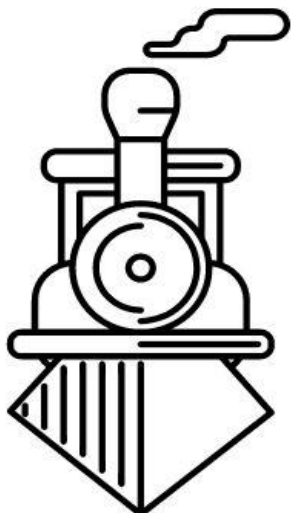


# THE GARDEN WHISTLE

NEW ZEALAND LARGE SCALE NEWSLETTER



**FEBRUARY 2024**



# THE GARDEN WHISTLE

NEW ZEALAND LARGE SCALE NEWSLETTER

February 2024

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[Cover photo](#) — Warren Stringer's Stainz on the Moa Pass Railway.

Photo supplied by - Bill Stanley.

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](mailto:gw.editor@outlook.com)

# NZ Garden Railway Convention 2024

Epilogue - Warren Stringer, Photos as Credited



## EPILOGUE

Well folks we have done it. We have travelled to the Wairarapa, we have survived the summer heat, we have eaten all the food we can handle, we have caught up with old friends, and we have seen a bunch of railway layouts – some for the first time, and some for the last time.

It is with sadness that I have to report that Peter Milburn passed away just after the convention concluded. Peter made a special effort to have his layout on show and it ran beautifully for us. We are all grateful for the chance to see his fine work on display. Because Peter knew his health was not good he sold off his railway effects before his passing, and so this layout will be broken up in due course, and will re-appear on a number of other layouts in coming days.

Personally I will remember this convention as the 'reshuffle' convention. During our planning there were other layouts that we would love to have displayed for you, yet for various reasons these were not available to view at the time, and our backup displays came to our rescue. I would like to extend a big thank you to our busy crew of club members and to others who made their layouts available to us for the weekend.

I was particularly impressed with how well presented the layouts were – clearly everyone had put in a lot of effort to get their displays in good order and running nicely. With the variety of different construction systems and layout styles on show I hope that most of our visitors will have picked up a few tips for their own layouts back home.

We had a good crew of willing helpers – wives and friends – who kept us well fed and watered during the weekend. Thanks Debbie for managing the lunches, and the morning and afternoon teas. Thanks also to Diana (she was walking-wounded) who still managed our Saturday afternoon cuppa as well as the barbecue team. Thanks also to Bill who cooked our barbecue fare to perfection.

Wasn't the Buffet dinner a real treat. We were privileged to have our own Wairarapa Country Women's Institute team on the job for us. I am led to understand that they only do a couple of dinners a year, as fundraisers for their community projects, so it was great to enjoy their lovely spread and to know that we were also giving back to our local community at the same time.

And what dinner would be complete without an after-dinner speaker. We had the privilege of having Lord Ian Galbraith of Glencoe who chronicled his career highlights for our dinner gathering. Thanks Ian for your fond recollections.

And of course thanks to all of our convention attendees who travelled from all parts of New Zealand to be with us. And who could forget our American friends Mike and Peggy from Seattle who popped in to join us for the weekend. We hope that everyone had a good time, and that you enjoyed the show and the fine company.

Finally thank you Bill for putting up your hand and offering to host our next Garden Railway convention in two years' time in sunny Christchurch. I hope to be there – maybe with more of our overseas friends, and to catch up with old friends once again.

**Warren Stringer**

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*Murray Clarke's Elm Grove Railway - Photo Bill Stanley*



*Murray Clarke's Elm Grove Railway - Photo Bill Stanley*



*Murray Clarke's Elm Grove Railway - Photo Lloyd Dickens*



*Warren Stringer's Moa Pass Railway - Photo Bill Stanley*

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Taking Shade and chatting at the Moa Pass Railway - *Photo Lloyd Dickens*



*Robert Burgess HO layout - Photo Editor*

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*Robert Burgess HO layout - Photo Bill Stanley*



*Robert Burgess HO layout - Photo Lloyd Dickens*

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*Robert Burgess HO layout - Photo Editor*



*George Watt's Indoor O Gauge layout - Photo Bill Stanley*



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Night run on the Moa Pass Railway, Noel Collingwood's railbus - Photo Bill Stanley



Night running on the Moa Pass Railway, Michael Hilliar's Consolidation - Photo Bill Stanley

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*Wellington Members enjoying Henrik's Layout - Photo Lloyd Dickens*



*Henrik's Layout running Saxony Railway Configuration - Photo Bill Stanley*

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*Henrik's Layout running Saxony Railway Configuration - Photo Bill Stanley*



*Busy Station on Henrik's Layout - Photo Bill Stanley*

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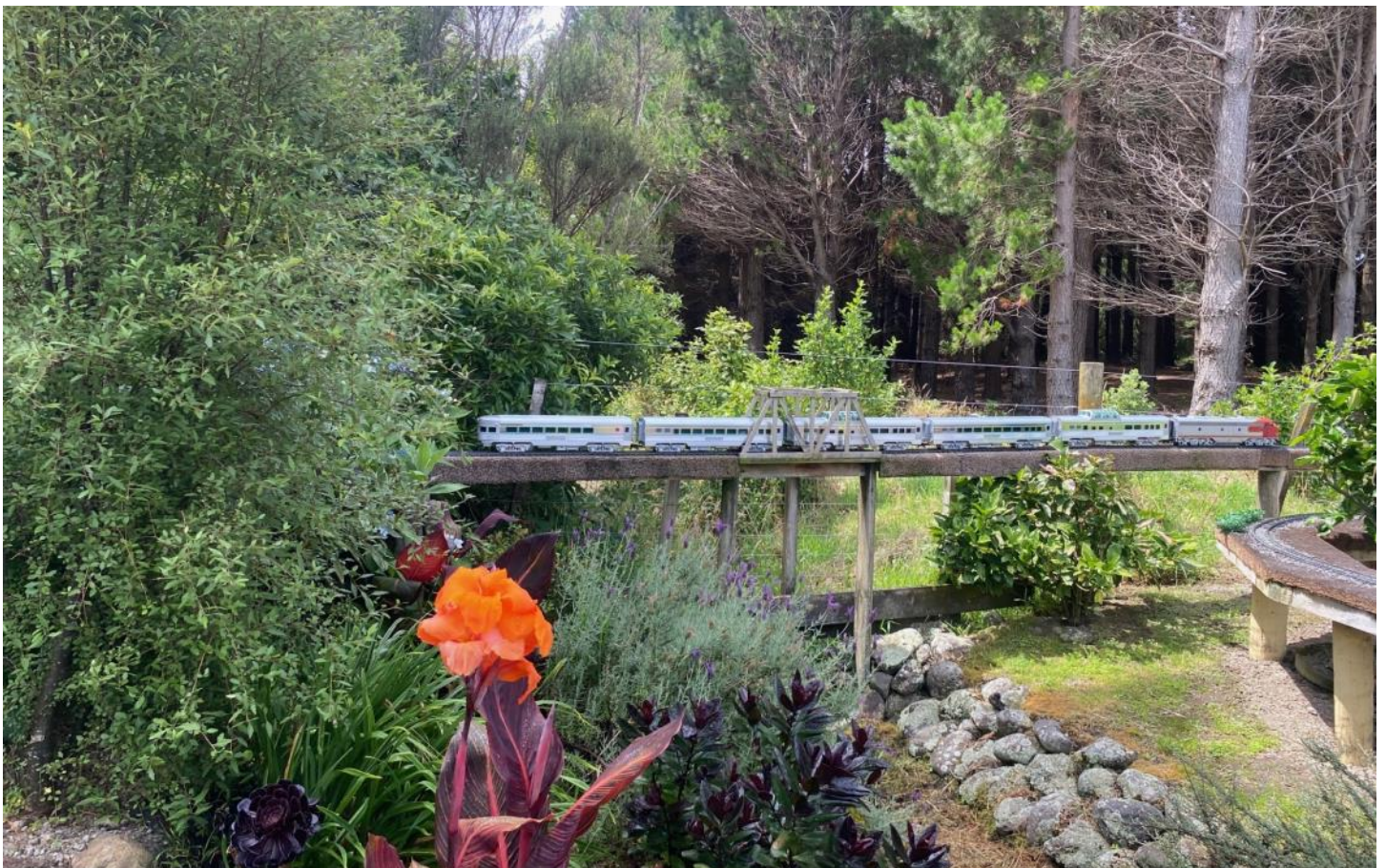
*Peter Milburn's Railway - Photo Editor*



