

The Garden Whistle

MARCH 2021



G Scale news from around New Zealand

CGRG President's Ramblings

Hello one and all

Well the convention is now officially over till the next one, Auckland I believe

What a weekend it was

I have heard from many of the attendees from places afar how hospitable we are down south and how everyone was made most welcome

And they were and we are

I myself had a great time with many trades taking place, thank you to all who brought items to sell and trade, it was brilliant and to be truthful we were not expecting quite so much to be available

I ended up with four engines more than the one I planned, and am amused as I have yet to work out how to explain that to my wife, (did sell three thou) I am quite certain others will tell her to look at the new display case in my garage a little closer

The Wilson Valley Railway performed well. Thank you to my team of helpers, Douglas Wall and Iain Collingwood in particular and the encouragement of all as we all know building a layout no matter what size requires input and support from those around us

I want to publicly acknowledge my wonderful wife who although insisted I build the fence separating the layout from the house first, has supported and encourage me in my endeavour

In fact her words the following morning as we headed off to work were, what part of the layout are you working on next

As I had just spent the last two years working towards the weekend just gone, I had not given that a lot of thought as you can tell lots still to do

The answer I gave of course was the storage shed and building covers, a report on those later in the year as they progress, then we shall see, the coal branch the port, the logging line. So many choices

Thank you to those that came and attended the weekend and to those who gave their time to demonstrate techniques, also especially to those who opened their homes and their layouts for us to enjoy

It is appreciated, Please remember to send in photos of your memories and comments of what you enjoyed the most

We can print more about the convention in this and following newsletters since we have so much material and photos to share

As COVID-19 is an ever present reality as the recent lockdown up north has shown our thoughts are with you all at this time

Stay Safe, think safe, be safe

Kia Kaha stay Strong

Andrew Wilson

12th NZ Garden Railway Convention

The 2021 Garden Railway Convention was based at the Russley Golf Club Conference Centre, just off Memorial Avenue and about ten minutes from Christchurch International Airport.

Having access to the venue from 4:30pm 5 February 2021 we set about getting the Registration packs set out and the tables ready for the Buy, Sell and Swap. Arrangements had been made with venue staff to provide five or six tables for this. The majority of those registered arrived around 5:00pm and had so much to sell that extra tables had to be organised.

Geoff Checketts set up the Toottoot stand and apologised for the small amount of stock he had. His orders are held up in Germany because of COVID-19 Everything was set up by 6:30pm ready for the start of the Convention the next morning.

As soon as the doors opened on Saturday morning there was a rush of registrants bringing more items for the sales tables and soon funds were changing hands and items going out to cars

Following morning tea the Convention Committee were introduced and the Christchurch Garden Railway Group President, Andrew Wilson welcomed all to those present and declared the Convention Officially Open.

Fist up was a presentation by Dennis Lindsay, assisted by David Day, on the use of jigs for when a large number of identical parts are required. In this case, six freight depots were required for members to assemble. The material used for these depots was 3mm ply, which with suitable internal bracing provided a base for the cladding.

This was followed by Iain Collingwood demonstrating his methods of weathering structures made from wood. One preparation used was steel wool, from Super Cheap, placed in a container with vinegar. After a few days some of the liquid was poured into another container and used for staining. This could be diluted to give different shades. Different woods took on different shades.

Following a light lunch all departed the venue to visit

garden railways on North Christchurch and Rangiora, returning to the venue for “Happy Hour” and more trading before the evening meal

More busy trading on Sunday morning before morning tea. Paul Hobbs, Auckland, gave a Power point presentation on the history and setting up of Kadee couplers for use on G Scale and Gauge 1 rolling stock.

(Continued on page 4)



Above: Christchurch Garden Railway Group President, Andrew Wilson Welcoming attendees and declaring the Convention Open

Left: Dave Day assisting Dennis Lindsay with his demonstration of using jigs for making multiple copies of the same item.

Below: Iain Collingwood demonstrating his methods of weathering/aging wooden structures



THE GARDEN WHISTLE

(Continued from page 3)

Brian Heward provided a demonstration of his methods of weathering rolling stock, using both chalks and or an airbrush .(Details of Brian’s methods will feature in the April issue of The Garden Whistle)

Following the Buffet Dinner on the Sunday evening our post prandial speaker, Jim Staton gave an illustrated talk on the restoration of the Lord Brassey, or Kirwans Reward battery, it was known by both names. It is sited in Kirwans Creek, inland from Reefton. William Kirwan was the prospector who found the quartz seam. Jim received some great feedback from the talk, and hoped it was good for all those there.



Photo: Andrew Wilson



Photo: Ian Galbraith



Above: Before
Below: After



View a 4 minute video of the restoration here: https://www.youtube.com/watch?v=8AZkx4t_xD0

On Monday morning all set off to visit railways in the Shirley, South Brighton, with a picnic style lunch, and Sumner areas before returning to the venue for afternoon tea and a final wrap-up.

A representative from Auckland proposed the 2023 Convention be held in Auckland and the offer was accepted/ The clinic presenters, layout owners, and committee members were thanked for their work and the attendees for their attendance,

2021 Convention Layouts

Brian Allison: Northwood

The Brookwater Line was born 2012 out of a move from our earthquaked property in Brooklands. It consists of 2 simple loops joined at a point where each loop has a passing siding. Overall dimension is about 13m x 4m. The track simply floats on a bed of specially crushed 3-4mm gravel and is wired for track

power however I now run live steam only.

The layout was excavated out of a bund at the rear of our section and the slope to the rear of the layout necessitated some sort of soak pit, so there is a small 'dry' lake crossed by my new plate girder bridge. Another new addition is a small siding platform.



Photo: Bill Stanley



Photo: Bill Stanley

THE GARDEN WHISTLE



Photo: Bill Stanley



Photo: Lew Henry

THE GARDEN WHISTLE

Dean Farrow: Rangiora

The layout is a figure of eight loop with two side tracks and a passing section. It is laid on gravel at ground level. The rail cars are NZR at 1:24 scale.

Old bricks were used as general track edging, as well as the side supports for my embankments leading up to the bridge. Other edging is 25 x 50 timber spiked to the ground.

My models are battery operated, hence no track

power. I have used a mixture of commercial track and home made from brass curtain rails. All points are home made.

There is a working turntable along with a balloon loop exclusively for the Model T, its operation is automatic.

The Model T shares the main line on which I run my Fiat twin set railcar.



