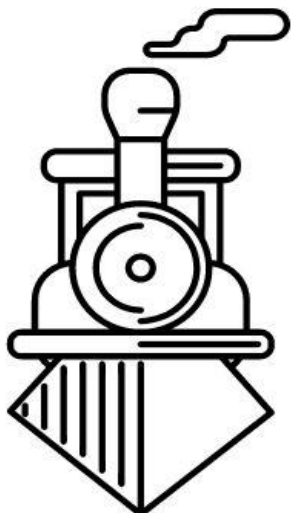


THE GARDEN WHISTLE

NEW ZEALAND LARGE SCALE NEWSLETTER



JULY 2023



THE GARDEN WHISTLE

NEW ZEALAND LARGE SCALE NEWSLETTER

July 2023

Contents

In This Issue

- [32 Readers Pictures](#)
- [33 Coming Events](#)
- [34 Advertisers](#)
- [35 Club Meetings & Contacts](#)

This Months Features

- [3 Christchurch Garden Railway Group Meeting](#)
- [8 From the workbench](#)
- [14 Wellington Garden Railway Group Meeting](#)
- [18 NZ Garden Railway Convention 2024 Update](#)
- [19 Auckland Garden Railway Society Meeting](#)
- [20 Christchurch Garden Railway Group Meeting](#)
- [23 British Railway Mark One Carriages 8: Bodyside Printing and assembly](#)

[Cover photo](#) — Don's Crocodile at the station

Photo supplied by - Don Ellis.

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 - Editor, Photos Don Ellis

The Christchurch Garden Railway Groups May meeting was held at the Prebbleton Hall, it was also arranged to visit Don Ellis's layout on Saturday afternoon. Don's Layout is an indoor layout which makes it difficult to have large groups, so multiple small groups visited. The layout is DCC controlled via handpiece, phone or tablet and normally runs on a order / docket type system. Thank you Don for opening up your railway for the group members to visit, the following photos were provided by Don of his layout operating on the day.



Lots of freight at the Tirano Yard.

THE GARDEN WHISTLE



Oil train prepares to leave for the Landquart Works



Cement train heading up the grade to Stag Cement



Oil train has the signal to proceed



Shunter making up freight train at Tirano Yard

THE GARDEN WHISTLE



Full yard at the Loco Depot



Bit of shuffling of locomotives in the Depot



Crane at the Loco depot



Oil train arrives at Shell Refinery

THE GARDEN WHISTLE



Cement train from Port Davos arriving at Stag Cement.



Passenger service arriving at the Bernina Summit station

THE GARDEN WHISTLE



Controls for the lower level, note the screen with cameras to see if mainline is clear

From the workbench

Photos and story - Michael Hilliar, Auckland

Part 3: RGS 22 Finally finished?



RGS 22 at the final part 2 stage before painting

In the December 2021 issue of the Garden Whistle, I reported on further progress of the RGS 22 that I had started many years earlier getting it to the painting stage. Now eighteen months later, [we don't rush these things] I have finally finished it?

Painting is where a lot of my projects encounters problems; it's the painting that makes or breaks a model. Because we G scalers handle our models more, we need a more robust paint and I usually use automotive type aero spray cans.

This is the second locomotive I have painted in a charcoal grey; when I first painted the C & S 2-8-0 which I converted from an LGB Mogul I painted it black and even before the paint dried, I regretted it, and I now understood why they painted the Mogul grey; the black made it look like a black blob.

I get my paints mixed at the local Automotive paint supplier. I like the charcoal grey colour as it shows up the detail and in the high-altitude American country this locomotive ran through it would also suffer from the sun causing the black to fade.

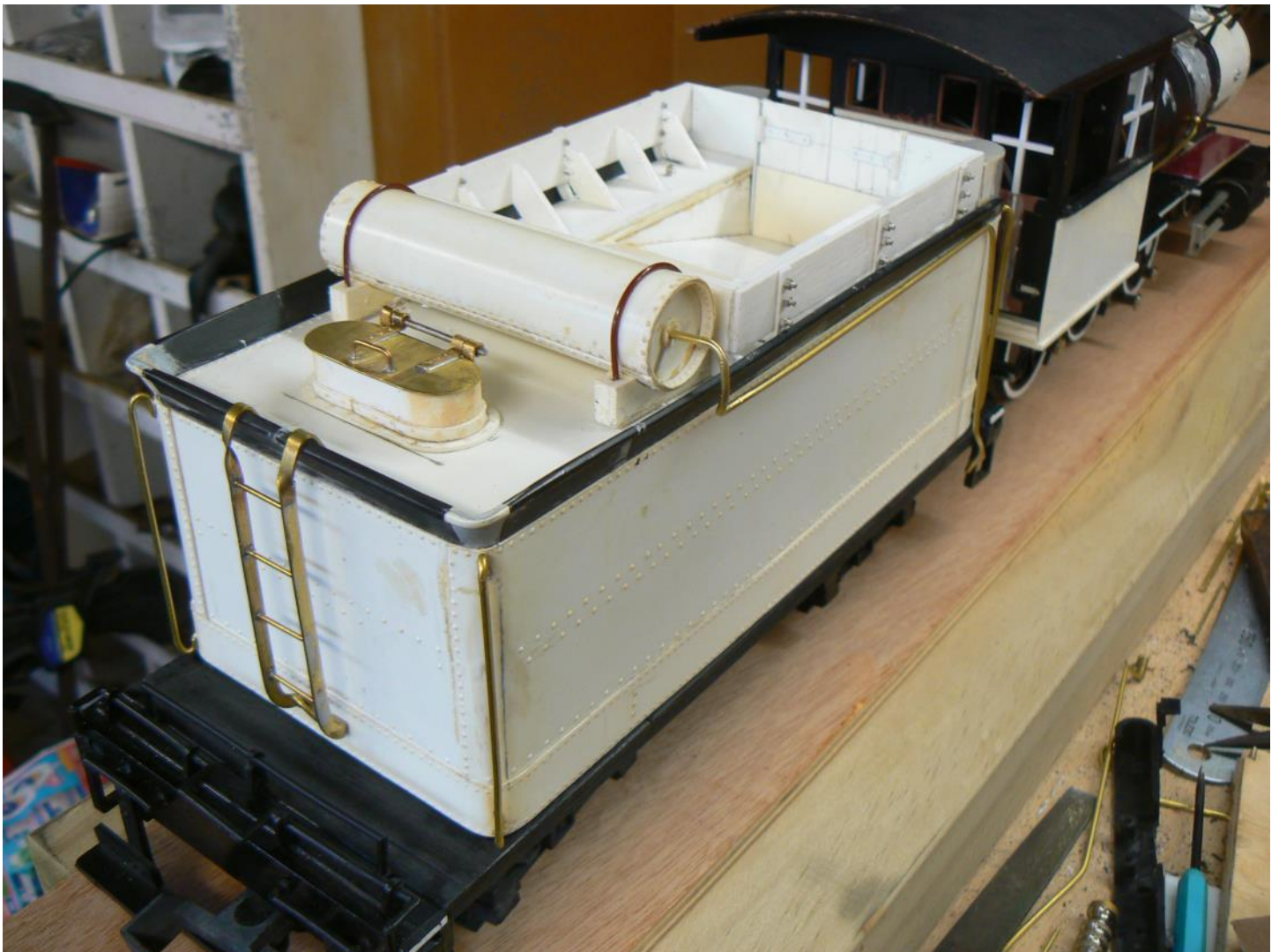
THE GARDEN WHISTLE

This locomotive would look great with some skillful weathering; that's something I might try out one day.

You will notice that I have put a question mark after the word finished; when is a model finished? I still need to do the coal load in the tender and fit roller bearings to the tender trucks as the tender is rather heavy due to the batteries needed to power it. I have installed the RCS remote control and a MyLocoSound system.

