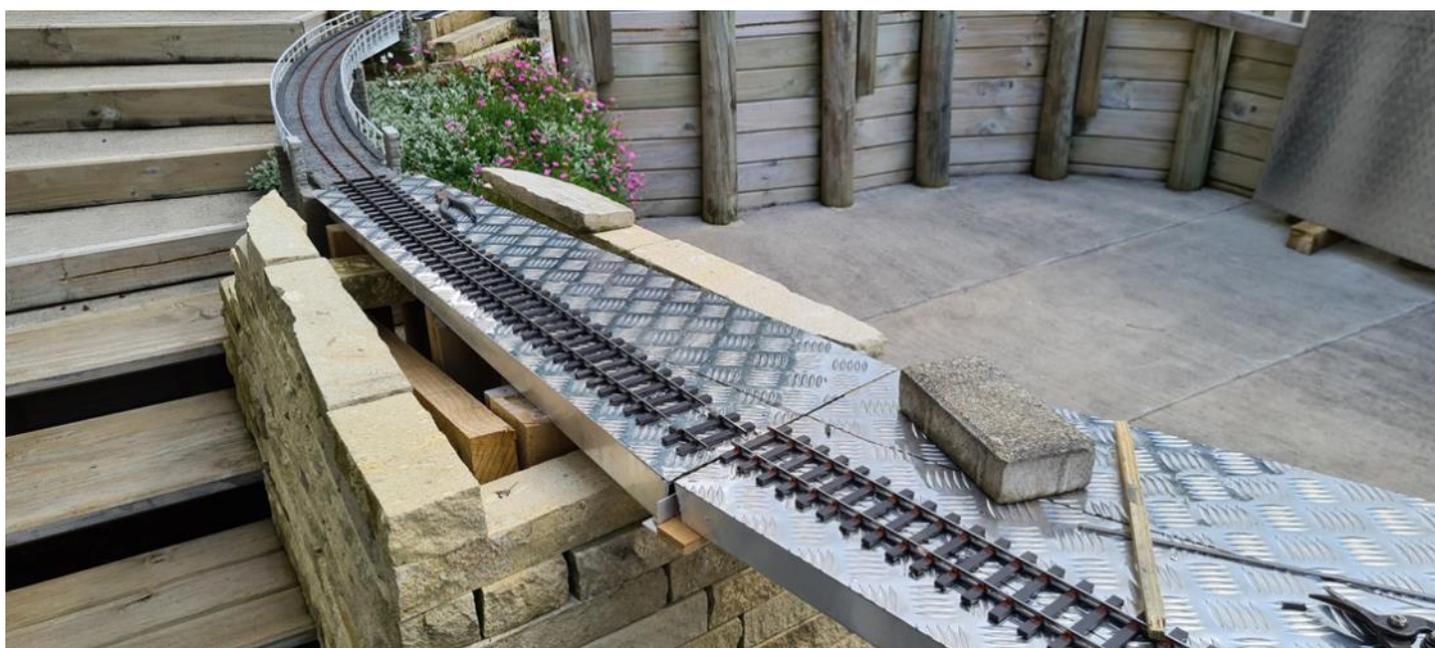
The completed deck.

With the formation finished, the track alignment was marked out ready for tracklaying.



Track laying underway.

In the meantime, the sleeper units had been prepared by pre-painting the chairs in a rust colour (see below) over a number of winter evenings. The track sections were assembled and roughly installed starting from Glenfinnan Viaduct. Once all the sections had been cut to length, fitted and aligned, a few rolling test runs were undertaken with the Leek and Manifold stock and engine. The track was then glued down with liquid nails. Ballasting followed this using an underlayer of fish tank grit and top layer of 'Woodland Scenics' coarse grey stone. To stop the ballast glue (diluted outdoor PVA) seeping around the various lift out sections, ribbons of blue tack were pressed into the joints with raised lips to seal the joints and form dams between the sections.



Making the final connection.



Tracklaying complete.

The trackwork was completed by painting the rail sides a rust colour using my tried and proven paint system of a black etch primer followed with a top coat of red (one part) and brown (two parts) roofing paint which are available in convenient test pots from Mitre Ten. BTW I have a clear opinion on rail work. To my mind, rail that is left to naturally weather and/or is just painted or chemically blackened just does not cut it. A black/dark finish might be OK around coal/oil yards and engine sheds but out on the main line or general-purpose yards, never.

