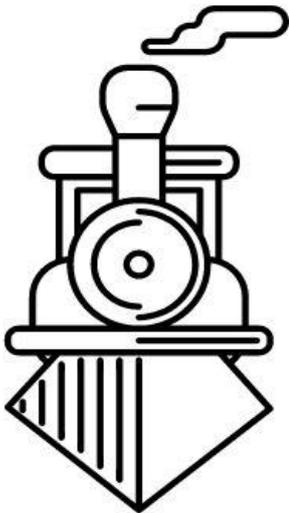


THE GARDEN WHISTLE

NEW ZEALAND LARGE SCALE NEWSLETTER



OCTOBER 2021



THE GARDEN WHISTLE

NEW ZEALAND LARGE SCALE NEWSLETTER

October 2021

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[Cover photo](#) — Pirfic Railroad overview.

Photo supplied by — Ian C Galbraith.

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

Photos and Report - Editor

With the cancellation of the Mcleans Island Steam Scene public display and club meeting a new location was provided, this being Bill and Margret Stanley's Pirfic Railroad. Bill has done a lot of work since the 2021 convention creating a third loop, thus now enabling him to operate 6 trains all at once. Members enjoyed watching Bill run his trains around his detailed railway and a few even tried out his new loop with their own trains.



Above - Trains running on three independent loops.

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Dave's Critter trying out the new loop.



Bill's new Mikado locomotive heading past the newly established oil company.

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Dave's Critter with newly installed revolution and battery conversion in trailing wagon.



10 wheeler passenger train on the new loop passing F7 consist in opposing directions.

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Above - Mikado locomotive on freight duties.

Below - C16 trying out the new extension with MOW cars - (Photo Ian C Galbraith)





Above - Maggie's quilts and haberdashery with freight train passing in the background (Photo Ian C Galbraith)

Below - Mixed freight leaving the station as the passenger train approaches.



What's on the workbench

Photos and article - Dennis Lindsay

Turnout Project

While waiting for more information on the church in Colorado, I decided to move on with the next project - this being a 1500mm radius turnout. As this required a new jig here are some photos of how I went about making it.

Right -

This shows the basic plan, I allow 10mm spacing between the ties.



Model Train and Hobby Swap Meet

Sunday 7 November 2021

10am to 4pm

Entry is Gold Coin Donation

New VENUE

Hampstead Rugby & All Sports Club

44 Bridge Street, ASHBURTON

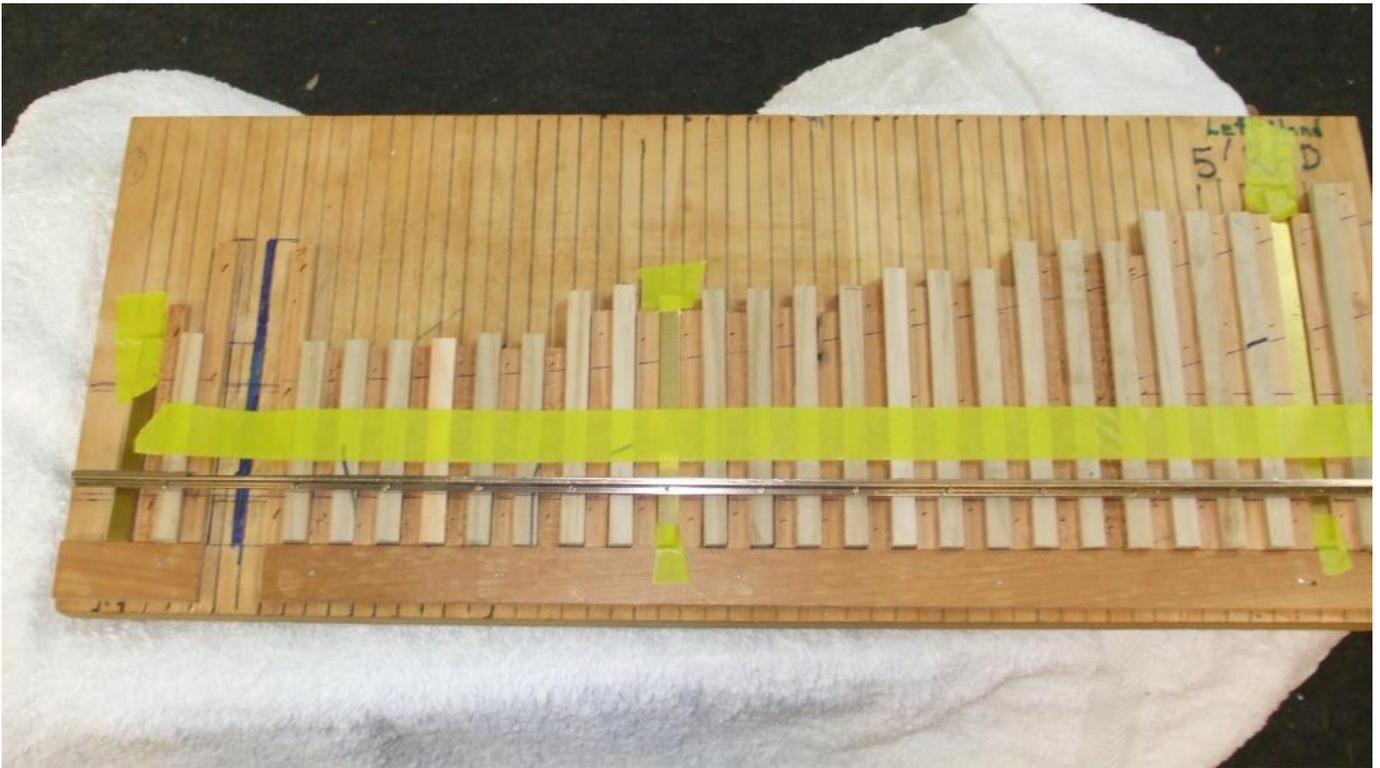
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**Above -**

Using treated timber ties are now in place and are ready to have rail attached. Here I have used brass 15mm nails which will protrude approx. 3mm and will later bend over to stop them pulling through.