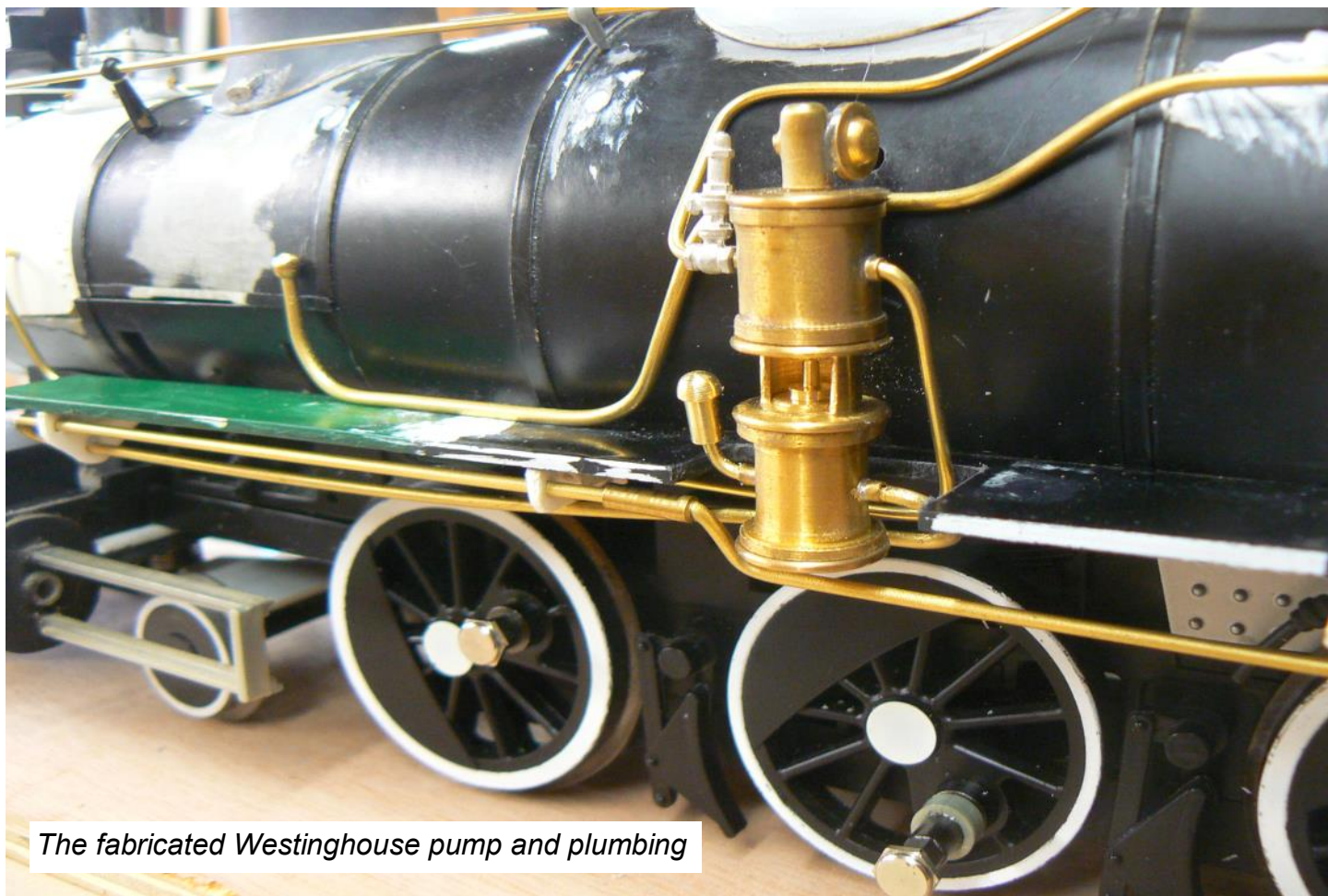
I could have added a lot more detail like a detailed cab layout, which now looks rather empty. I could come back to that one in a few years, but I have turned a cheap first generation Bachmann toy into a great representative of the prototypical locomotive that once ran on the Rio Grande Southern.

My usual style is to model a complete train so I am now looking for a couple of Bachmann box cars to paint up in RGS colours and a PIKO short Caboose to put behind No.22. If you can help, please email me mhilliar@orcon.net.nz



RGS Tender also ready at the painting stage

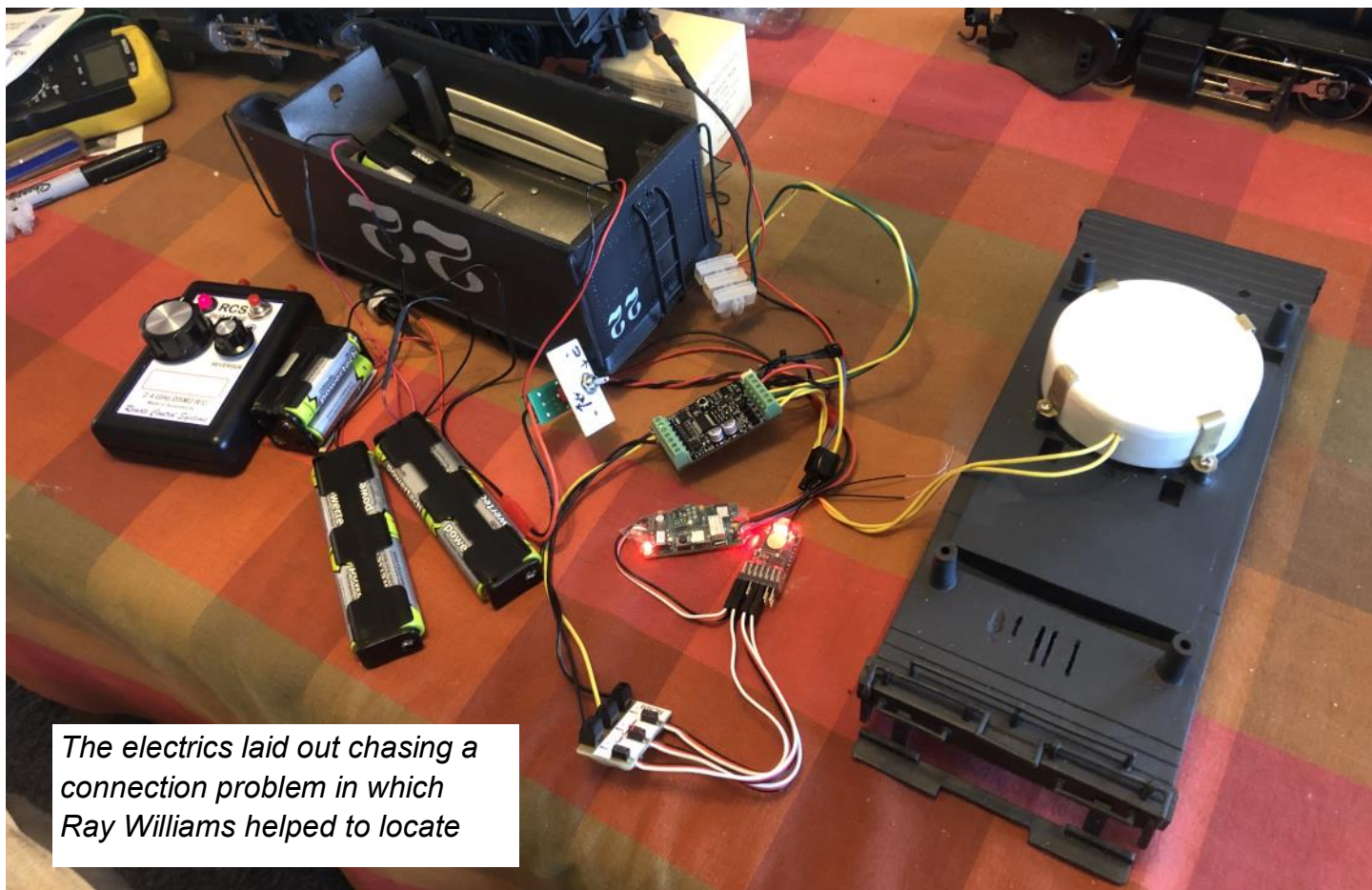
THE GARDEN WHISTLE



The fabricated Westinghouse pump and plumbing



Front body part put together just after grey primer applied



The electrics laid out chasing a connection problem in which Ray Williams helped to locate



scratch built westing house pump



front end close up

THE GARDEN WHISTLE



RGS Locomotive 22, completed?



Decals supplied by the late Stan Cedarleaf

THE GARDEN WHISTLE



Locomotive painted and out in the sun showing the charcoal grey colour



Final shot of locomotive, searching for small decal 22s for the headlight and smoke box plate

Wellington Garden Railway Group Meeting

Report and Photos - John Robinson

Winter Running for the WGRG

As tradition has it the Wellington Garden Railway Group enters the winter months with its June running afternoon at the Tawa Baptist Church hall, kindly co-ordinated by Chris Drowley. And this year the weather followed its own tradition of actually being a nice day, though rather chilly, probably good we were inside after all!

There isn't really much to say about hall running in so far as extolling the virtues of the host's railway, but what there is to say is it makes for a very convivial afternoon as folks milled around the two loops of track laid on the floor or laid claim to the comfy seats. Much of the world was put to right, issues around models discussed and guidance offered. Oh yes, and the shared afternoon tea with proper barrister coffee was more than ample. Though perhaps a safety warning on the internal heat of mince savouries may be needed next year.