To sum up my approach: whilst we have to accept some scenic compromises with the average garden setting, the railway element should strive for as much realism as is practical. To me the railway is the framework that sets off the trains and makes or breaks the scene. Done properly, it should connect the train to the garden by blending in with both as much as possible. This approach to harmonisation of the various elements is a critical aspect of what I would regard as a successful garden railway. Nuff preaching!



Ballasting and rail painting.



Track work finished.

With the trackwork finished, it was time to commission the new section. Firstly, the tops of the painted rails were sanded clean to remove the excess paint. Then a test train was run, just rolling the stock along initially, before a live steam test around the whole of the line.

Following the success of these tests, the blue tack around the joints of the lifting section was removed and the section was lifted back again OK. Then it was lowered and the track reconnected before another run was made: again successful.



Checking the lifting section.

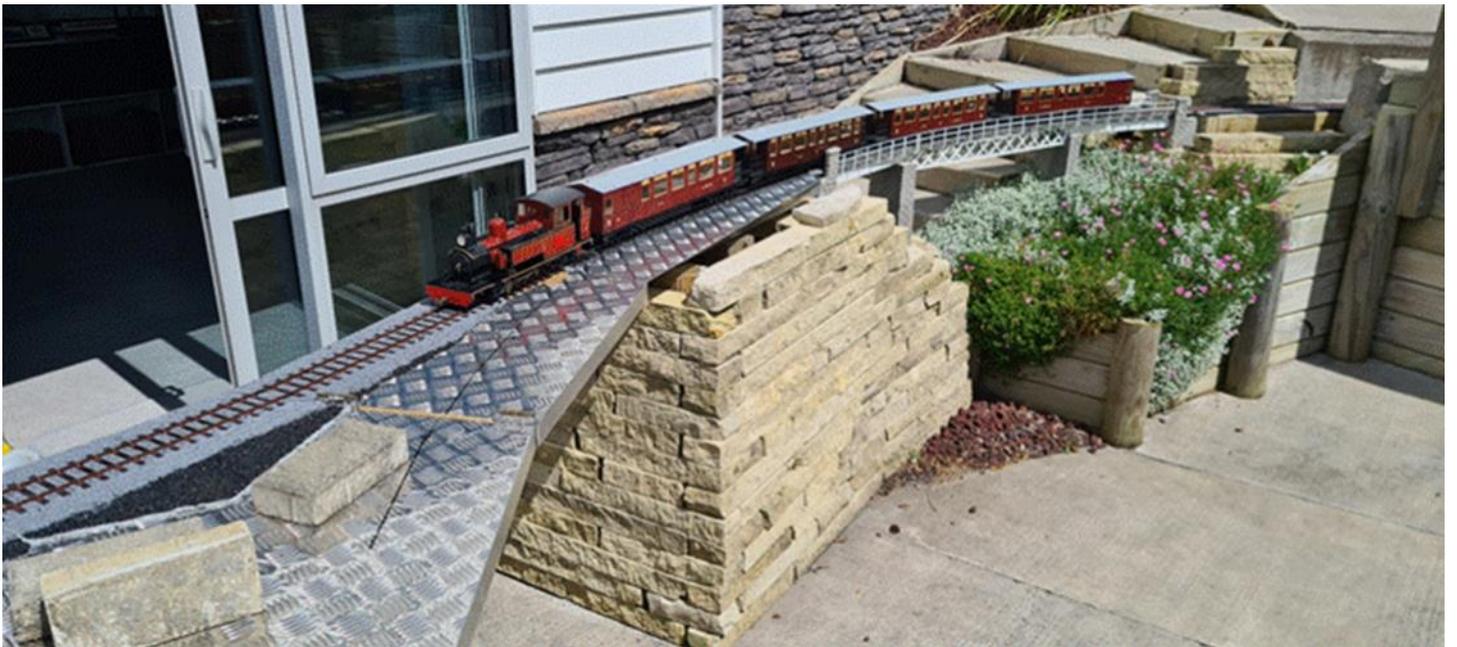
It wasn't all good news however. One of the baseboards along the west boundary had started to cause problems for the Leek and Manifold. Drastic action was needed by relevealling all the boards along this length (they are not fixed down for this very reason. However, the problem board had to be dismantled (with a circular saw!) The top and track have been retained and are temporarily supported on blocks awaiting a permanent solution.

The last job, having proved the railway, was to landscape the new piece of garden to blend it in.



Landscaping the garden. This used up the left-over rocks from the landscaping around Glenfinnan Viaduct.