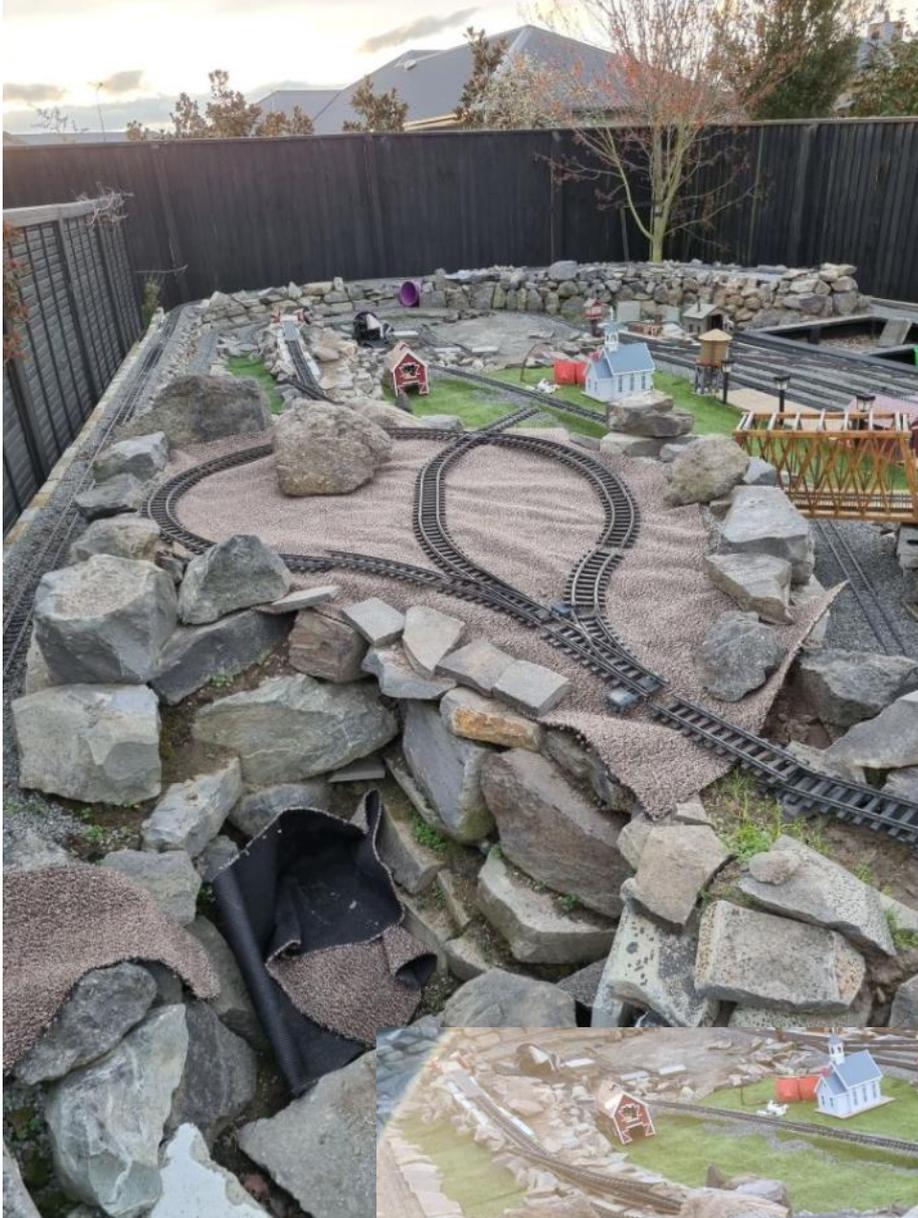
Below -

Straight stock rail in place, also frog.



What's he up to Now?

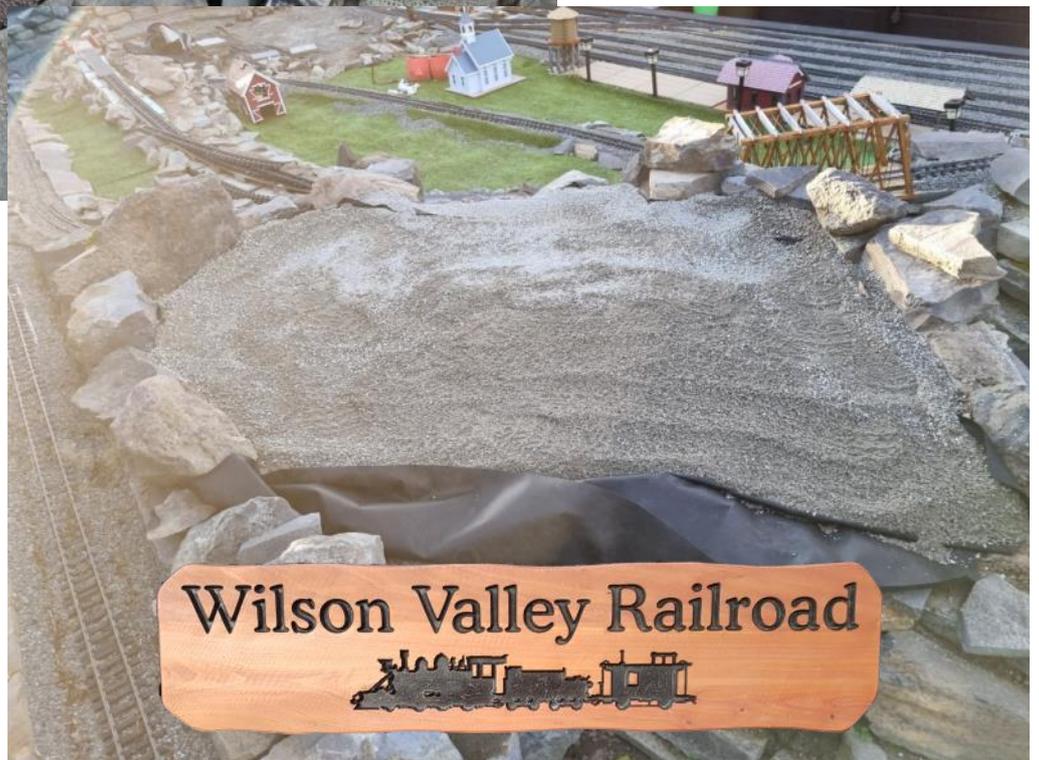
Andrew Wilson, West Melton



Left and Below -

Progress for return loop build on top of mountain, weed mat installed followed by levelled crusher dust and finished off with brown flecked outdoor mat.

Between the rear tracks were weeded for the fifth time and new grass mat installed and re-stoned.



