



## *The Outhouse for a Clubhouse*

**Newsletter - #14** - First Third for 2015



### **AN EVOCATIVE INSIGHT INTO MODEL RAILROADING**

**By; Barrie L. Roberts** [www.dewintonstation.com](http://www.dewintonstation.com)

*Feature articles this 1st Third; 1 - New Zealand train trips visited plus train attractions*

*2 - G-Gauge convention in Christchurch Feb - 6-8th 3 - Nigel Ogle's Tawhiti Museum*



*Portion of diorama display at the Tawhiti Museum at Hawera, NZ.*

*These topics from New Zealand and current updates on the home front by the British Modellers group in preparation for the Supertrain showing in April at Calgary, Alberta*

*Dear readers,*

*Having just returned from an extended winter vacation to New Zealand I have much to report for this issue of the newsletter, firstly I must confess that it is quite a challenge to produce monthly segments in the format I have become accustomed to writing. Therefore I must now seriously consider reducing the number of issues to three per year, with this first January issue for 2015 being late in delivery. I will now try to follow up with the second segment on time for May 1st. I have provided several pictures that will be described by some supportive text for the first two issues which will hopefully give me some time to work on my own layouts this spring. I have to admit that my text book writing project I took to work on overseas was quite exhausting mentally and I dedicated a good portion of my time to complete prior to arriving home. With this project now accomplished I would like to take a break from the keyboard and concentrate some time to my railroading projects.*

*I hope that you have enjoyed receiving the "Outhouse for a Clubhouse" newsletter and invite your participation to provide content that would be of interest to our readership. You should be familiar now with my casual format and I can assist you with the editing and layout for your piece. Simply supply a draft copy for consideration with any photos in J-peg by e-mail to [dsgr01@telus.net](mailto:dsgr01@telus.net) and I will then communicate with you until we are satisfied with the desired content and delivery. With this current issue I am trying out a computer program with Windows 8 - Office 365 Publisher, it is still unfamiliar ground for me but may be the preferred editing program over my older version of Office 97 Word document, plain and simple. Having acquired accomplished writer status now with this latest project of over 40,200 words I have taken on a persona as seen here. More on that later!*

*The truth be known I am holding out for a position as an extra in a TV series being filmed in the DeWinton /Calgary area with a train theme called "Hell on Wheels". Having enjoyed similar pastime summer "extra's work" last year on another Canadian production still awaiting release and as always willing to mix up my time with fun loving people doing interesting things. I do not anticipate the movie industry to beat a path to my door - but having fun just the same! I also had some enjoyment this past winter acting the part as Santa on vacation in the tropics, with the smaller children in my travels and turned a few heads for the double take, even from the adults*



