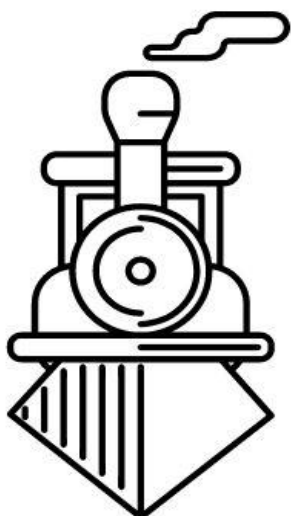


THE GARDEN WHISTLE

NEW ZEALAND LARGE SCALE NEWSLETTER



SEPTEMBER 2023



THE GARDEN WHISTLE

NEW ZEALAND LARGE SCALE NEWSLETTER

September 2023

Contents

In This Issue

- [38 Classifieds](#)
- [40 Coming Events](#)
- [41 Advertisers](#)
- [42 Club Meetings & Contacts](#)

This Months Features

- [3 Auckland Garden Railway Society Meeting](#)
- [8 Simon's Simple Scenic Tips](#)
- [12 Handy Workstation](#)
- [15 Christchurch Garden Railway Group Meeting](#)
- [22 British Railway Mark One Carriages 10: Manufacturing the Details](#)
- [30 NZ Garden Railway Convention 2024 Update](#)
- [31 Wairarapa Garden Railway Group Meeting](#)
- [34 From the workbench](#)
- [43 NZ Garden Railway Convention 2024 Registration Form](#)

[Cover photo](#) — Wayne Haste's Indoor layout

Photo supplied by - Lloyd Dickens.

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

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

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

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

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

Auckland Garden Railway Society Meeting

Report and Photos - Simon Sharp

Auckland Garden Railway Society August meeting

Sunday 13th August dawned a dry but cloudy day and with the appearance of some morning sun a good running day looked assured. Unfortunately two members cried off with a touch of Flu, and safety first they proffered their apologies, which led to the absence of any live steam which would have looked really impressive in the colder damp air. Happily some regular members put in an appearance although without any trains to run.

A shower at lunch time led to a scramble with the display buildings, but they only lasted 5 minutes so they went back out and were able to stay for the afternoon. My battery powered LGB Mogul ran all afternoon with a 3Ah Warehouse battery. Michael Brannigans Forney also attempted to run using the same battery but a fault in its connector sockets precluded outside running. Grant Haskell brought his simple battery powered train which ran for even longer than the Mogul managed. Once positioned in the corner he happily ran his train all afternoon.

With Tea served some of us transferred indoors to run track powered engines. Michael Hillier brought along his 7/8th scale Hunslett, scratch built to run on a standard LGB chassis and the size difference can be seen in one of the photos. The only other track powered visitor was Michael Brannigans Forney, which ran but unfortunately couldn't pull the proverbial skin of a bowl of custard.



Grant's battery conversion on relief line

THE GARDEN WHISTLE



Will it rain?



Grant Haskell's visiting train passes lineside workers



Grant watches the trains while Michael Brannigan inspects the bird houses



Switchmans hut, with container train trundling into passing siding

THE GARDEN WHISTLE



Mogul on container train - town on deck below



Michael Hilliar's engine on hopper train passes standard LGB Stainz - note size difference

THE GARDEN WHISTLE



Michael Brannigan pays attention as his Forney crosses viaduct



Michael Hillier's 7/8th scale engine

Simon's Simple Scenic Tips

Photos and Article - Simon Sharp (AGRS)

A fellow contributor to The Garden Whistle has suggested that I should write up some of my scenery tips for the benefit of fellow readers as examples of how simple much of this stuff is. I have previously described the Airfix/Dapol Bridge and simple bottle brush trees. If favorably received more will follow.

Number 1 the Bonsai trees

Spotlight have on sale plastic plants in pots at various prices from \$15 to \$30. There are everything from Pine Bonsai Trees, pictured, and Pine hedge as seen in the right of the photo, through cacti and aloe flowers. The plants themselves are supplied in a pot with a styrene base and can be easily removed with care by hand. Below the trunks there is a spike which can be inserted into a pre-drilled hole and will be then self supporting.



Number 2 - Backscenes

Most people will realize that backscenes are undersized when put up against a G-scale train. So what you have to do is raise it up to above the train height and give it the appearance of being a greater distance away, see photo 01

The simple answer is a fence . Most Railways should have a fence between it and the neighbors land to protect children and animals from the trains. photo 01 shows my back wall with backscene attached and part of the fence in place.



Photo 01: this photo shows backscene lifted on wall and also awaiting fence on left side

THE GARDEN WHISTLE

The fence itself is a length of wood, I used a simple 32mm width 1.2m molding from Mitre10. Then small lollipop sticks available from the craft section of your local \$2 store are stuck on. The base of the sticks must be lined up with the bottom of your molding, see photo 02.

Once the fence has been fixed to the wall you end up with photos 03 & 04.



Photo 02 back of fence showing molding timber and lollipop sticks adding the molding timber also gives the illusion of depth from the fence to the backscene.

THE GARDEN WHISTLE



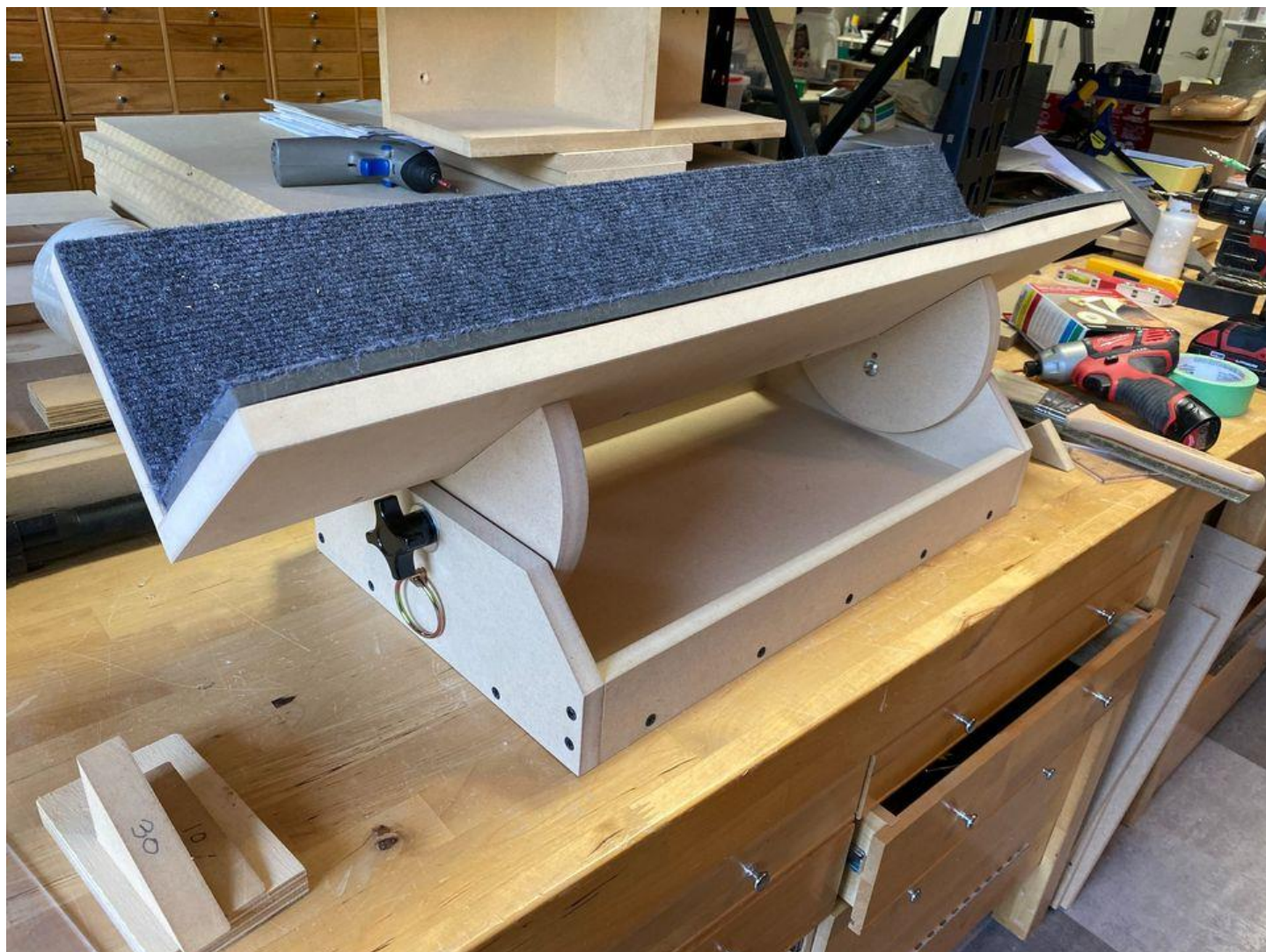
Photo 03 finished fence and backscene



Photo 04 complete length of backscene

Handy Workstation

Ian C Galbraith, Rangiora



Wilf Blum Workstation as seen on Facebook.

On a recent Facebook post, by Wilf Blum, a handy workshop tool was seen. This was a cradle to hold locomotives or rolling stock for servicing. The padded surfaces helped prevent surface damage.