Trains and locos of pretty much all scales that run on 45mm gauge track ran. In the past it has only been the domain of battery and track power, but after a successful trial last year, live steam was run by many. In my usual poor fashion I didn't note down exactly what was run but it seemed to me that the amount of live steam run must have been getting close to 50%, something of a revolution for the WGRG. Not to say there wasn't some very attractive and absorbing track and battery powered trains run as well.

At the end of the afternoon a team effort quickly had the track packed away and stowed in Chris's Ute, a few wee spots indicating the evidence of live steam were mopped up. I wonder if the youth group after us wondered what the different aroma in the hall was? All up a good afternoon, I'm looking forward to next year.

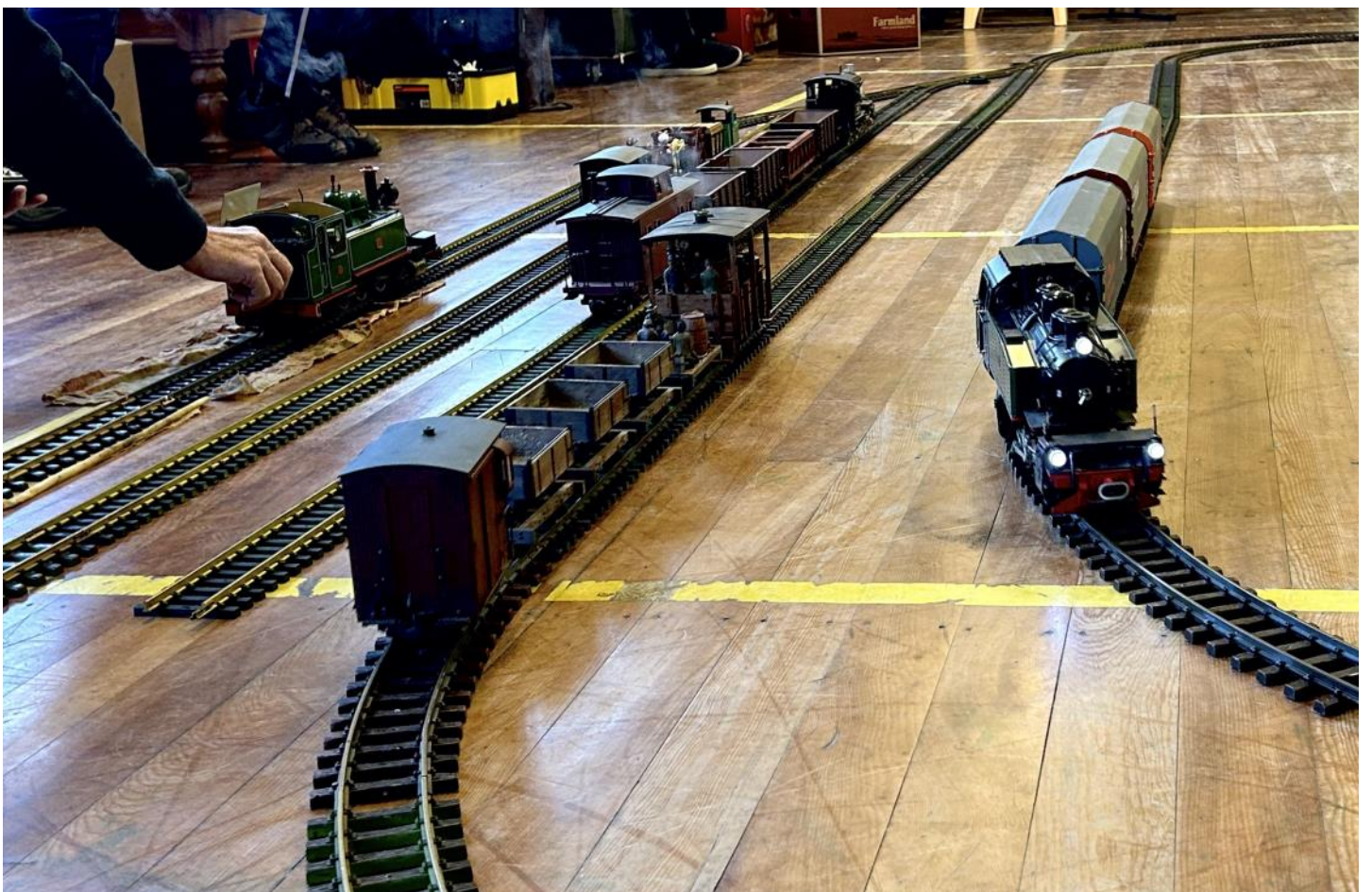


John R's work train steaming past on the outer loop with Gavin's 7/8th's train on the inner.

THE GARDEN WHISTLE



Marty's Roundhouse Fowler looked pretty impressive passing through a window sunbeam.

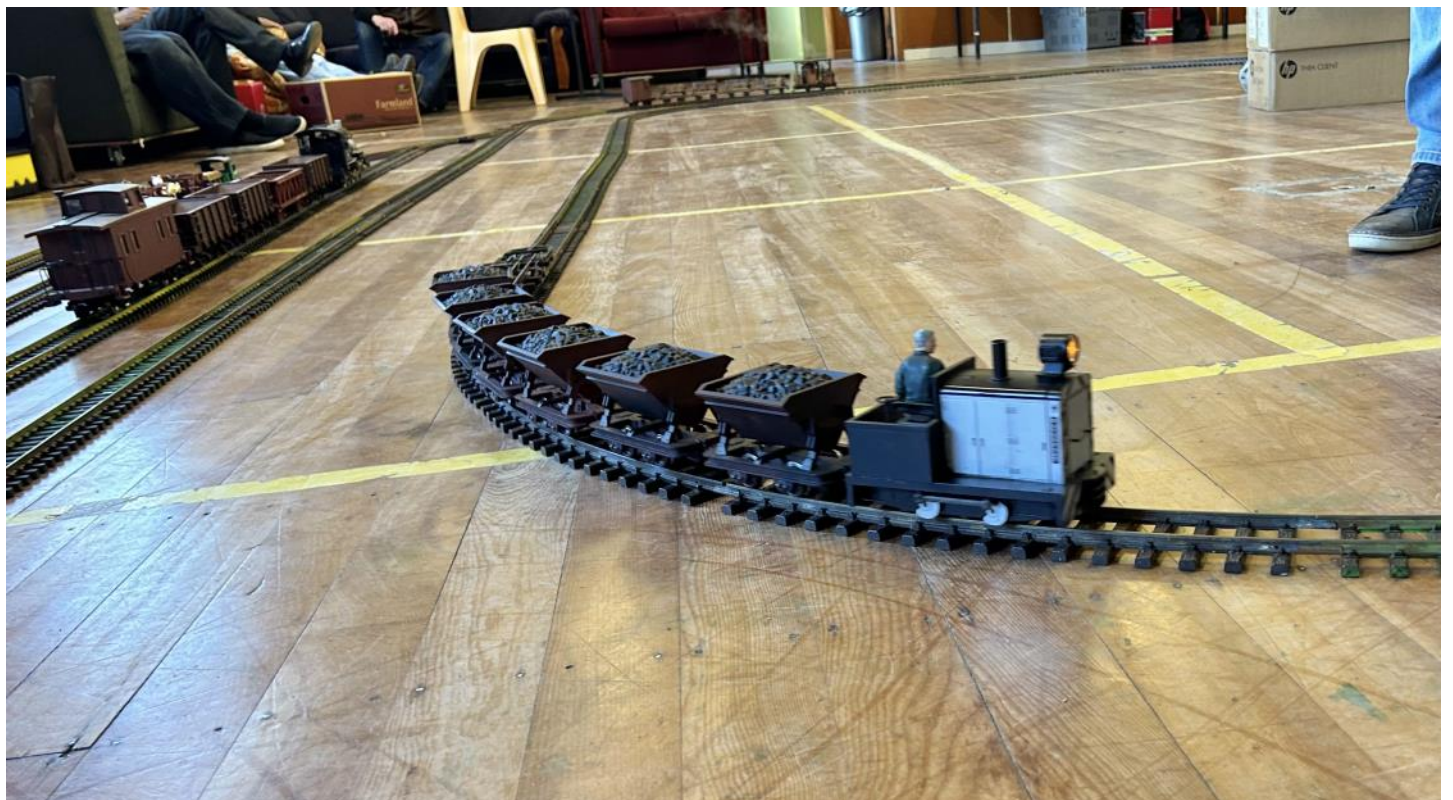


Busy in the siding area.