Time to run trains as can be seen below:



Entering the connecting section from Tulloch Viaduct.



The view from the other side.

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Heading in the opposite direction off Glenfinnan Viaduct and descending to the lifting section.



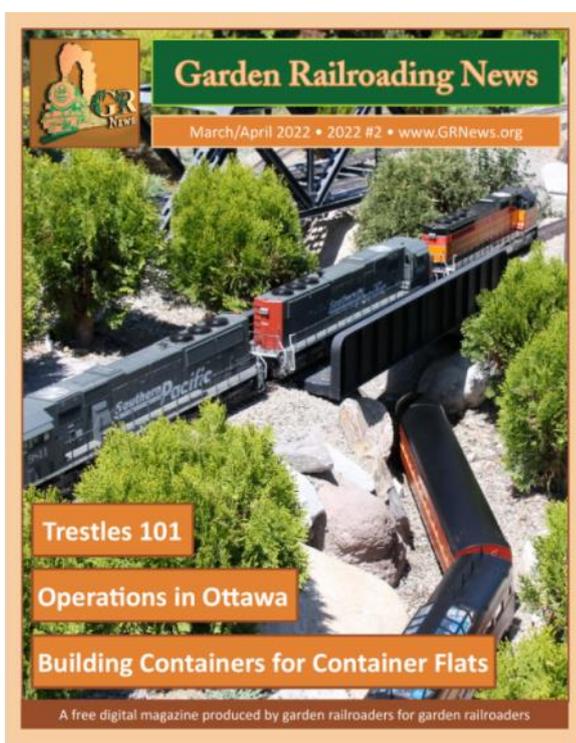
And a later run going cab first up from Tulloch to Glenfinnan



The view from the other side.

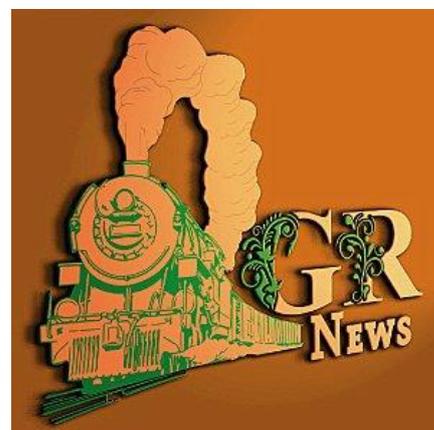
This article has been prepared for joint publication in the Garden Whistle and G1MRA NZ newsletter.

Photos and plans provided by the author except where stated.



The March/
April Garden
Railroading
News is
available to
read online,
this can be
found at

www.GRNews.org or [Click here to view the current issue.](#)



Readers Pictures



Andrew and Charlie enjoying trains.

Do you have an article for the Garden Whistle Newsletter?