Photo: Bill Stanley



Photo: Lew Henry

THE GARDEN WHISTLE



Photo: Lew Henry



Photo: Bill Stanley

THE GARDEN WHISTLE

Ross Fraser: Rangiora

The Great Northern Railway is a passenger service provider. The dual track main line runs between Anniesland and Maryhill Stations with a branch from Maryhill to Helensburgh. All these locations exist and are directly connected in the real world on the British Rail network around Glasgow. Why pick

such locations? My mum's name was Annie and it was my inheritance from her which enabled the railway to happen in its current form. The discovery of such a real life station was pure chance and so then it seemed logical to name the other stations on the railway after real life stations connected to Anniesland



Photo: Bill Stanley



Photo: iain Collingwood

THE GARDEN WHISTLE



Photo: Lew Henry



Photo: Andrew Wilson

THE GARDEN WHISTLE

Noel Collingwood, Rangiora

“Tadbroke Hollow” was constructed after retiring and shifting to Kaikoura in 2012. It was destroyed in the Kaikoura earthquake on it’s first running day

It has been rebuilt in Rangiora two years later and is a dog bone style, 20 metres by 3 metres with mix of scratch built and POLA/PIKO buildings. The railway runs LGB locomotives and rolling stock with a European theme



THE GARDEN WHISTLE

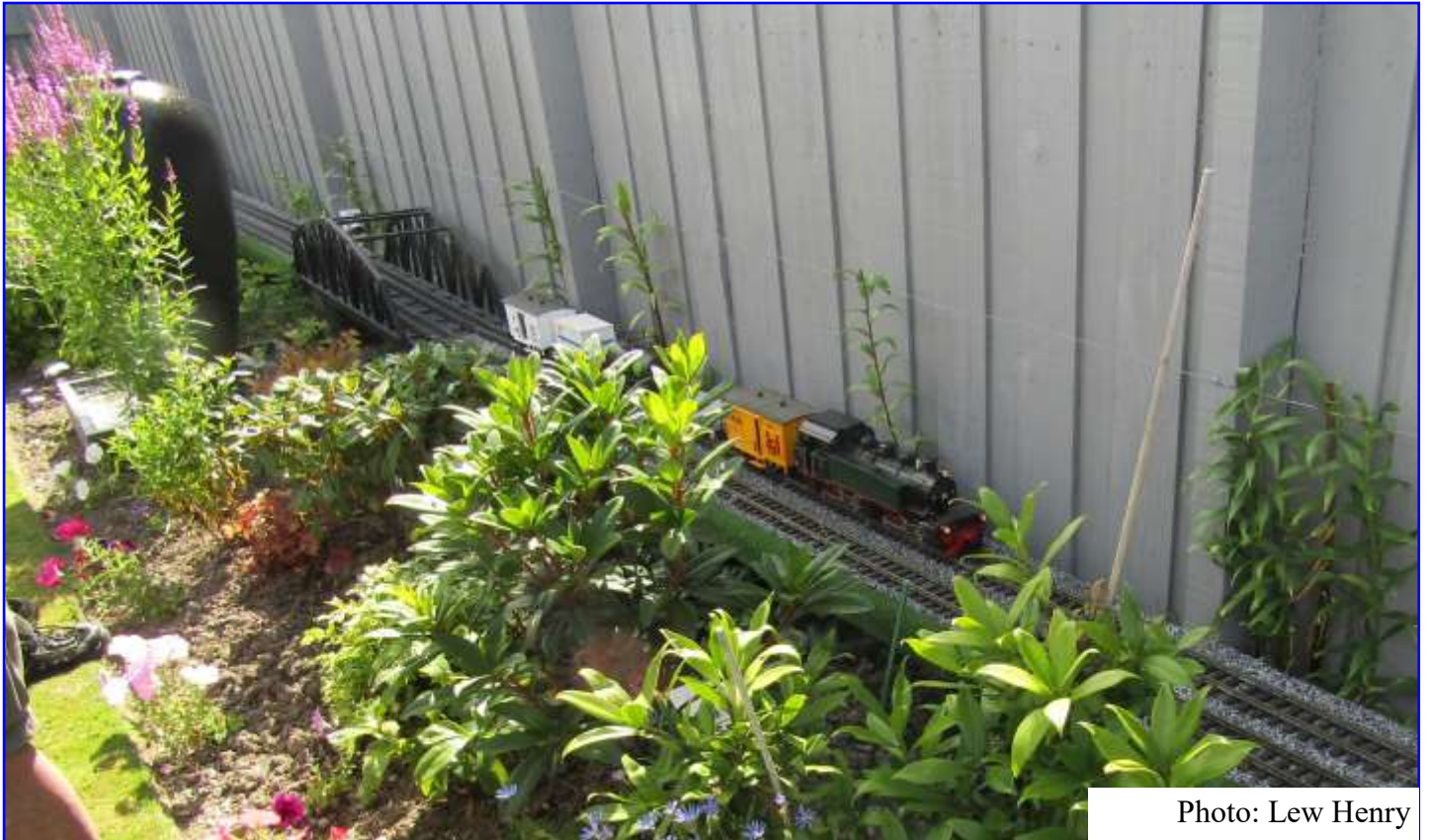


Photo: Lew Henry



Photo: Lew Henry

THE GARDEN WHISTLE

Dennis Lindsay, Lincoln

D & R G W Railway, Lincoln Division

This railway was started approximately ten years ago. There have been several changes but now the final design is what you see.

We have been through DC track power, then DCC and finally battery power radio control.

The main line has been realigned and two crossing

loops removed, one as the tree trunk grew and caused clearance problems. Other issues intervened, but the overall method of track spline construction has proved successful and solid

In the last few months colouring up the mortar scenery and ballasting have been the big advancements.

Many buildings have been constructed, some of which have been shown in The Garden Whistle



Photo: Bill Stanley



Photo: Ian Galbraith

THE GARDEN WHISTLE



Photo: Iain Collingwood



Photo: Bill Stanley

THE GARDEN WHISTLE



Photo: Bill Stanley



Photo: Ian Galbraith

Kabita Whale, Lincoln

The Lincoln Railroad Ellesmere Division

This layout follows on from my previous one which modelled Rio Grande , this time battery only.

Construction began in June 2019 ,(thanks to my husband , I took over at the tracklaying stage, apart from

supervising!) The 84 m main loop is in & the second 76 m loop is next.

The track bed is a spline using wooden trellis battens, supported on posts 1 m above ground. The mountains are made of chicken netting covered with wind mesh the coated with concrete which was then coloured using concrete powders



Photo: Ian Galbraith

Due to high winds it was not possible to run any cars behind the locomotive



Photo: Ian Galbraith

THE GARDEN WHISTLE

Maggie & Bill Stanley: Lincoln

Pirfic Station (Lincoln) (still work in progress)

We moved to our current location nearly five years ago and the back yard was a blank canvas, just waiting for a garden railway layout. We had been acquiring various g scale items, mainly LGB trains and Playmobil buildings over many years, without the opportunity to put them all together. Over recent years most of our travel has been to America so this has become the main focus, inspiration, theme of our 1960's layout. One of our guiding principles has been if we like it, lets try and use it. This has led to a mixture of ideas that at the end of the day works for us.