*Peter Milburn's Railway - Photo Bill Stanley*



*Peter Milburn's Railway - Photo Editor*

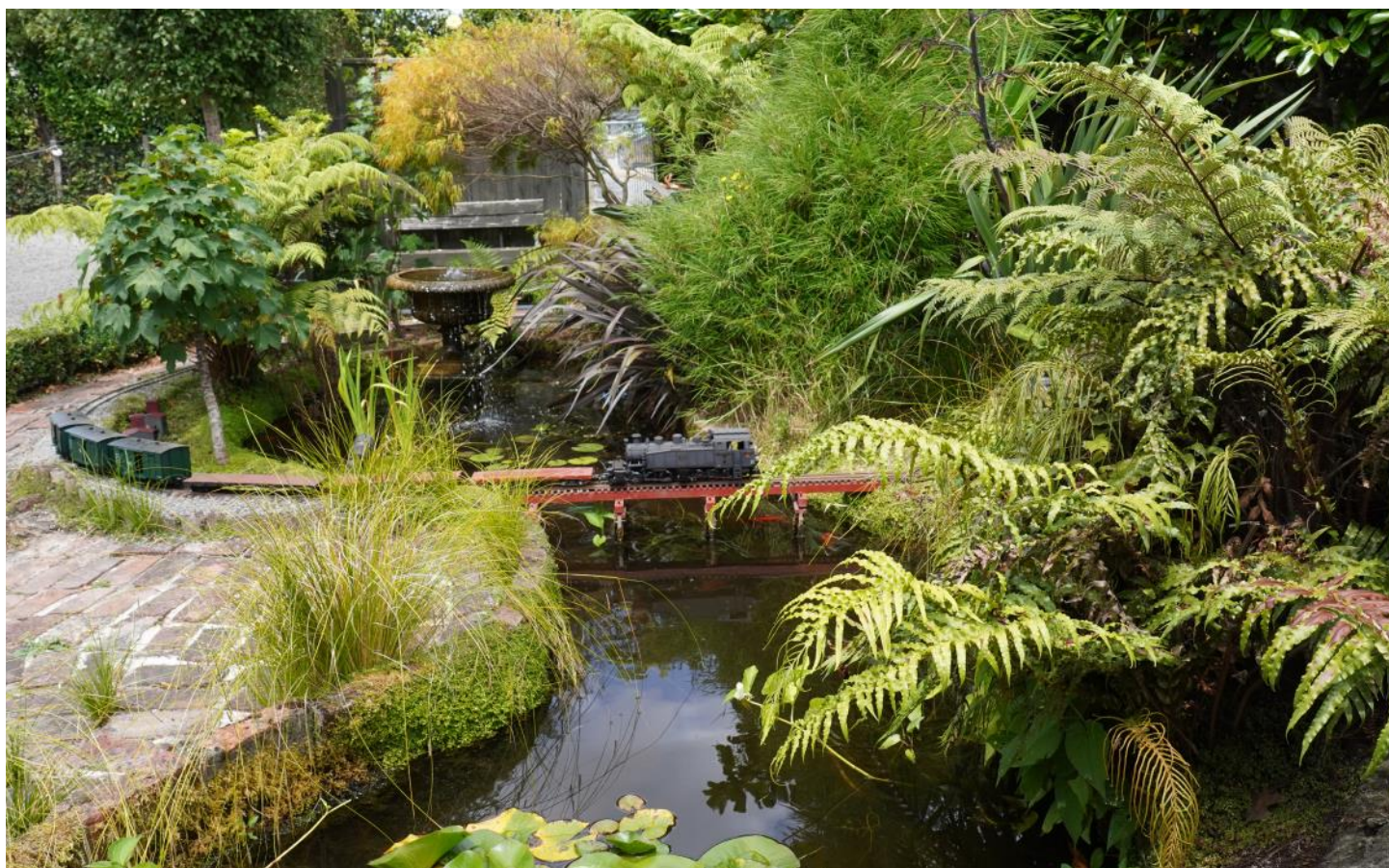


*Peter Milburn's Railway - Photo Editor*

**THE GARDEN WHISTLE**



*Dan & Sue Hughes Railway - Photo Bill Stanley*



*Dan & Sue Hughes Railway - Photo Lloyd Dickens*

THE GARDEN WHISTLE



*Dan & Sue Hughes Railway - Photo Bill Stanley*



*Convention attendee's enjoying lunch - Photo Lloyd Dickens*

**THE GARDEN WHISTLE**



*Brendon Clarke's Railway - Photo Lloyd Dickens*



*Brendon Clarke's Railway - Photo Bill Stanley*



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*Brendon Clarke's Railway - Photo Bill Stanley*



*Wayne & Diana Haste's outdoor Railway - Photo Lloyd Dickens*

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*Wayne & Diana Haste's outdoor Railway - Photo Bill Stanley*



*Wayne & Diana Haste's outdoor Railway - Photo Editor*

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*Wayne & Diana Haste's outdoor Railway - Photo Editor*



*Wayne & Diana Haste's indoor Railway - Photo Bill Stanley*

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*Wayne & Diana Haste's indoor Railway - Photo Bill Stanley*



*Wayne & Diana Haste's indoor Railway - Photo Editor*

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*Lloyd Dickens Castletown Railway - Photo Bill Stanley*



*Lloyd Dickens Castletown Railway - Photo Bill Stanley*

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*Lloyd Dickens Castletown Railway - Photo Bill Stanley*



*Henrik's Railway with Austrian theme - Photo Bill Stanley*

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*Henrik's Railway with Austrian theme - Photo Editor*



*Henrik's Railway with Austrian theme - Photo Bill Stanley*

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*Chris D firing up his Frank S loco - Photo Lloyd Dickens*



*Dean Ellicock's outdoor railway - Photo Bill Stanley*



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*Dean Ellicock's indoor railway - Photo Bill Stanley*



*Shelly, Wayne and Lizzy Chatting - Photo Lloyd Dickens*

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*Dean Ellicock's indoor railway - Photo Editor*



*Dean Ellicock's indoor railway - Photo Lloyd Dickens*

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*Dean Ellicock's indoor railway - Photo Editor*



*Sunset leaving the Moa Pass Railway night run - Photo Bill Stanley*

# NZ Garden Railway Convention 2024

## A Wairarapa Convention Seminar - Garden Railway Tips & Tricks

### Modifying Bachmann Knuckle Couplers by Chris Drowley

This idea I originally found in a borrowed June 2007 Garden Railway by Terry Veldhuizen, Texas who in turn credits his friend Karl Kobel. The mod was very clever and simple I made a copy of the article for my own reference.

Since reading this article I have completed modifications to most of the knuckles on my wagons. I been asked so often by numerous modellers what I do to keep my wagons from unplanned uncoupling I thought I would explaining the process. Note - I have made one subtle change from the June 2007 article, I locate the spring in the bottom recess of the knuckle keeping tucked away from any foreign object damage.

The modification is very simple but does require a steady hand. Process is simply adding an extra spring, sourced from under the sliding protective cover of a 3.5" floppy disk, to the plastic latching pin of the knuckle. This adds downward tension to the latching pin making the latch quite positive.

I only modify the Bachmann knuckles with the plastic latching pin. The knuckles with the metal latching pin the weight of the metal latching pin is adequate to keep the knuckle latched.



3.5" Floppy disk



Spring from the floppy disk



First requirement is to raid the old boxes of 3.5" computer disks to obtain a supply of springs from underneath the sliding metal protective cover. This is a simple process of bending the sliding cover popping it off the disk and removing spring located in slot under the cover.