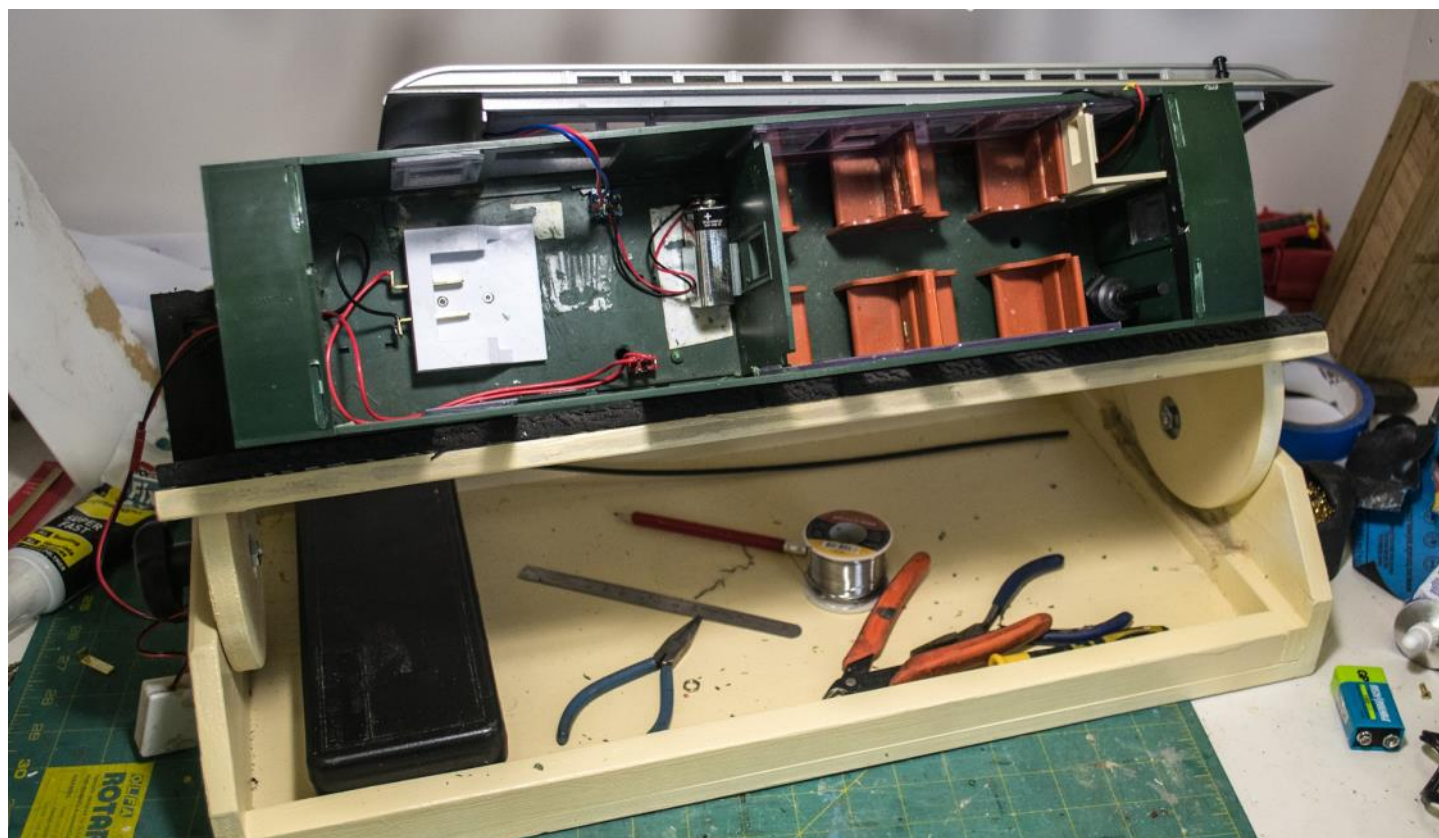
I downloaded some photographs of the unit and handed them to Dennis Lindsay for comment. From the photographs, Dennis has been able to produce a copy for my use. As it was possible others may want this device, contact was made with Wilf Blum seeking his approval to produce further copies. Wilf advised he is happy for Dennis to produce copies.

My workstation has been successfully used in the repair of my PIKO Mogul, the removal of interior AA cell battery pack and conversion for trailing battery car of the GP9, repairs to Noel Collingwood's LGB Locomotive and the conversion of a combine from AA cell battery pack to power tool battery. The workstation made all these jobs very easy with the models held in positions that were safe and convenient.

THE GARDEN WHISTLE

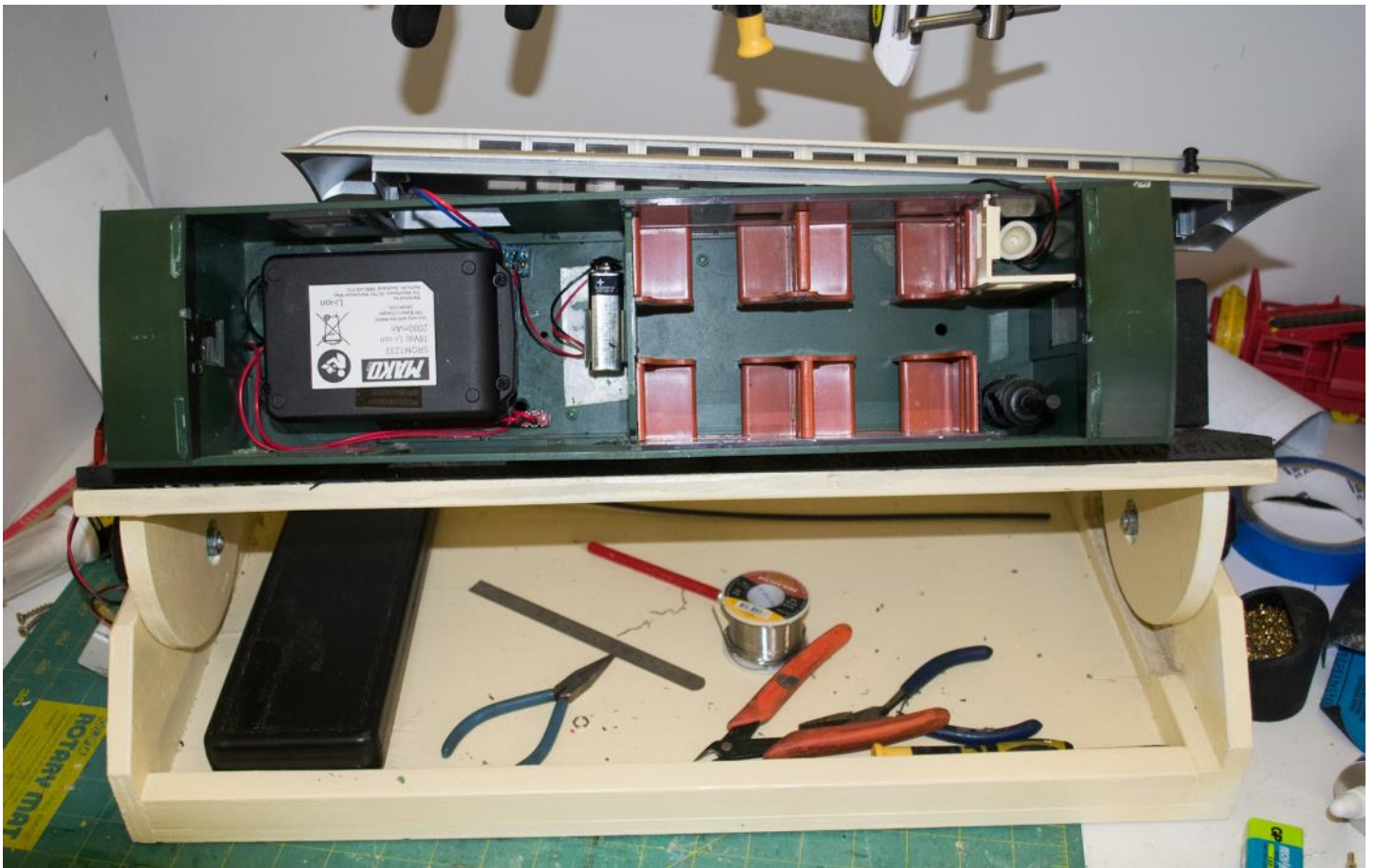


Workstation with Mogul



Combine Conversion Mako Battery Mount

THE GARDEN WHISTLE



Combine Conversion Mako Battery Fitted



Workstation with GP9

Christchurch Garden Railway Group Meeting

Report - Ian C Galbraith, Photos as credited

Running Day 20 August 2023

After a bitterly cold Saturday, Sunday turned out to be sunny with only a slight breeze. The marquee and shelter were erected, and the tables and chairs set out.

The buildings were set in place on the railway with assistance from Bill Stanley and Noel Collingwood. Trains were run out to check the track for obstructions and then parked up while lunch was served.

There were eighteen CGRG members in attendance in addition to twelve visitors. A special treat was the appearance of Rex Walkers 1/3rd scale Fowler Traction Engine. This was battery powered and was here for evaluating the possibility of fitting a MyLocoSound unit. Other visitors were from the Rangiora Photographic Society, who had been invited to take photographs. Bill Stanley, Noel Collingwood, Brian Allison, Kabith Whale, and Karl Arneson all ran trains during the afternoon, both before and after afternoon tea.

Many thanks to Bill, Noel and Rex for their help in derigging the marquee and shelter and assisting in uplifting the buildings into storage. Thanks also to Denise Collingwood, Pauline Day and others who assisted with the serving of afternoon tea and the dishwashing after.



Town scene - Photo Ian C Galbraith.



FA1 through Mahora - Photo Ian C Galbraith.

THE GARDEN WHISTLE



Many members enjoying the sunny weather - Photo Bill Stanley.



Ian's Mogul crossing the king truss bridge - Photo Bill Stanley.



Lots of activity in town - Photo Bill Stanley.

THE GARDEN WHISTLE



Bit of work going on at the cottage - Photo Bill Stanley.