Recently we semi-retired which has enabled more time for

the railway and with the inspiration of other club members I have experimented with building from scratch. This has resulted in some local recreations / reproductions, along with some favourite American icons and even a few original creations. The plan was to create a layout that had two individual circuits so that when the trains are running there is always movement happening somewhere on the layout. The challenge was then to be able to run multiple trains per circuit. Our layout has over 200m. (700ft.) of track covering an outdoor area of 27m. x 7m. (89 x 23 ft.) and returning to a purpose built shed / station of 6m. x 4.2m. (20 x 14ft.). There are over 40 structures / buildings that are also housed in the shed when not in use outside on the layout.



Photo: Bill Stanley



Photo: Bill Stanley

THE GARDEN WHISTLE



Photo: Ian Galbraith



Photo: Ian Galbraith

THE GARDEN WHISTLE

**Andrew Wilson, West Melton
Wilson Valley Railroad**

The Railway you see today shows two of the four proposed stations on this layout, that being Wilsonville where the main exchange sidings are with access to the freight yard, loco depot and sawmill with its tramway to the top of the mountain where a Lidgerwood overhead logging cable system purchased from Port Craig brings in logs from over the way to the loading point and Woodsville where the passing loop and

two sub industries are based, that being Wilson Distillery who produce world class whiskey (its all in the local water) and near by a wheat silo distribution point, Wilson Valley Co op.

As the railway develops the branch to the mine will be next then the track to Westport and exit stage left. Later Charlies Town exchange sidings with the line to Westport and the branch down to the future port of Charlies Town with port facilities and the like



Photo: Ian Galbraith

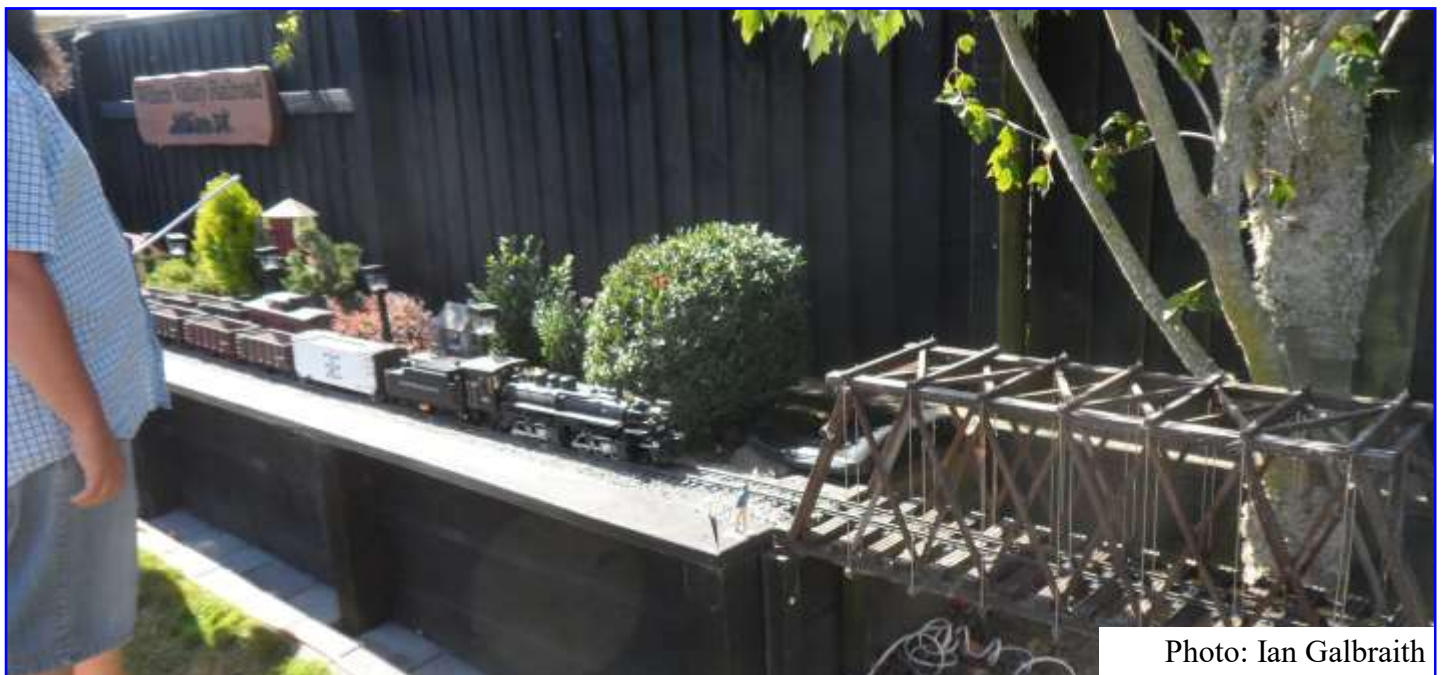


Photo: Ian Galbraith

THE GARDEN WHISTLE



Photo: Lew Henry



Photo: Ian Galbraith

THE GARDEN WHISTLE

Aaron Emerson, Shirley, Christchurch

I received an H/O train set at 10 years old and it grew from there, I have a very extensive collection but didn't really have the room for a layout so decided the next step was to build a G scale layout in the garden. Originally I laid a single track layout with an unknown brand of aluminium track, with realistic

wooded sleepers, but was a nightmare to keep clean, I have since bought and replaced single track with double brass lines, yards, buildings etc

The track is not modelled on anything in particular and just follows fence lines and garden spaces running American diesels with sound and American HST