THE GARDEN WHISTLE



Lloyds IOM / County Donegal railcar and Murray's LGB mallet in the foreground with the wise men seated at rear.

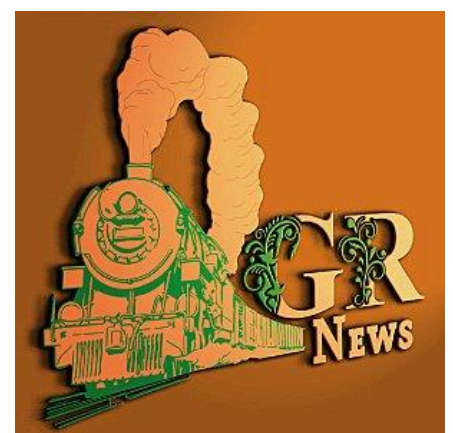


Gavin's 7/8th's work train again. I understand the loco started life as a Bachmann 1:20.3 scale Davenport. The hopper upscaled too from "G Scale" offerings.



John S's Accucraft NA outer loop and Chris's RH Russell on the inner loop. Those wise men still on the comfy seats at the rear!

The May / June Garden Railroading News is available to read online, this can be found at www.GRNews.org or [Click here to view the current issue.](#)



NZ Garden Railway Convention 2024

20 - 22nd January 2024

NEWS UPDATE

Hello fellow trainies,
Wairarapa Garden Railway Group are proud to invite you to the 14th National Garden Railway Convention.

We are providing a programme that is heavily oriented on layout visits. There are a dozen gardens on show – several with more than one display. Many of our older layouts have evolved substantially since we hosted our last convention. There are several new layouts to show you, and our local group members are busy getting their displays ready for your visit. The photo included



here is an example from one of our summer running days at Dean Ellicock's garden layout.

The layout tours will be held on all three days of our programme. On Saturday we will visit gardens in Greytown and Carterton. On Sunday and Monday we will be in the greater Masterton area.

We hope to have evening running sessions (weather permitting) in both Carterton and Masterton after our evening meals on Saturday and Sunday. Convention attendees are welcome to bring their own trains to run if they wish to do so.

A venue has been arranged in Carterton (At a local church hall) as our base of operations. We will be using this for registrations, for the sales table, for gathering together at the start of each day, and for a catered buffet dinner on Saturday evening.

Though the layout visits will occupy most of our activities, provision has also been made for two seminars before the dinner on Saturday. Details of topics and presenters are still to be resolved.

For those interested in attending this celebration of our handiwork, you will need to register your interest with us in due course. A registration form with further details of our offerings will be provided in this newsletter with a later convention update.

The registration form will seek your personal details and provide details of costs for the convention services on offer.

For more information, contact:

Warren Stringer by phone (06) 379 6411 or (027) 274 9621
or email: warren.stringer@xtra.co.nz

Auckland Garden Railway Society Meeting

Report and Photos - Robert Graham



Members enjoying their meals

Auckland Garden Railway Society June 2023 meeting

Due to the wet weather and not having a garden railway to visit we tried something a bit different for June. A group of 17 members, including a visitor from Wairarapa, meet up at the Surrey Hotel, Grey Lynn at 6pm on Sunday 25 June. We were there to enjoy the Surrey Hotels \$25 Sunday roast dinner special. I think I can say that everyone enjoyed their meals and the chance to catch up with other members including Henrik Dorbeck who was a visiting Auckland. I think a winter dinner get together will become a regular on the events calendar.

THE GARDEN WHISTLE

We were saddened to hear that Grant Alexander's dad Ron passed away just before his 92 birthday. I worked with Ron back in my Waitemata City Council days when he was a Senior Building Inspector and I was a very junior planner. Michael Hilliar and myself attending the funeral on Saturday 17 June at the Morrisons Funeral Home to represent the society. On behalf of the society I would like to pass on our condolences to Grant and family.

Our July meeting will be at John Reinecke's railway on Saturday 22 July or if wet on Sunday 23 July. The start time will be at 1300, please bring food to share for afternoon tea. John's railway does not have track power so it will be battery or live steam trains.



More members enjoying their meals

I am always looking for meeting hosts so if you can host a group meeting please let me know. 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

Christchurch Garden Railway Group Meeting

Report - Editor, Photos Ian C Galbraith

With the unpredictable winter weather the CGRG normally has a mid winter luncheon, this year the Christchurch Garden Railway Groups June meeting was held at the Heathcote Valley Inn Tavern. About 20 members enjoyed a delicious lunch, many thanks to Dave and Pauline for organising a place that everyone enjoyed.



Members browsing the menu, deciding on what to have.



Pauline and Ian in discussions.

THE GARDEN WHISTLE

Tales from the West Highland Railway in New Zealand



British Railway Mark One Carriages 8: Bodyside Printing and Assembly



Author: John Boyson



1. Introduction

Following the production of the roof sections, work started on the bodysides. These awkwardly, have a slightly curved profile. This required some thinking to replicate in the artwork following the roof challenges described in the previous article in the series. Given the large radius, it was apparent that a curved profile as offered by the software was not going to work with the limited number of straight segments available in the software.

In addition, there would be a large number of window openings to incorporate as well.

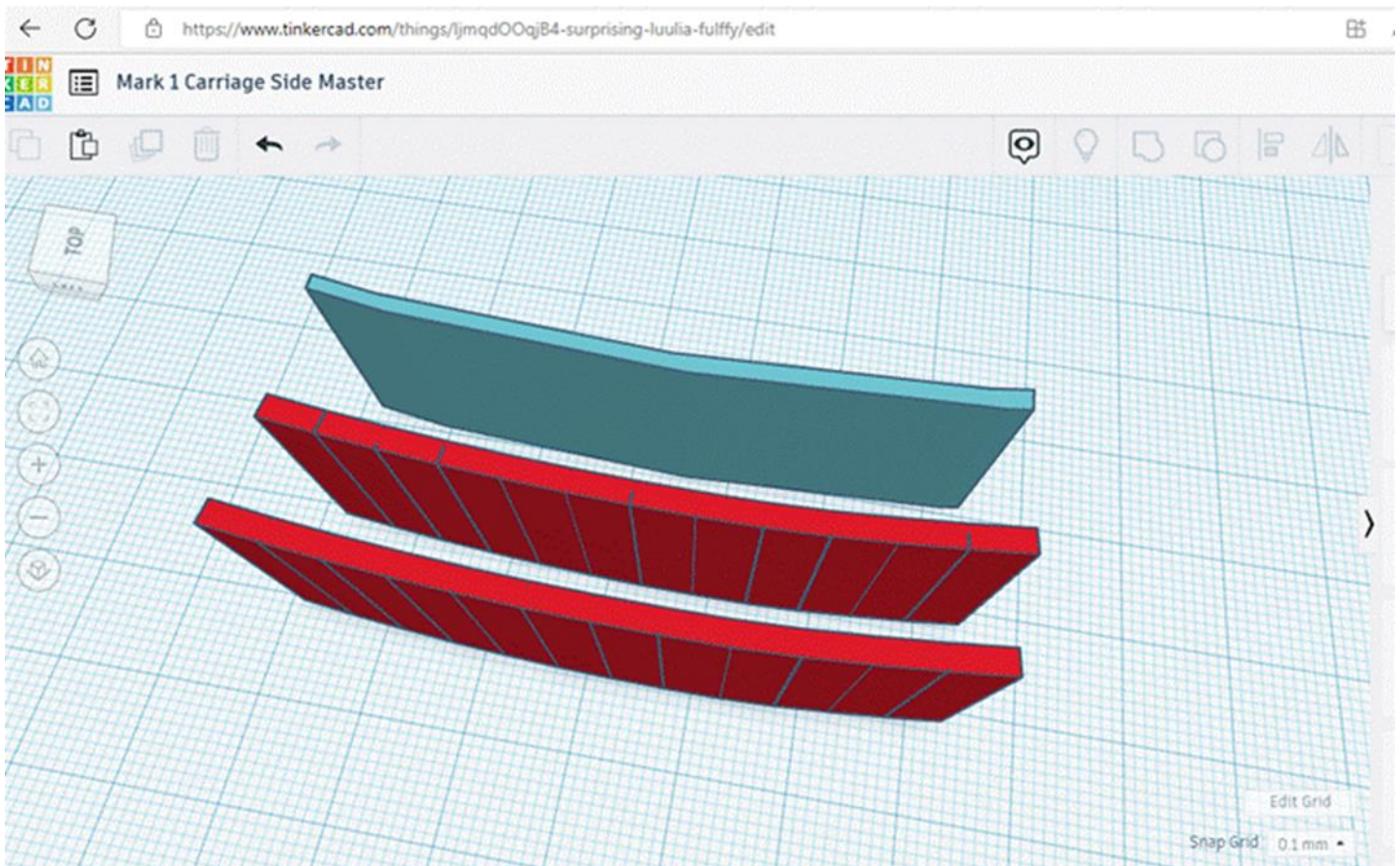
The final component of the jigsaw was the end profile which is slightly angled. Together with the curved side profile, this meant that the corners were not a straight line in any of the three x, y and z axis: complicated!