Arrow's showing where to drill on the knuckle coupler

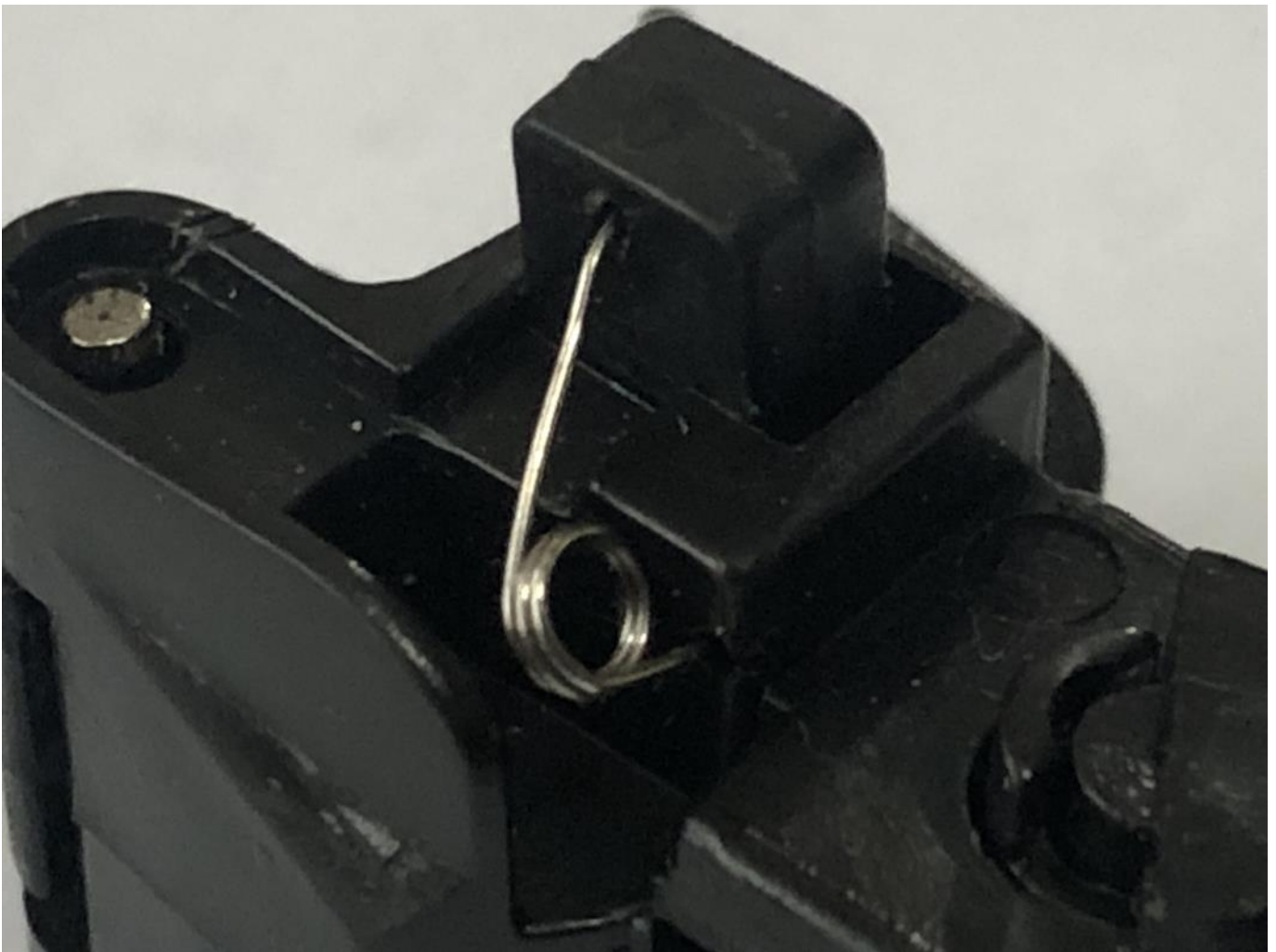
**THE GARDEN WHISTLE**

Once you have a stock of springs the next part is to modify the knuckles on your wagons. It is much easier to hold the knuckle steady off the wagon when drilling the 2 x 0.8mm holes. First drill through the bottom of the latching pin approx. 1.5mm from the bottom then drill through the back of the latching bar slot as shown, the arrows show the drilling locations and the line shows the path of the hole.

The hole through the back does take a bit of care to drill as the plastic is only just over 1.5mm wide. Once you have done a few you do get a technique running. I would advise having a couple of spare drill bits as I found 0.8mm drill bits not very forgiving if you slip just that little bit.

To prepare the springs I cut off the folded tips on the spring to give straight ends, then locate the spring as shown below, folding the end of the spring to stop popping out. The coil of the spring sits tidily in the recess out of the way. The knuckle now has a positive latch, so much so it will latch upside down. Refit to your wagons as per normal and hey presto no more disconnects, well less disconnects then.

Again many thanks to the genius that dreamed up this idea, it has definitely made my trains much more reliable and removed many of the embarrassing split train moments.

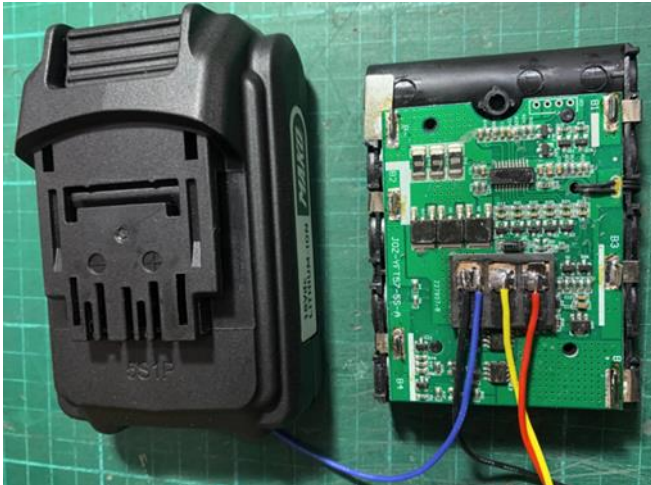


*Close-up photo showing the spring installed on the Bachmann knuckle coupler.*

## THE GARDEN WHISTLE

### Battery Conversions - Simple and cheap battery packs by Chris Drowley

- Warehouse 18v Mako batteries – Lithium based on 5 x 18650 cells
- 2,3 & 4AH packs available 2AH \$40, charger \$22 last purchase
- Best part removing the plastic cover can fit these into many loco's
- Charger is only a 2 wire connection. Simple mod on charger to DC 2pin plug
- Use old power tool or charger as battery connector in battery wagons



*Mako battery with the outer casing removed - doing this shrinks the physical size allowing for installation within locomotives, note if removing the casing fit heatshrink over the top to prevent any shorting of electronics*

*Mako battery charger modified to now use a DC 2 pin plug for charging battery onboard locomotives, this battery / charger combination is perfect for this with only having 2 wire charging*

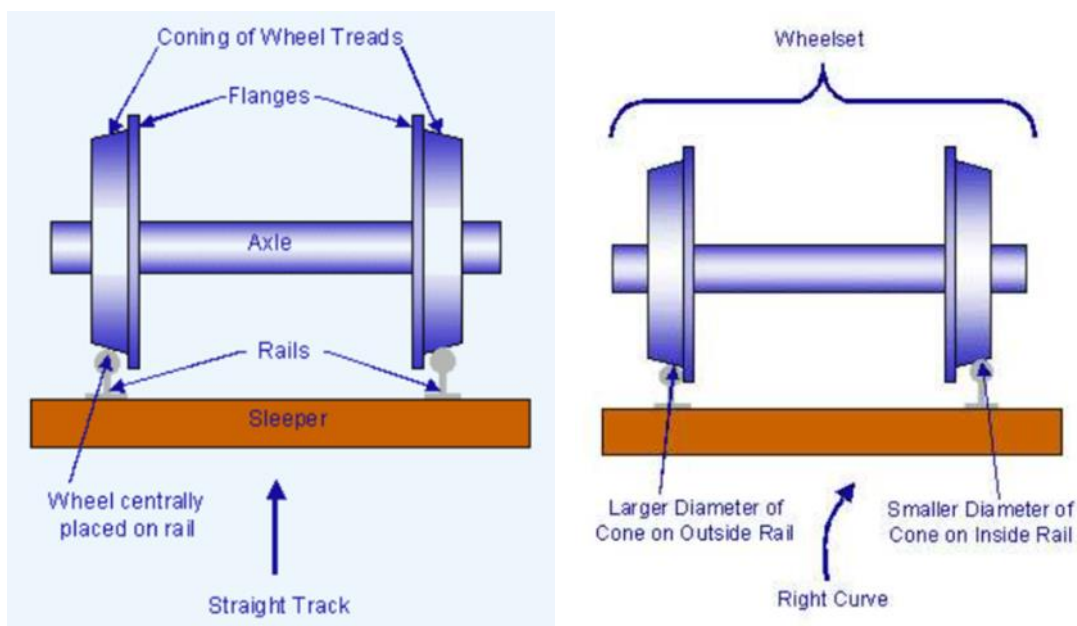


*Mako battery charger modified to use in a battery car, the terminals remain to accept a Mako battery to power a locomotive. Note this option requires 2 chargers, 1 to charge the battery and 1 to cut up for a battery connection point*



## Train Wheel Sets, Wheel & Track Profiles by Chris Drowley

- Issues of load weight causing friction on metal axle in plastic axle box causes drag resistance on loco.
- Heavy loads can cause plastic axle boxes to distort causing all sorts of other issues.
- Science of wheel profile & bull nose rail operation is very smart and the math is intensive, this is an extremely simple explanation
- Wheel / Rail profile does not always work on Garden Railways as we tend to use scale wise very tight curves that the wheel and track profiles cannot fully compensate for.
- Sometimes even in the real world tight curves are required and one rail is "greased" to allow one wheel to slip on the rail.