Photo: Bill Stanley

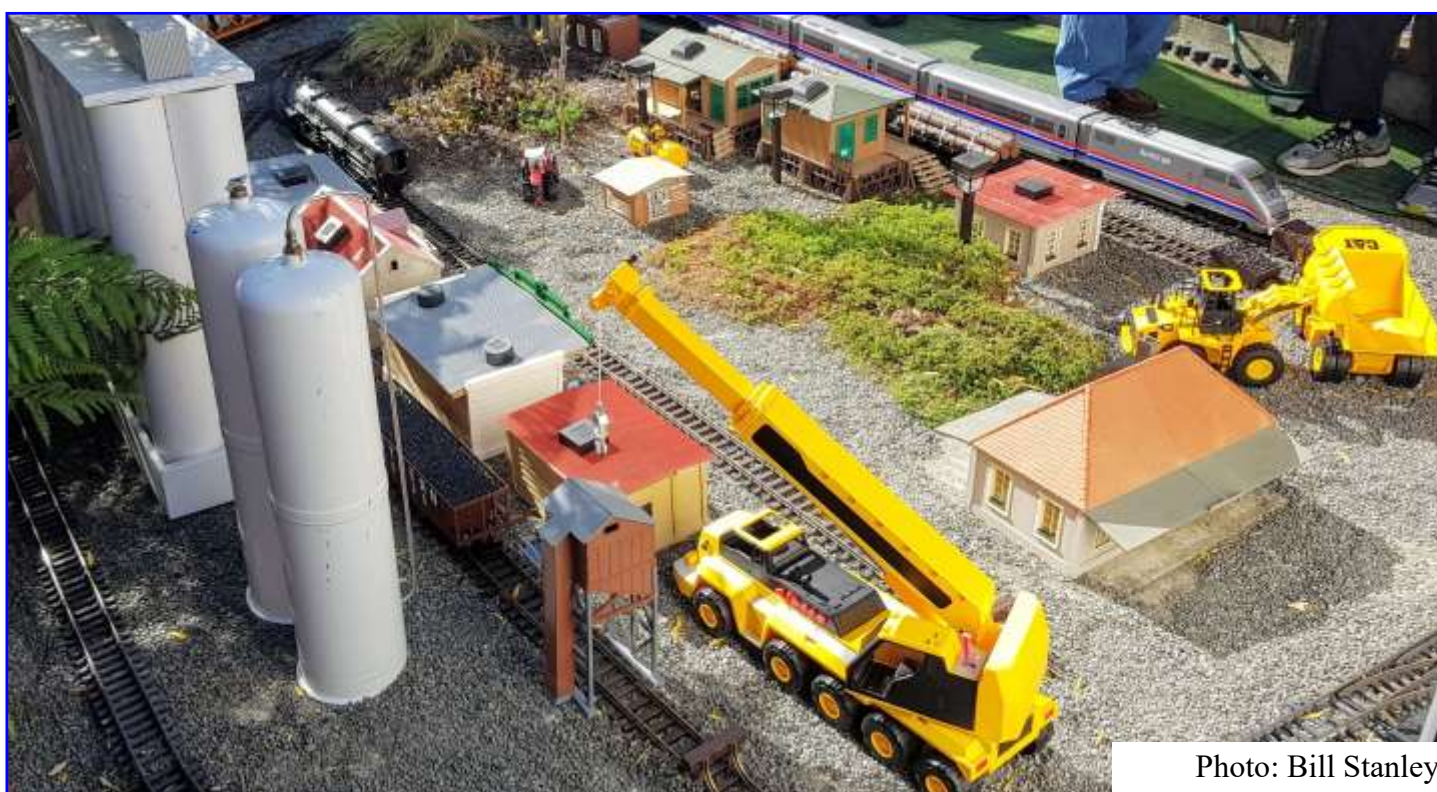


Photo: Bill Stanley



Photo: Lew Henry



Photo: Iain Collingwood

Karl Arnesen, South New Brighton

Mount Catt and Jessie Falls is a simple loop track running around two sides of our property giving about 80 metres of length with a couple of areas of sidings where the stations are set up. Last year another siding was added running into a room that has been built onto the end of the garage so I don't have to carry out all the locos and rolling stock when I want to run trains.

The layout was first started in 1998 and was raised up about a foot above ground level to make it easier to place trains on the rails. If I was starting again I would make it another foot higher as I am getting older! A feature of the layout is the mountains and gorge scenes. The mountains are made from concrete. A simple wooden frame was built and covered with

chicken wire and the concrete was plastered over the top a few inches at a time and then a final coat of coloured concrete smeared over the top. Another feature of the layout is about five metres of trestle which has been rebuilt twice over the years as the first two wore away over time. the last time rebuilt from hard wood so hopefully I will get a longer life out of the latest rebuild.

The layout is meant to be a railway in a garden rather than a model railway and follows no set prototype but rather runs trains that I like and could afford at the time, a motto that the club followed when I joined back in 1998. Most of the time trains are not running so the layout has to be pleasing to the eye when not in use and this was kept foremost in the mind when constructing the layout.



