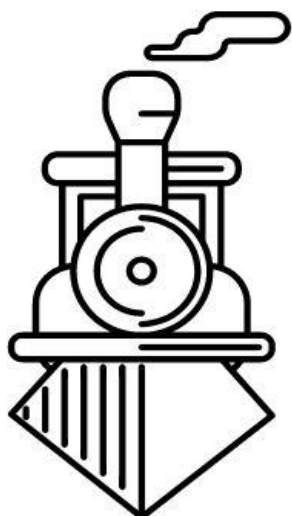


# THE GARDEN WHISTLE

NEW ZEALAND LARGE SCALE NEWSLETTER



**JUNE 2022**



# THE GARDEN WHISTLE

NEW ZEALAND LARGE SCALE NEWSLETTER

June 2022

## Contents

### In This Issue

- [26 Readers Pictures](#)
- [35 Workbench Projects](#)
- [37 Coming Events](#)
- [38 Advertisers](#)
- [39 Club Meetings  
& Contacts](#)
- [40 Classifieds](#)

### This Months Features

- [3 Wairarapa Garden Railway Group Meeting](#)
- [5 From the workbench - Michael Hilliar](#)
- [8 Auckland Garden Railway Society Meeting](#)
- [14 From the workbench - Ian C Galbraith](#)
- [18 Christchurch Garden Railway Group Meeting](#)
- [27 NZ Garden Railway Convention update](#)
- [28 A Funicular Garden Railway \[Part 1\]](#)

[Cover photo](#) — Lots of action on the jetty as Kabita Whale's Mogul passes by.

Photo supplied by — Photo 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)



## Wairarapa Garden Railway Group Meeting

Article and Photos Lloyd Dickens

### Brendon Clarkes Running Day

Brendon lost his first running day when he and his family got Covid. So we rescheduled it for mid May. We knew the weather would be problematic but still we hoped.

We arrived to a dry but cool afternoon and started running. Well we tried, two of us had battery problems. My Isle of Man Mannin Locomotive did not want to stay on the track. I suspect the front Pony wheels are out of gauge. I then switched to my Backup the Harlect Castle but that lasted all of two minutes, I for got to charge it.

Peter Milburn also had battery problems, believed a battery left its holder.

That left Murray and Brendon Clarke to run.

Afternoon tea was quickly arranged as Brendon had been watching the sky.

Soon it was raining and I was home by 3 pm.

That was the end of our Summer or Out door season. A wet one where our grass needed mowing every week though out summer.

**Lloyd Dickens**



*Brendon's new locomotive.*



## THE GARDEN WHISTLE



*Lloyds Isle of Man Mannin Locomotive and 4 wheelers.*



*Lucus and Murray Clarke plus Peter Murray and Peter Milburn.*



## From the workbench

Photos and article - Michael Hilliar



### Mike's Sandy River coaches.

In the November issue of the Garden Whistle, I did an article on the Sandy River and Rangely Lakes coaches that I was building for my still to come Roundhouse S.R.& R.L. no24 which I am expecting to be delivered around July/August.

Progress on this train has been steady over the past six months alternating between the passenger and the freight cars on which I will do an article for next month's Garden Whistle. I have also spent time over the summer working outside on my Rockwood Gorge.

I made a major mistake with the coach roofs, so I sidelined that side of the project for a while and turned my attention to the six freight cars. I have since realigned the windows with the top lights on the roofs and have completed that part of the project.

Most of my projects come to a halt at the painting stage, as I have a fear the paint will run etc. etc. and that I won't get that quality of finish I want. This happened with the final coat, when I was applying the clear satin coat to seal the decals and to tone down the gloss finish, I got a bad reaction in some places. After a few bad words I gave the affected area a light sand and with a touch up job most won't notice. That what's great about our scale, although it's a good size we don't generally get up close. The coach sides and roof were painted using rattle cans. The roof is a red oxide from the big hardware shops and the green was made up from the local car paint shop. Whether I have the correct shade of green I don't know, but I borrowed Greg's Bachmann S.R.&R.L. coach as a guide. In the pictures the colour has been brightened up a lot by the low winter sun which has made the red oxide roof a lot brighter than it really is.

For the inside and underneath, I go to the other end of the paint quality and use Resene test pots. There is a great choice of colours and it's just easy to brush it on.



## THE GARDEN WHISTLE

There is still a bit more detail work to be done like the radiator roof tanks and paint touch up to the inside window panels etc. I am quite happy with these conversions originating from a standard 1.22.5 Bachman three-foot gauge Jackson and Sharp passenger car into a 16mm representation of a SR&RL two-foot gauge one. At present I am working on the freight cars; three box cars are still in the workshop. I have again used Bachmann but have fitted as many SR&RL features as I can to make them as authentic as possible.