- With using tight radius curves the wheel/rail profile to equal the outer & inner wheels to same distance travel does not work and one wheel must slip to get train around the curve.
- Plastic wheels sets slip can leave plastic on the track, issue for track powered as plastic is an insulator. Metal wheels will "polish" the rail for the slipping wheel
- Fix 1 – create bearing axle boxes on wagons, can be issue with minimal material available to fit bearing.
- Fix 2 - independent bearings on each wheels on the axle.
- Pro's
  - wheelsets run very freely
  - great for live steam and heavy loaded wagons, eg battery wagons.
  - axles do not rotate so saves the plastic axle boxes on majority of wagons.
  - adds low weight to wagon that can assist stability.
- Con's
  - metal wheel sets can add noticeable weight to a wagon.
  - Fix 2 - individual bearing wheelsets are relatively expensive.

## NZ Garden Railway Convention 2024

### A Wairarapa Convention Seminar - Make smoke or steam with water mist

From Lloyd Dickens [lloyd.dickens@wise.net.nz](mailto:lloyd.dickens@wise.net.nz)

At the convention I demonstrated a USB Mini Humidifier DIY kit.

While I was given mine by a friend they are available on Ali Express for less than \$2.00NZ When driven by a 5 volt source they give off a mist that looks like smoke or steam which is very dense at the base and spreads out to look very realistic.

I have seen YouTube videos of it being used in electric steam outline locomotives and it looks great, Uses in garden Railways are steam or smoke from a Locomotive. I also envisage simulating smoke from a building chimney.

So how do they work.

A small electronic module driven from a 5V source via a USB input drives a ultrasonic transmitter which turns water into a steam of mist.

On the modules I obtained they came with a cotton swab which is pushed up to touch the transmitter. I have seen video of the transmitter sitting on a wet sponge.

As the modules are provided the mist is continuous but it is possible to pulse it. I am working on a module to both power the module without USB and pulse the mist simulating a Locomotive moving off.

*Right -*

*USB Mini Humidifier sitting in a container filled with water proving operation.*





The method involves cutting a wire between the electronic module and switching it on and off. I propose to use a reed relay which can be driven from a microcontroller output or a logic chip like a 555 timer. More on this in a latter magazine.

The process creates no heat so is safe to install just about any where. Many different versions of the kits are available including one with 4 transmitters.

For the demonstration I drove the USB Humidifier with a 5V power pack for over an hour. It used very little water in the process.

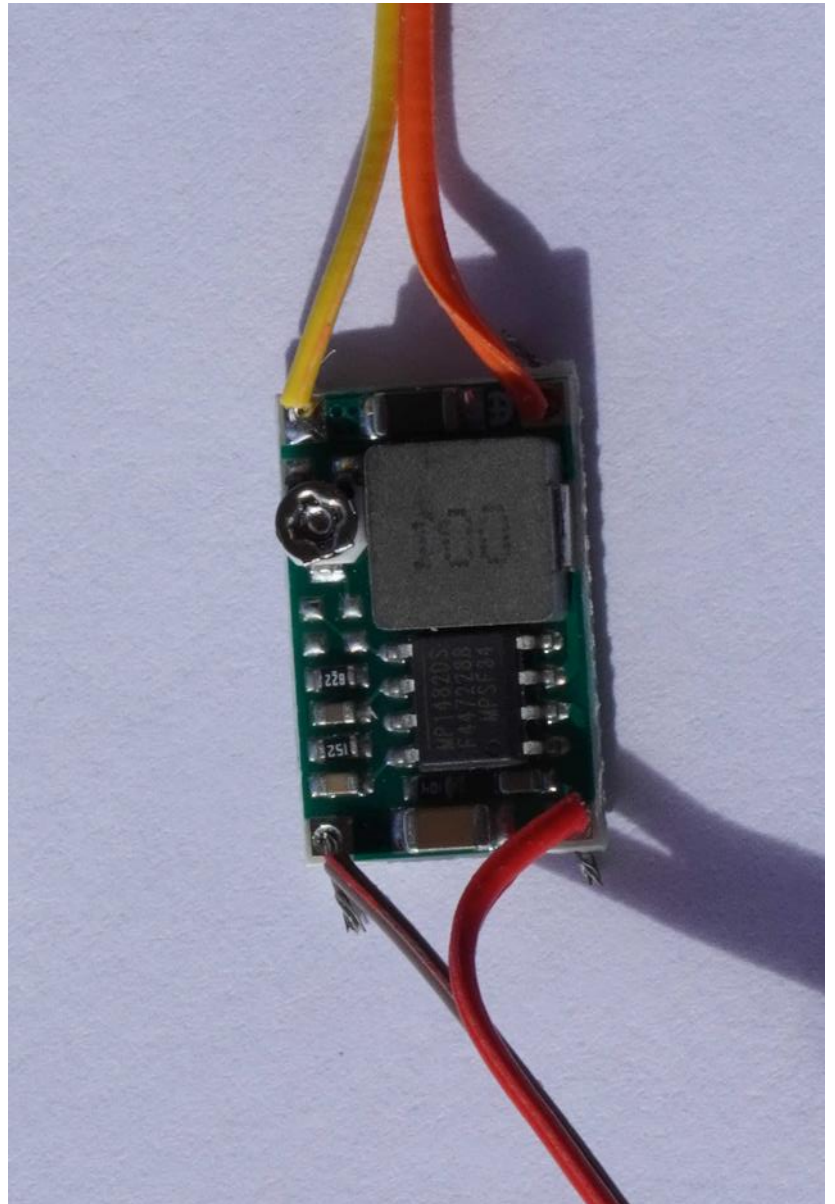
In a locomotive situation it could be driven from the an board battery or the DCC power with suitable electronics.

For example if you have an on board battery to drive the locomotive it could be between 15 and 18 volts. This could be reduced to 5 volts very efficiently using a DC-DC converter, also available from Ali Express at a very low cost. The DC-DC converters I am using are small, 18 x 13 x 3 mm.

If you need advice or assistance using the module please do contact me at email address above.

*Right -*

*The DC to DC Converter.*



## CGRG Clothing For Sale

The Christchurch Garden Railway Group have the following items of club clothing for sale:

Caps x7 @ \$18.00 each  
 Polo shirts, x2 XXL @ \$35.00 each  
 Jackets, x1 L & x1 XXL.@ \$57.00 each

Will post anywhere in N.Z at buyers cost  
 Contact Dave Day at : [2days61@gmail.com](mailto:2days61@gmail.com) to purchase



## Wellington Garden Railway Group Meeting

Report - John Robinson, Photos as credited

### WGRG January 2024 Running Day

In a slight break from Convention the WGRG held a running day in early January to take advantage of the relaxed holiday time and maybe some good weather. I, John Robinson, offered to host the day at the Te Horo Branch, choosing a Saturday so we'd have a wet weather postponement day of Sunday. That turned out to be the case, Saturday getting rained out thankfully the Kapiti Coast sunshine returned on Sunday, such that the gazebo set up over the steaming bay was very welcome, luckily there was a gentle breeze so it made for quite pleasant afternoon.

From the feedback given by the visiting members the railway ran well and an enjoyable day was had, of course they may just have been kind, but I know I enjoyed hosting them and it gave me great pleasure in seeing multiple trains running around the gradually developing garden. Perhaps in the knowledge of my growing passion for live steam that is what a lot of the folks brought to run, the steaming bay was certainly a busy place at times. Of course the battery powered visiting trains were also very welcome and always will be. I'll admit to being a bit naughty in the photography department though, taking more photos of the live steamers, sorry about that.

Numbers attending were bolstered by understanding wives, plus neighbours coming to check out just what I had been up to in the garden. They approved! Helped of course by seeing lots of trains in action at the same time thanks to the visiting operators. I didn't run a single train, too busy talking, some neighbours said they'd like to come back to see my trains running, kind neighbours we have in Te Horo!