THE GARDEN WHISTLE

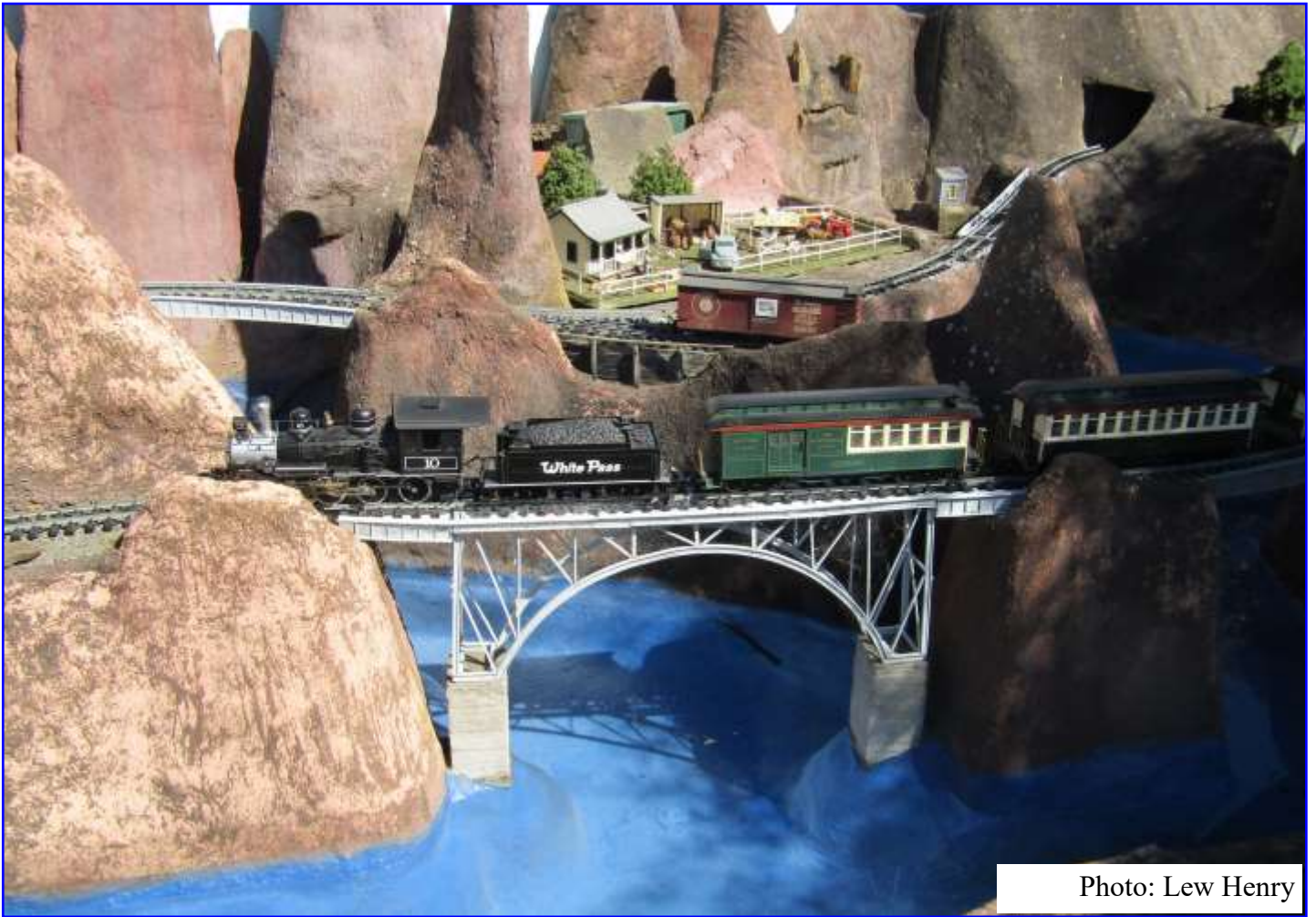


Photo: Lew Henry

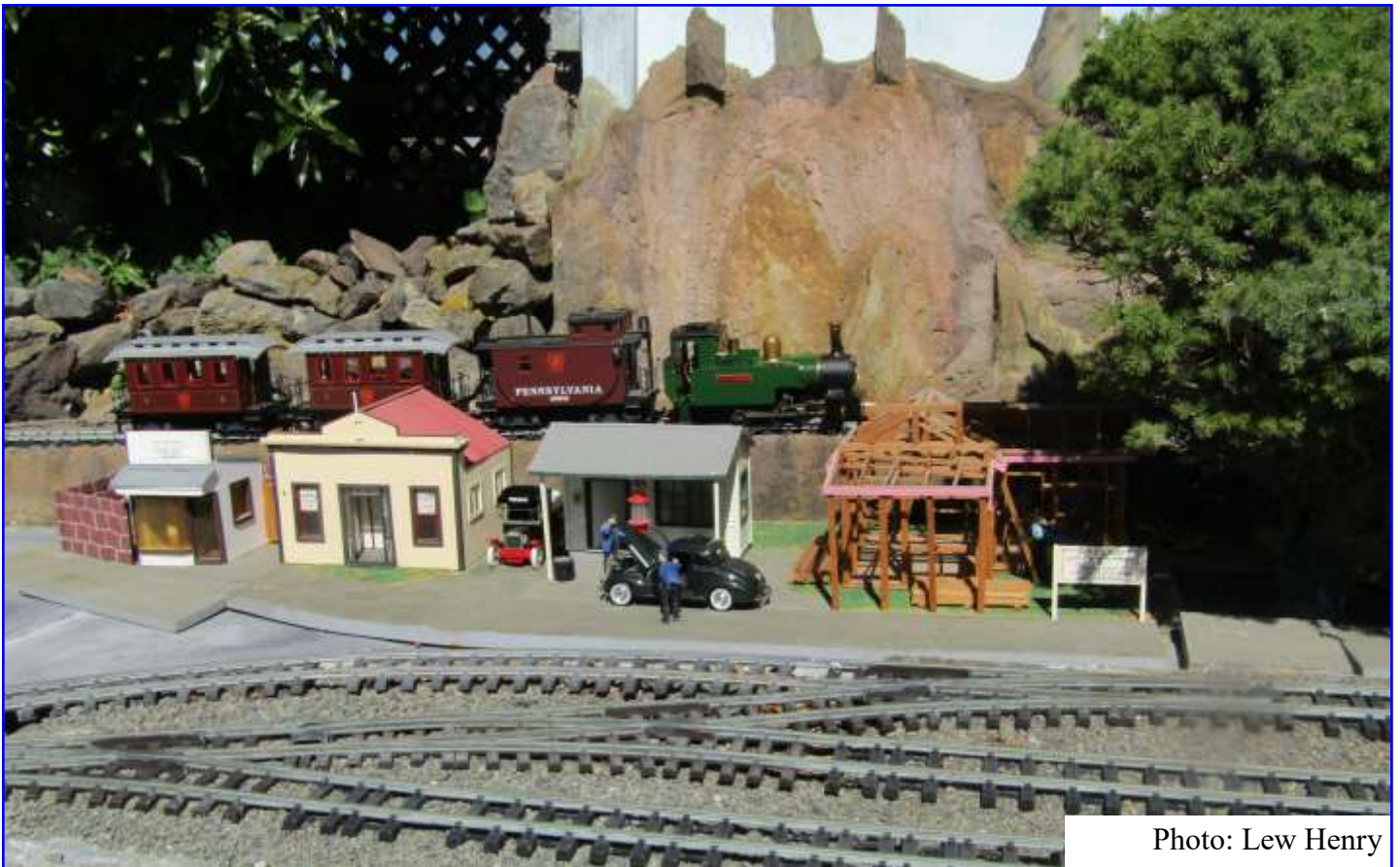


Photo: Lew Henry

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Mel Sanders, Clifton, Sumner

"The Clifton Garden Railway" is a mountain railway built on a hill section, with most of the serious work being done during the 2020 lock down period.

The challenge and the pleasure of building this railway was to overcome a 1200mm height difference between the highest and lowest points on the layout. This was done by engineering works including building a curved concrete viaduct, two short tunnels

and a 2400mm long bridge all on a serious gradient.

The railway is a basically a winding twisting loop of approximately 100 meters that links two garden areas by traversing a block wall. It has a small station area and siding as well as a reversing loop.

Its modelled on a European type railway using LGB locomotives and rolling stock. Due to a 4 foot radius on curves and some steep gradients (up to 5% in some sections) short trains are used. Track power is electric.



THE GARDEN WHISTLE



Photo: Ian Galbraith



Photo: Lew Henry

Garden Railroading e News

Get the latest Garden Railroading information every two months at no charge. This eNewsletter replaces the now defunct Garden Railways magazine

<https://dl.orangedox.com/GRNews2JanFeb2021>

Go to: grnews.org/get to get your free copy

DUNEDIN MODEL TRAIN SHOW

Taieri Bowling Club, 12 Wickliffe Street
Mosgiel

8th & 9th May 2021
9.30 am - 4.00 pm

Adults \$10, Children [under 12 years] \$1,
Family [2 Adults & up to 3 Children] \$20

EFTPOS
Available

Michel Duvall
2017

Rockwood update

by Michael Hilliar, Auckland

Just an update on the progress of my last big project, the Rockwood Gorge; I still have two years to complete it for the Auckland convention in 2023.

Talking about conventions thank you Christchurch for putting on another great garden railway convention. Liz and I enjoyed it very much. I took quite a lot of video footage; it is taking quite some time to edit it all, but I hope to have it available on my YouTube site soon.

Progress on Rockwood has been steady over the past month. I have finished plastering the first section with a scoop and chuck it on style with a large spoon, using a fairly soft mix. I am reasonably happy with the result and have spent quite a bit of time thinking how I am going to colour it. The challenge is not to overdo it otherwise you will be stuck with it.