Wilson Valley Railroad



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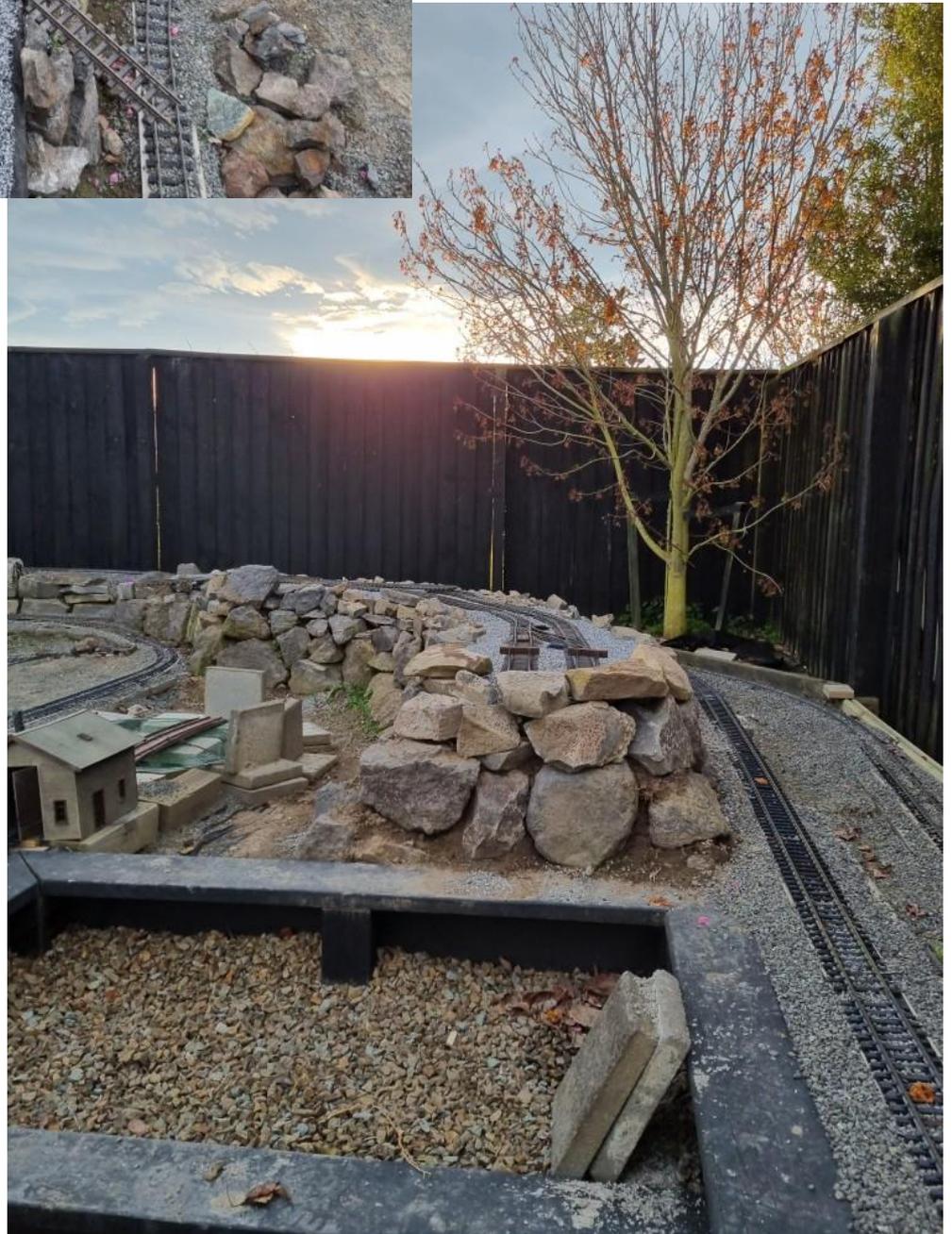


Left -

Terminus of coal branch, raised from ground level with compacted soil. Weed mat and crusher dust used followed by installation of black, white and grey outdoor then track laid on top.

Right -

End photo to show elevation of coal branch, next plan is positioning of the mine.



Workshop Project

Photos and article - Ian C Galbraith

In the September issue of the Bay Area Garden Railway Society, USA, newsletter, Trellis and Trestle, Dave Frediani described the construction of a 1:20.3 scale model of an outhouse car, for use with his MOW train.

As I already had a similar 3D printed outhouse on hand, it was decided that a similar car would be constructed. I had several Hartland Locomotive Works 4-wheel wagons on hand and one was used for the outhouse car. The deck was planked with lollipop sticks, Kadee couplers were fitted along with metal wheels. Rather than following Dave's version of a

handrail I drew up and printed a post and rail version. Also drawn and printed were steps and a couple of buckets. The post and rail setup was dimensioned to fit the mounting holes in the HLW wagon deck.

The lollipop sticks were stained a "mucky" grey/silver with the post and rail painted white. Hooks were fitted to the horizontal rail to provide mountings for the buckets.

The outhouse was fastened in place and the completed car given a test run on the MOW train.



Above - HLW wagon used as basis

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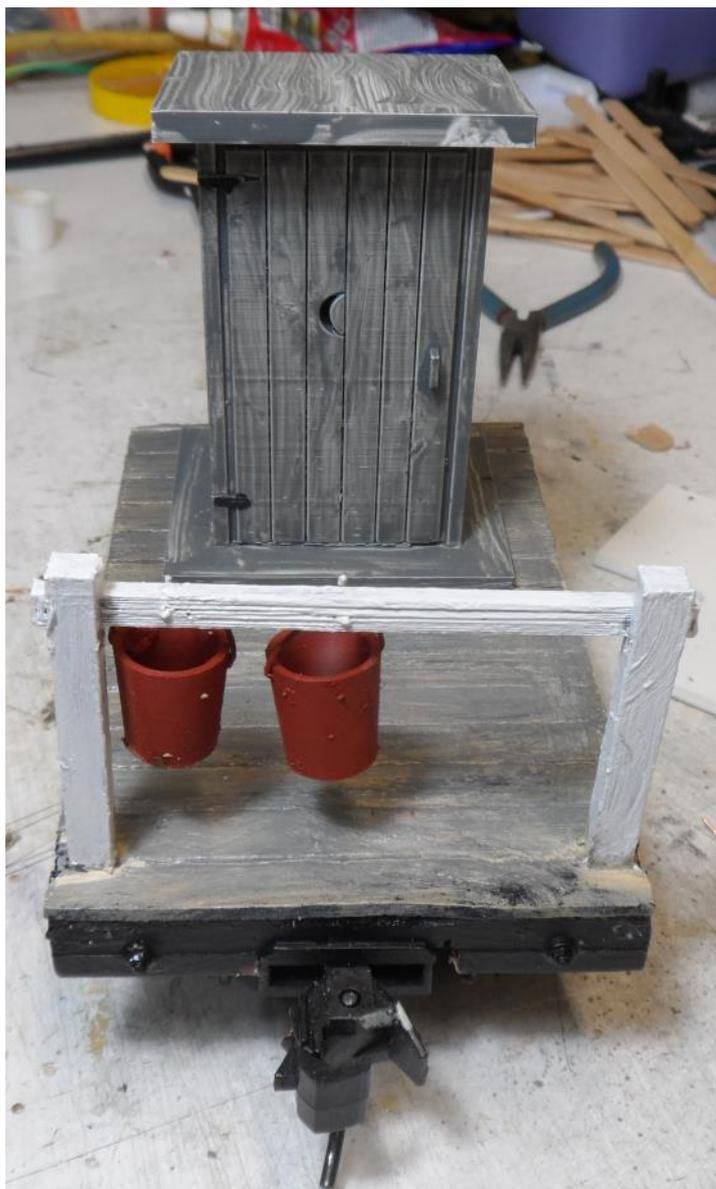
Above - Planked, metal wheels and Kadee couplers fitted along with post and rail.