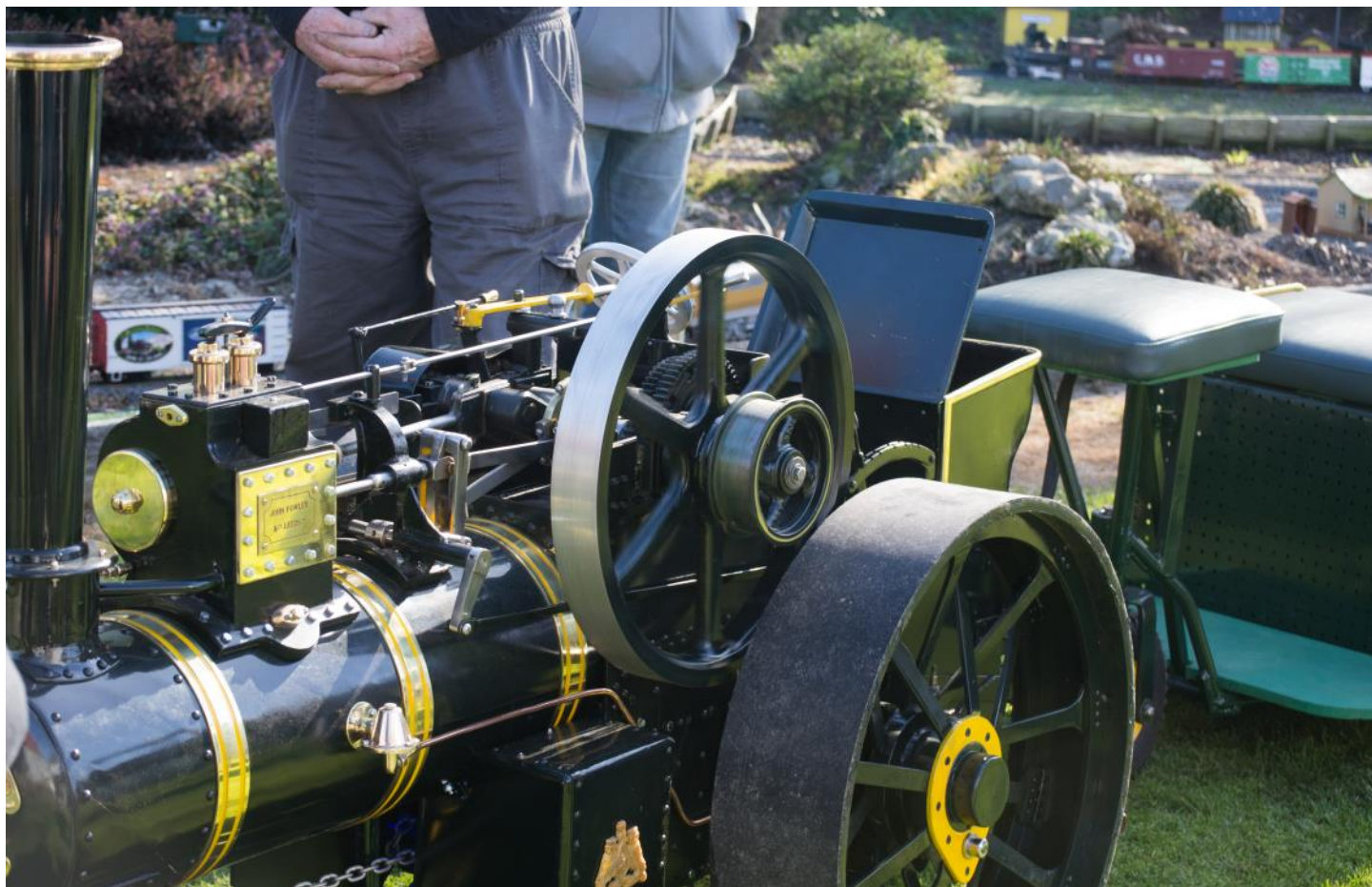


Ian's Forney with freight at the Culcreuch Station - Photo Bill Stanley.



Noel's express freight passes Ian's passenger train at Sheridan Station - Photo Bill Stanley.

THE GARDEN WHISTLE



Traction engine detail - Photo Ian C Galbraith.

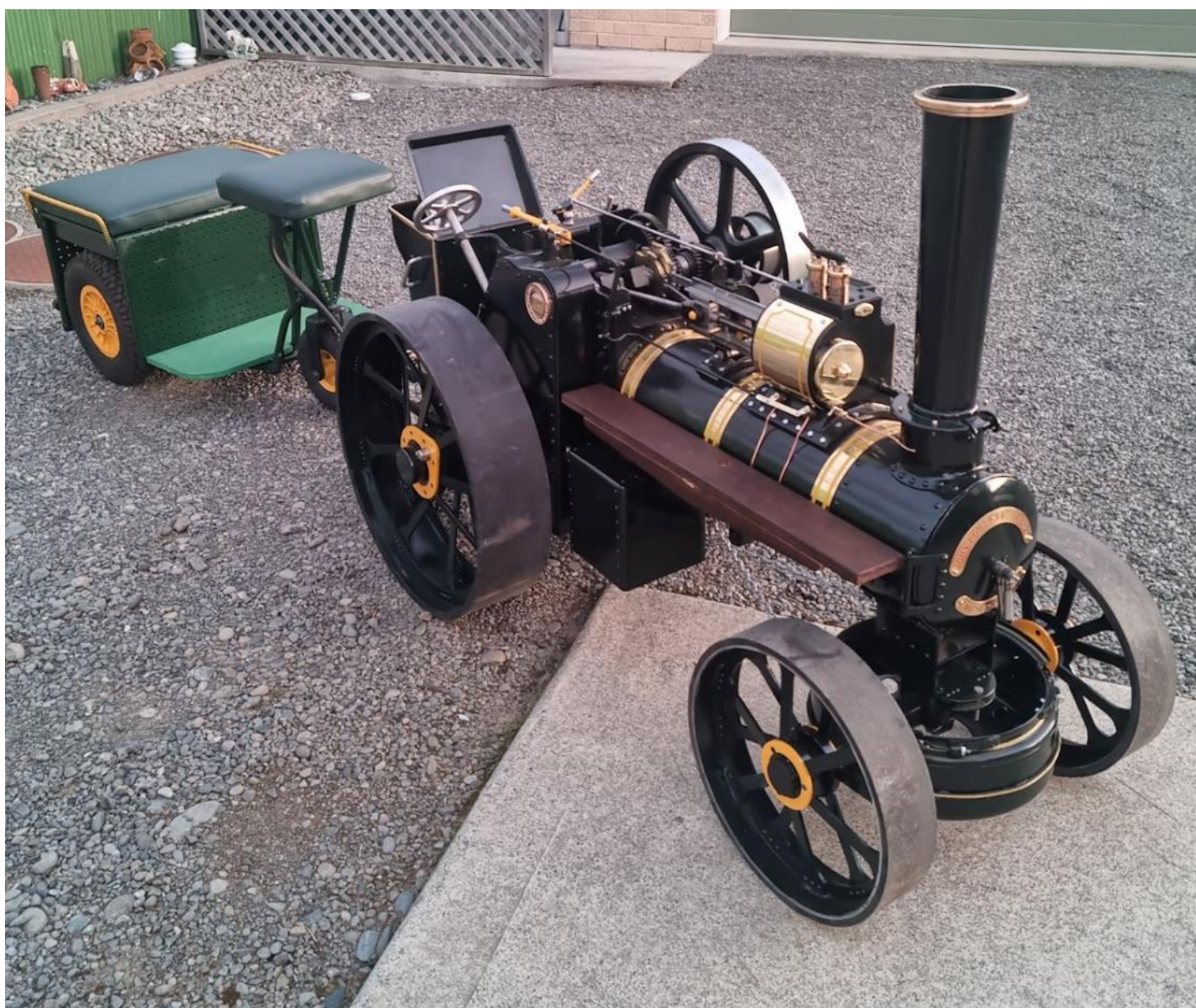


Ian Showing his driving skills (left) Noels freight passing thru town (right) - Photo's Bill Stanley.

THE GARDEN WHISTLE



Forney at Culcreuch - Photo Ian C Galbraith.



Traction engine - Photo Rex Walker.

THE GARDEN WHISTLE



Karl's Mikado Locomotive at Sheriden Station - Photo David Bayley.



Ian's FA1 locomotive - Photo David Bayley.



Passing the Hobo camp - Photo David Bayley.

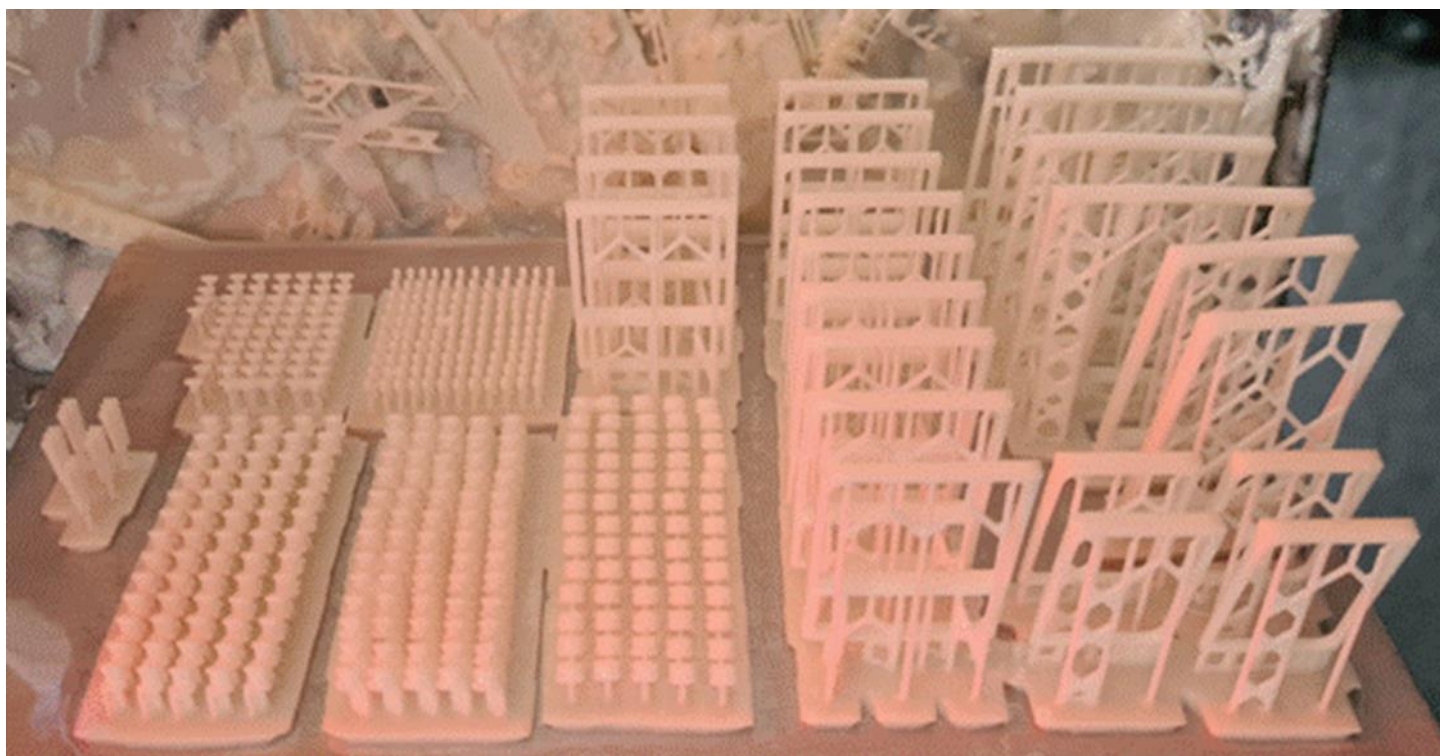


Ian's Mogul and 3d printed Gisborne tram - Photo's David Bayley.

Tales from the West Highland Railway in New Zealand

British Railway Mark One Carriages 10: Manufacturing the Details

Author: John Boyson



1. Introduction

The projecting details for the body sides and roofs had largely been left off the main prints for these components. This was to allow for ease of sanding and filling the panels following assembly to ensure a smooth finish throughout.

The Parkin reference book and supplement on the mark one carriages were most helpful with detailed information on a lot of the components described with photos, diagrams and location references to assist with the designs. As such, it was invaluable.

The inset internal window frames to hold the glazing panes in place were also needed. The panes will not be fitted until all painting is finished to avoid paint going onto them.

2. Window Frames

2.1 Artwork Design

These were designed in conjunction with the body side design. Test panels of each type of window opening and corresponding frame were created at the same time to check the fit before the main printing of both the side panels and frames took place.