*Barrie Roberts at*

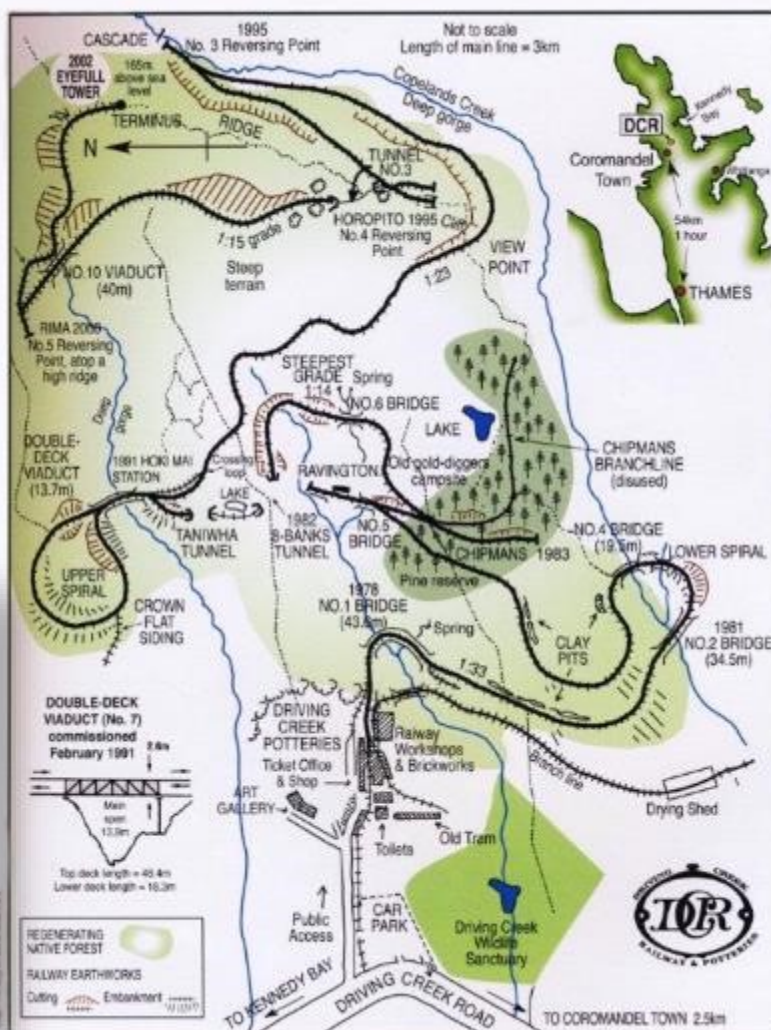


## Train attractions I visited in New Zealand

### The Driving Creek Railway and Potteries - Coromandel, North Island

The story of the Driving Creek Railway began 35 years ago when Barry Brickell came to Coromandel from Auckland in 1961, as a full time handcraft potter. He began to build this Bush railway which climbs to 165 meters above sea level through dense jungle terrain, switch backing its way through bush, tunnels and over formidable bridges to reach “eyeful tower” a fantastic viewpoint location overseeing the Hauraki Gulf of the South Pacific Ocean, with forested valleys and back dropped mountain peaks.

Building the railway from scratch was not easy, requiring the daunting task of trial surveying a route through very rough land. Trial surveys were done with primitive home made surveying instruments, this process having to be repeated until a suitable route could be found. Three km of hand-laid track over bridges, viaducts, 3 tunnels, two spirals and five reversing points were required to gain elevation to the viewing tower. The full story with amazing photographs can be viewed best by doing a [Google image search](#) for “driving creek railway coromandel” or at their site [www.drivingcreekrailway.co.nz](http://www.drivingcreekrailway.co.nz)





## *Pleasant Point Museum & Railway - Pleasant Point, South Island*



What a delightful place - Pleasant Point - I returned twice to this friendly town a few Km's west of Timaru in South Canterbury county, mid South island. Being greeted by Diana and Bryan Kirton two kind volunteer ambassadors at the Museum and ticket counter. It was obvious their enthusiasm to host visitors, as I took a solo ride on the 1925 NZR built Ford Model T RM4 rail car and viewed the two separate sections of the museum at opposite ends of their running track with Bryan. The initial railcar construction was part of a National drive by railways in an effort to reduce the costs of operating light traffic lines where there was a limited number of passengers. The railcars needed only one person to run them, but a train needed at least three. This is the world's only operating "T" unit.

Their interesting article posted on their website at [www.pleasantpointrail.org.nz/Model-T-Ford-Railcar](http://www.pleasantpointrail.org.nz/Model-T-Ford-Railcar) tells the full story of it's short five year existence. The following week I returned to take a ride on the coal / wood burner 2-4-0 D16 engine built in 1878, #2306 by the Scottish locomotive manufacturers Neilson and Company of Glasgow. I was fortunate to be able to take a cab ride on the return leg back to the station, with Dowell and Danial, on this beautifully restored steam engine acquired by the Pleasant Point museum on the condition it be restored to full working order. It was re-commissioned May 13, 1987 and has being delighting rail fan passengers ever since.