Below Left - 3D printed outhouse on hand.

Below Right - Outhouse in place.



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Left - Buckets in place



Above - Completed outhouse car

Below - Out on the railroad



From the workbench

Photos and Story, Mike Hilliar, Auckland

7/8 ths Scale WW1 D Laser Cut Wagon Kit. By Michael Hilliar Auckland

In my last Garden Whistle article on my 7/8s scale passenger [man rider] car I mentioned in last Garden Whistle that the workshop was a bit uncomfortable for long periods of modelling. Well, we had our middle daughter home for a while, and she had set up a large fold up table in her old bedroom to do jigsaws.

Here was a new area for me to start my next lock down project. Several years ago, I purchased a Swift Sixteen 7/8ths scale WW1 Tin Turtle which got as far as the painting stage, when I found out there wasn't going to be any rolling stock for it because of the slow sales, so disappointed the Tin Turtle got put away unfinished.

Another company, the Red Star Steam Packet Co. was doing a range of 16mm wooden Laser cut WW1 rolling stock kits so I contacted them and encouraged him to see if he could upscale his 16mm WW1 D class bogie to 7/8s scale, which he did.

With the lockdown I found myself short of many

materials which found me looking at these kits. Just as I was getting comfortable in my newfound workshop my daughter came home so I had to return to my downstairs workbench; at least the weather now is a bit warmer?

These Laser kits can be simple to construct; they go together like a 3D jigsaw. The delicate parts can break easily, but reinforcement with a soaking of very thin type of super glue helps.

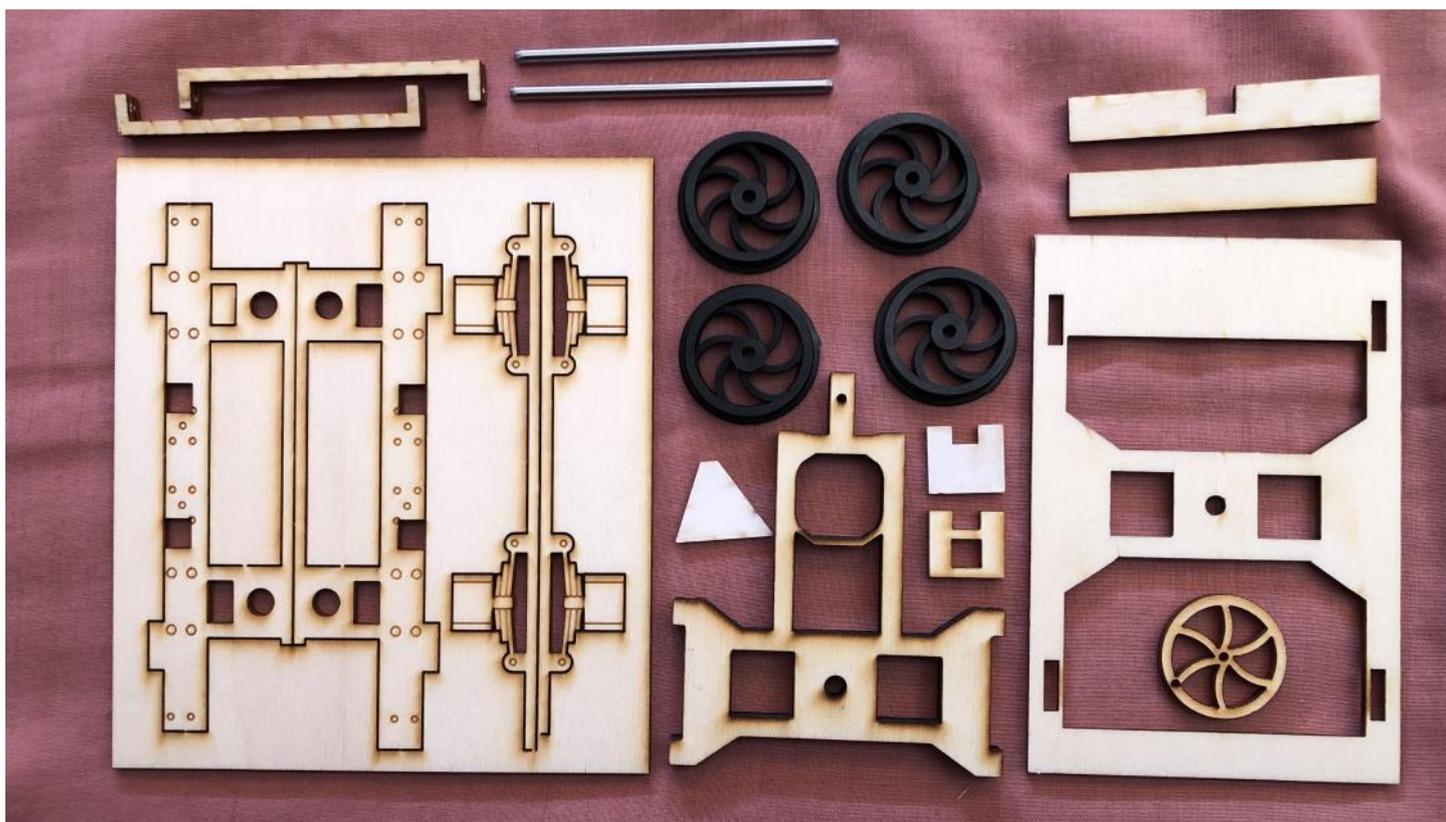
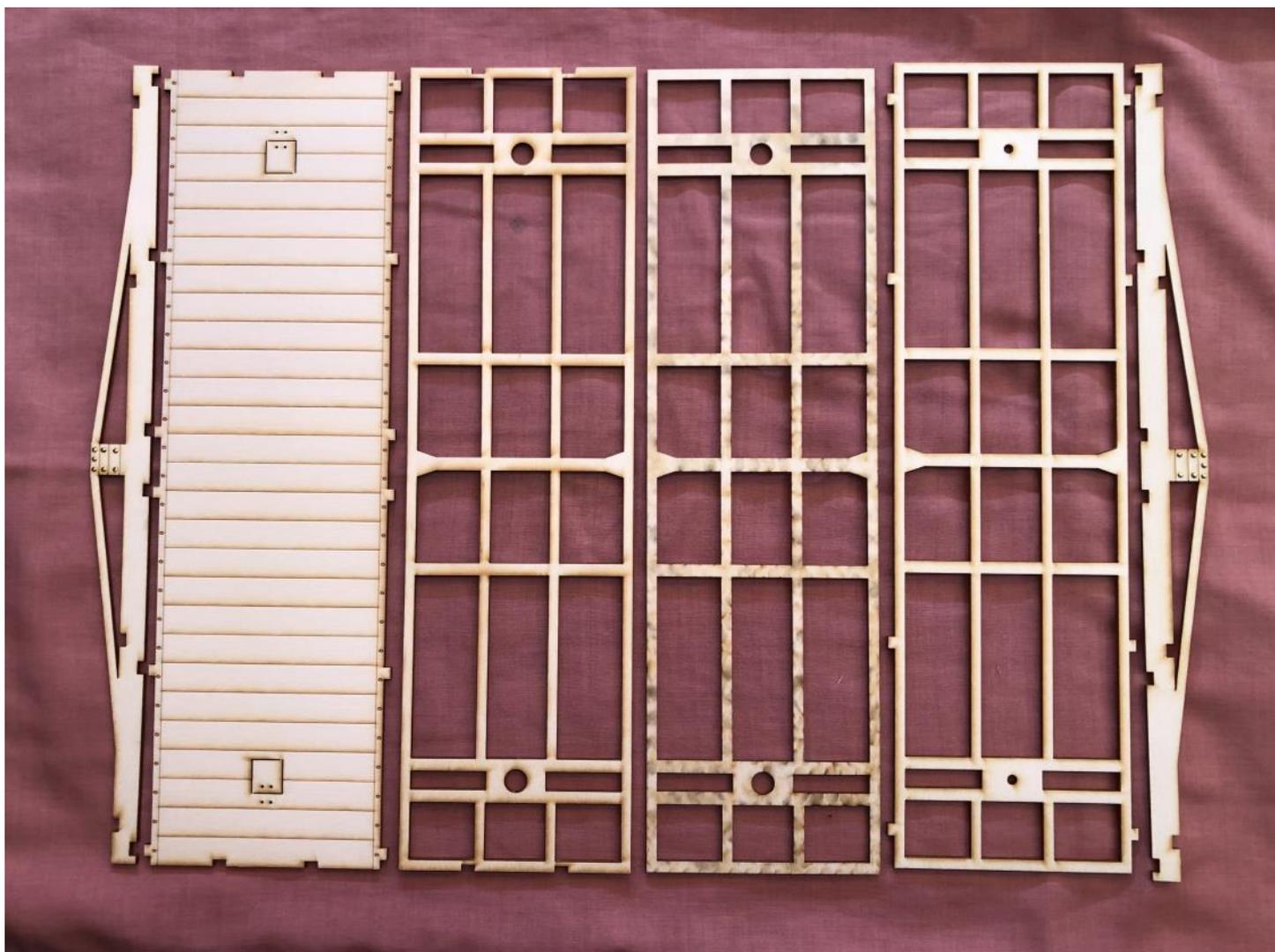
The hinge strapping or iron work detail is of thin laser cut custom wood that must be handled carefully, and the exposed areas also get a touch of the thin super glue treatment. These kits are basic, but extra detailing can be added to please the builder. I have used brass round head nails to represent the rivets.