The decals were done by Stan Cedarleaf who used to advertise in our Garden Whistle but sadly, has now passed on. I have used Stan's decals quite a lot for many projects. and fortunately received these just before his demise. I was just about to order some more for the next project; does anyone else know who can do decals like Stan could?

Michael, Here is a couple of available USA sites:

<https://www.gscalegraphics.net>

<https://sanjuandecals.com>

Or I believe some NZ members are getting into making their own so watch this space.









## Auckland Garden Railway Society Meeting

Report and Photos - Robert Graham



### Auckland Garden Railway Society May 2022 meeting

Our May meeting was on Saturday 28 May at John Reinecke's Stuarts Town railway in Greenhithe. We were blessed by sunny dry weather, perfect for running trains.

The Stuarts Town railway runs around the back yard which is elevated above a patio area. Some of the railway runs along the top of a retaining wall and then it loops around past a water feature to then run along the next to back boundary. It then turns back and runs down the side of the house to a balloon loop which turns the track back to link up to the portion on top of the retaining wall. The four track main yard sits on top of the retaining wall. Three tracks are reserved for setting up trains and lighting up the live steamers leaving one track as a through track. As the back yard area is raised up above the patio level John has cleverly used elevated boards to take the track over the water feature and for the balloon loop. The sections of track on the elevated boards can be disconnected and packed away when the track is not in use.

John had recently done some work on the railway to ease the grade at one end. He has lifted a section of track onto boards attached to the boundary fence to create a longer and more gentle gradient for trains running down to the balloon loop. The Stuarts Town railway does not have track power so it is limited to just battery or live steam loco's. He also has used code 250 track instead of the normal LGB code 332 track but this didn't cause any problems for the trains running on the day.



Hugh Keal turned up with one of his live steam locos but found he couldn't run it due to a technical problem with the remote control. John ran his Roundhouse live steam Fowler loco which he has modified to a 2-6-2 tender loco to represent a South African prototype. John also has a live steam NG16 Garratt which was made by Aster for Accucraft trains. John picked this up off an American visitor to the last Auckland convention and it is an absolutely beautiful model.

Michael Brannigan ran his battery 2-6-0 tender loco and Robert Graham ran his Accucraft Baguley diesel and Mamod steam tram (sorry I don't have any photos of these trains running as I was busy running them). Due to the grades on this line the trains have to be actively driven putting power on for the climbs and easing off for the down hill runs.

We had a lovely afternoon running and talking about trains with the only interruption being a delicious afternoon tea laid on by Candy Reinecke. On behalf of the Auckland society I would like to thank John and Candy for a wonderful afternoon.



*Hugh Keal demonstrating the preparation of a live steam regime to a visitor.*

Our next meeting will be at Michael Hilliar's railway on Saturday 25 June or if wet on Sunday 26 June. I am looking for meeting hosts for the rest of this year and I can be contacted on 021 529 015 or 09 836 0900 or send an email to me at

[robert.graham@aucklandcouncil.govt.nz](mailto:robert.graham@aucklandcouncil.govt.nz) or [grahamclannz@xtra.co.nz](mailto:grahamclannz@xtra.co.nz)

Take care and keep on steaming

Robert Graham



## THE GARDEN WHISTLE



*Fowler live steam locomotive.*



*Garrett in action.*





*Fowler loco on the down hill run.*



*Live steam NG16.*



## THE GARDEN WHISTLE



*Track workers on the Stuarts Town railway.*



*Garrett on elevated portion of track.*





*John prepares his Fowler Loco.*



*Fowler Loco.*



## From the workbench

Photos and article - Ian C Galbraith

### REVOLUTION RECIEVER MOUNTS

In early 2009 I conducted my first installation of a Revolution receiver. This was in an LGB Forney. Track power was still in use and the installation was not all that was expected as interrupted pickup caused the receiver to stop working. (This was solved later by the manufacturers providing a capacitor to carry the loco over “dirty” rail). In my case, I chose to convert to battery power. I installed 16 AA NiMh 2500Mah cells in the combine I ran behind the Forney. What a blast. No more intermittent running. Running time was around four hours. Since then, I have conducted another eighty-nine installations, including one in Wyoming, USA, following the Garden Railway Convention in Denver.

The original Revolution receiver was designed as a plug and play device for locomotives that were R/c ready. The receivers were sold with a terminal board for non-plug and play situations. The terminal board, mounted using double sided foam tape, only supported the receiver on one end, leaving the other “floating. This end was supported by the foam packing that came with the receiver. Not fancy, but it sufficed, in most cases.