In any report we must mention catering, I have a passion for coffee and cake as well as live steam you see. For this day fare was provided by my family bolstered in a most generous way by a number of the visitors which was appreciated, and with the surprising numbers present was definitely needed.

So what did I learn from the day. Well amongst other things, no steaming bay is ever big enough. That exiting from the steaming bay would be better via a passing loop rather than directly on the main line, probably too late to alter now, but I'll give it some thought. With a railway stretching down the garden operators can end up quite some distance from their trains and with the distraction of conversation it sometimes doesn't end well, though to be fair that does seem to be the trait of any running day. And in preparing for a running day you never get all the things planned to have ready or finished, finished. Oh well and excuse for another running day.

Thanks everyone who came, you made me very happy.

**THE GARDEN WHISTLE**



*Phillip firing up his loco - Photo Lloyd Dickens*

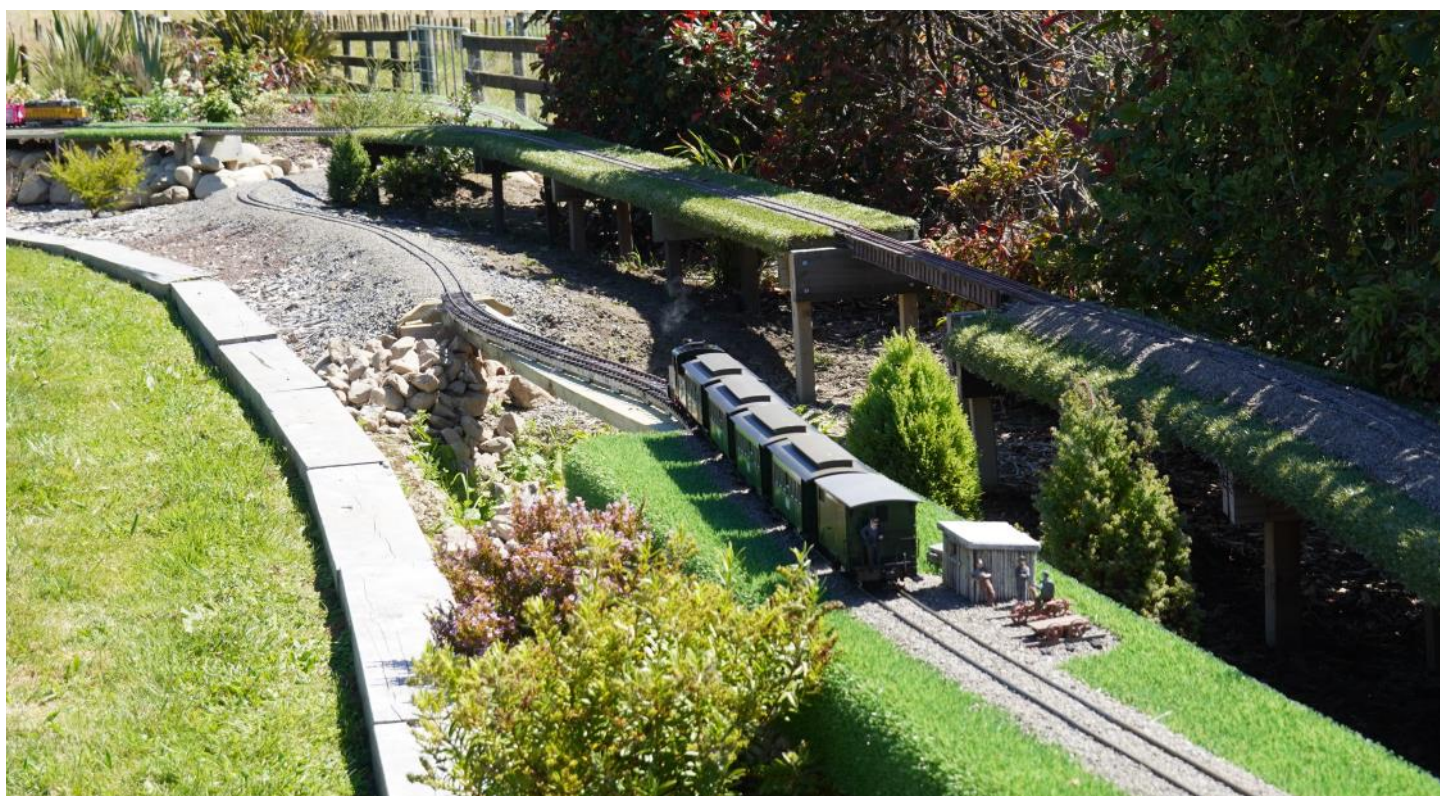


*Lloyd's RH Russell passes on the mainline as John S's throws the point to drive his NA out of the steaming bay - Photo John Robinson*

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*Geoff's RH Vale of Rheidol loco on the southern loop - Photo John Robinson*



*Chris's Frank S passing the gangers hut - Photo - Lloyd Dickens*

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*Derek's Baldwin with train of Accucraft and Swift Sixteen wagons leaving Te Horo station - Photo John Robinson*



*Chris's Frank S drifting down grade - Photo John Robinson*

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*Chris's Frank S steams through Te Horo Station - Photo John Robinson*



*Lloyd's RH Beddgelert approaching Hautere station on the southern loop, Te Horo Station in the background - Photo John Robinson*

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*Rodney's battery powered loco running light into Hautere - Photo John Robinson*



*Brian's consist crossing over what one day will be a pond crossing bridge. Most of the train are NZR wagons built for him by Wayne Haste - Photo John Robinson*

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*John S's NA approaching Te Horo - Photo John Robinson*



*Phil's Plantation on the southern loop, with a train of Lc wagons built by Wayne Haste - Photo John Robinson*



**THE GARDEN WHISTLE**



*Grant's UP loco whistling into Hautere - Photo John Robinson*



*Full yard - Lloyd Dickens*

## THE GARDEN WHISTLE

Tales from the West Highland Railway in New Zealand

# British Railway Mark One Carriages 15: Detailing the Sides

Author: John Boyson

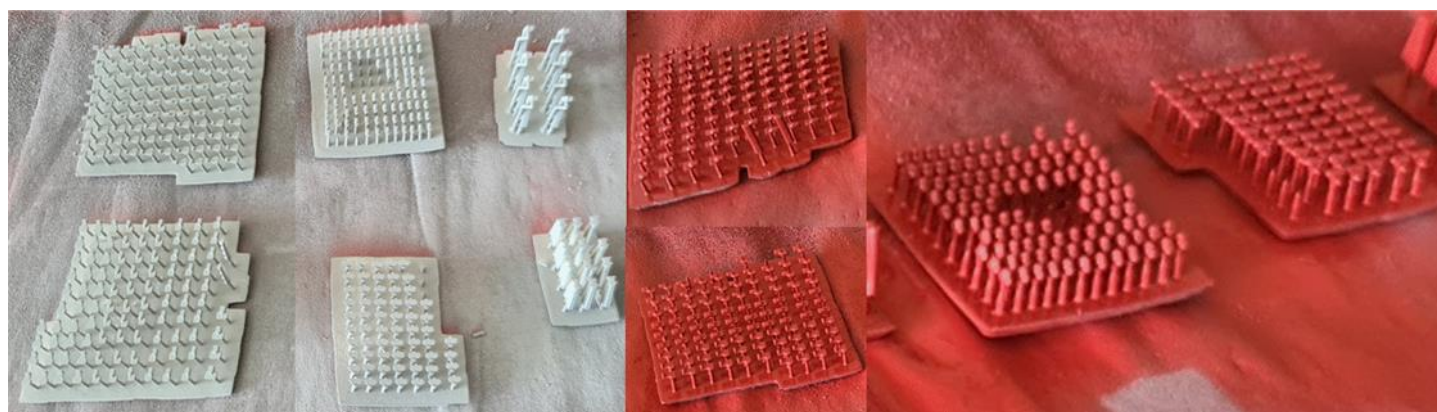


### 1. Introduction

With the decals applied, the way was clear to fit the last of the body side details as well as replacing the footboards and repainting the underframes. A few other remedial works were done on the underframes as well.

### 2. Fitting the details

These were pre painted on their support bases before fitting.



*Batches of fittings before and after painting*

### 2.1 Destination Board Brackets

These had not been fitted previously because they lie directly in the path of the top lining. Firstly, locating holes were drilled out since I had not done these before. This was an omission on my part. Referencing my library of photos, I was able to establish how these were configured for each carriage type since there was nothing written down on this subject. Parkin, however did provide close up photos of each type of bracket to guide me on the fabrication of them as previously described.