As you can see one of the bogies has been painted in grey.

No one knows what the correct shade should be other than the written battleship grey. Anyway, I needed to paint the insides of the bogies as the black wheels would get in the way after final assembly, so the only grey available was just too dark so added some white, close enough!



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Wairarapa Garden Railway Group Meeting

Article and Photos Lloyd Dickens

2nd ANZAC Hall Event.

The September ANZAC Hall, Featherston event is our traditional indoor running day with the Wellington Group. We arrived to setup at 8:30 am. It takes the Wairarapa group about an hour to get the tables setup and the track laid. The DCC boys bring along the DCC gear which runs on the out side loop and on the inside we run Self Powered Locomotives and in my car a Set of Isle of Man Railcars which where ex Irish Railways. The running went very smoothly far as I could tell.

The Wellington Group comes with its own track which takes self Powered vehicles.

On our track Wayne Haste brought along a DR Railbus with one of his own manufactured trailers.

It was nice to see Christine Collett come along. She is very busy with cat shows so cannot make it to many of our events. Christine had a Swiss Railways Short Haul Locomotive.

On the Wellington track I caught up with Ian Webb with his D5 Narrow Gauge self built Shunter with wagons as run on the Welshpool and Llanfair railway. The Shunter is built to a similar size as my Harlech Castle.

Chris Drowley run amongst other Locos his live steam Lady Anne,

John Seward set up his own track to solve a shunting puzzle.

Everyone seemed to like the lunch which was great.



Above - John Seward and Puzzle

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**Above - Wayne, Dean and Christine together.
Below - Christine's Swiss short haul locomotive.**





**Above - Ian Webbs shunter and Welshpool and Llanfair wagons.
Below - Lloyds Isle of Man railcar.**





Above - Wayne's railbus.
Below - Warren, Brian and Ian together.



Readers Pictures



Historic photo of John's Triple header U25B locomotives on Andrew Hammers previous railroad

Photo - John Lammiman



New addition to Henrik Dorberk's Railroad logging roster with this saddle tank mallet locomotive.

Glenfinnan Viaduct [Part 1]

John Boyson, Pokeno



BACKGROUND



The prototype viaduct dwarfed by the surrounding countryside. Up the glen and beyond there is nothing but a wonderful unpopulated wilderness with road-less glens, mountains, lochs, rivers and deer. Oh and it rains a lot as well!

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Glenfinnan Viaduct will probably need no introduction to most readers. Either because they have been over it and/or have seen it through its use in the Harry Potter films.

It is deservedly popular given its size and scenic location. Running a regular summer steam train service (The Jacobite) over it was a stroke of genius conceived in the 1980s by one Chris Green before he became better known in railway circles. He later became responsible for Network South East which turned around the fortunes of the commuter rail network around London and the South East as the name suggests.

However, the viaduct is much more than a tourist attraction. As I alluded to in my earlier article on Borrodale Viaduct, it forms one of the earliest modern uses of structural concrete certainly on such an extensive structure. Not that there is anything particularly innovative in terms of the structure design, being a classic multi arch viaduct. However, the scale of its use as a construction medium was unprecedented. The remoteness of the structure also added to the construction difficulties.

It was built by Sir Robert McAlpine whose firm continues to be a major force within the UK construction industry to this day. His decision to use concrete on the railway earned him the well-known nickname "Concrete Bob".