The new generation of receivers has the terminals integral on the board, while still having plug and play capability. How to mount the new board in non-play and plug situations? The packing foam, protection for the 12 and 10 pin contacts, could be held in place in a locomotive with double sided foam tape. While the tape works well, a better solution was sought. With a little bit of thought, a mount was drawn up on Fusion 360 and 3D printed. This “socket” could be held in place with double sided tape or with two 2.5mm machine screws. A sample was printed and after some tweaks a last version was produced and installed in the tender of a PIKO Mogul locomotive.

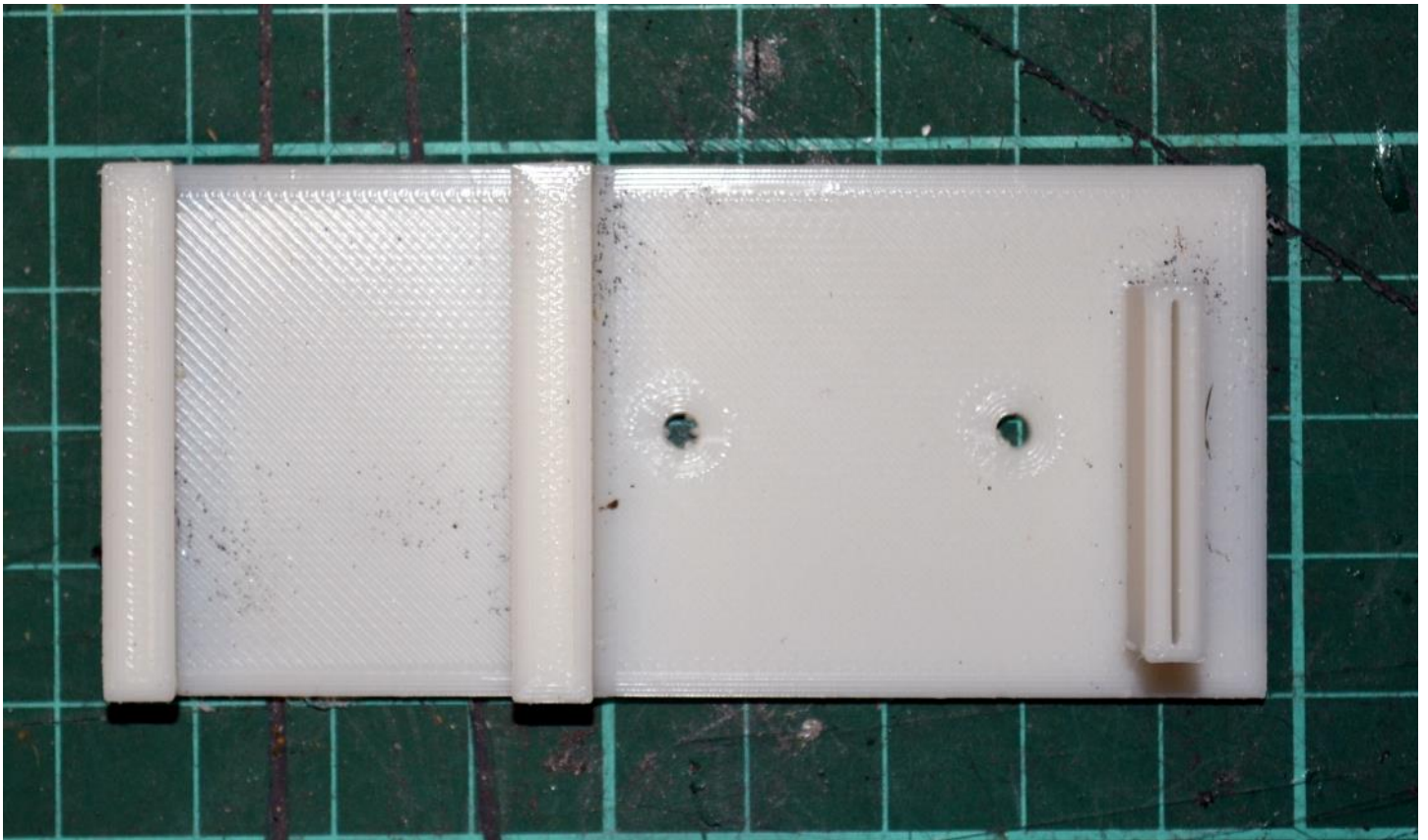
As this was successful, thoughts turned to the original design receiver. Further drawing and printing produced a base that the terminal board would slide into while the other, ten pin, end was supported by the dummy socket. This mount may be held in place either with two M2.5 screws or double sided tape.