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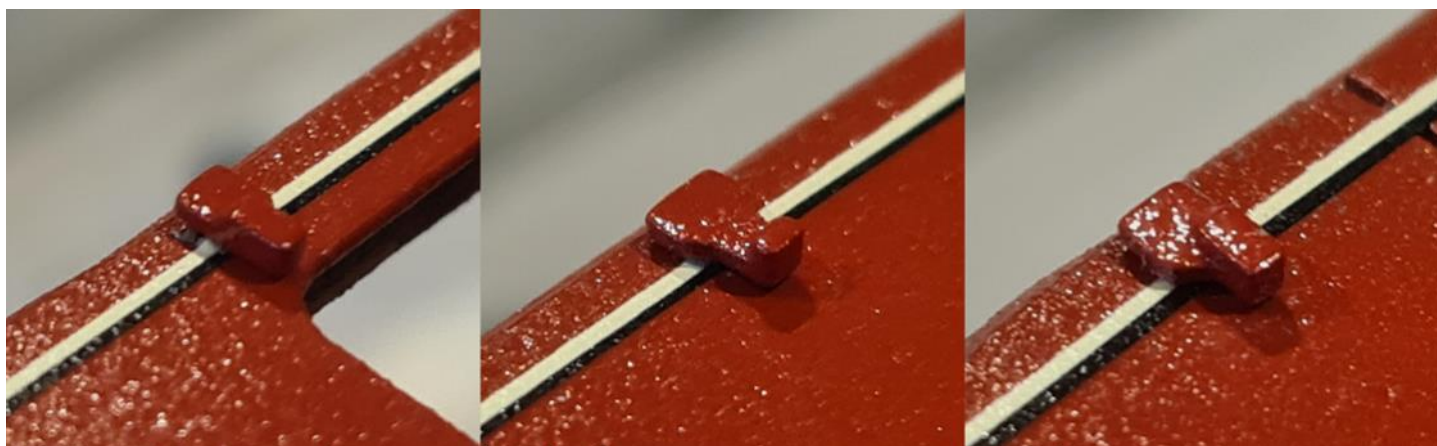
A dot of araldite was placed in each hole and the relevant bracket was fitted. A light smear of araldite was also applied to the underside of the bracket just before it was pushed home in its locating hole. Any excess was then removed with a clean cocktail stick.



*Inserting a destination board bracket*



*Moving the bracket into position, having smearing a drop of araldite underneath it. On the right, the installed bracket with the excess araldite removed.*



*Three of the four types of brackets fitted: left edge, centre and right edge. The destination boards were a standard length so that they fitted neatly onto the three brackets to hold and support them. These days, there are electronic screens on the front, sides and/or interiors of most trains that provide the necessary train information.*

## THE GARDEN WHISTLE



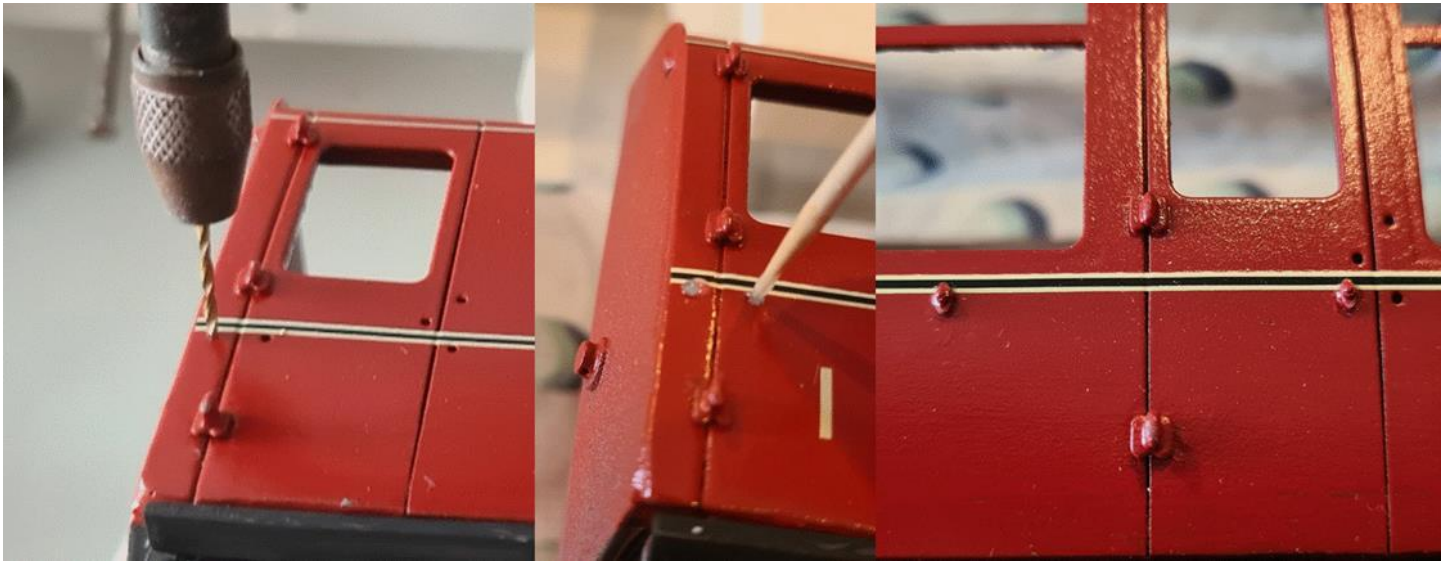
*The standard arrangement. These were placed on either side of the central door on most carriages so that each carriage could have two boards mounted on each side.*



*For the brake vehicles, where the passenger accommodation was provided at one end only, there was a different configuration where both boards were mounted immediately adjacent to one another with a double end bracket separating them as can be seen here. Obviously, baggage and the guard did not need to be told where the train was going!*

### 2.2 Door Bump stops

These similarly lie just below but interfering with the main body lining bands which were immediately above the holes already drilled out for them. Interestingly, this is an area where the preservation groups have hardly been consistent with several variations in the interaction of the bands and bump stops visible in photographs of these. Conversely for once, the evidence from photographs taken during the carriages working life shows that the position of the two items was consistent throughout as I have modelled. The bump stops were fitted in the same way as the destination board brackets detailed above.



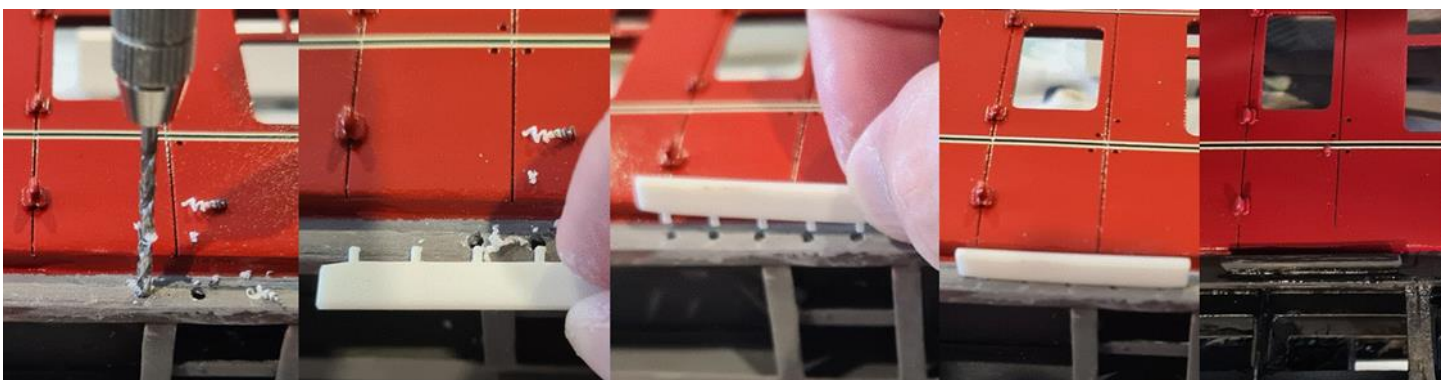
*Drilling out and inserting drops of araldite into the door bump stop holes and adding the bump stops. N.B. The observant will notice that each of the photos show a different door! The two doors on the left and centre being end doors with hinges at the carriage end are close together for obvious reasons. The more usual position is depicted on the right.*

### 3 Underframe Remedial Works

#### 3.1 Replacing the footboards

Excess material left from when these were cut off was carefully filed off ensuring that the instep of the side, which was painted maroon, was not damaged. Areas of this, that had been missed, were carefully touched up using the touch up bottle I had purchased with the two spray cans.