Accordingly, some serious thinking was needed to formulate a suitable design.

2. Designing the Artwork

2.1 Side Master

This was generated by creating a series of 3mm by 6mm planks in the design artwork. These were arranged vertically with a small overlap with each other to ensure there were no gaps. A guideline of the side profile with top, bottom and centre coordinates (the centre is where the bulge of the curved profile is at its maximum) was established. Then the cross section of each plank was angled slightly differently to its predecessor to match the generated profile. This started from the centre where the central plank would remain at 90 degrees. Having angled each plank, they were individually nudged across to the guideline ensuring that they aligned correctly with their neighbour and also aligned with the curve profile. A bit of trial and error adjustment to angle and position for each plank was needed to get a smooth curve but eventually something that looked right appeared.



Bodywork artwork samples. In blue, at the top, is the best supposedly curved segment available from the software. The first attempt in the centre still has some gaps between the planks which are evident. These have been closed up in the second version below.

This was then printed to see how it looked.

Once I was happy with the profile, a small rib was added to the top to fit the groove printed into the base of the roof sections to facilitate accurate fitting later.

At the base, a slot was created to allow the sides to slide onto the aluminium angle sections at the edges of the underframes previously described.

On the right, the bodyside master mated with a roof master



2.2 Windows

One of the benefits of the design of Mark One carriages, is that the windows followed a standard format. The following types were identified:

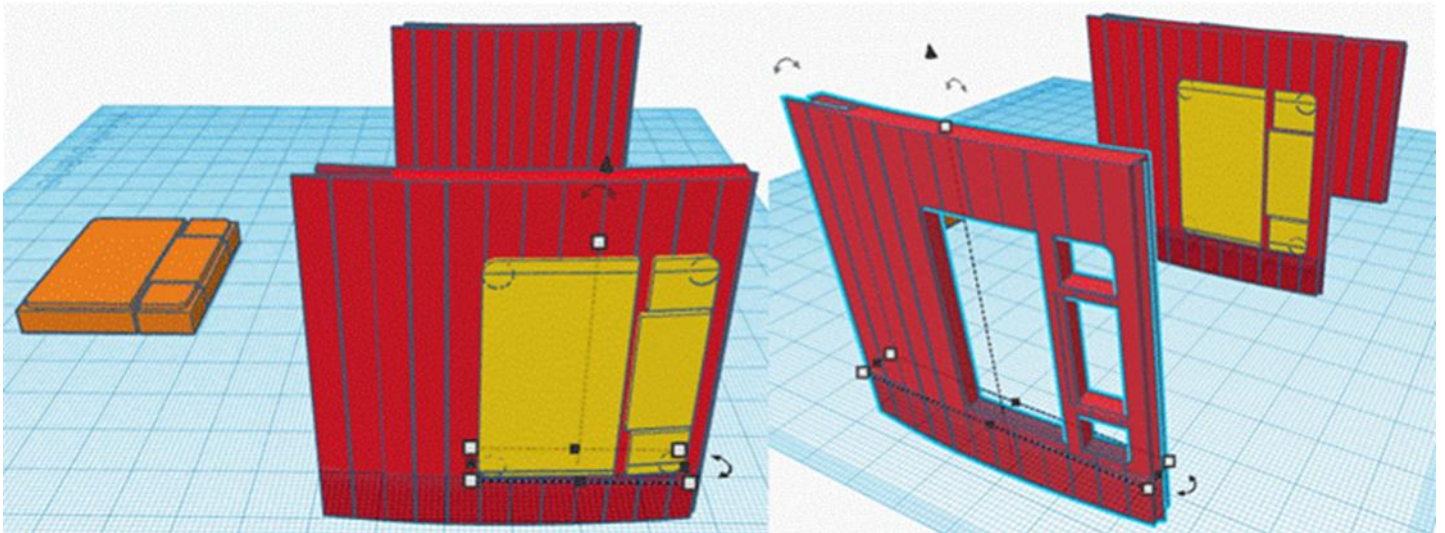
- Standard window
- Door window
- Toilet window
- Guard and luggage area window for the brake vehicles and narrow passenger window for the corridor composite
- Buffet Car servery window.

THE GARDEN WHISTLE

To create the openings for these, copies of the side master were made and inserts were generated to punch the correctly profiled holes through the sides. Subsections were also added that were larger in width and height that created the glazing recesses. These left a small rim around each opening to locate the individual panes.

The software provides a facility for this process using clear sections which, when combined with solid sections, create holes: a most useful feature.

A point to note is that the panes are almost flush with the outer face of the carriage sides. However, being flat the recessing of the panes varies slightly. An extra complexity was that the main glazing panels and top lights are set at different angles to accommodate the curved profile of the sides. Thus, the inserts had to reflect this. Furthermore, the door windows, which open by sliding down to allow access to the outside door handles, are also at a different angle since they have to slide completely down within the curved carriage side in a straight line. This means they are angled differently to the other windows. Sadly, these quite distinctive features are an area that some of the commercial manufacturers of gauge one mark one carriages have not got right. Instead, some examples have all the window glazing wrongly set at the same profile angle and without the recessed panes for the sliding ventilator top lights which are another distinctive feature.



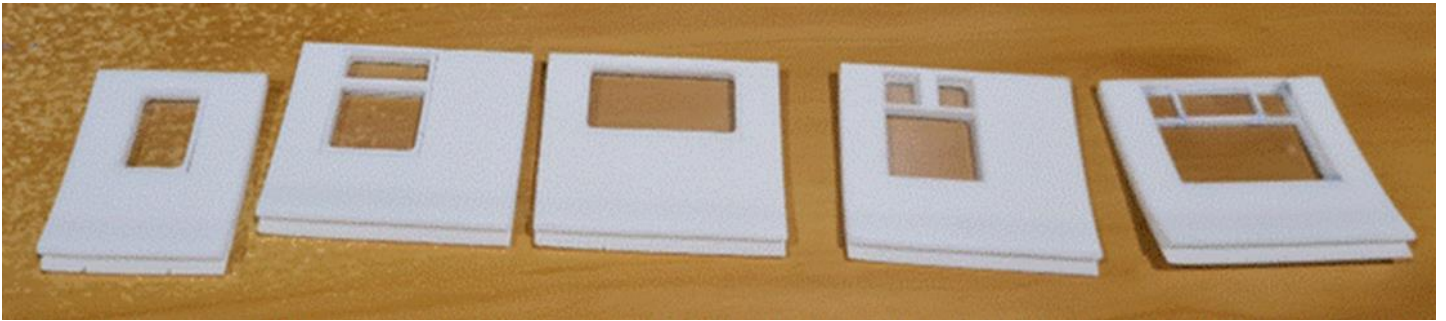
Window artwork under development: On the left in orange, is the insert for a standard window including top light sections. Note the main panel and top light are slightly angled to each other. In the centre the insert has been turned through 90 degrees and punched into the bodyside master. On the right the insert has been made clear and then combined with the bodyside master to create the openings. Note the slot cut into the base of the artwork for the angles connecting the bodysides to the underframes.



Once the inserts were created, they were each aligned with the side master at the correct height and then nudged through the cross section to a point where there was just a 0.25mm cross section left to house the glazing. Once I was happy with the alignment the inserts were combined with the master to create the openings. These were then test printed to check they had worked. Adjustments were then made and the test pieces were reprinted to ensure all window types were satisfactory.

On the left, the standard window test piece with panes fitted. Note the different angles for the main pane and top lights and also the flat panes compared with the curved body sides. Additionally, the sliding ventilator panes are recessed to slide behind the fixed side top lights. They are represented here with a temporary single sheet of plastic.

As will be appreciated from the photo, the drop windows in the doors, if angled at the same angle as the main window here, would not be able to slide down within the curved profile of the bodyside.



A set of completed window test pieces. Some of the internal window frames have also been fitted. These will be described in part 9 of this series.

2.3 Ends

As noted above, the connection with the ends has a complicated curved profile. Again, I designed a master for this which together with a clear end master (to be described in part 9 of the series) were combined to create the correctly profile end section. This was also test printed and mated with a couple of body side sections to ensure they fitted. They did!