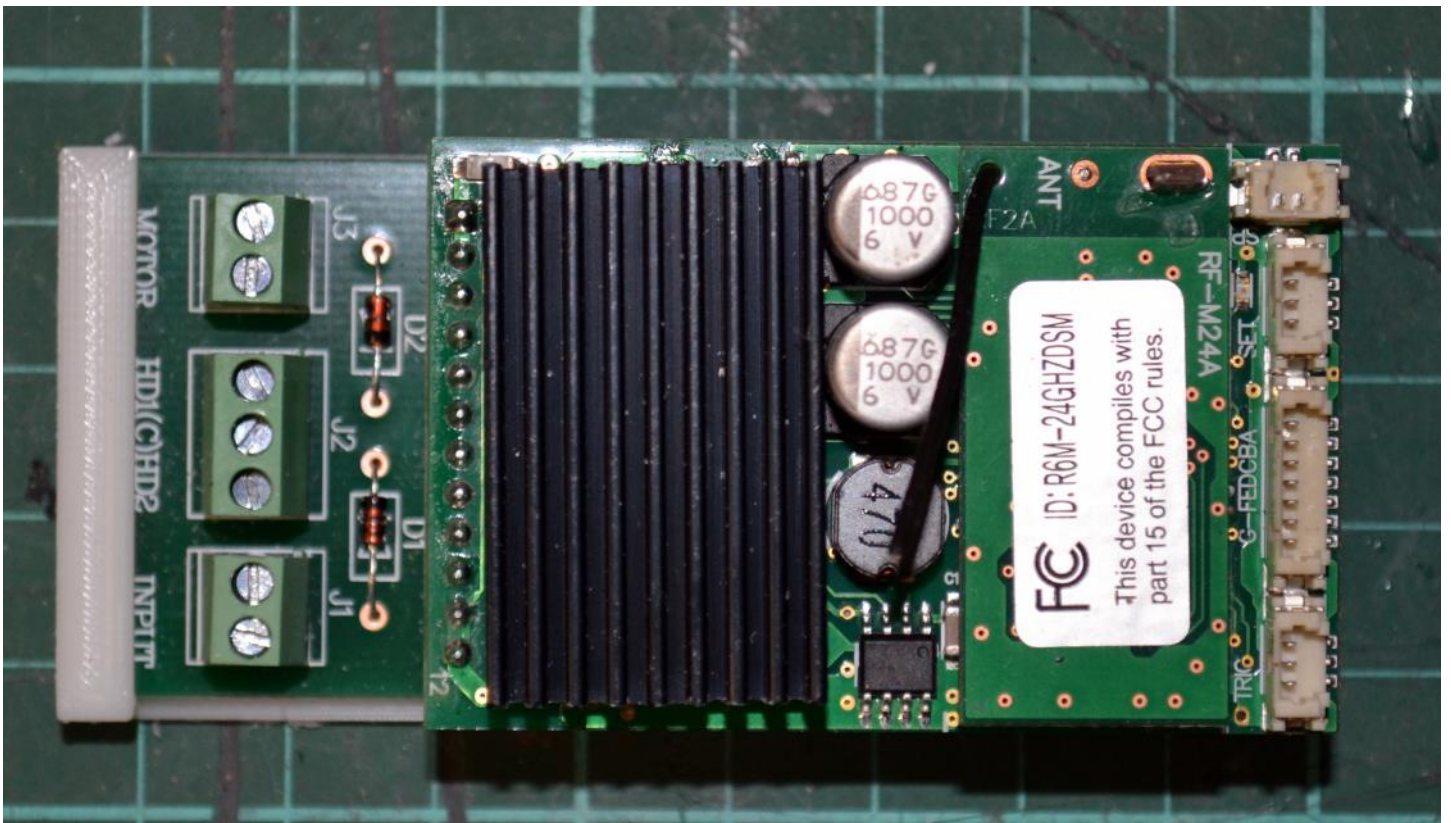
Revolution 57202 Receiver



# THE GARDEN WHISTLE



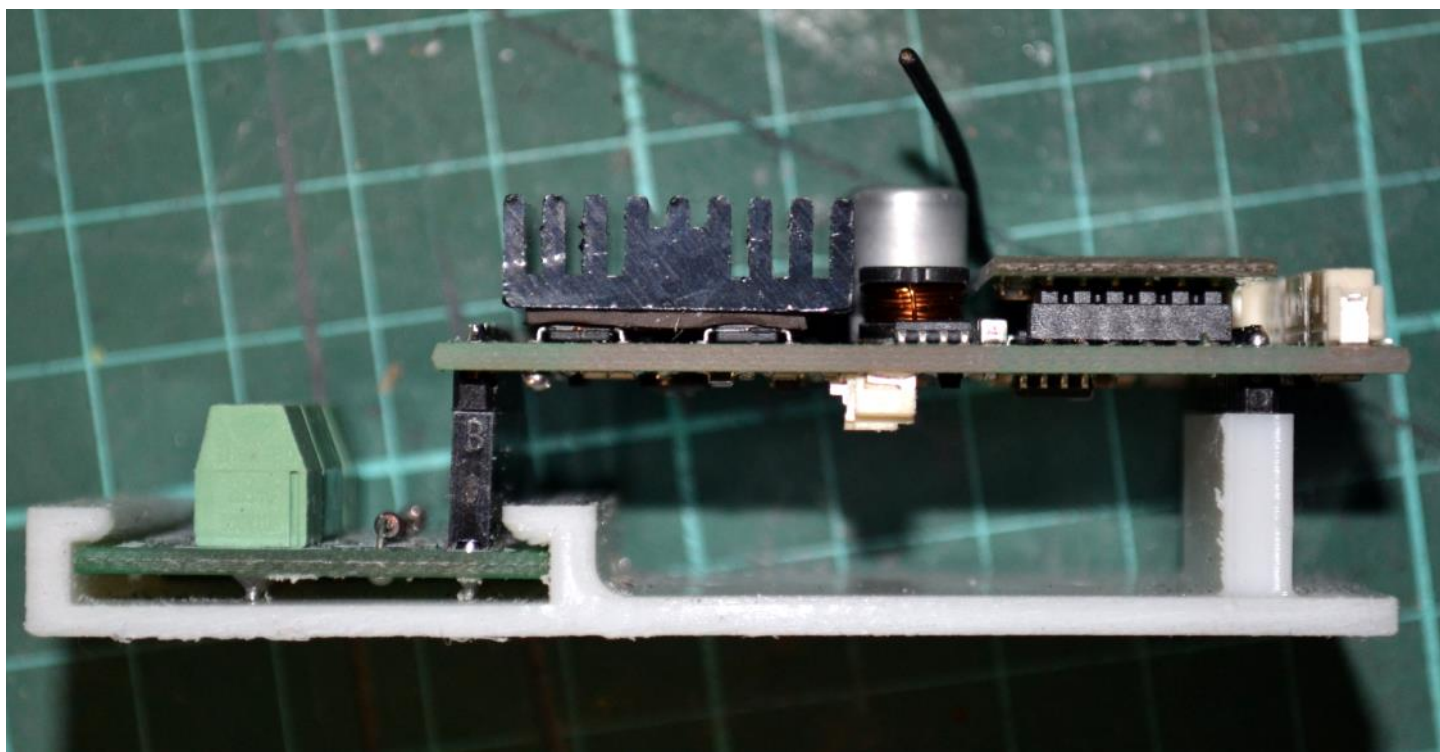
*Revolution 57002 Printed Mount*



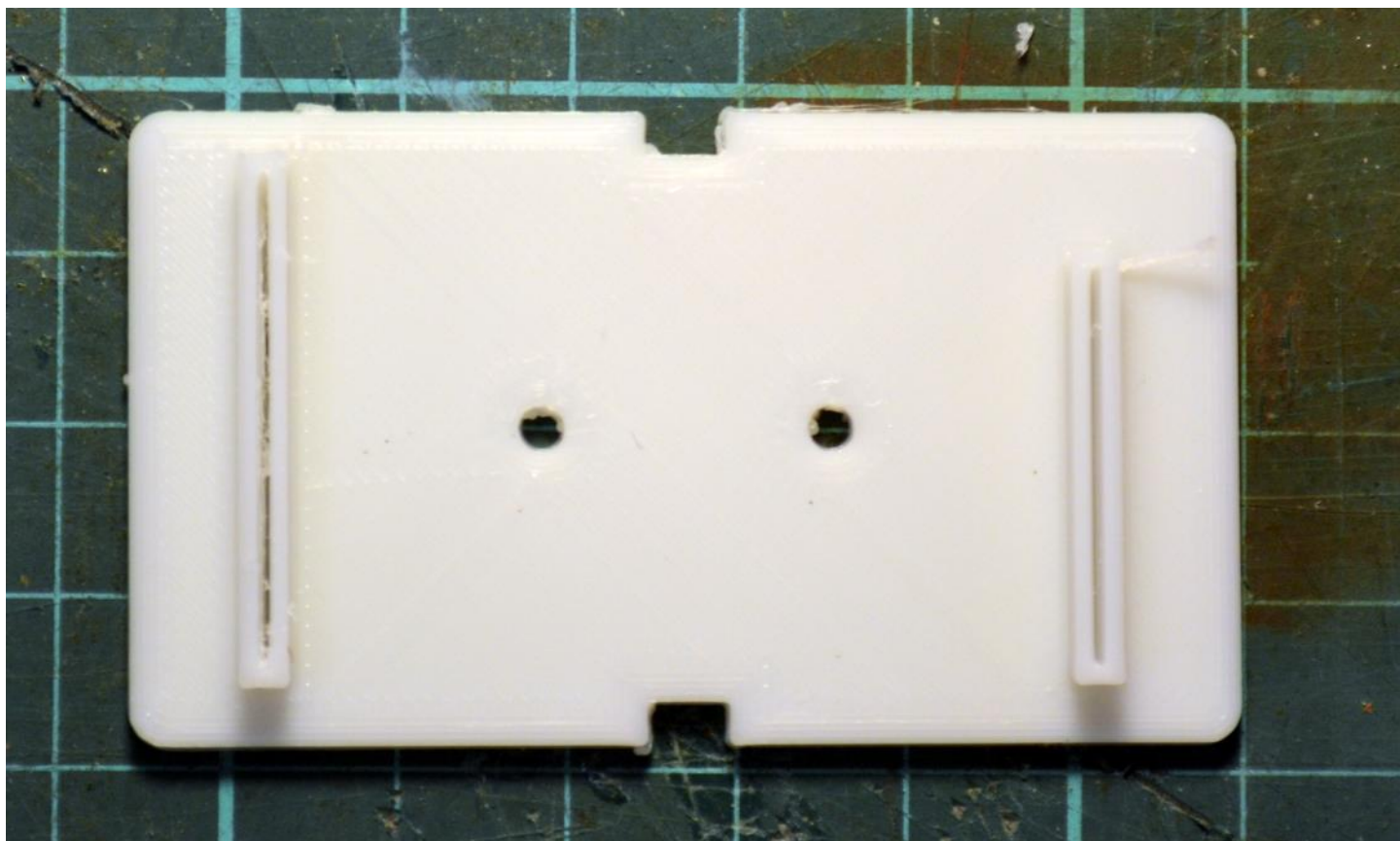
*Revolution 57002 In mount.*



## THE GARDEN WHISTLE



*Revolution 57002 Mounted, side view.*

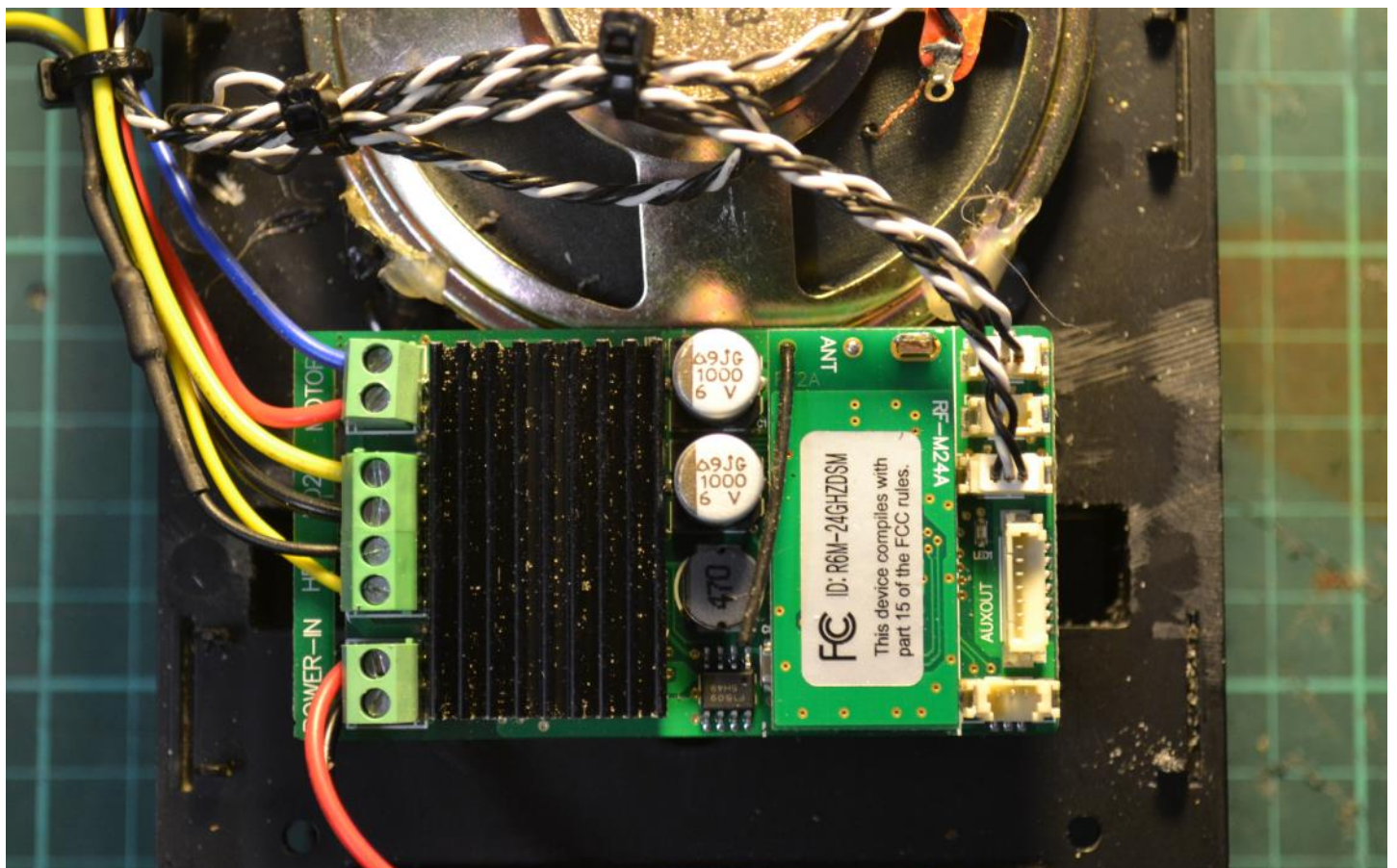


*Revolution 57202 Printed Mount.*





*Revolution 57202 Mount in loco tender.*



*Revolution 57202 Mounted*



## Christchurch Garden Railway Group AGM Meeting

Report - Editor, Photos Ian Galbraith

The AGM was held at the Rod benders Club Rooms, Waterloo Rd Hei Hei on the 1st May 2022 this also included buy / sell tables.