## *Downtown Christchurch and Ferrymead Heritage Park - Christchurch, S-Island*

### *Interurban streetcar trolley /rail service still in operation after earthquakes.*



The streetcars are running tourist excursions through the devastation that two major earthquakes have inflicted on the city of Christchurch by the sea. There is indecision with what will become of this historic city and the turn of the century buildings that fell during the two periods of crisis, but as time marches on the people are determined to rebuilt to a better and stronger city from the rubble still evident in the downtown core. Several street cars similar to the ones shown here provide guided tours through the downtown central core. It was heartbreaking to view those majestic buildings at the brink of collapse, some may not be saved.

Ferrymead Heritage Park was a day trip meant to explore the historic history of the region, their coal burning locomotive was restricted to short runs due to the dry fire hazard conditions. Some fires had been started by other trains and there were strict no burning laws in effect throughout the country. Still I did manage to go for a ride on PEVERIL an 0-6-0 coal burner with turn of the century coaches., the ride was short but enjoyable just the same. The park had many other attractions including a large collection of fire apparatus , St. Johns ambulance and numerous trucks, a double decker bus and electric streetcars took people for rides around the park.



For more information on the park go to [www.ferrymead.org.nz](http://www.ferrymead.org.nz) unfortunately their model railway exhibit was closed as it was moving into a new building at the time. The park had many volunteers to keep their operations interesting and it was enjoyable to take a ride on the old street car trolleys.



*It was a beautiful warm clear day with the sun shining and a gentle breeze, being the first week of February I recall thinking about the colder weather back home and the heavy snowfalls in Eastern Canada and the USA .*



## *Rail trips from Dunedin and Christchurch - South Island*

### *Taieri Gorge Railway - The Seaside - Pacific Coast - TranzAlpine - Coastal Pacific*

*I had the pleasure to ride on each of the above named rail excursions and truly enjoyed the experience. They provided unique views that would not have been possible by car, plus the opportunity to sit back and relax in comfort, to be served tableside and engage in a conversation instead of fighting the traffic. It was not easy to get use to driving on the left side of the roadway with all the "rules of the road" that were obviously designed to mess me up! Round-a-bouts and Give Way signs - they all drive at the limit of 100 km .....even in the parking lots!*



*The Dunedin railway station was a superb building and I did enjoy the city and surrounding countryside. The steepest street in the world is claimed there and I drove up the one next to it which was almost more than my Honda Odyssey car could handle. How they would manage with any icy conditions I do not know! The countryside roads were steep narrow and twisting but scenic for certain. Some of the views were nothing shy of spectacular.*

#### *The Banks Peninsula*

*Some of the steepest and most scenic driving was travelling around the Banks Peninsula near **Akaroa Harbour** where I stayed for a week to work on my book project. I took several drives in search of the bays shown with names at right, I assure you some of the hills were so steep and narrow that the sheep had nosebleeds. ... Really!*





*Views from the hills high above the Akaroa Harbour and inlet below, behind the sheep is the Pacific Ocean not the sky.*

*The cliff drops at the side of this narrow road would spell disaster if you were to drive over the edge but would make for great base jumping or skydiving. On some of the narrow gravel sections leading to /from the numerous bays around the Peninsula I could feel the front wheels clawing at the gravel for traction.*



*These diesel engines were now the engines of choice for the long haul trips with their newly renovated coaches with air suspension. The noise level was quite bearable, passenger comfort a given, I rode in those newer modern coaches for the Coastal runs from Christchurch to Picton and on the TranzAlpine trip from Christchurch to Greymouth return via the Arthurs Pass and the 8.5 Km Otira tunnel, a five hour trip in each direction. The run on the Coastal Pacific to Picton return to Christchurch was a longer twelve hour round trip, travelling along the Coast with many scenic outlooks with Kekenofur seals on rugged coastlines.*