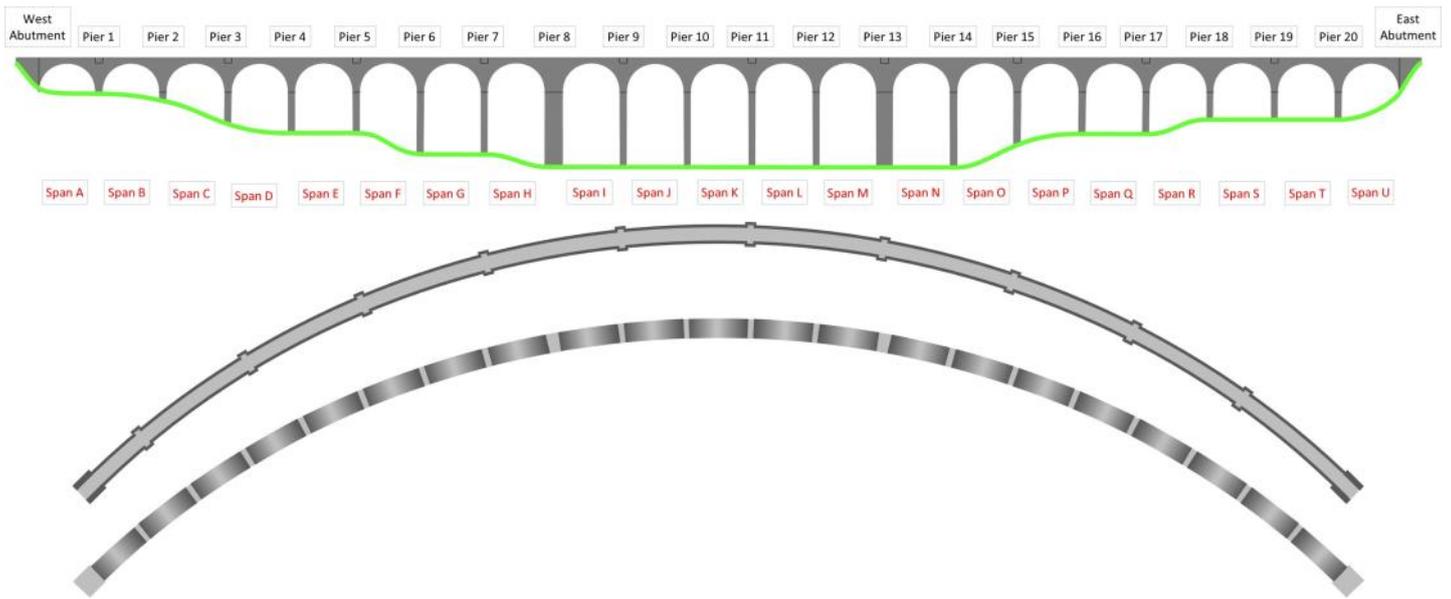
Some technical stuff: The viaduct has twenty one 50ft arches and, at its tallest point, is some 100 feet above the glen floor. It is located on a 12 chain curve. Its total length is approximately 1250 feet including abutments. The model, scaled at 1:32, is 12 metres long.

I recently watched a YouTube presentation by the Network Rail engineer presently responsible for the day to day management of the viaduct. In it he acknowledged that the stipulated span length was somewhat nominal with lengths ranging between 46 ½ and 50 feet. This goes some way to explain some of the different total viaduct lengths quoted by various documents detailing the viaduct. He also noted the permeability of the concrete used in the structure which has contributed to the serious staining on the viaduct.

As with Craigenarden Viaduct, the arches are a constant width through the thickness of the viaduct. This means the extra width on the outside face of the viaduct is accommodated within the piers which are once again wedge shaped as a result.

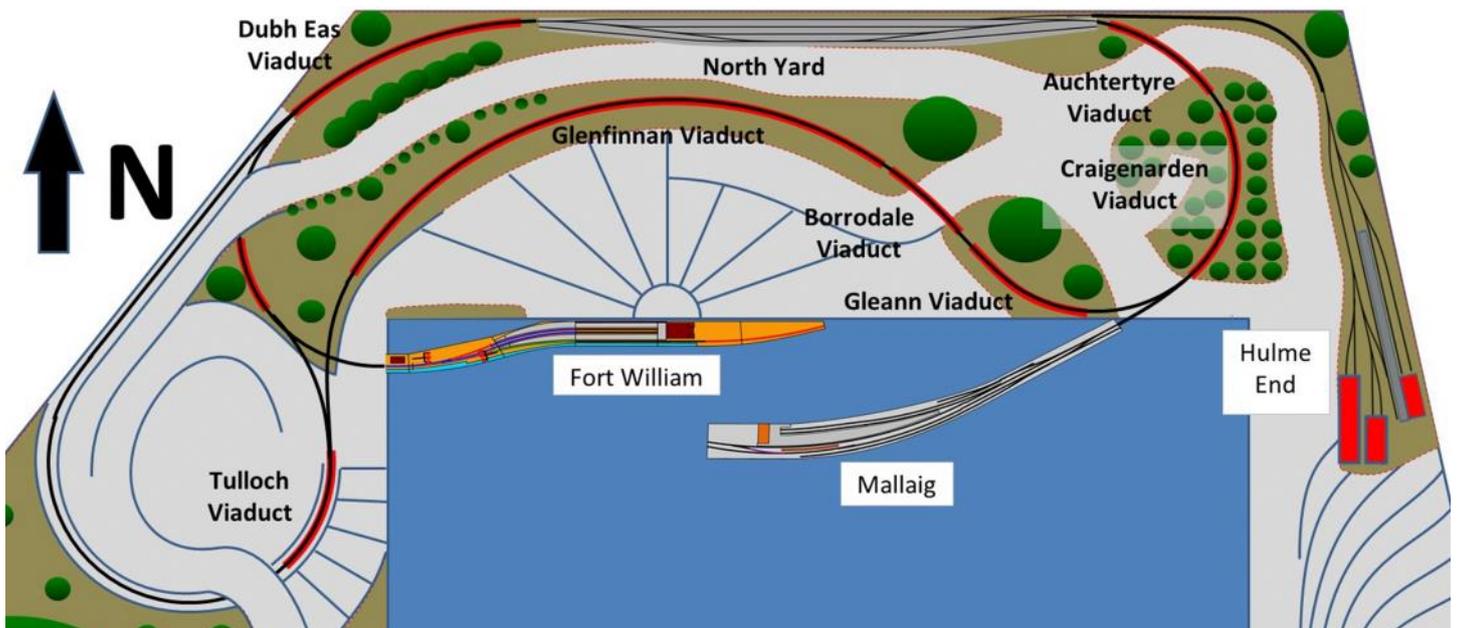


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Elevation and Plans of the Viaduct

The model is a scale replica in all ways without any significant compromise. Thus, the curve radius of the model scales out at 7.5 metres. Given the length involved, any reduction of radius would have created an unreal toy like effect which I did not want. Fortunately with our residence being a new home, as has been previously observed, I was able to design the property around the railway. Since the viaduct is clearly going to be the centre piece, the garden was set out around this. Hence the main patio area and associated pedestrian underpass approach were designed in a circular form to suit the viaduct's alignment see below. The scale height of the viaduct (950mm) also more or less fixed the height of the railway which gives a convenient operating height for most of the line.



Railway plan showing location of viaduct.