Only 14 members were in attendance, Dave thanked the two ladies, Ann Galbraith & Pauline Day who fed & watered them at the meeting.

Election of Officers for the 2022/2023 year are as follows:

President: Bill Stanley

Secretary / Treasurer: David Day

Committee Members: Iain Collingwood, Andrew Hamers, Kabita Whale, Andrew Wilson, Brian Allison.

Editor of the Garden Whistle: Iain Collingwood.



*Don Ellis and Bill Stanley in discussion.*





*Some of the items on the buy / sell tables.*





## Christchurch Garden Railway Group Meeting

Report - Bill Stanley, Photos as credited



CGRG running day at Karl Arneson's Mt Catt and Jessie Fails Railway 22.5.22

Following a postponement and rain delay from May 15th. Karl said bring it on and I will arrange the weather for next weekend. WOW, bright sunshine, blue sky, no wind and moderate temperatures provided fantastic conditions for a good turnout at Karl's Mt. Catt garden railway. Several club members ran their own locos and rolling stock as the pictures show. A very nice afternoon tea was provided and enjoyed in the sunshine. Many thanks to Alison, Karl and the team for a great day in the sun.



*Mt Catt Station - Photo Bill Stanley.*





*Passenger train stopped at Jessie falls - Photo Bill Stanley.*