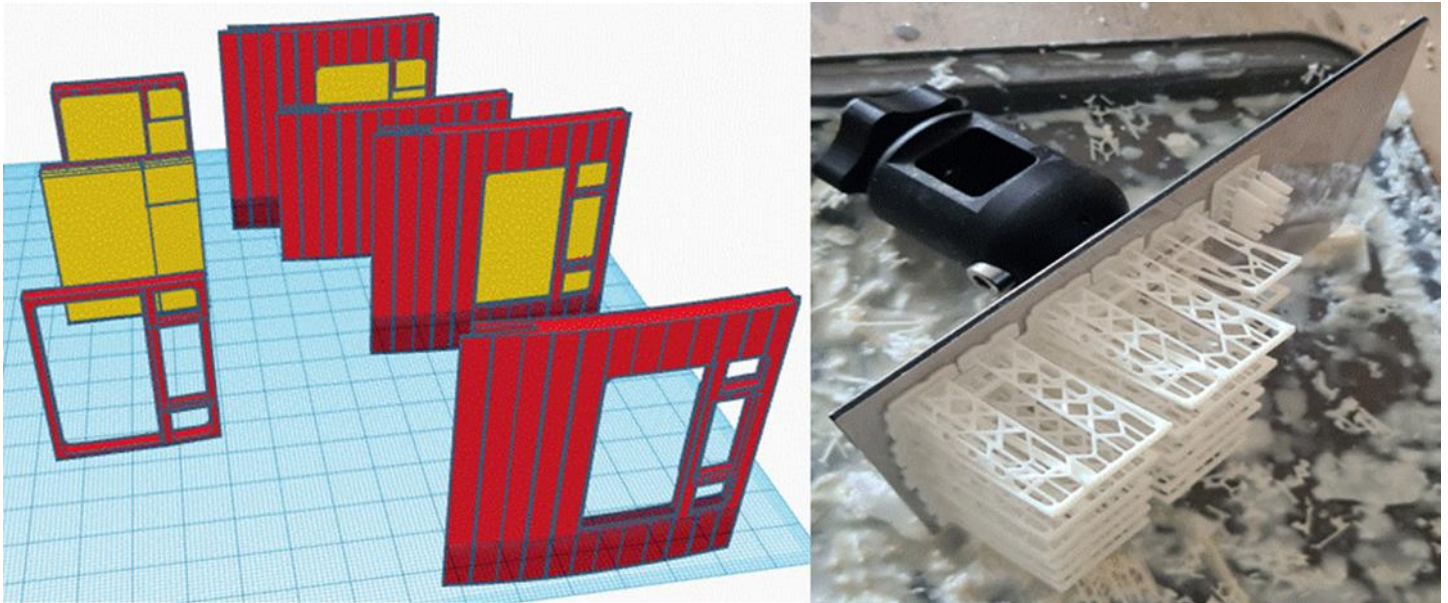
The frames were created using a master section of bodyside panel. This was chopped to size to fit the recesses left in the body panels for the window openings. The cross-section profile was thinned down to allow for the thickness of the panes (1mm) and balance of rim left on the main panel to form the recess (nominally 0.25mm at the thinnest, remembering that the panes are straight and the body profile is curved). Where the frame included a top light, this was angled to match the curved profile of the body in this area as per the prototype.

THE GARDEN WHISTLE

The external edges of the frames were also reduced by 0.25mm on both sides and top and bottom to ease the fit into the window recesses in the bodies.

The pane face of the door window frames was set at the appropriate angle to allow the drop lights to fall into the body in a straight line as was discussed in part 8 of the series. In every case, the inside face of the frames matches the internal curve of the carriage bodies.

The last job was to punch through the window openings in each frame to leave a fret of the frame and resulting openings.

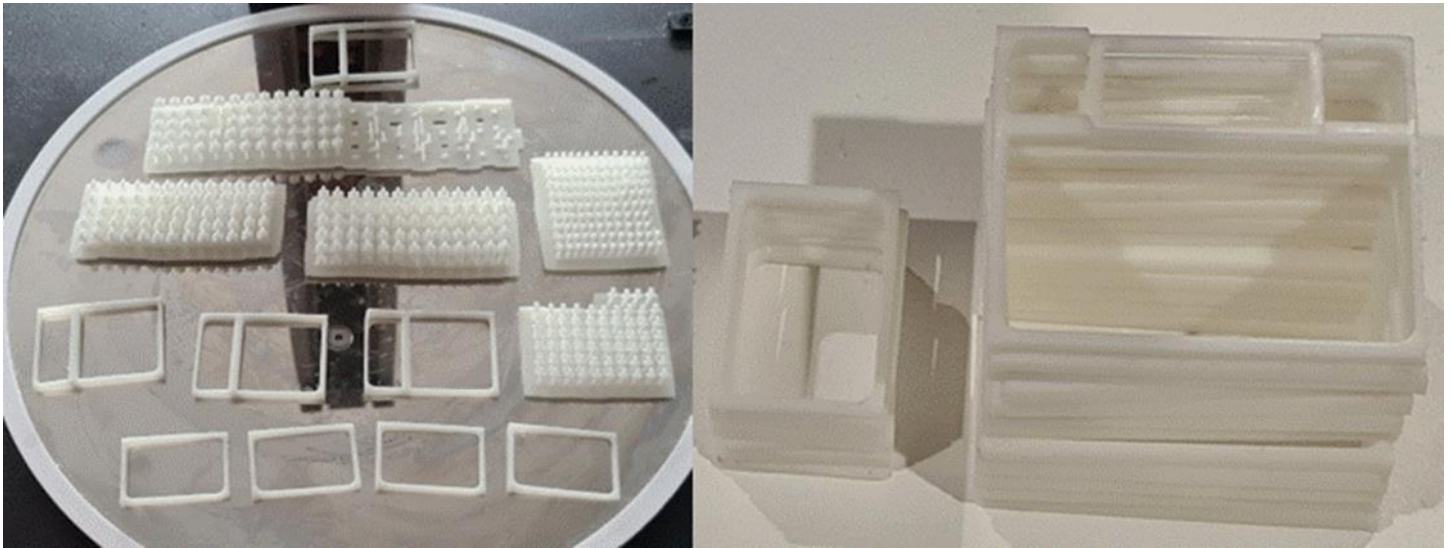


Window frame artwork under development in conjunction with the bodyside test panels described in part 8. On the right, a batch straight out of the printer still mounted on the printer bed.



Left photo: a batch being cleaned in IPA. The clothes peg was particularly helpful in getting these in and out. Right photo: Batch of washed frames drying out.

THE GARDEN WHISTLE



Left photo: Another batch assembled on the mirror plate for UV curing. N.B. Other small fittings, as detailed below, were printed at the same time. These were printed and kept on collective base plates to keep them together for washing, curing and later, painting prior to assembly. On the right, cured frames stacked up ready for fitting.

2.2 Test Fitting

Once printed, the frames were set aside until the body panels had been assembled. Then each frame was fitted to a recess with a pane to check each individual fit. Once a set had been fitted to a side, the side was identified by its carriage type and number where there was more than one being made (TSO and SK). Each window opening was given a unique letter and then the frames were removed and mounted on a sheet of paper with blue tack with carriage identifier, side and letter so that they could be fitted to the same recess at the end of the body build.



Stages of bodyside window frame fitting. Bottom: raw glued print. Centre: sanded bodyside with frames fitted. Top: glazing inserted.

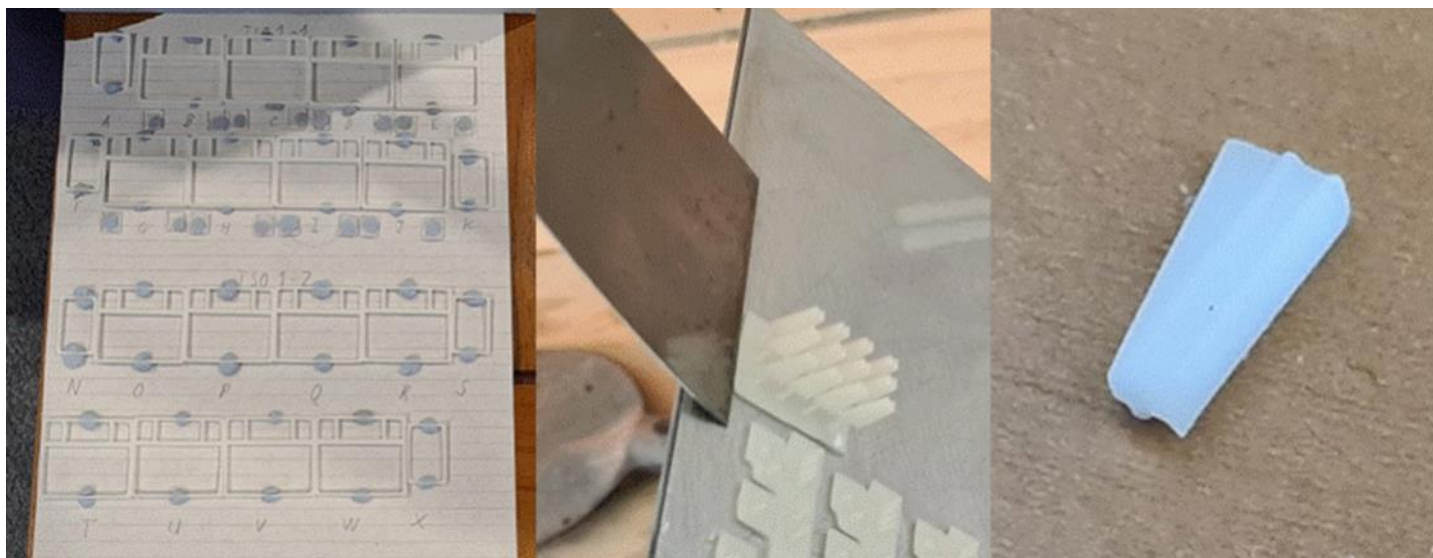


A bodyside with frames and glazing fitted with coach type and number and window numbers written on frame