Two body side panels mated with an end section



2.4 Forming Carriage Side Artwork

With all the component sections designed, hand sketches of each differing carriage side were made with main dimensions between windows detailed. Reference to the definitive reference: Parkins Mark One carriages book was particularly helpful here with drawings of most types with these details to hand. However, there were some gaps which needed a bit of interpretation to get them right.

Firstly, a section of the side master was extended to the correct length for the whole carriage. The clear end inserts were then combined with this to create the appropriate profile at each end.

Next, a master copy of this was made from which further copies were made for each individual side. The appropriate window inserts were added and nudged into position ready for combining. This progressively got easier through standard copying and pasting principles typical of most Microsoft Windows applications.

Finally, vertical slots were added to replicate doors where required.

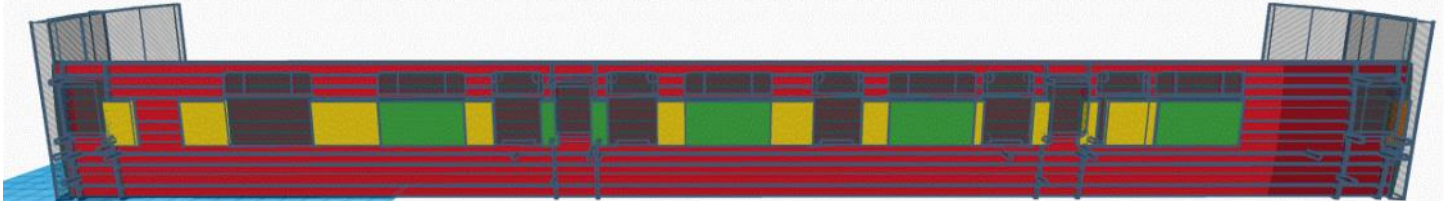
Once a section master was complete, it was copied and modified as necessary for the next variant. A number of carriage sides simply mirrored their opposing side so the program simply followed suit: easy, just for once!

All protruding detail was omitted at this point to facilitate sanding. Thus; door stops, sliding top light window frames with their wind deflectors, door handles and grabs, handrails and hinges as well as destination board holders were all left off. However, locating holes were inserted for these to be securely glued on later once everything had been smoothed down.

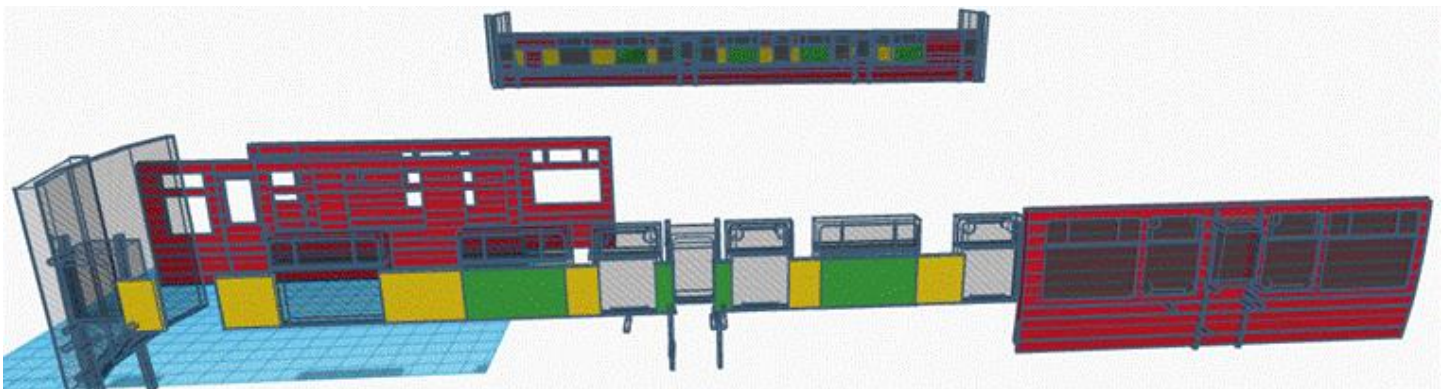
THE GARDEN WHISTLE

3 Printing

As with the roof panels, each side had to be broken into four sections in order to fit them into the printer. However, this was not as straightforward as the roofs since I wanted to ensure that the joints occurred at points between the windows where the joint would be continuous. Furthermore, I wanted each joint to be located as centrally as possible within these areas to ensure there was a reasonable amount of meat around the joints.



Completed master artwork for the CK composite corridor bodyside with inserts not merged. The yellow and green rectangles are temporary guide spacers for and between windows.



The artwork for two of the four panels has been generated and the third on the right is being prepared. The body side has been shortened to the appropriate length on the right. The clear inserts and temporary spacers on the left outside the section are about to be deleted before merging the remaining inserts. The CK bodyside master is in the background.

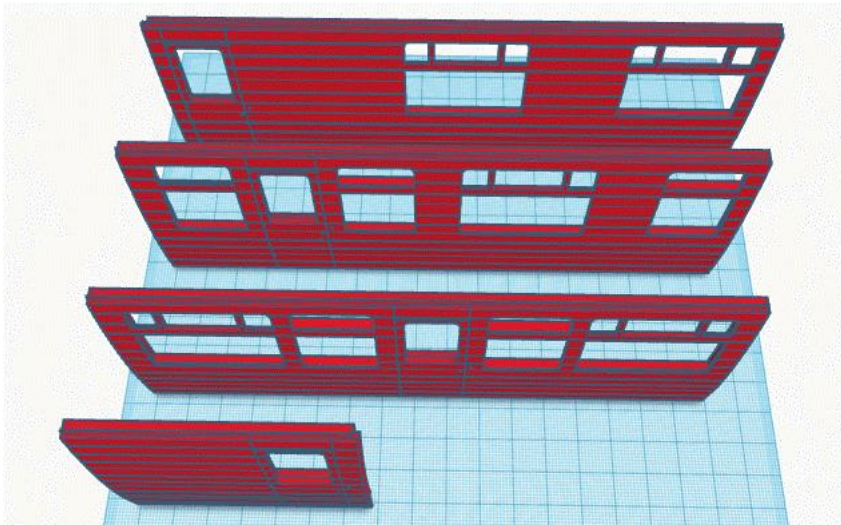


Excess sections have been deleted ready for merging remaining parts



Merged section with solid/clear (hole) buttons visible in the top right.

THE GARDEN WHISTLE



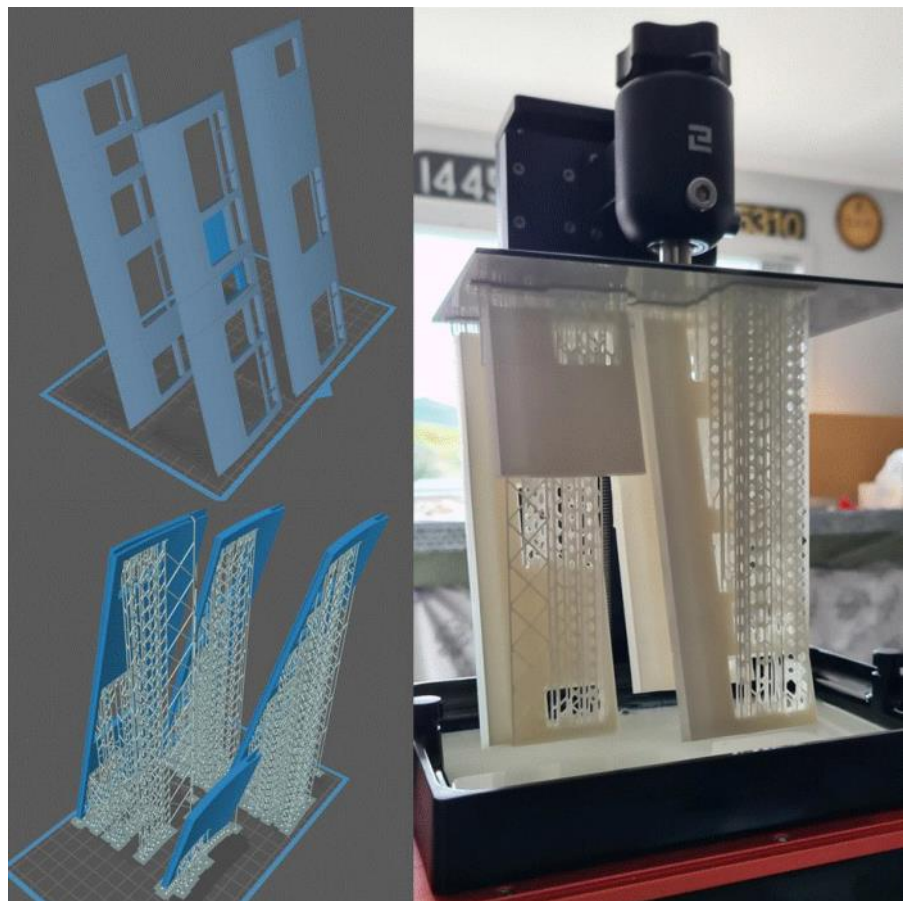
Thus, to create the individual panels, copies of each master were made and these were shortened down to a point where each joint would be located in these areas. In every case the section had to be less than 200mm in length and desirably (given the carriages were approximately 600mm long) somewhere between 100mm and 200mm. Most were easily accommodated in this regard, however the corridor side of the CK composite carriage proved to be challenging since its complex window arrangement left limited places suitable for joints. After some navel gazing, a solution was found as is depicted on the left.