*Ian Galbraith's MOW train with new decals - Photo Bill Stanley.*



## THE GARDEN WHISTLE



*Karl's passenger train exiting the tunnels - Photo Andrew Wilson.*



*Karl's Freight train crossing the bridge - Photo Andrew Wilson.*





*Discussions outside the gas station - Photo Bill Stanley.*



*Douglas Wall's Rogers loco passing through Jessie Falls Station - Photo Bill Stanley.*



## THE GARDEN WHISTLE



*Trains passing Jessie Falls Township - Photo Bill Stanley.*



*A-B-A Locomotive set waiting for a clear line to proceed - Photo Bill Stanley.*





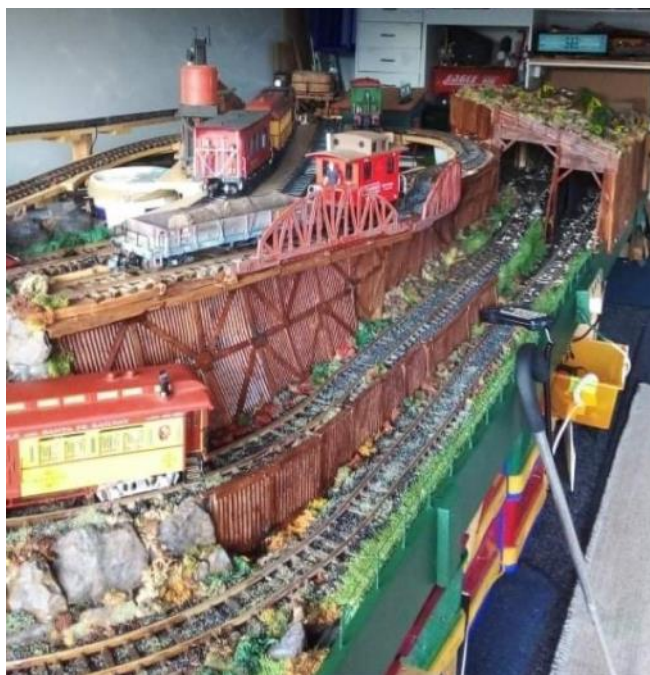
*Karl's freight train passing through the tunnels - Photo Bill Stanley.*