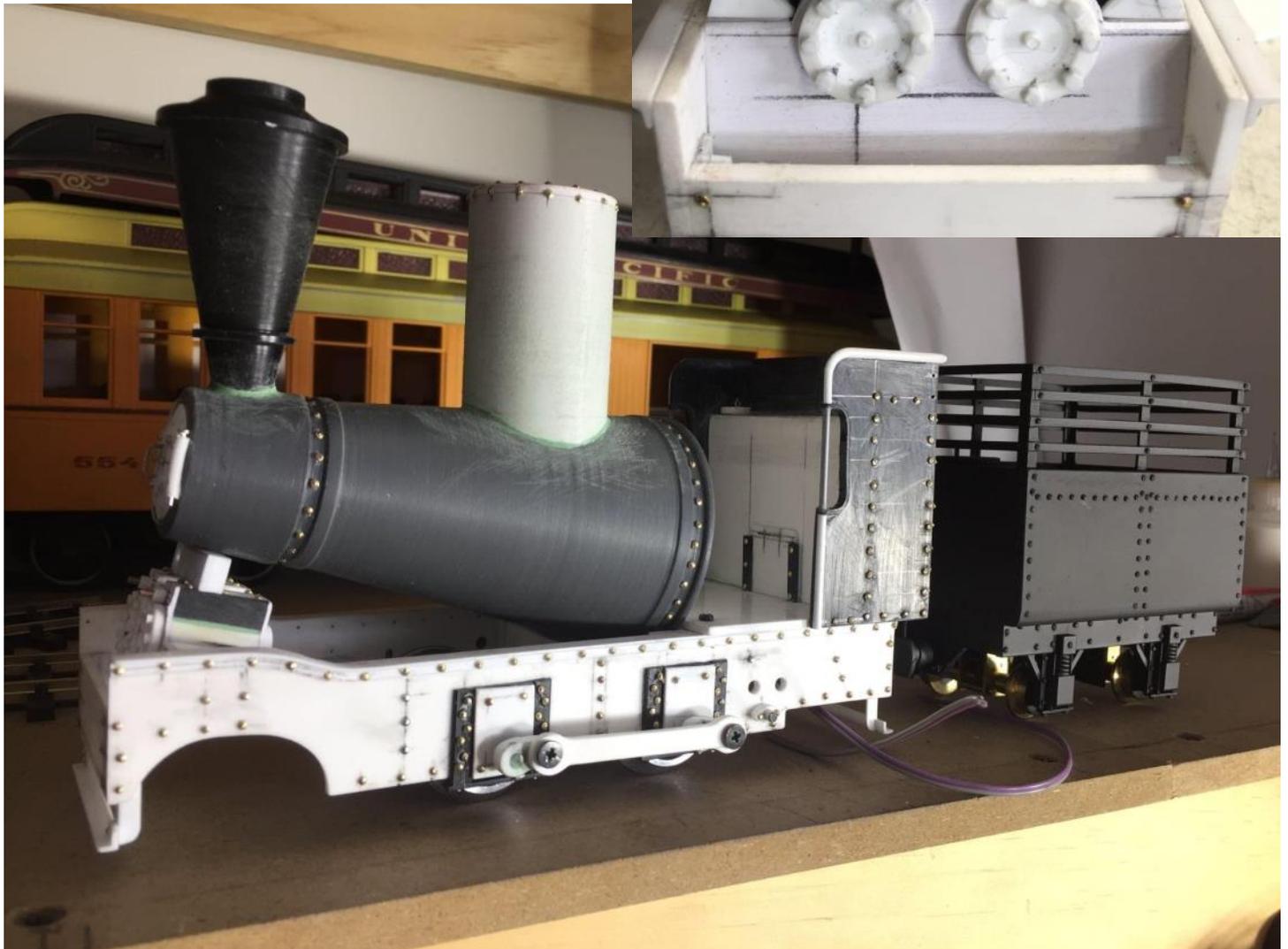
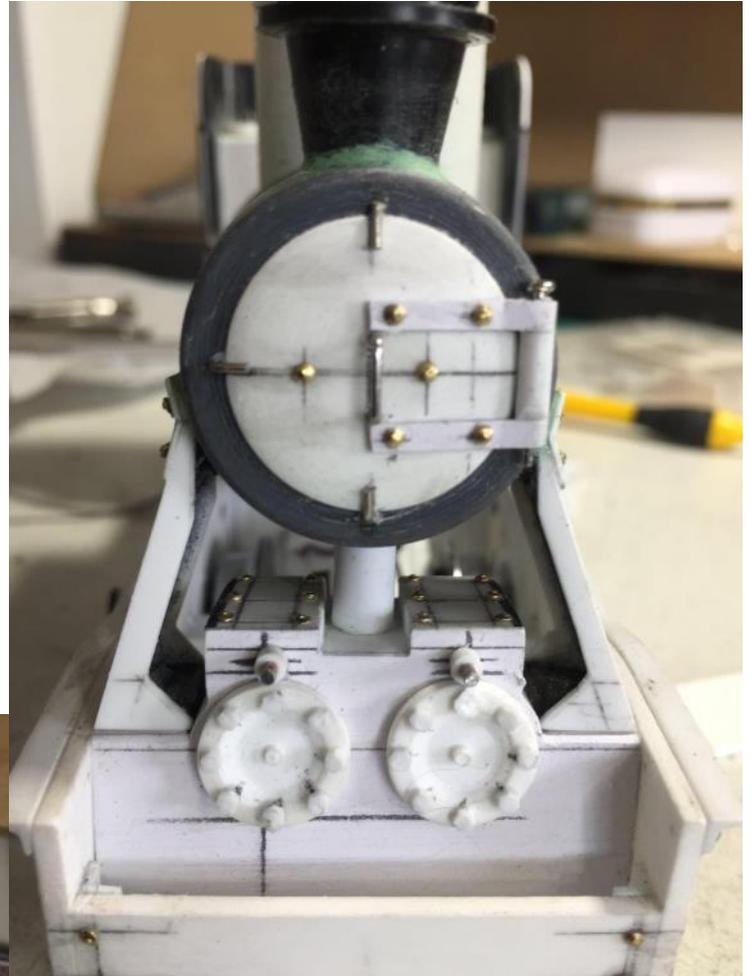
Do you have a workbench project that might be of interest to the Members; or recent pictures of your layout improvements; or even running of your trains? Then you have material that may make a great submission to the Garden Whistle and the Editor wants to hear from you! For help in submitting pictures or text articles to the Garden Whistle, contact the Editor.