*On the Taieri Gorge Railway trip from Dunedin to Middlemarch we rode in the older style coaches that had been renovated inside yet maintaining their old style exteriors. I met a mechanical Engineer from Germany by the name of Gerd Hegne along with his misses Elizabeth that were camping next to myself in Dunedin's Top 10 resorts. He had booked his trip through an agency in Germany and I via the internet. My fare was quite a bit less than theirs. He has agreed to help me with a working steam shovel project that I am anxious to begin. Apparently he does other modelling in G-gauge for his friends at his home on the Rein river valley at Eltville. On this trip I met a family from South of Invercargill with two young boys on their summer vacation. Max about 10-12 was travelling with his younger brother Flynn that had an interesting laugh and was quite comical. Every time he would laugh he would sound like a baby lamb, like Baa -aaa, so I said *"Hey you sound like a little sheep --- Oh - of course you do your from New Zealand"*. The entire railcar was laughing after that. We met up a few days later and had lunch at the Moeraki Boulders on the beach at Otago on the Eastern coastline of the South Island. *Max is a huge train rail fan.**



## *The 9th National Garden Railway Convention held in Christchurch Feb 6-8 2015*



About 80 registered Garden Railway club members from both Islands gathered in Christchurch for a weekend of layout tours, workshops and to socialize. Here many are gathered at the home of Ann and Ian Galbraith whom acted as the team leaders for the hosting Christchurch Garden Railway Group, whom were hosting the event this year. The 2016 meeting will be held in Auckland on the North Island. *Note - the Canadian flag flying high.*

*My photo presentation will be over shadowed by the YouTube production by John Robinson that can be viewed at [https://www.youtube.com/watch?feature=player\\_detailpage&v=TbrTgz5dWQg](https://www.youtube.com/watch?feature=player_detailpage&v=TbrTgz5dWQg) plus with the collage of photos as seen in the March Garden Whistle newsletter submitted by the New Zealand club members that were in attendance. - Note: revised web link 20/03/15.*



The workshops were presented on a variety of topics, to include 3D printing, timbers and glues, electronics for the railway, air controlled switch machines plus a very hands on demonstration on polystyrene vacuum forming to which I was quite interested in and plan to give it a try at home someday. There was definitely not a shortage of food at each venue visited and everyone was thankful for that, the dinners at the Russley Golf club and convention venue were first class. Overall the show was a tremendous success and everyone should be commended.

*On a personal note I would like to thank everyone for making me feel welcome as their one visitor from Canada. Other overseas attendees from Australia and the ones that travelled great distances from the North Island have since commented that they were impressed on how well the weekend went.*





As it is the custom of many clubs to show their appreciation for a member hosting an open house at a home layout, the home owners are ceremoniously awarded with a small token of appreciation from the hosting club. Here Ian Galbraith is gracing such a dubious honor to Alf Large & Lyn McClure, Rangoria. Theirs is a fairly new layout that recently has been incorporated into an established garden.

Having been relocated after the two major earthquakes; Alf and Lyn have transformed their rear and side yards into a superb lush garden with water features and many tropical and local plants. They also have an outdoor aviary with a circus for their many birds.

I was most impressed with the acquired modelling skills of Glen Anthony and his "Rocky Creek Railway". Glen has the ability, spirit and dedication one needs to be one of the forerunners in New Zealand, for garden railroading, plus the learned scenery techniques for a good quality interior layout as well. He is seen giving a demonstration of his ON30 gauge ore mining stamping mill. His interactive display has many timed relay switches used to control the action movements on this custom display he made for train shows.



The photo at left shows how he has cutaway the front of his scenery boards to show the workings of the mine from underground.



In order to be fair to all the members that have offered up their layouts to be apart of the convention program, I have chosen not to show pictures within this presentation. I do encourage the readers to view the **YouTube link at the center of pg. 8** which displays a great representation of all the layouts visited and names the hosting members. I do wish to thank them all for opening up their homes to us ..... as - we are not worthy!