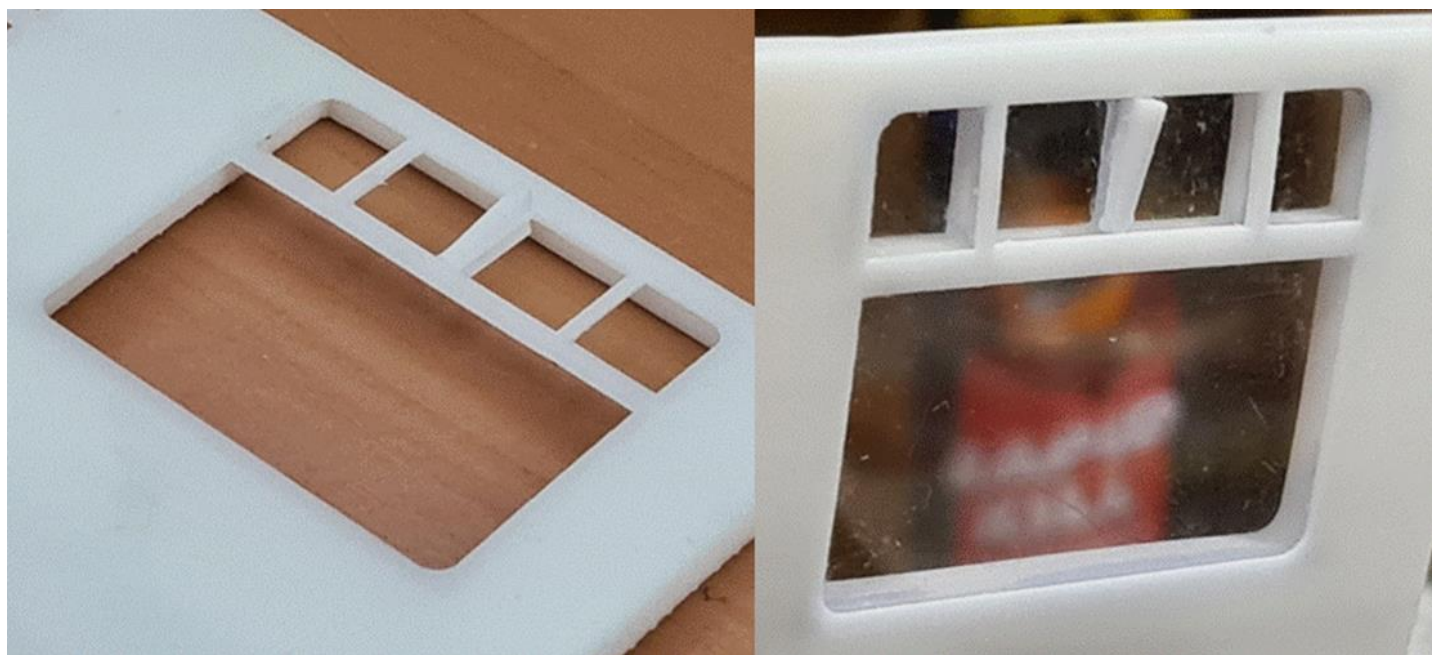


Frames removed following fitting and numbering.

THE GARDEN WHISTLE



On the left, the frames mounted on a sheet of paper with the coach and window sequence identifying each one. One sheet covers each carriage, thus there are eight sheets. In the centre, a batch of top light sliding catches are being sliced off the build plate and, on the right, a single catch has been removed for test fitting purposes.



The test piece has been fitted on the left: it did. On the right, all the window glazing and main frame locking everything into place have been added.

3 Bodyside

In addition to the windows, the doors have a number of fittings associated with them:

- Hinges
- Bump stops
- Handles
- Hand Rails

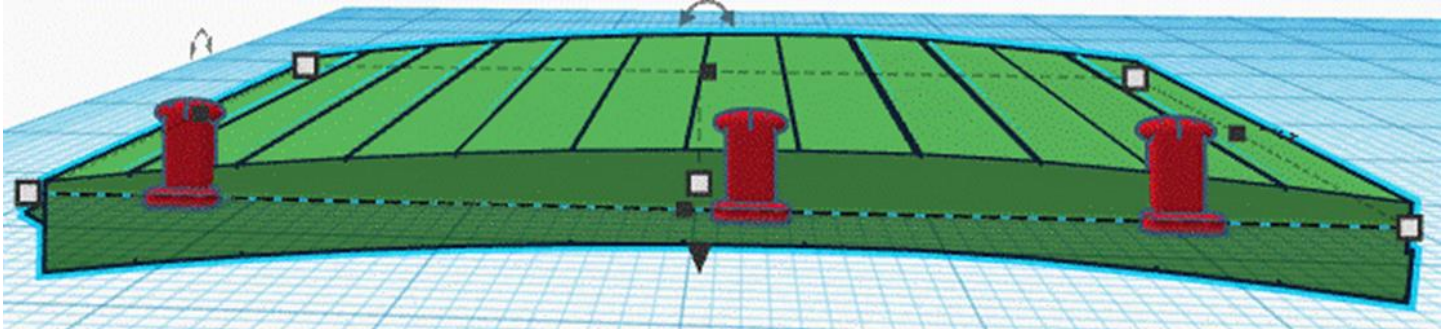
Furthermore, there are destination board brackets that will also be needed.

All these fittings were designed with a mounting spigot to fit the pre-printed holes already incorporated in the bodywork.

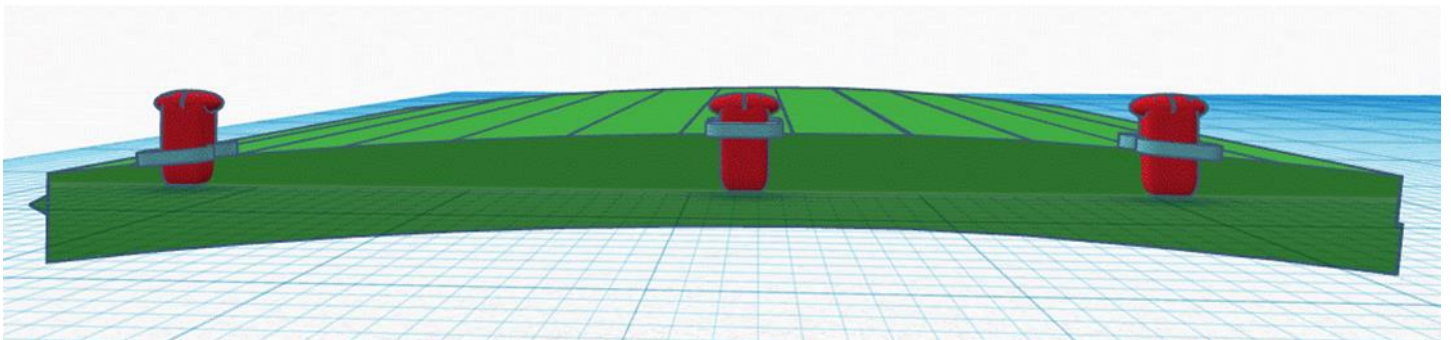
THE GARDEN WHISTLE

3.1 Hinges

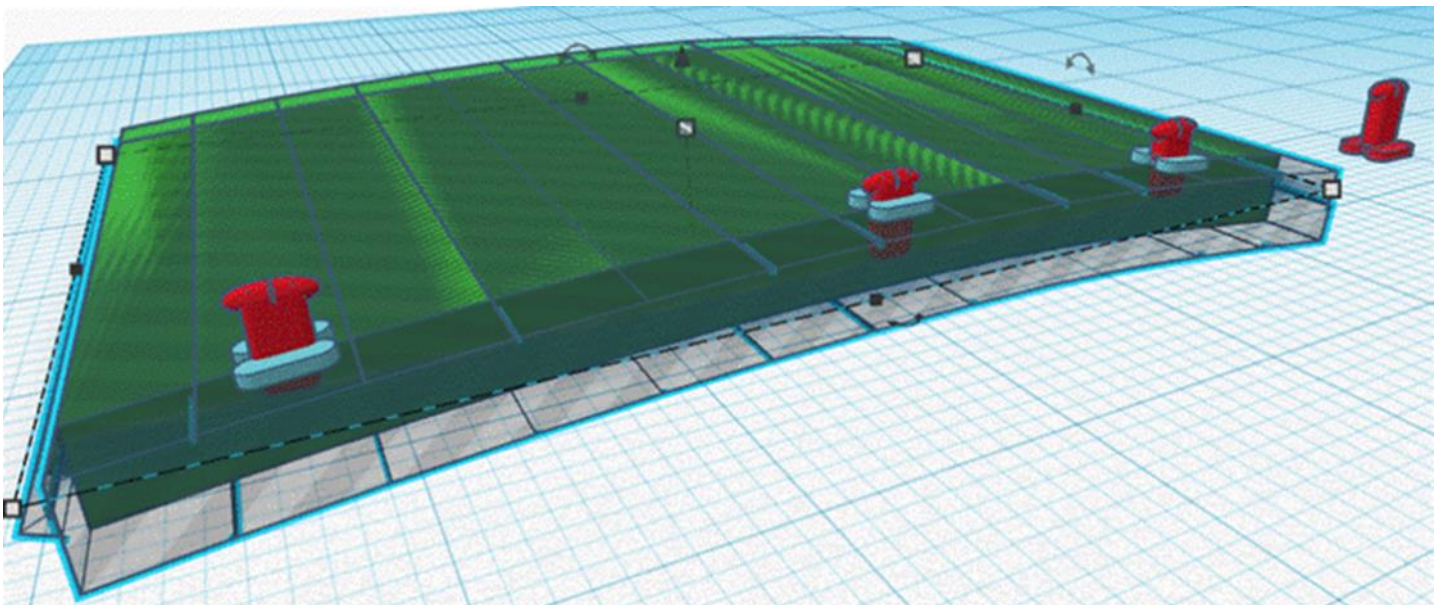
These are easily the most complex of the listed items since each door has three and they each differ. Given that most of the doors open outwards, most of the hinge pivot points lie outside the side profile. Since the hinges need to line up vertically and the side profile is curved, it follows that the amount of protrusion varies for each hinge. They also have a fixing plate to mount them on the face of the door and panel. It thus also follows that the hinge plates are angled to match the side profile. Once again, each fixing plate is set at a different angle. Furthermore, they have a dimpled profile which needed a bit of design work to replicate. The final nuance is that the hinge pivot points have an elongated rugby ball profile which again gave some interesting design work to replicate. The photos that follow show how they were reproduced:



Three hinges designed with sample bodyside profile added. The hinges are placed at the correct heights on the bodyside.