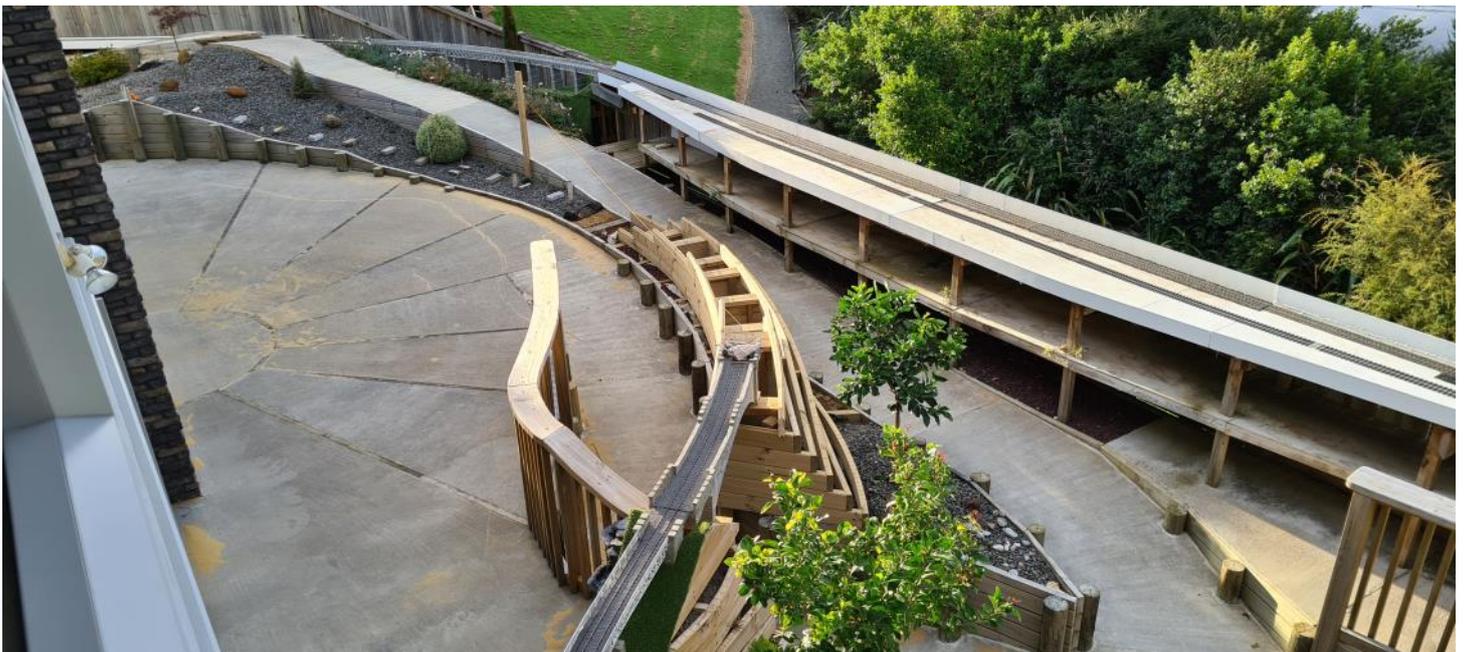
The last piece of garden landscaping involving the viaduct was the natural rise of the garden at the west end. Fortunately, whilst we were building the house back in 2014, our neighbour on this side approached us with a request to raise the ground levels at the boundary on their side to aid their landscaping. They had anticipated a retaining wall along the whole boundary to accommodate this. However once I outlined my plans, we were able to agree that the boundary levels could coincide for this area which saved them half the retaining wall needed. This allowed me to build up the ground on our side of the boundary in the vicinity of this part of the viaduct. Understandably they were intrigued with my plans! However they were pleased with the outcome! Sadly they did not get to enjoy the fruits of this cooperation since they have consequently moved on. I guess that's life as they say.

SUPPORT SYSTEMS

The following photos show the construction of the support box at the east end:



Carefully manoeuvring one of the T & G retaining wall planks into position. It has been cut through vertically every 75mm leaving just 10mm on the front face to allow it to curve as can be seen. Accordingly, it needs regular cross bracing to the other face, hence the internal walls which also serve as the pier supports.



The east support box with most planks in place. The west support for Borrodale Viaduct has also been incorporated within the box as well.

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Just prior to installing the pier support platforms in the east garden box I thought it prudent to recheck levels hence the orange string knitting just visible here. The crucial check is that the future Fort William branch would intersect the main loop at the same level with reasonable gradients on each approach to the crossing. It did! The baseboard for Fort William Station is visible through the open door.



Having made the check, pier support platforms have been fitted and the planking is being shaped to follow the ground levels around the viaduct. (Photo courtesy of Priscilla)

The central section of the viaduct is supported by cross beams connected to the footpath and patio retaining/nib walls. The west end utilises a longitudinal timber ground beam running roughly along the centre line of the viaduct with timber uprights bolted in with support platforms for the last three piers and west abutment mounted on top of these.



Central section cross beams.



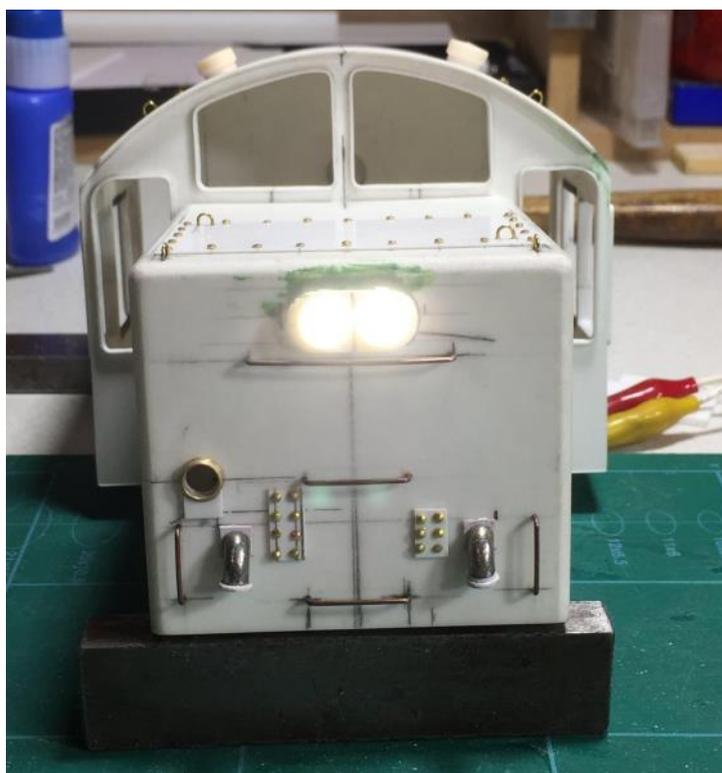
West end support substructure. All of this was buried and covered over at the end of construction.

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.