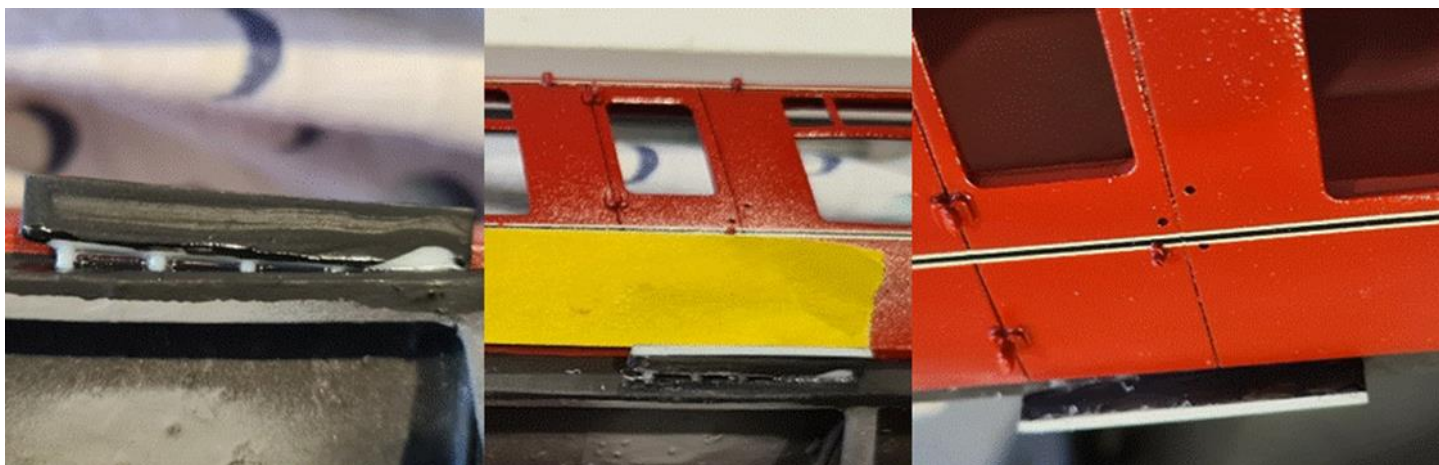
Next, the locating holes for the boards were drilled out and the sole bar of the underframe was repainted matt black. The boards were also painted before being glued in with araldite.



*The sequence of reinstating the footboards. The footboard lugs were used as a guide for drilling the holes to receive them. The boards and solebar were painted before they were glued in. The joints were repainted at the same time as the underframe was repainted. Note the maroon colour extends under the instep to the solebar.*

*One board did not fully locate when glued and went unnoticed. This had to be sanded back and the gap between the sole bar and board filled with araldite to conceal it.*

## THE GARDEN WHISTLE



*Fixing the skewed footboard. Note the masking tape to protect the carriage side whilst the board edge was being filed down to size.*

### 3.2 Replacing the guard steps

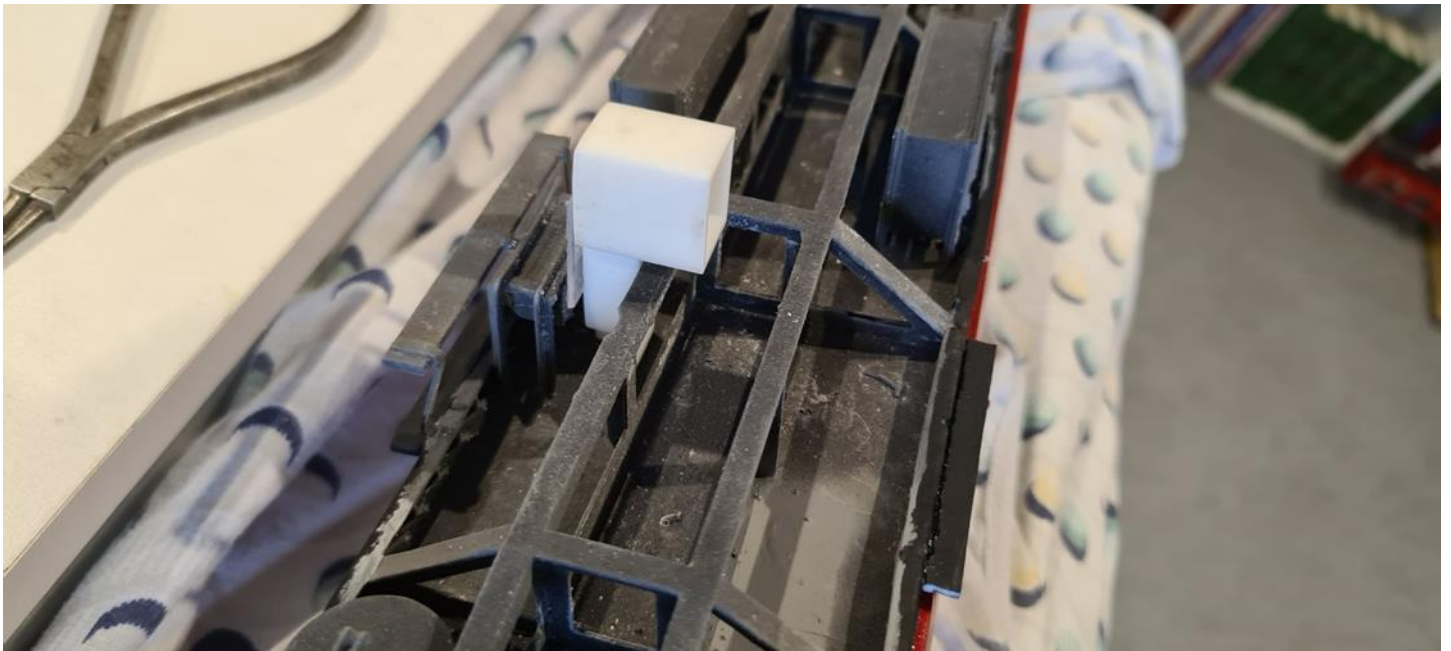
Three of these had been knocked off during the cutting out of the insteps under the guard's doors covered in part 12 of the series. They were carefully reinserted and glued back in with araldite.



*On the left, one of the missing guards' steps and on the right, reattached ready for painting again!*

### 3.3 Straightening and refixing a regulator box

One of these had been knocked sideways during the build and so was straightened up and reglued back in place.



*The regulator box has been glued back in position and is being braced with a spare connector box whilst the glue hardens.*

### 3.4 Replacing hoses

Several of these had also been knocked off during the body works. They too were replaced with new prints. These were glued into new holes drilled into the end plate of the underframe.



*Drilling out the old hole in the end plate and inserting a replacement hose.*

### 2.5 Repainting the underframes

With all the above remedial works finished, all the underframes were repainted matt black.

## THE GARDEN WHISTLE



*Unframe repainting underway.*

### 4. Conclusion



*The brake second open complete with bodyside details.*

These works completed the bodysides to a point where the last remaining external areas could be finished: i.e., the carriage body ends. This will be covered in the next part of this series. The remaining body side fittings: door handles, grab rails and hand rails will be added once the remaining interiors and roofs are finished right at the end of the build.



*A second corridor (SK) with end details added.*

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.