gw.editor@outlook.com

Workbench Projects

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

Hohenzollern 2-4-0 field locomotive
under construction

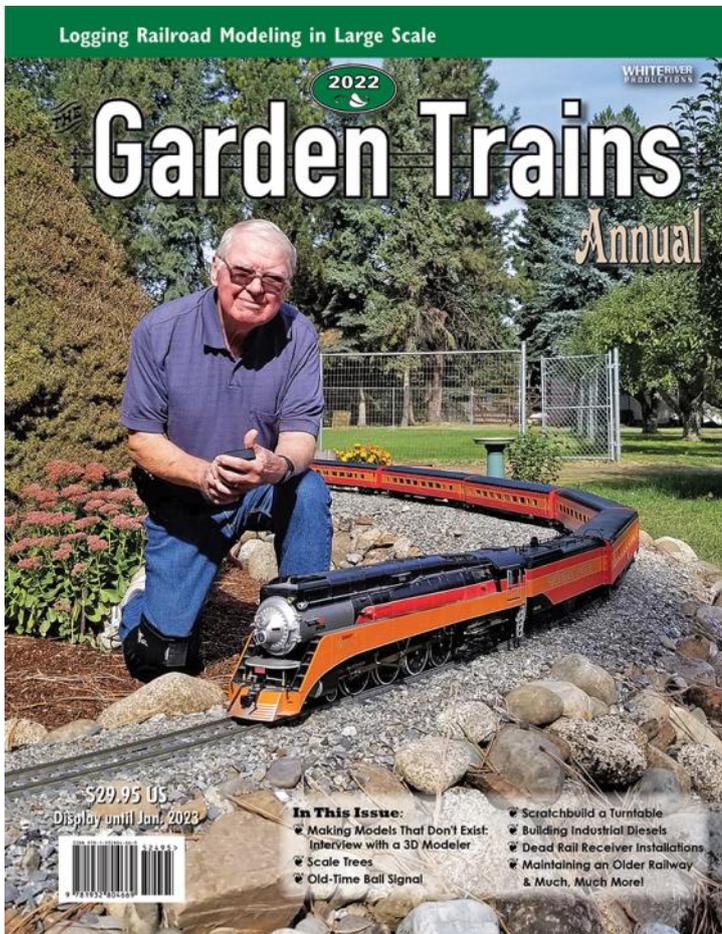


COMING EVENTS

May 7-8 2022
 May 8 2002
 May15 2022
 June 3-4 2022
 June 19-25 2022
 July 9-10 2022
 July 16-17 2022
 October 2022
 October 7-10 2022
 October 2022
 November 2022
 2023
 March 2023
 July 3-9 2023

Dunedin Model Train Show, Dunedin
 Christchurch Toy & Hobby Fair
 Whanganui Toy Fair
 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
 NZAMRC Convention, Christchurch
 Great Little Train Show, Invercargill
 Rail X 2022, Lower Hutt
 NZ Garden Railway Convention, Auckland
 Cromwell Train Show
 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



Garden Trains Annual 2022

Large scale railroading outdoors is magical and our new Annual brings that to you, just in time for Spring. Our second great issue is packed with building and how-to projects along with great layout tours and our Garden Gallery photo feature, filled with great shots from readers like you! Brimming with information on prototype trains to flights of fancy and whimsy; whatever your large scale modeling style, you'll find the Garden Trains Annual is for you.

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Club Meeting	Club Contact
<p>May 28th (Saturday) 1 - 4pm (If wet Sunday Sunday 29th)</p> <p>John Reineckes Railway 81 Te Wharau Drive, Greenhithe</p> <p>battery or live steam only. Please bring a contribution for the afternoon tea.</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>May 15th (Sunday) starting 1pm</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>May 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>May 1st (Sunday) 1.30pm</p> <p>A.G.M. with Buy & Sell tables. Rod Benders Club rooms, Waterloo Rd, Hei Hei</p> <p>May 15th (Sunday) 1.30pm</p> <p>Karl Arnesen - Mt Cat & Jessie Falls Railway 460a marine Parade, South Brighton.</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>