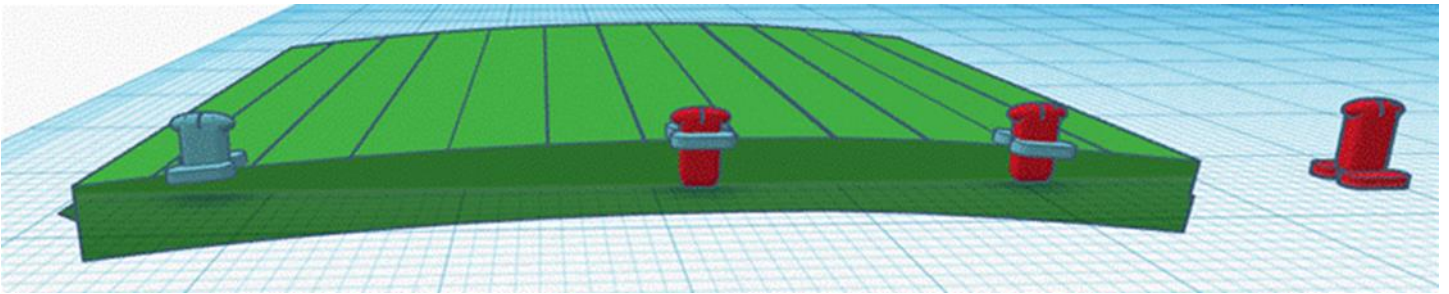


The three hinges have had their baseplates unmerged; hence they are now blue in colour. These have been moved up the body so that they align with the top surface. Their orientation has also been adjusted so that they follow the bodyside profile. As can be seen this renders each hinge different to its neighbour.

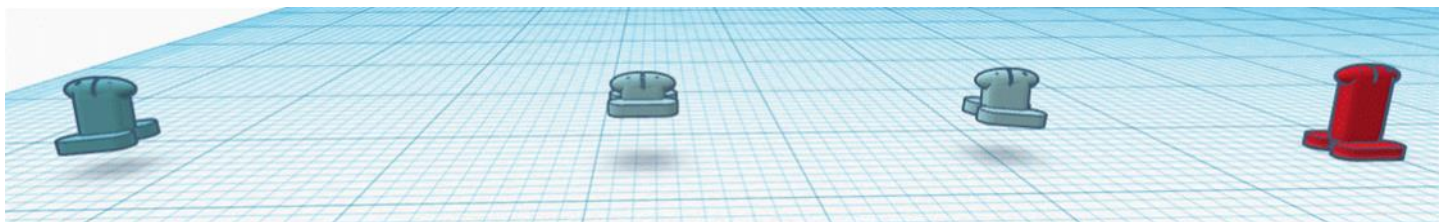


A clear copy of the bodyside has been made and moved through the unwanted base section of hinge ready for merging to eliminate this unwanted area. On the right, is the master hinge design for comparison.

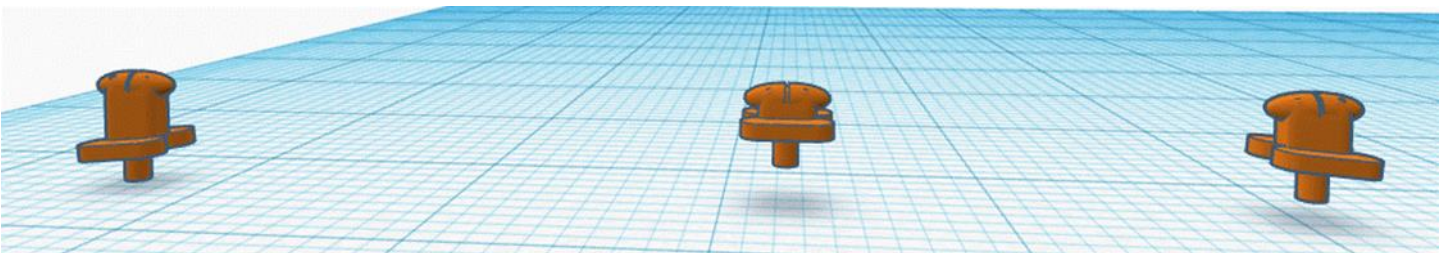
THE GARDEN WHISTLE



The left-hand hinge has been merged to remove the excess material. The others will follow in due course.



All three hinges chopped down and merged. Note how the pivot points align which is the vital aspect to allow the doors to open!

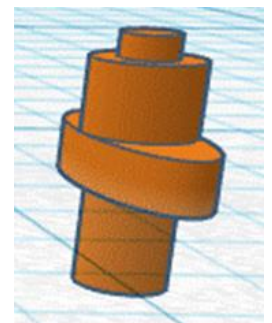


A spigot has been added to each hinge to securely locate the hinges in the holes already printed in the bodies. This also ensures location accuracy as well

3.2 Bump stops

As a pleasant change, these were easy, being a tube with a rubber insert. Three small cylinders sized and merged together with a flat oval shaped mounting plate (a squashed cylinder!) saw the necessary artwork done!

The artwork for the bump stops. To give some scale to these, the design platform scale squares are 1mm by 1mm, i.e., these are tiny!

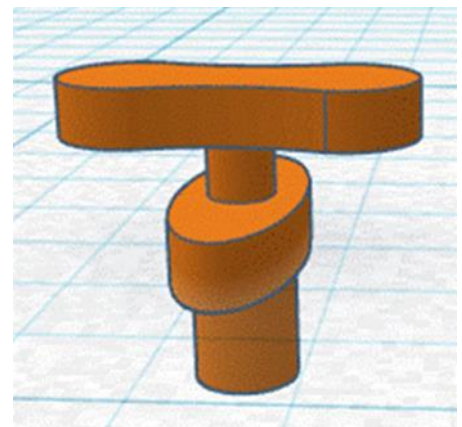


3.3 Handles

There is some variety to these with three main types:

Passenger Door: Despite having a dimpled profile, these were relatively straightforward to create. They are also tiny in comparison to the other doors. I decided to print these in the ABS type resin since despite their potential fragility, they should relatively straightforward to replace if ever they get knocked off. Frankly the commercial metal offerings I have seen are quite poor representations of the real thing. Of course, the real answer will be metal printing which will hopefully allow such things to be reproduced at a sensible price by the hobbyist at some point in the future. *Think about this in regard to Walsall Metal Supplies*

The artwork for the passenger door handles. As before, the design platform scale squares are 1mm by 1mm, i.e., these are only a little bit bigger!



THE GARDEN WHISTLE

Guard Door: These are a much longer affair than the passenger door handles and therefore come with more potential to be snapped off. Moreover, there are only a few of these needed. So, at present my plan is to fettle them up from some leftover brass. Thus, they have been left for the time being. *Think about this in regard to Walsall Metal Supplies*

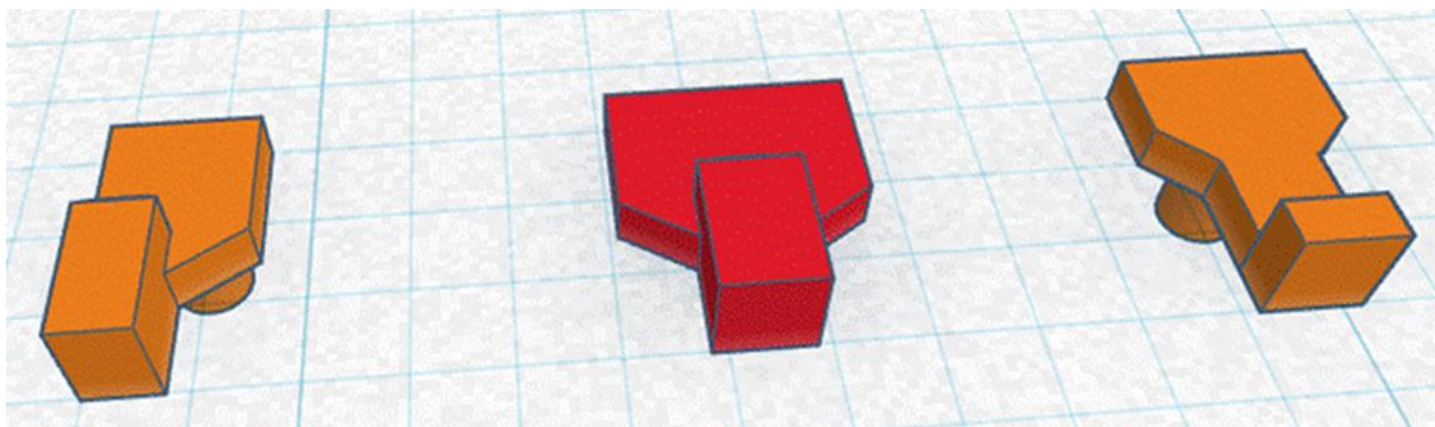
Luggage Bay Door: Like the Guard Door Handles these are also quite lengthy so will be treated in the same manner. *Think about this in regard to Walsall Metal Supplies*

3.4 Guard Door Hand Rails

These have yet to be fabricated and will not fitted until the very end. Almost certainly they will be formed from bent wire.

3.5 Destination Board Holders

These were relatively straightforward to design and print as can be seen.



The three varieties of these include left: end bracket (this was duplicated and mirrored to make left and right ends). Centre: twin end bracket to support two boards side by side. Right: central bracket midway between two end brackets. Once again, the design platform squares are 1mm by 1mm.

4 Roof

As with the sides, there are a number of fittings needed for the roofs:

- Ventilators
 - Buffet Car Ventilators
 - Guard Periscopes (to allow the guard to view the top of the train (one facing each way)).
 - Water supply pipework for the toilet and buffet header tanks. They are separate for the buffet header tank!
- Once again, all fittings were printed with a mounting spigot to allow them to be securely and accurately mounted in due course.

4.1 Ventilators

A number of different types were used randomly across the mark 1 stock. I selected a dome and ridge type being a relatively more straightforward type to design. Nonetheless there were still challenges particularly with the ridge element which has an arced profile to match the round baseplate where it meets this at each end. Life is never simple even when it initially appears thus!

One of the test spigots mounted to check the spigot fit.



4.2 Buffet Car Ventilators

These are required to ventilate cooking and refrigeration areas and come in a number of formats. Two of these are needed for the three units required. However, despite their looks they were both relatively straightforward to design.

THE GARDEN WHISTLE

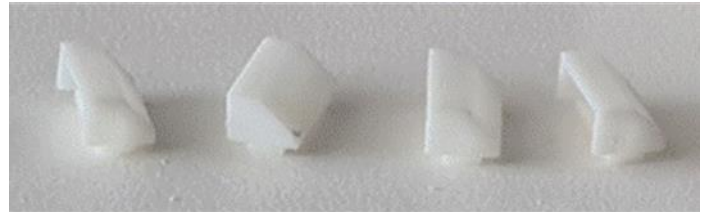
The three buffet car ventilators with the two different styles evident.



4.3 Guard Periscopes

This is where Parkin let me down with little to no information on these. So, looking through my other books, I designed something that appears representative of the roof protrusion for these. Again, it was a relatively straightforward shape to create. The size and proportions were the challenges here due to the lack of information available.

The four periscope tops (two for each brake van each pointing in opposite directions. I am struggling to understand why it was necessary for the guard to be able to sight the top of the train! Possibly the intent was to sight signals with the obvious safety proviso that if a signal was passed at danger he would be to apply the brake.



However, with all the other duties required of them such as checking tickets, dealing with luggage and passenger welfare I am not sure how the guard could have done this with any regularity.