**15<sup>TH</sup> NZ GARDEN RAILWAY CONVENTION  
 CHRISTCHURCH GARDEN RAILWAY GROUP  
 WAITANGI WEEKEND FEBUARY 6<sup>TH</sup>, 7<sup>TH</sup> & 8<sup>TH</sup> 2026**

**NATIONAL GARDEN RAIL CONVENTION  
 2025**



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



Pirfic Station is on  
 Youtube find it  
 here:

[www.youtube.com/  
 @PIRFICSTATION](https://www.youtube.com/@PIRFICSTATION)

The November / December Garden Railroading News is available to read online, this can be found at [www.GRNews.org](http://www.GRNews.org) or

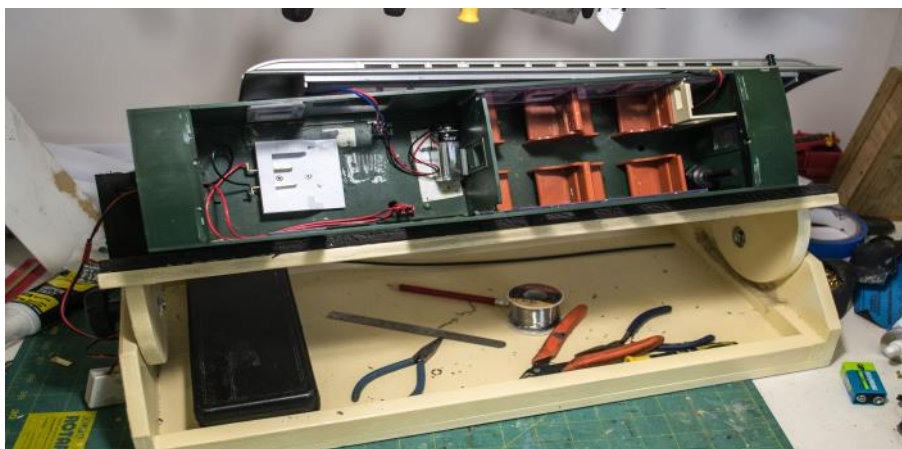
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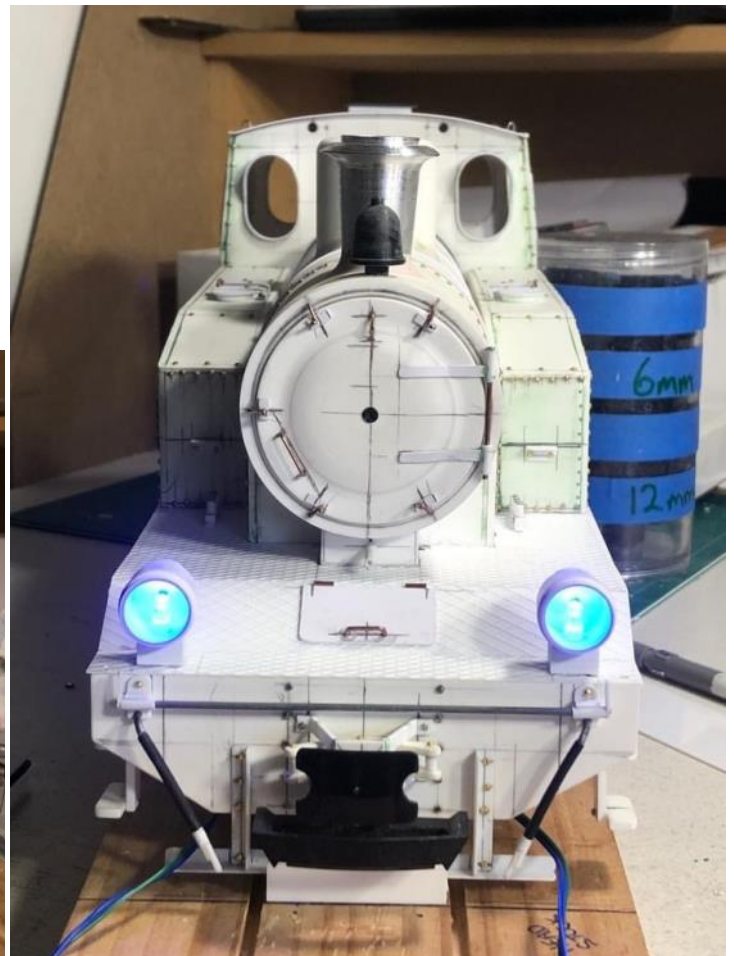
**021 264 6945**

**[cfgrms@culcreuchfold.org.nz](mailto:cfgrms@culcreuchfold.org.nz)**

## Readers Pictures

*New locomotive under construction from the Kelburn Branch Workshop, this one being the 2-8-0T locomotive 99 4801*

**Kelburn Branch Garden Railway & Workshops - Kerry Paterson.**



### Do you have an article for the Garden Whistle Newsletter?

Do you have a workbench project that might be of interest to the Members; or recent pictures of your layout improvements; or even running of your trains? Then you have material that may make a great submission to the Garden Whistle and the Editor wants to hear from you! For help in submitting pictures or text articles to the Garden Whistle, contact the Editor.

**[gw.editor@outlook.com](mailto:gw.editor@outlook.com)**

## NEXT ISSUE PREVIEW



**The British Railway Mark One Carriages 16: Finishing the Ends**

By John Boyson, Pokeno

## COMING EVENTS

March 22-24 2024 March 23-24 2024 April 26-28 2024 April 27-28 2024 May 4-5 2024 May 30-2 2024 June 1-2 2024 July 6-7 2024 August 23-25 2024 October 12-13 2024 June 18-21 2025	Mini AMRA, New Plymouth Nelson Model Railway Show, Stoke Nelson 2024 National Convention NZAMRC Northeast Large Scale Train Show, West Springfield MA USA Dunedin Model Train Show, Mosgiel Midwest Garden Railroad Gathering, USA Hastings Model Train Show Ashburton's Model Train Show, Tinwald Southern Regional Garden Railroad Get-Together, USA The Big Train Show, Christchurch 40 <sup>th</sup> Garden Railway Convention, Sacramento CA, USA
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Do you know of an event?  
 Contact the Editor to include in the next  
 Garden Whistle newsletter  
[gw.editor@outlook.com](mailto:gw.editor@outlook.com)

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Contact Chris [cdrowley@xtra.co.nz](mailto:cdrowley@xtra.co.nz)

<b>Club Meeting</b>	<b>Club Contact</b>
<p><b>February 11th (Sunday) 2pm</b></p> <p>Ray Williams Railway, 5 Broadview Place, Howick.</p> <p><b>No track power so battery or live steam trains</b></p>	<p><b>Auckland:</b></p> <p>Auckland Garden Railway Society Inc Club Contact: Email: <a href="mailto:grahamclannz@xtra.co.nz">grahamclannz@xtra.co.nz</a> Robert Graham, Ph: 09 600 2157</p>
<p><b>Running Days/Meetings cancelled until further notice</b></p>	<p><b>Waikato:</b></p> <p>GROW: Garden Railway Operators of Waikato. Club Contact: Email: <a href="mailto:sandnlipsey@gmail.com">sandnlipsey@gmail.com</a> Stefan Lipsey, PO Box 612, Waikato Mail Centre, Hamilton, 3240, Ph: 07 859 3650</p>
<p><b>February: TBA</b></p>	<p><b>Wairarapa:</b></p> <p>Wairarapa Garden Railway Group. Club Contact: Email: <a href="mailto:Lloyd.dickens@wise.net.nz">Lloyd.dickens@wise.net.nz</a> C/- Lloyd Dickens, 55 Titoki Street, Masterton. Ph: 06 370 3790.</p>
<p><b>February: TBA</b></p>	<p><b>Wellington:</b></p> <p>Wellington Garden Railway Group. Club Contact: Email: <a href="mailto:bilthompson@xtra.co.nz">bilthompson@xtra.co.nz</a> Coordinator: Brent Thompson, 6 Bodmin Terrace, Camborne, Ph: 022 619 4006</p>
<p><b>February 18th (Sunday) 1.00pm</b></p> <p>Kabita and David Whale's Collins Creek Branch Railroad 81 Collins Rd east, R.D. 7672, Lincoln</p> <p>No Track power, Battery or Live steam only.</p> <p><b>March 16th &amp; 17th (Saturday &amp; Sunday)</b> Jim Staton's Railway, Hokitika weekend</p>	<p><b>Christchurch:</b></p> <p>Christchurch Garden Railway Group: Club Contact: Email: <a href="mailto:2days61@gmail.com">2days61@gmail.com</a> Secretary: David Day, 61 Carnarvon Street, Linwood, Christchurch. Ph: 03 981 4424 President: Bill Stanley, Ph: 027 282 4244</p>



# All Aboard 2024

April 26 -28, 2024

Corban Estate Arts Centre, West Auckland

Newsletter 1

The 2024 national convention for the New Zealand Association of Model Railway Clubs will be held April 26 - 28, 2024, at the Corban Estate Arts Centre. The centre is in the heart of West Auckland on the historic grounds of the former Corban Estate Winery. The convention is being hosted by the Western Districts and City of Sails model railway clubs and is intended for modellers of all prototypes.

The convention will have layout tours, clinics, AGMs, SIG meetings, a convention dinner and the NZAMRC model competition. There will also be a modelling challenge sponsored by the Australasian Region of the National Model Railroaders Association and at least one operating session.

The local organising committee looks forward to meeting you at the convention.