Completed sections for the corridor side of the CK Composite Carriage.

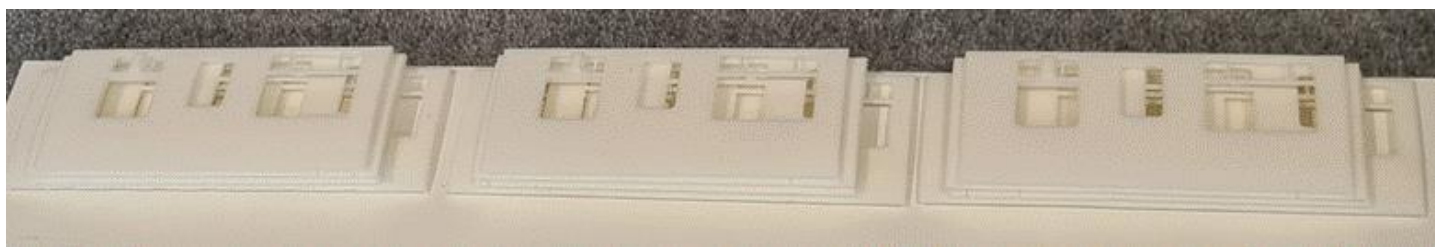


Test arrangement of completed artwork for the four panels forming the corridor side of the CK Composite Carriage.

Artwork set up on build plate on the top left with scaffold fitted and sliced ready for printing in the bottom left with the printer maxxed out with the resulting print of composite corridor side sections on the right.



THE GARDEN WHISTLE

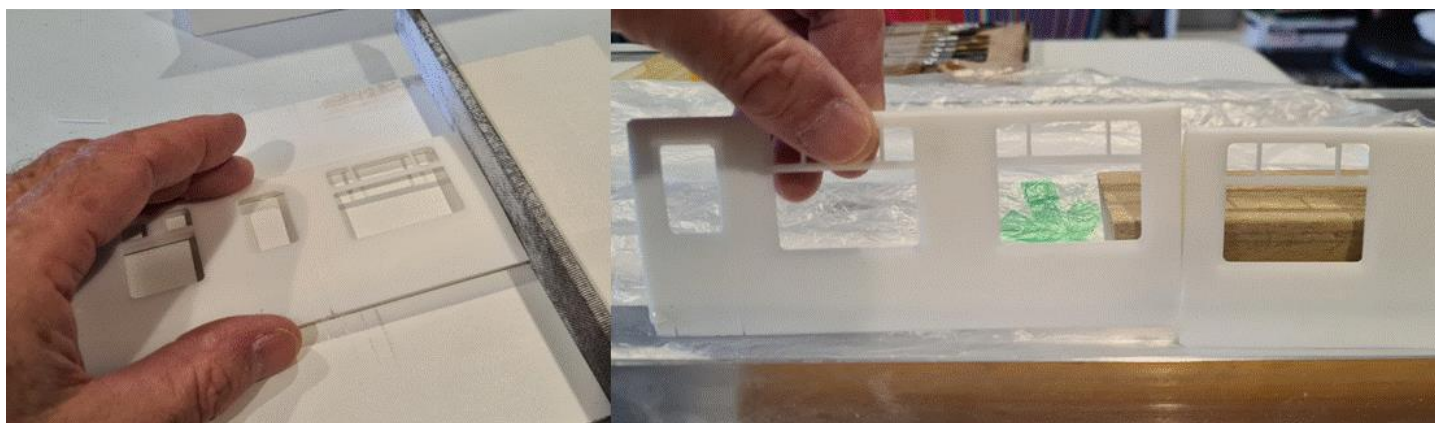


Three sets of panels (i.e., three bodysides) printed and awaiting assembly

4 Assembly

The curved profile of the carriage sides came out much better than the roofs had previously which was encouraging.

To form the sides, each set of panels was prepared and glued together in the jig used for the roof panels. The process is outlined in the suite of photos that follow:

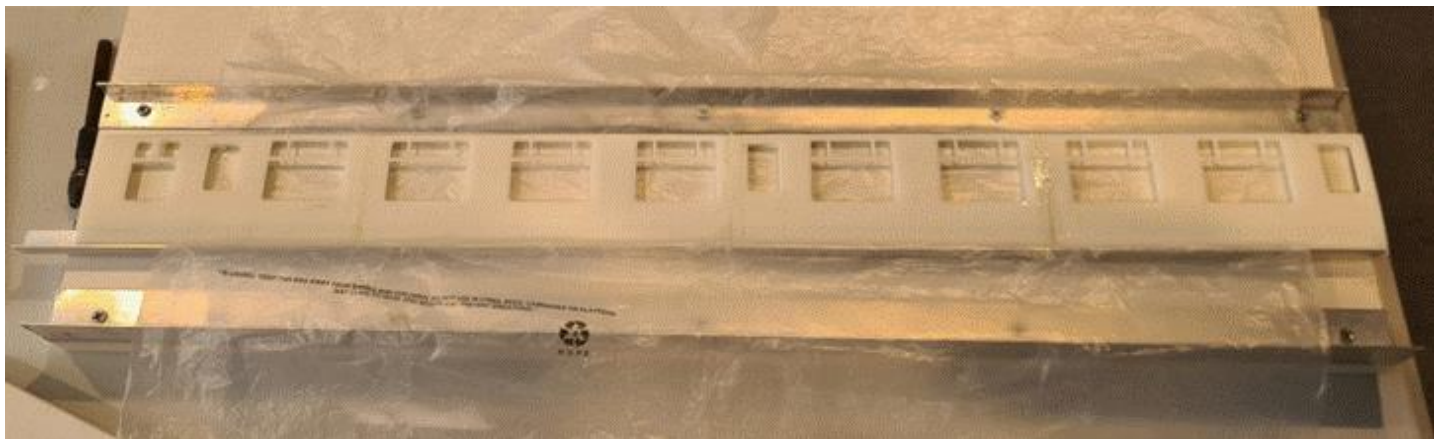


Preparing a panel for gluing on the left, and slotting a glued panel onto an aluminium angle adjacent to its neighbour to line them up on the right. The angle has been covered with a thin sheet of polythene to stop the glued panels from sticking.

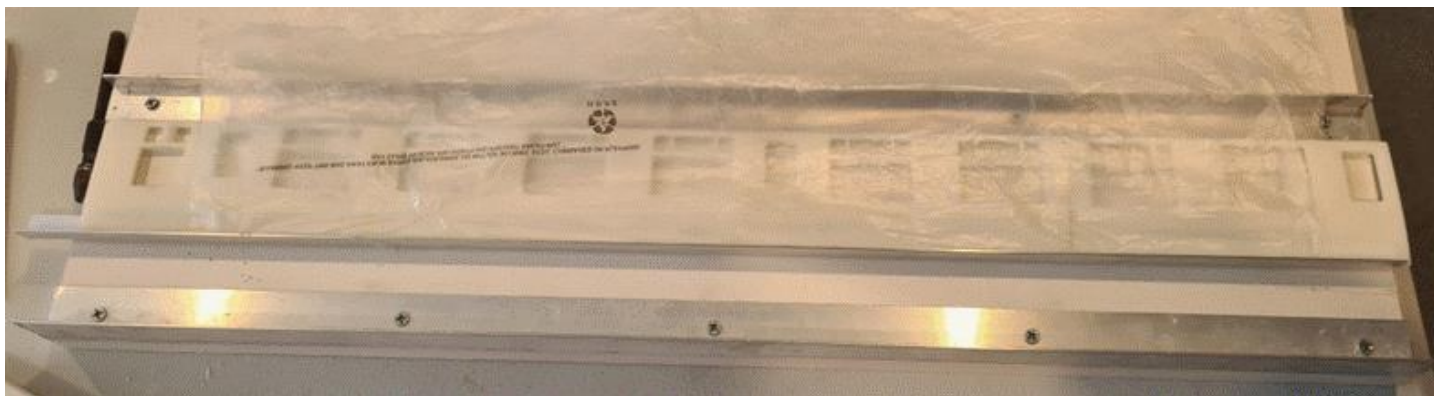


Assembly of panels with two fitted on the left and all four with glue applied and fitted on the right. N.B. the wooden block on the right of each picture is holding the assembly upright.