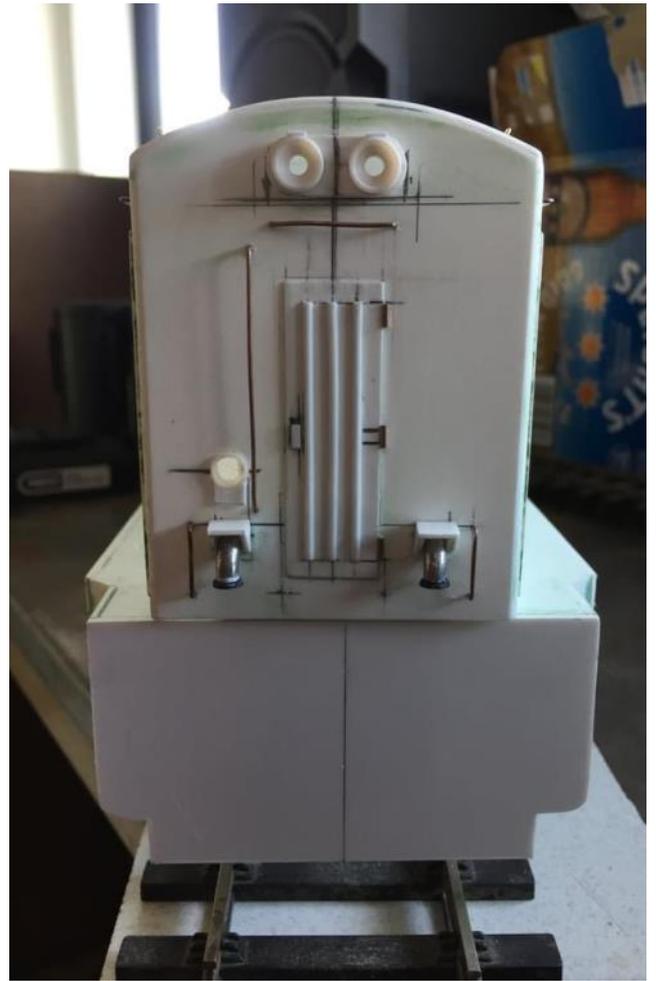
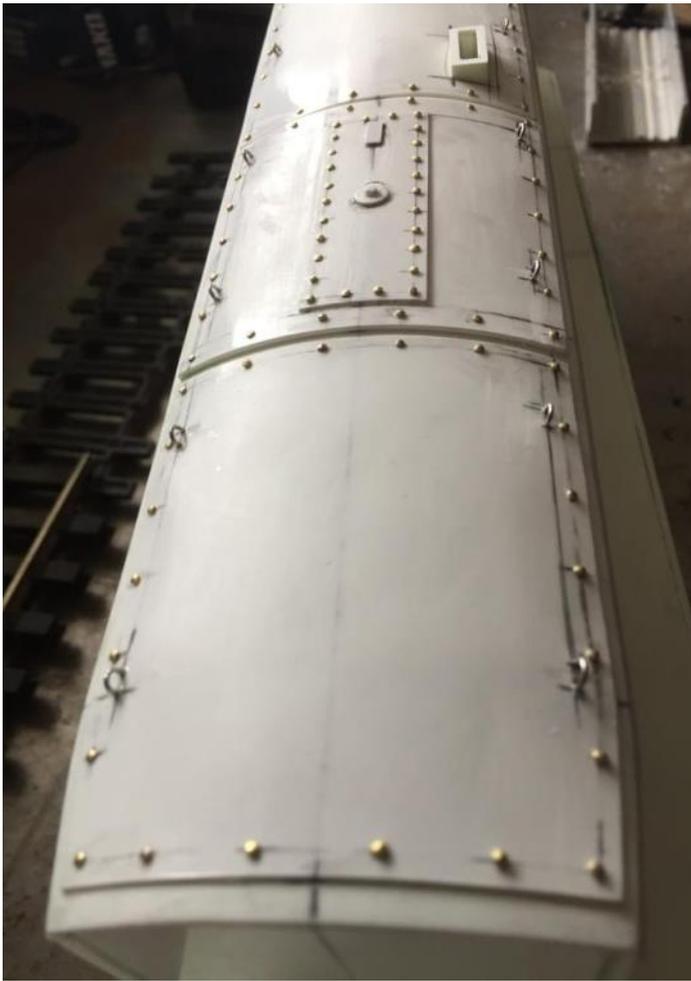
Workbench Projects

Work continues on NZR DJ 1207 locomotive.

Photos - Kerry Paterson, Ashburton Forks Railway.



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COMING EVENTS

October 2-3 2021	<p>(Cancelled) The BIG Model Train Show, Christchurch</p> <p>Wanganui Model Railway Expo</p> <p>Great Little Train Show, Invercargill</p> <p>Hamilton Model Railway Exhibition, Hamilton</p> <p>Model Train Swap Meet, Tinwald</p> <p>Mount Eden Collectors Toy and Model Fair</p> <p>RailEx 2021, Lower Hutt</p> <p>Tauranga Model Train Show</p> <p>Wairarapa Garden Railway Tours</p> <p>Nelson Model Train Show, Nelson</p> <p>NZAMRC Convention, Christchurch</p> <p>Dunedin Model Train Show, Dunedin</p> <p>Hastings Model Railway Club's Train Show (Havelock North)</p> <p>37th Garden Railway Convention, Denver, CO, USA</p> <p>Ashburton Model Train Show, Ashburton</p> <p>NZ Garden Railway Convention, Auckland</p> <p>38th Garden Railway Convention, Santa Clara CA, USA</p>
October 2-3 2021	
October 23-24 2021	
October 23-25 2021	
November 7 2021	
November 14 2021	
November 20-21 2021	
January 15-16 2022	
January 22-23 2022	
March TBA 2022	
April 15-18 2022	
May 7-8 2022	
June 3-4 2022	
June 20-25 2022	
July 9-10 2022	
2023	
July 3-9 2023	

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

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.

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N Z Agent for Sunset Valley Railroad

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Club Meeting	Club Contact
October 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
October 24th (Sunday) 1.00pm: Warren Stringer 187 Park Road Carterton Self powered locomotives only.	Wairarapa: Wairarapa Garden Railway Group. Club Contact: Email: Lloyd.dickens@wise.net.nz C/- Lloyd Dickens, 55 Titoki Street, Masterton. Ph: 06 370 3790.
October TBA:	Wellington: Wellington Garden Railway Group. Club Contact: Email: bilthompson@xtra.co.nz Coordinator: Brent Thompson, 6 Bodmin Terrace, Camborne, Ph: 022 619 4006
October 17th (Sunday) 1.00pm: Aaron Emerson 29 Hercules Street Shirley Track power available on 2 tracks.	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

NEXT ISSUE PREVIEW



Guards van build:

By Andrew Wilson, Wilson Valley Railroad

Glenfinnan Viaduct Part 2:

By John Boyson, Pokeno



Daves critter conversion:

By Dave Day, Christchurch

South Park Colorado Church Project Part 2:

By Dennis Lindsay, Lincoln