I choose to use Cemix oxide concrete dyes diluted with water in a spray bottle. My thought was to hose the area first, then spray the mixture on in an uneven pattern. We had two days of heavy rain, so the plaster became very wet; this sped up my mind to get started. For the first colour I sprayed a dark brown on hoping not to over do it. When it dried out it had a light pink

tinge much like the rock of the Rockwood Gorge area. My problem is that the gorge section is next to the river scene and this is made up using grey granite rocks. What I may need to do is to tint the granite rocks a with a pink tinge so there is a gradual transition of colour between the two scenes.

Being satisfied with the brown/pink affect I went over the face with a black solution using the same technique as before. At first, I thought I had over done it; it is a bit hard to gauge it when it is wet, so I hosed it off to be on the safe side. When it was dry the colouring had the same depth of field colour as the granite rock; **MIKE LEAVE IT ALONE!!!**

I have done some experimenting using crumpled up aluminum baking trays to cast in the sharper rocks where the prototype railway shelf was cut into the weathered rock face with reasonable results. If I continue to use this idea these will laid on like a tile wall. Hopefully more progress on this to report on next month.

At present I am working on the 'three drop' waterfall that is in a crevice before returning to the front rock face.



Mikes rock face after colouring



Preparation for the top half of the waterfall with the pool liner held in place by the wire netting

Wairarapa Garden Railway Group January Running Day

Lloyd Dickens, Masterton

Henrik Dorbeck's new railway

Henrik Dorbeck is a new member, all the way from Auckland. We have two members from Auckland which is great to see.

He has settled into a new area of Masterton on its North West fringes.

The railway was built with the help of Peter Milburn. It is all raised above the ground built of wood. Artificial grass covers the layout along with buildings trees and even rock formations. It is as complete as you would wish. Clearly Henrik is now able to run as often as he wishes with little concern for maintenance or having to build new structures.

The photographs show the main part of the layout but the railway also extends down one side of the house as well. John Seward and I used part of this area to setup a live steam locomotive.

As one would expect for a new railway there was a great attendance.

Dan Hughes had his military train made up of AFV put together during the lockdown.

A member we see very little is Tony King. Tony normally has to keep our passenger trains running on Sunday but as he was on leave he was able to run his Diesel Santa Fe 5508 Aristo craft Locomotive.

Murray Clarke, a regular at these events ran his Mallet and I tried to run my Railcars but due to technical track or Rail Car issue I resorted to my Isle of Man Locomotive, battery powered. After everyone else had finished with DCC track power. I ran my Beddgelert Round House Live steam Locomotive. Both ran without any problems. As Henrik owns a IOM Railcar also we will find out where my problem was.

Peter Milburn had his LGB 3 axle Diesel Shunter, the prototype made by Davenport.

Ian Moore ran his C19 346 Denver-Rio Grade Western locomotive. Ian uses his own design Radio DCC control system with a battery in the locomotive.

John Seward ran his Roundhouse Lady Anne live steamer, fitted with R/C, Summerlands chuff pipe and slo-mo unit. A very reliable and smooth runner.



THE GARDEN WHISTLE



THE GARDEN WHISTLE



THE GARDEN WHISTLE



The 2021 Convention Railways as I saw them

Lloyd Dickens, Masterton

Brian Allison's Brookwater Line



Dean Farrow, Rangiora



Ross Fraser's Great Northern Railway



Noel Collingwood's Tadbroke Hollow



Dennis Lindsay's D R G W



Kabita Whale's , Lincoln Railroad, Ellesmere Division



Maggie & Bill Stanley's "Pirfic Railway"