*It would be an understatement to say I was impressed with the work Nigel Ogle has put into each of his creations, I was actually blown away. Here is a man that has instilled his genius into his art form. His unique method of creating life sized and scale diorama scenes is beyond incredible. I did a **Google image search for "tawhiti museum hawera"** and a multitude of pictures came to the screen. The story is better described on the web at [www.tawhitmuseum.co.nz](http://www.tawhitmuseum.co.nz) you would be amiss if you did not visit both those sites.*

*I paid two visits to the Tawhiti museum near Hawera, North Island, that is located near the base of the **dormant Taranaki volcano**, the first on my trip towards the South Island just after Christmas yet before New Years, and again on my return seven weeks later (February 18th). I just had to return again before leaving back to Canada two weeks later. Nigel and Teresa had offered to allow me to take up camp on their private driveway after an exclusive showing at the museum, apparently this offer included dinner, to which I graciously accepted having heard the testimonials about her cooking skills. Nigel was loosened up by a pint of bubbly I offered and I was able to have him give up some of his modelling secrets.*



*Mount Taranaki, or Mount Egmont, is an active but quiescent stratovolcano in the Taranaki region on the west coast of New Zealand's North Island. The last eruption occurred around 1854 - it could be overdue!*

*One of the ways Nigel creates his very special diorama scenes is to combine two known features 1- depth perception and 2- vanishing point perspective. He will transform the image that you can visualize on a one dimensional picture or photograph and generate an image that is three dimensional (3D) within a shadow box's dimensions.*

*He will combine four scales of figures within a relatively short depth of field. As an example the figures in the forefront will be 1/24 in scale followed by 1/29 then a perceived distance further away he may use figures at 1/32 in scale and in the far distance perhaps utilize 1/48. Just as though you are looking into a painting the objects that appear far away in the distance will be the same size but appear much smaller. Look at the two examples on the following page and it will become clearer. Your line of sight eventually reaches a vanishing point, he simply tricks your mind into visualizing this within a relatively short actual distance. Alright now shake your head a couple of times and turn the page to reveal his secret! ..... WOW!*





*In this first picture the Maori tribesmen just ahead of the white men with the horse are of a smaller scale. The men walking down the hill are smaller yet however larger than the group at the top of the hill just outside the compound. It should be noted the larger corner post to the fenced area in the front is taller than the ones further back in the distance and appear to progressively reduce in size the farther away they get. The same holds true with the vegetation, quite interesting really.*

*In this example imagine drawing a string from the top of the heads and the bottom of the feet of the tribesmen in the forefront and extend the strings to the rear of the picture by passing the same location on the heads and feet of the men dancing around the tall pole. The men at the far side of the dancing circle would be almost 2/3 of the size as the men that appear closest to the cliff edge. The vegetation also is reduced in size as it moves further into the frame distance, which is probably 18 to 24 inches.*



*We will again visit the workings of Nigel Ogle in future issues of the Outhouse newsletter but I would be amiss if I did not show a couple of pictures of the multitude (800 actually) of individually crafted Maori tribesmen he created for his masterpiece work on the following page. Each figure has been painstakingly produced so that there are no two exactly alike. Please go to his website and search for more articles on this amazing museum - the man and his extraordinary accomplishments. I will not clutter the next page with dialogue, just enjoy the pictures and let your mind do the explaining. Thank you Nigel and Teresa for you generous hospitality I do hope anyone that reads this article will pay a visit in person to your museum ..... they will certainly not leave disappointed as understandably ..... this is a world class exhibit!*













***Tawhiti Bush Railway** - I will feature this bush railway and the Traders and Whalers exhibits plus much more from Nigel Ogle's museum in future issues. There is just so much there to describe it will have to wait and be spread out over several special articles.*





## ***The “Outhouse for a Clubhouse” - segment***

*This will be a short topic for this month as there has been little to report from here at the **DeWinton Station** over the winter months. The British modellers group have been preparing for the Supertrain show at the new Genesis Center at 7555 Falconridge Blvd. NE, April 18 & 19th and I promise to include several pictures of their recent developments after that for the May issue. It would be nicer to see the layout set up at the show with their new improved sections, than to force an article with construction photos for this late release.*