4.4 Water Supply Pipework

This was not tackled at this time since these will be some of the last things to be added after the roof is in place. This because they wrap around both the roof and ends. I suspect this will take the form of a printed arrangement when the time comes.

5 Conclusion

The design of these items was tackled whilst the sides and roofs were being manufactured. Thus, the typical production sequence was to undertake design work in the spare time available once side and roof gluing and fettling had been finished for each day (as well as other household chores of course!). Once design work was finished, the printer was set to work to print test pieces and then batches of each component during the day leaving the more time-consuming roof and side production for overnight. Thus, the printer was typically in action for roughly 20 hours in every 24 whilst production was underway. Eventually all the parts were produced leaving the pathway clear to finally start body assembly. This will be the subject of the next instalment.



A newly assembled body shell with glue set and hardened just prior to removal of the string holding everything together.

THE GARDEN WHISTLE



REGISTRATION NOTES

Saturday 20th January Programme:

Registration Opens at 8am at St Marks Church Hall, Richmond Rd, Carterton.

Sales Table Setup at 8am.

Morning Tea, Welcome and Housekeeping from 9am.

Layout Tour party organisation 9am to 9.30

Layout Tours (in Greytown and Carterton)

Visits to two layouts (Murray Clarke, Jeremy Were).

Lunch back at St Marks Hall

Visits to four layouts at 3 venues (George Watt, Christine Collett, Warren Stringer)

Afternoon tea and Late afternoon Clinics at St Marks Hall

Buffet Meal at St Marks Hall

Evening train running (Bring Your Own Trains), at Carterton and Masterton.

Sunday 21st January Programme:

Assemble at St Marks Church Hall at 8.30am

Sales Table from 8.30am

Morning Tea and Housekeeping from 9am

Layout Tours in Masterton

Visits to two layouts (Henrik Dorbeck, Peter Milburn).

Lunch, and visit to Dan Hughes' layout

Layout visit to Brendon Clarke

Afternoon Tea and visit to two layouts at Wayne Haste's.

Barbecue meal hosted by Wayne and Diana.

Evening train running (Bring your own trains), at Wayne's outside layout.

Monday 22nd January Programme:

Assemble at St Marks Church Hall at 8.30am

Sales Table from 8.30am, concludes at 9am.

Morning Tea and Housekeeping from 9am

Next Convention Hosting Discussion

Layout Tours in Masterton

Visits to two layouts (Lloyd Dickens, Henrik Dorbeck)

Lunch, and visit to Dean Ellicock's two layouts near Masterton.

Formal Closing address at Dean's

Your Registration Form is included with this newsletter.

Wairarapa Garden Railway Group Meeting

Report and Photos - Lloyd Dickens.

Wayne's World

A visit to Wayne Haste's Indoor railway

The Wairarapa Group visited Wayne's indoor railway on our monthly running day. We also ran trains on his out door track as the weather was very nice for winter.

Wayne has been building his indoor track for some years now and is close to putting his finishing touches to the layout before you visit in January for the convention. Should you come their will be time to run on the outside track and also visit his large indoor layout based on the German Harz one metre railway. I include a few photos so you can get an idea of the detail in the layout.

The points are remotely controlled to allow easy movement of the trains around the track. All the control is by DCC with multiple plug in points for the controller. Wayne tends use a controller per Locomotive to ease us. This is a large layout in a dedicated room Wayne built for the job.



Wayne's indoor layout.

THE GARDEN WHISTLE



Farm scene on Wayne's indoor layout.



Passenger train on Wayne's indoor layout.

THE GARDEN WHISTLE



Wayne at the controls.



Passing through the crossing on Wayne's indoor layout.

From the workbench

Report and Photos - Lloyd Dickens.

A Two Channel LGB Radio Point Switch for less than \$30.00

A friend John required to remotely switch two LGB points which had LGB point motors attached.

I found online a simple to use module with a key fob which drove two changeover relays.

This is ideal for using the Capacitive discharge system to switch LGB point motors.

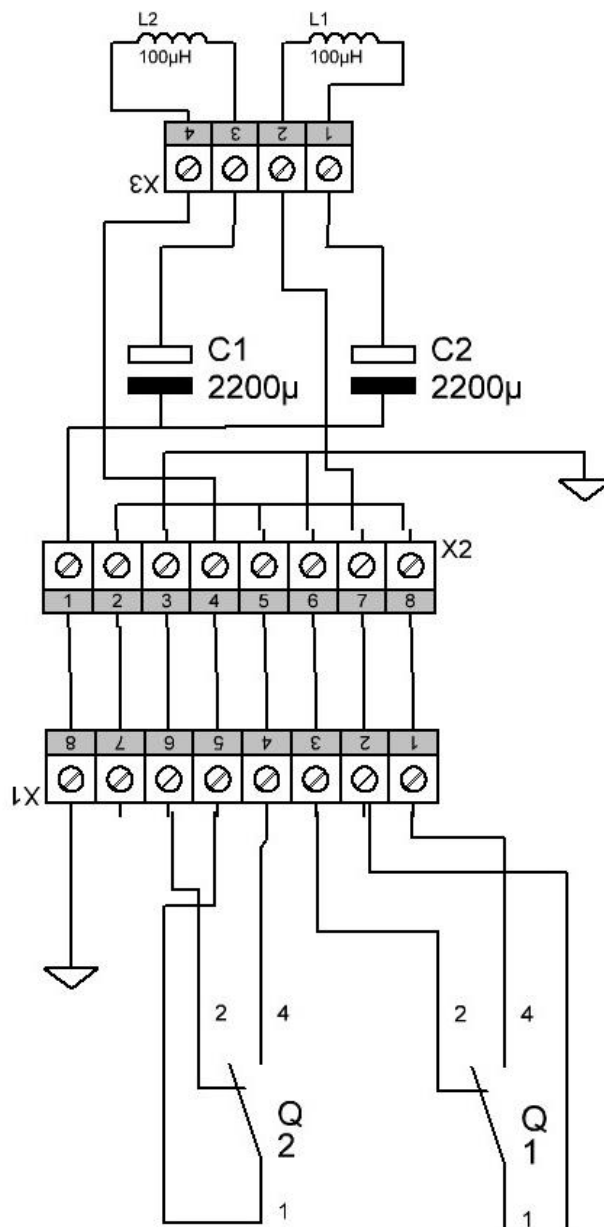
The photos attached show how I wired these together.

Circuit Description.

With the relay not switched both sides of the point motor are at zero volts so point stays where they are. When the relay is operated via the key fob 12V is placed on one side of the point motor and the capacitor charges up very fast so throwing the point motor and switching the point. When the relay is turned off via the key fob the capacitor is discharged via the point motor so returning the point to its off state. Note: On the circuit diagram the unlabelled screw down terminal on the bottom left of the drawing should say +12 volts.

The bottom half of the drawing with screw down connectors represents the Purchased Radio switch module.

You can purchase a similar 4 channel model with suitable key fob or a 16 channel unit with a cell phone sized switch unit.



Circuit diagram

I made a PCB for John's version but a Strip board would do equally well. (Jaycar PC Boards Vero Type Strip - 95mm x 75mm CAT.NO: HP9540)

The capacitors are 16V 2200uF (Jaycar 2200uF 16VDC Electrolytic RB Capacitor CAT.NO:RE6238)

The best source for the Radio switch unit is through AliExpress
If anyone wishes to build such a unit I can assist or make it for you.