Andrew Wilson, Wilson Valley Railroad

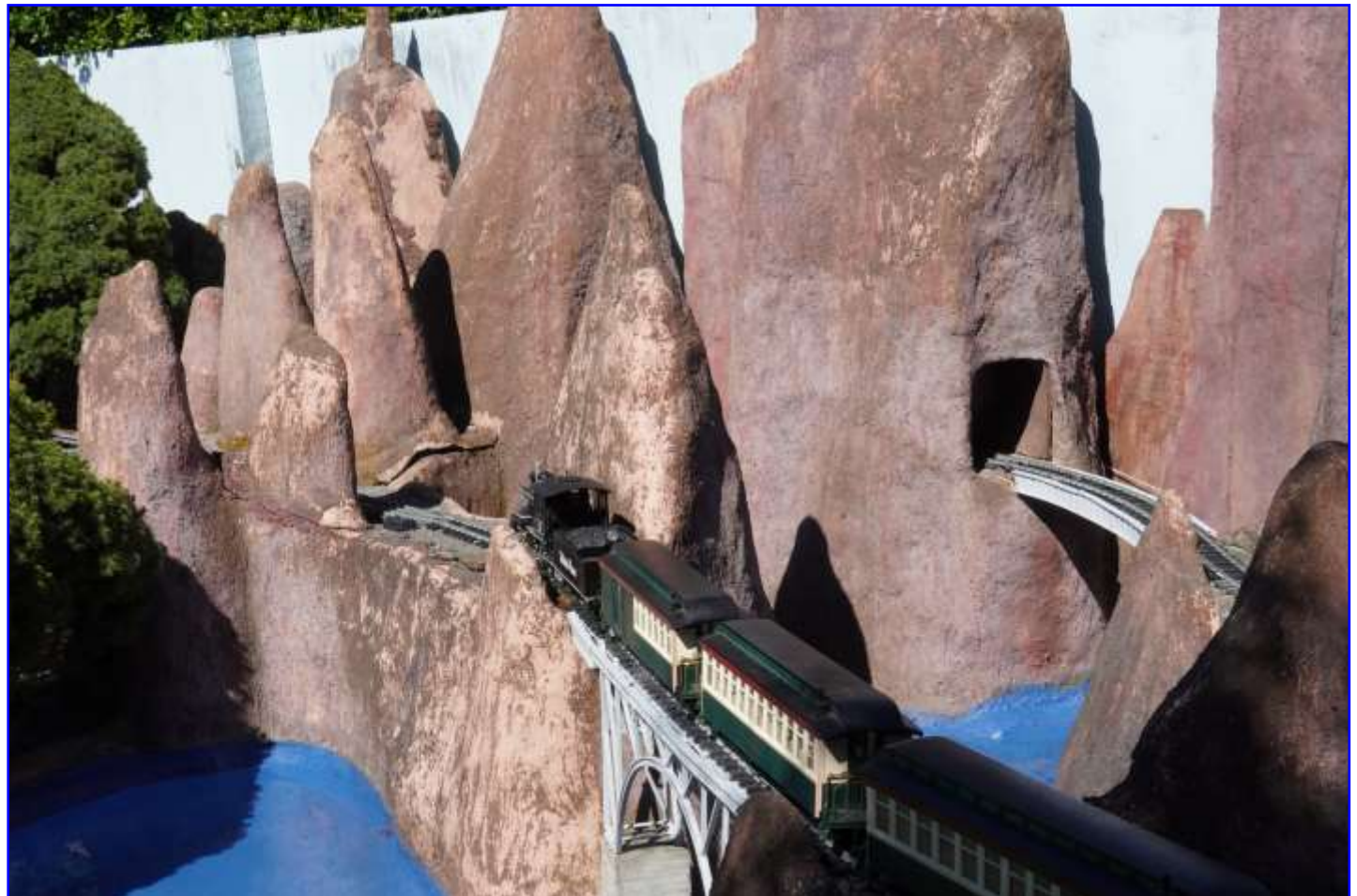


THE GARDEN WHISTLE

Aaron Emerson, Christchurch



Karl Arnesen/s “Mt Catt & Jesse Falls Railway



THE GARDEN WHISTLE

Mel Sanders' "Clifton Garden Railway" Summer



Fun with a Fairlie

John Boyson: Pokeno



By way of a change from descriptions of viaducts, this time I shall cover my varied and ultimately successful experiences with the Roundhouse Double Fairlie, David Lloyd George. As most people will probably know, this was released by Roundhouse in 2019. I was immediately attracted, having grown up with the Festiniog in the 60s, 70s and 80s. However the price tag was a little challenging. Following some substantial navel gazing and a positive discussion with Priscilla, an order was placed. Back came the bad news: a wait of at least 6 months since they were selling faster than they could be produced such was their popularity. Never mind, the wait was going to be worthwhile. Little did I know!

Finally Roundhouse got in touch, the engine was under way. Then came the news, it was finished and heading for the special lining and paint job I had specified to enhance it further. Well, if you are going to the trouble of buying one, it needs to be done properly.

Eventually it was ready for shipping at the beginning of 2020 and we all know what happened then. Fortunately it managed to beat the national Covid lockdown and arrived in February.

Having cleared Customs with GST duly paid which took longer than the time to get it from Roundhouse to NZ, it was finally delivered.

Carefully I unwrapped it and found all the bits that go with it. However no manual. No matter, I printed one off from the website. Having read this, it was clear this engine was somewhat different from other Roundhouse offerings apart from the obvious. To sum up it's complex: Two boilers which need to be separately filled, ditto gas tanks. Also two water gauges, two safety valves and two burners. However only one steam regulator, one pressure gauge and one gas supply control. Likewise just one steam oil tube.



David Lloyd George newly arrived and unpacked un-prototypically at Mallaig of all places. It actually doesn't look too bad in this shot. Now there's a thought: Fairlies on the West Highland!

The first job was to charge the engine radio control batteries which are supplied with the loco. These take 15 hours to charge at a slow trickle. Roundhouses' instructions are to never leave them unattended whilst doing this. Seriously, for fifteen hours? I put them on charge in the early evening and went to bed!

The next morning once I had studied the engine and gained some understanding of it, I started preparing it. My normal routine for the Leek and Manifold was followed. Oil around the motion first, then check and top up the steam oil having discharged the water underneath beforehand. Finally fill the boiler(s) with water and the gas tank(s) with gas.



Complexities. I am undoing the steam oil holder sump bolt to release water collected here

THE GARDEN WHISTLE

Oiling around was doubled with the two power bogies to deal with. It was a question of dribble oil between the wheels to get at all the inside motion and give the wheels a spin to ensure the oil went through every moving part. My engine is 45mm gauge. It was bad enough with this width between the wheels. I honestly don't know how Roundhouse fitted everything in for the 32m gauge versions! It must also be a real challenge to oil around for these!

The other jobs were straightforward albeit done twice in the case of the water and gas.

Then it was time to light up. Roundhouse's instructions are clear: Have the gas as low as possible and light each end through the chimneys as quickly as possible. They weren't joking. I normally listen for the gas with the lighter ready to go. This time I could barely hear the gas flow and so had to go ahead and hope there was gas to light. However success at the first attempt, there was a pop, pop as each end lit and a very faint sound of burning gas could be heard. Nothing like the usual roar one gets.



The moment of lighting up and this is with the gas turned down really low! And the other end still has to be lit as well! N.B. this is taken as a screen shot of a video recording taken at dusk and blown up to a suitable file size for publishing. In reality, the flame is not visible during normal daylight (it is still there however) and only lasts for milliseconds. This picture was taken after the problems detailed below had been resolved and the engine returned.

Despite this, steam built up quickly and within five minutes the pressure gauge was reading 40psi. There is a pressure equalising pipe between the boilers which connects to the gauge and regulator. With radio control contact established, I tried the regulator and off she went. I found the loco very responsive and beautifully smooth in her ride thanks to the bogies (just like the prototype). After a successful first run, I put her away looking forward to a second go the next morning. Little did I know what was to come.

The next morning, filled with confidence, I set the engine up again for another run. However this time when lighting up, only one end lit. The best the other end could do was emit a flame at the top of the chimney. I tried more gas: no good, I tried to warm the end not firing. Again no response. There was an opening for air beside the burner, so a flame was poked in here: again no good.

Then I tried to run the engine just from one end to see if the movement would induce the flame to pop back: again no good.

Somewhat despondent I packed the engine away and left it for another day.

The following day with some trepidation I tried again. Same problem. So this time I inverted the engine and extracted the burner nozzles. Firstly I checked gas was coming out of both, yes was the answer to that obvious question. I replaced the dud end with a spare nozzle. Nothing. Then I swapped the dud end with the good end. The problem stayed at the same end of the engine. This at least told me it had nothing to do with the gas supply or the nozzles since each was working at the good end.

THE GARDEN WHISTLE

Finally I rang Geoff Hallam for advice. He made me aware I was not alone with problems. It turns out there is a second Roundhouse Fairlie in NZ and the owner was having the same difficulties as me. This was strangely reassuring since it let me know it wasn't just me.

Having found nothing that could explain nor mend it. I contacted Roundhouse. They were immediately reassuring and said they would do whatever it took to fix it. Someone would ring me that evening, NZ time, to discuss the issue and determine the way forward. At about 10pm, a gentleman by the name of "Itchy" (don't ask, but he takes pride in this handle!) called. He went through everything with me and after about an hour on the phone came to the sad conclusion that the engine had to be returned to the UK. However he volunteered that Roundhouse would cover the cost of everything including the freight costs both ways. This was most generous given that the cause was not known at the time.



The repaired engine crossing Craigenarden Viaduct.

So the next morning I contacted the freight company who imported the engine and explained it had to go back. They were very helpful and sent me a form to complete for Customs. Once I had done that, the engine was repackaged and I took it up to Mangere the same afternoon to deliver to them for freighting out. The next day Jacinda announced the first lockdown.

Fortunately the package left the country before this came into effect and I later received confirmation of this. However, whilst it was on its way to the UK, they too went into lockdown with the result that the parcel was redirected to one of the Roundhouse manager's homes to sit out their lockdown until the factory reopened. Given the situation I was relieved to hear it was at least safe and all I had to do was await the relaxation of conditions in the UK. Eventually this happened and I quickly heard from Roundhouse that they had the engine back in the factory and were starting to investigate the problems.