THE GARDEN WHISTLE



With the block removed, the assembly has been carefully laid flat in the jig with the angle still inserted at the base and the units pushed hard up against the fixed angle at the top of the sections. The polythene sheet has been laid out under the panels to stop any glue seeping out onto the jig. More glue has been added to the top of the joints to fill any remaining gaps.



With the panels in place in the jig, the polythene sheet is folded back over the top.



An aluminium channel has been laid over the top of the panels at the base of the window line together with a block at the far side of the jig. Another shelf board was laid over these to hold everything down. The assembly was then left for two days to allow the glue to harden properly.

THE GARDEN WHISTLE



After two days, the glued panels have been removed from the jig. I have reinserted the angle back into the base slot after removing the polythene.



Sanding the panel joints down

One serious problem arose with the sides of the slots at the base. After a few days following printing, the edges started to feather outwards. This was resolved once the panels were fitted to the underframes and some serious filling and sanding dealt with it.

An end view of a batch of panels showing the problem. Two possibilities for the cause are the excess resin not being washed out properly in the difficult to access slots. An associated possibility is the UV curing light also not reaching into this area.



Test fitting a panel onto an underframe.

5. Conclusion

On the whole I was happy with the results of what was a challenging and complex design. One thing I was coming to appreciate with this process was that whilst 3D printing offers many advantages over other forms of modelling, not least with its' accuracy and ease of producing really detailed representations of repetitive features; it definitely did not remove the skills and time needed for fitting and fettling when component assembly occurs. Just like making up kits really.



Two carriages with the sides and ends fitted. N.B. the roofs are just loose fitted at this point.

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.

NEXT ISSUE PREVIEW



The British Railway Mark 1
carriages 9: Bodyside End Design
and Printing

By John Boyson, Pokeno

Readers Pictures



*Project for Kings birthday weekend, Dennis Lindsay assisting with installing bridge on Kabita's layout.
- Photo Kabita Whale*

**NATIONAL GARDEN RAIL CONVENTION
2025**



Coming the Summer of 2025
Let's make the 40th Convention Amazing!

	MINI AMRA	
CHRISTCHURCH		
<p>The Garden City Model Railroad Club Inc is organizing and hosting a weekend of fun and friendship for those who model American prototype Railroads for further details - email chch23miniamra@gmail.com</p>		
	AUGUST 18 19 20	
2023		

COMING EVENTS

July 1-8 2023	38 th Garden Railway Convention, Santa Clara CA, USA
July 8-9 2023	Alpine Model Railway Expo, Timaru
July 8-9 2023	Taupo Model Railway Club Hobby Expo, Taupo
August 18-20 2023	Mini AMRA, Christchurch
October 7-8 2023	The Big Train Show, Christchurch
October 2023	Great Little Train Show, Invercargill
January 20-22 2024	14 th New Zealand Garden Railway Convention, Wairarapa
January 2024	Tauranga Model Train Show, Tauranga
March 23-24 2024	Nelson Model Railway Show, Stoke Nelson
2025	40 th Garden Railway Convention, Sacramento CA, USA

Want to advertise here?
gw.editor@outlook.com

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

LGB and Piko G Scale just arrived

LGB 25703, 33210, 33211, 32421
Zillertalbahn Train

LGB 20275, 41331 BDB Rack Loco and
Baggage Car

GB 70403 Starter Set

LGB 90463 "Lego" Starter Set

LGB 34252 RhB Observation Car

LGB 33666, 33670, 33671 Panorama Cars

LGB 26601 Ge 6/6 I Crocodile

LGB 26252 Class I M Steam Loco

Piko 37331 Glasshouse Rail Car

Piko 37232 BR 95 Steam Loco

Piko 37773 Coal Container Wagon



Your local supplier of:



406 Yarrow Street, Invercargill - 03 217 0572 - shop@toottoot.co.nz
www.toottoot.co.nz

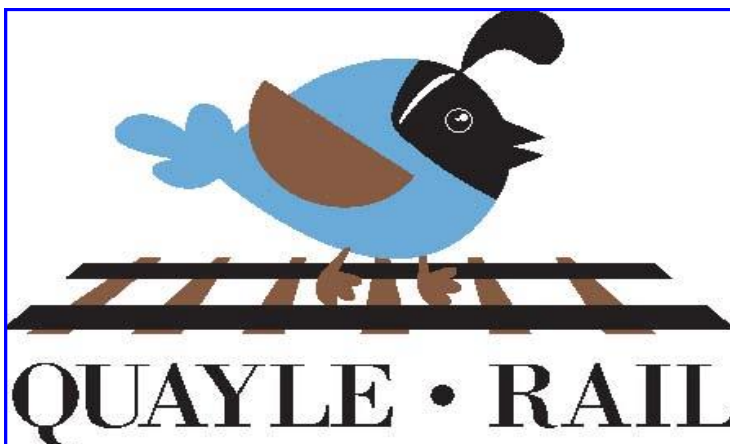
LGB Track For Sale

Pre-Made: 1.2m lengths \$49.99 each (\$41.67/m)

Track Kit: 1.5m lengths \$59.99 each (\$39.99/m)
 (Kit includes 2x 1.5m rails, 2 joiners, + ties)

www.toottoot.co.nz for LGB, Piko, and ESU

ADVERTISERS



Quayle Rail track now available in three metre lengths

It is available from Auckland, Masterton and Rangiora

Mike Hilliar, Auckland

mhilliar@orcon.net.nz

Henrik Dorbeck, Masterton

dorbeck@xtra.co.nz

Ian Galbraith, Rangiora

cfrms@culcreuchfold.org.nz

Mack's Track
AT PLIMMERTON STATION



Crest Revolution Remote Control System for G Scale Battery Power Sold as Transmitter Only, Transmitter and Receiver, Sound Decoder Only, or Transmitter and Power Pack for Track Power Sounds, and operation controlled by push buttons Handheld can hold up to 50 locos Can be wired to any G Scale Locomotive, or plug-n-play for Aristo craft locomotives

NZ Distributor- Contact:

Phone: (04) 2338555

Email: sales@mackstrack.co.nz



Culcreuch Fold Garden Railway Model Supplies

New Zealand Distributer

MyLocoSound Sound Cards

Premium Steam Locomotive	\$129.00
Universal Large Diesel	\$129.00
Premium Light Diesel	\$129.00
Universal Electric	\$129.00
Petrol Railbus	\$129.00
Tram	\$129.00
TV remote for programming	\$25.00

Easily programmed for correct motor type, whistle/horn, bell etc using a TV remote

For sample sounds. check out:

www.Mylocosound.com

Postage \$5.20 NZ Post Tracked, on any order

Quayle Rail

Code 332 45mm gauge Brass track in 3 metre lengths
\$125.00 .

The track sets are supplied with two rails, sleepers and rail joiners

This quality rail is compatible with LGB, Piko, USA Trains

Freight extra

Available ex stock

Auckland: mhilliar@orcon.net.nz

Masterton: Dorbeck@xtra.co.nz

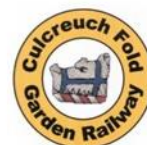
Rangiora: cfrms@culcreuchfold.org.nz

Culcreuch Fold Garden Railway

Model Supplies

cfrms@culcreuchfold.org.nz

Ph: 021 2646 945



Club Meeting	Club Contact
<p>July 22nd (Saturday) 1pm</p> <p>John Reinceke's Railway 81 Te Wharau Drive Greenhithe</p> <p>No track power (If wet Sunday 23rd)</p>	<p>Auckland:</p> <p>Auckland Garden Railway Society Inc Club Contact: Email: grahamclannz@xtra.co.nz Robert Graham, 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>July 16th (Sunday) 9am</p> <p>ANZAC Hall, Featherston</p> <p>All Day</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>June: 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>July 8th & 9th (Saturday & Sunday)</p> <p>Alpine Model Railway Expo Roncalli College Craigie Avenue, Timaru</p> <p>(Floor layout with roster)</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: Bill Stanley, Ph: 027 282 4244</p>