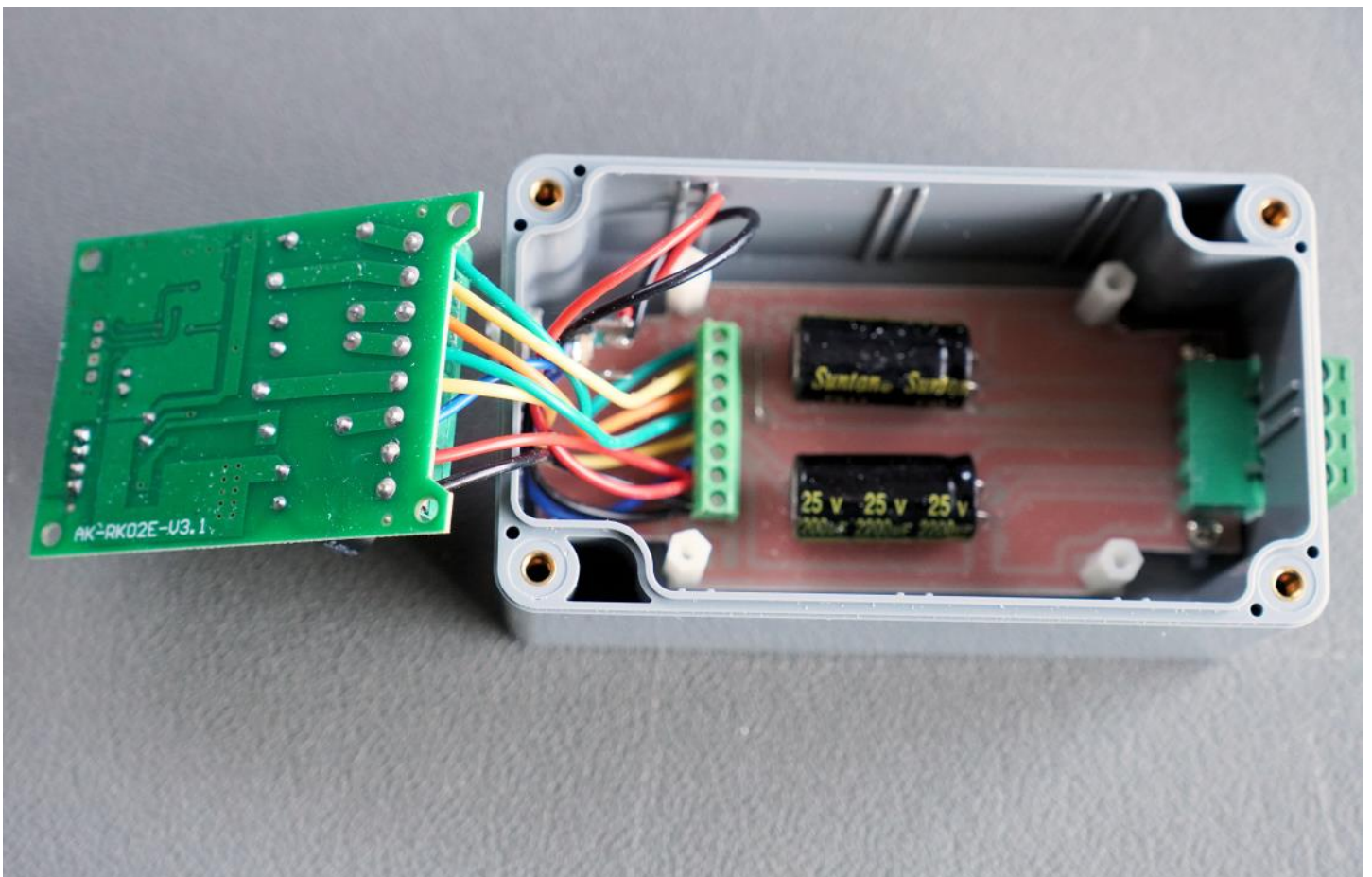
THE GARDEN WHISTLE



Remote 433MHz 2 CH with keyfob

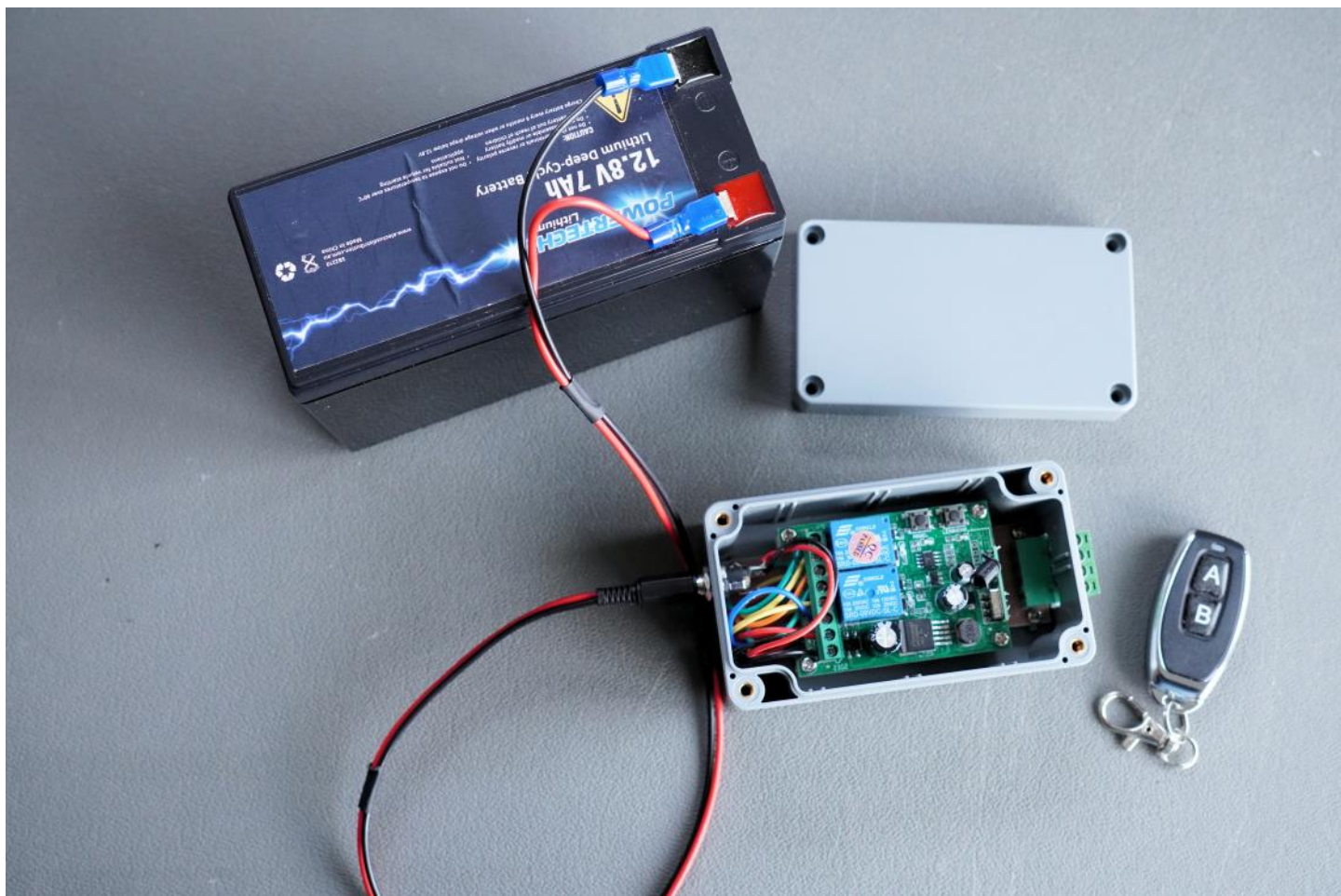


Remote 433MHz 16 Channel with Transmitter



Point controller in Enclosure 1

THE GARDEN WHISTLE



Point controller in Enclosure 2



Johns Point Switch final arrangement

AUCKLAND GARDEN RAILWAY SOCIETY

September meeting

The next Auckland group meeting will be at Andrew Stevens railway 24 Mason Street, New Lynn, 1400 to 1630 on Sunday 10 September. Andrews railway does not have track power so please bring battery or live steam powered trains.



October meeting and AGM

Our October meeting will be combined with our AGM. It will be on Saturday 28 October at Robert Graham's railway 14 Milwaukee Place, Glendene from 1400. If you have any items for the agenda please send them to grahamclannz@xtra.co.nz I have done the Presidents and Secretaries job for the last two years due to the lack of volunteers. This situation is less than ideal so please think about if you can help your society by taking on the Secretary or other roles



SATURDAY, 16 SEPTEMBER 2023 FROM 16:00-20:00

Night Run! Save the Date

Public · Event by Mcleans Island Miniature Trains -
Christchurch Live Steamers and Steam Scene Christchurch
(C.S.P.S.Inc)



The July / August Garden Railroading News is available to read online, this can be found at www.GRNews.org or

[Click here to view the current issue.](#)

CLASSIFIEDS

FOR SALE

LGB Coaches

\$850 for set of 4 + Shipping

Contact
Don 0274 32 9277 or
rhbdonut@gmail.com



**NATIONAL GARDEN RAIL CONVENTION
2025**



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

NEXT ISSUE PREVIEW



The British Railway Mark One
Carriages 11: Assembling the
Bodies

By John Boyson, Pokeno

 www.trainshow.co.nz



The BIG Model Train Show
Cowles Stadium
 Cowles Stadium 210 Pages Road Wainoni
 Saturday & Sunday 7th & 8th October
 Open 9.30am-5pm

New Layouts	Family \$25.00
New Technology	Adults: \$15.00
New ideas	Children: \$5.00 12 and under
with support from ROSS GALT LOCK & ALARM LTD	Adult weekend Pass \$20.00

Model trains, Trade Stands
 Demonstrations, & more **2023**
 more information at - www.trainshow.co.nz

GARDEN CITY MODEL RAILROAD CLUB INC



**GIANT
 MODEL TRAIN
 SALE**

SYDENHAM COMMUNITY CENTRE
 25 Hutcheson St. Sydenham, CHRISTCHURCH
Saturday 2nd September 2023
 10am - 4pm
 Gold Coin Entry



Tereina
 NZ Ltd

**Tereina - Deltang
 DMS2 2.4GHz Radio
 Control back available**

Available now (direct replacement to RCS)
 Dual Use centre notch both Ch1&3 plus F2,F4 & F5
 controller for battery and live steam control
 Manual & Autobind Receivers
 Cobra160 3A & Cobra260 6A ESC
 Servo triggers for sound systems
 Servo trigger Lyn & 3Chime Whistle modules



Contact Chris cdrowley@xtra.co.nz

COMING EVENTS

September 2 2023	Giant Model Train Sale, Christchurch
September 23-24 2023	Wanganui Small Train Show, Wanganui
October 7-8 2023	The Big Train Show, Christchurch
October 21-22 2023	Great Little Train Show , Invercargill
November 18-19 2023	Rail X Model Train Show, Taita
January 20-22 2024	14 th New Zealand Garden Railway Convention, Wairarapa
January 20-21 2024	Tauranga Model Train Show, Tauranga
March 23-24 2024	Nelson Model Railway Show, Stoke Nelson
May 4-5 2024	Dunedin Model Train Show, Mosgiel
July 6-7 2024	Ashburton's Model Train Show, Tinwald
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



THE GARDEN WHISTLE

Club Meeting	Club Contact
<p>September 10th (Sunday) 2 - 4.30pm</p> <p>Andrew Stevens, 24 Mason Street, New Lynn</p> <p>(No track power) Battery or live steam only</p> <p>October 28th (Saturday) 2pm Meeting / AGM Robert Graham's railway 14 Milwaukee Place, Glendene</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>September 17th (Sunday) 8.30am</p> <p>ANZAC Hall, Featherston</p> <p>Setup 8.30am</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>September: 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>September 16th & 17th Saturday & Sunday</p> <p>Steam Scene 621 McLeans Island Rd</p> <p>9am Saturday layout setup, maintenance & run trains all afternoon and into evening (Night run from 4pm to 8pm)</p> <p>9am Sunday layout running & pack-up afternoon</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>

CONVENTION REGISTRATION FORM

14th NZ Garden Railway Convention,
Wairarapa
20 – 22 January 2024

Personal Details

Name _____ nametag name _____

Partner Name _____ nametag name _____

Address _____

Phone / Mobile _____

Email _____

A Full Registration Fee is \$150.00 per registrant if paid by 20th November 2023, and covers all activities including the Saturday evening buffet meal and Barbecue meal on Sunday evening.

Late Registration Fee is \$165.00 if paid after 20th November 2023, and covers all activities including the Saturday evening buffet meal and Barbecue meal on Sunday evening.

For **Partners / Friends** attending only the Saturday evening Buffet Meal the cost is \$45.00 per person.

For **Partners / Friends** attending only the Sunday evening Barbecue Meal the cost is \$15.00 per person.

Drinks for both evening meals are BYO and are at your own cost.

A **Convention Polo Shirt** is available to order with your registration. A full range of shirts in both men's and lady's sizes are available. To give us time for ordering and printing please order and pay for your shirts in full by 20th November 2023.

Costs

Full Registration	\$150.00	No Attending	_____	\$_____
Late Registration	\$165.00	No Attending	_____	\$_____
Buffet Meal only	\$45.00	No Attending	_____	\$_____
Barbecue Meal only	\$15.00	No Attending	_____	\$_____
Polo Shirt(s)	\$46.00 ea.	No Req'd	_____	\$_____
#1	Mens / Ladies	Size	_____	
#2	Mens / Ladies	Size	_____	
		TOTAL		\$_____

Please return your completed registration forms: by post to L Dickens , 55 Titoki St, Masterton 5810, or by email to Lloyd.dickens@wise.net.nz

Please make Direct Credit payments to "LH Dickens Garden Rail" account
BNZ 02 0520 0171110 97 with your name in the reference field.