Rounding the SW loop following repairs

THE GARDEN WHISTLE

In the meantime the other NZ Fairlie owner contacted me to find out where I was at with my engine. He said he had managed to get his engine going after massively preheating the dud end. We agreed that wasn't ideal and he decided he would follow my course of action by contacting Roundhouse himself.



And crossing Tulloch Viaduct

Within a week of looking at the engine, Roundhouse informed me it had been rectified and was on its way back to me. Having thanked them for their speedy response, I requested details of the issues they had found. Their reply indicated that a repair sheet with the details had been included with the engine. Given their undoubted generosity since the cause remains unknown, I didn't press the point and decided to await the arrival of the engine.



No problems with steam now. Apologies to those who have seen this picture before in my weekly newsletter but I felt it was too good to leave out of this report. N.B. anyone wishing to be included in the list of recipients of the newsletter please email me at john.boyson@xtra.co.nz. The newsletter is distributed bcc to ensure recipients privacy.

THE GARDEN WHISTLE

Once again it crossed the world for a third trip in record time, whereupon NZ Customs issued a GST demand for it on arrival back in NZ. This despite the Roundhouse documentation with the parcel clearly stating it was being returned following warranty repairs. It took a couple of weeks of correspondence between them, me and Roundhouse to convince them that the engine had been returned for repair under warranty and that I had paid nothing for the repairs. Eventually after much correspondence, they withdrew the demand and released the engine. In this case, guilty until proven innocent.



Crossing Dubh Eas Viaduct

Finally the engine came back to me and it was with some trepidation I prepared and lit it up for the first time. However it was perfect and both flames popped back to the burners without fuss. Steam was raised quickly and then time for the off. Result: one end dragged itself along the track with the wheels seized. Investigation showed a loose wheel which caught the connecting rod. The engine was allowed to cool down and the motion on the offending side was taken and with the motion restored, it was tried again. This time perfection. It ran beautifully.



Dubh Eas again at sunset

THE GARDEN WHISTLE

The following day, another run was attempted, again with complete success. Six months and many runs later, the engine is still performing perfectly. It has made a couple of visits to other railways, notably for a Fairlie gathering where three of the four NZ G scale Fairlies were assembled.

As for the Roundhouse repair report, it states that the burner tube and superheater were replaced after which the engine performed perfectly. And now you know as much about it as I do. Subsequently the other NZ Roundhouse Fairlie owner reported the same outcome for his engine. Coincidence, who knows?

I want to finish by voicing my appreciation for Roundhouses' response to the problems I encountered. As soon as I raised the issues with them, they took ownership and provided reassurance and support to ensure that I was looked after and ended up with a satisfactory engine. Their caring and unquestioning attitude was a breath of fresh air in today's challenging and sometimes uncaring world and I really appreciated their help. Whatever the cause, they stepped up and ensured that the outcome was a good one.

Since the engine was fixed, I really have had fun with the Fairlie. Trials show that it will run on one fill of water and gas for about twenty minutes and cover a distance of about 400 metres stopping and starting six times in the process. Once I have a continuous run that should increase. Obviously this is all light engine at this point. However I have plans for a suitable train once I have completed the main line.



The Fairlie gathering with a staged triple header



A GIMRA meet with a Black Five passing

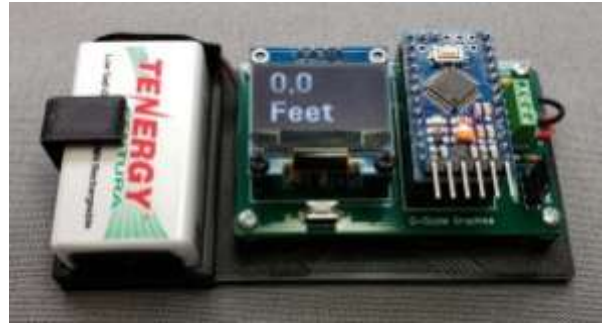
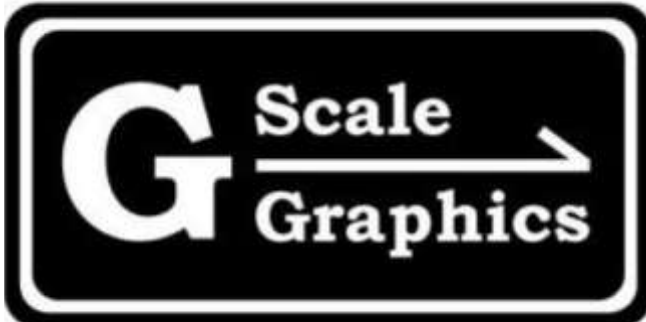
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COMING EVENTS

| | |
|---------------------|---|
| March 6-7 2021 | Live Steam Meet, Lloyd Dickens 55 Titoki St, Masterton |
| May 8-9 2021 | Dunedin Model Train Show, Mosgiel |
| May 30- June 5 2021 | 36 th Garden Railway Convention, Nashville, TN, USA |
| April 15-18 2022 | NZAMRC Convention, Christchurch |
| 2022 | 37 th Garden Railway Convention, Denver, CO, USA |
| 2023 | 38 th Garden Railway Convention, Santa Clara CA, USA |

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Club Events and Contacts

Auckland

March 2021: TBA

Club Contact: Auckland Garden Railway Society Inc Email: gardenrailauckland@gmail.com
Philip Sharp, Ph: 09 600 2157

Waikato:

Running Days/Meetings cancelled until further notice

Club Contact: GROW: Garden Railway Operators of Waikato. Email: sandnlipsey@gmail.com
Stefan Lipsey, P O Box 612, Waikato Mail Centre, Hamilton, 3240, Ph: 07 859 3650

Wairarapa:

March 6-7 2021: Live Steam Weekend at Lloyd Dickens's Castletown ,55 Titoki St, Masterton start 10 am.

March 6-7 2021: Group running day at Lloyd Dickens Castletown 55 Titoki Street, Masterton from 1pm

March 21 2021: Group running day at Warren Stringer's, 187 Park Road, Carterton start 1pm

Club Contact: Wairarapa Garden Railway Group. Email: Lloyd.dickens@wise.net.nz
C/- Lloyd Dickens, 55 Titoki Street, Masterton. Ph 06 370 3790.

Wellington:

March 2021: TBA

Club Contact: Wellington Garden Railway Group. Email: bilthompson @xtra.co.nz
Coordinator: Brent Thompson, 6 Bodmin Terrace, Camborne, Ph 022 619 4006

Christchurch:

Match 2021: TBA

April 2021: AGM date TBA

Club Contact: Christchurch Garden Railway Group: Email: Secy@culcreuchfold.org.nz
Secretary: Ian C Galbraith, 3 Church Street, RANGIORA 7400 Ph 03 5512142
President: Andrew Wilson, 021 273 3047

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

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

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

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Email: GW@culcreuchfold.org.nz