*Allan Clark has also indicated he will be starting up again with his regular column, beginning with this follow up article about gauge v/s scale directly below. He would like to invite your input with any questions, comments and ideas for future articles, he can be reached directly at his home by the phone number 1-250-752-8178 or e-mail [anclark03@shaw.ca](mailto:anclark03@shaw.ca)*

*I have a couple of projects in the works I can expand on for the next issue and will give a preview on them as well from the **DeWinton Station Garden Railway**. Hopefully if the snow clears in time I can show a photograph of the finished viewing sidewalk I was working on just prior to leaving on my well deserved vacation. **BUT if we want to keep this publication interesting and current I could use your help!***

## ***THE BUILDERS CORNER ... A forum for ideas and education*** ***Moderated by Allan Clark of CMB - Photo credits also.***



***A discussion on scale - re-visited***

***The simple equation***

*In the July 2014 issue of the Outhouse newsletter I made a stab at providing some clarity as to scale and gauge. Unfortunately it was a bit too in-depth and not only did it confuse some readers but also the author! Looking back it did generate some feedback and as such Barrie can now state that some people actually read his publication. Prior to that article we had also proposed a “scratch building / builders corner” type of column or forum. I would again like to re-introduce that idea and if you have any pet projects or tricks let me know at e-mail [anclark03@shaw.ca](mailto:anclark03@shaw.ca) and we can place them in the “Outhouse” to assist other modellers with those techniques or ideas by passing it on forward.*

*So for the short term let's have another stab at scale and gauge. SCALE is the size we model in, it is a representation of real world dimensions in a smaller form. For example we take a real foot (12 inches) and reduce it down to 1/4" in “O” scale. The range of “scales” is far to numerous for discussion here but*

for the large scale bunch the common scales are 1/20.3 - 1/22 - 1/24 - 1/29 - 1/32 and each now has a letter or name. It has been stated and can be argued that G scale is now 1/22, whereas Fn3 is 1/20.3 in smaller scales we have N, S, O, and HO to name a few we again are told HO scale = 1/87

Now as we move over to gauge ... GAUGE is the distance or measurement between the rails. In the real world it is as varied as in the model world. Standard gauge is commonly noted as 4' - 8~1/2" and most Narrow gauge to be 3' - 0". In the model world we have many gauges in the small scales but in the "garden" we seem to mostly use 45mm or 1 3/4" gauge. Unfortunately manufactures of large scale trains used either term in early advertisements and some still do which can confuse the newbie or veteran alike. As a final parting shot 1/32 scale using 45mm track is "Standard gauge", representing close to 4' - 8~1/2" whereas Fn3 scale 1/20.3 utilizing 45mm track represents 3' gauge. (but they are not actually exact) just close. Remember these are just toys used to represent real life things ... and if you are still confused don't sweat it! ..... I will await further feedback on the above.

Cheers Allan

**PS- from Barrie ---** If that is not confusing enough for you the bigger the number the smaller the scale. Making the 1/20.3 scale engines larger in size than the 1/32 scale engines. I still don't get it myself and I have been doing this for quite awhile now. Everything from 1/20.3 down to 1/29 scales run on the same track and the 1/32 scale will as well but has a more suited gauge rail but is really not durable enough for outside use.

In my communications with Allan he referred to my current look to that of the Sasquatch not the Mauri or Aboriginal, after thinking about it for a second I had to agree with him as there are thousands of the Aboriginals and Maori and perhaps only one Sasquatch (if it can be found) which would make me a ... one of a kind - kind of a guy! How cool is that? Thanks Allan.

**Out of the jungles of New Zealand**

**Sasquatch!**





*And then he was gone again - just that fast.*



*Closing Photograph - Whale hunting - by Nigel Ogle's Tawhiti Museum*