*Douglas Wall's Rogers Locomotive passing the engine shed - Photo Bill Stanley.*



## Readers Pictures



Photos showing the progress of the Moose Rail Co Railway, Murray has been re-building his layout after moving to a retirement village.

**Moose Rail Co, Murray Stevens**



### Peace Train

I am the driver trainer for the new Peace Train donated by Yusuf Islam better known as Cat Stevens to city of Christchurch.

I have about 50 drivers to train (pun intended), it is very easy to drive, it is the setting up that's awkward.

With me in the Photo is Rashid, my first trainee and driver of the first official train. He lost his son in the incident at the Mosque, I used to work with Rashid, a most excellent fellow.

The Peace train will be giving free rides around south Hagley during the Summer and other special events around the city

**Andrew Wilson**



# 13th New Zealand Garden Railway Convention

Auckland, New Zealand - 4, 5 and 6 February 2023

## Update number 1

Hello everyone, the Auckland Garden Railway Society would like to invite you to come to Auckland next Waitangi weekend and join us for the thirteenth New Zealand Garden Railway Convention Saturday 4, Sunday 5 and Monday 6 February 2023.

The venue is yet to be confirmed but I can confirm that it will be in west Auckland. There will be provision for trading tables at the convention venue and I hear that people are already looking to see what they have to sell at the convention

Saturday morning we will have presentations and workshops at the venue and then after lunch we will head out to visit the southern based garden railways. We will finish the day with a BBQ dinner Saturday evening.

Sunday will be visits to garden railways on the north shore and out west. In the evening we will have the conference dinner at the venue.

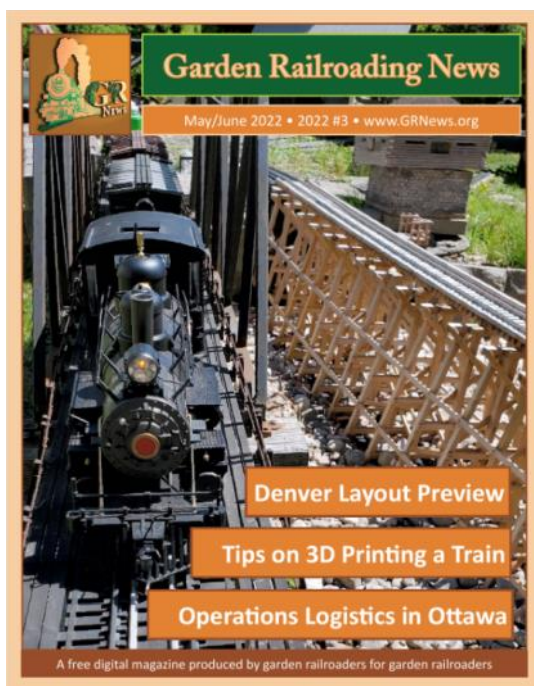
Monday morning will be back at the convention venue for some more workshops and we will finish the convention with a visit to the Motat (Museum of Transport and Technology) rail section.

We have set up a convention email which is [nzgardenrailwayconvention@gmail.com](mailto:nzgardenrailwayconvention@gmail.com). The convention registrations will open closer to the end of the year and we will send out further updates as planning progresses.

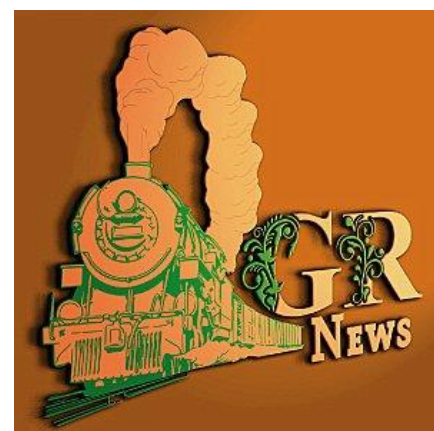
Don't forget to check our Face book pages for updates about our activities  
<https://www.facebook.com/aucklandgardenrailwaysociety/>

See you next February

Robert Graham President Auckland Garden Railway Society



The May / June Garden Railroading News is available to read online, this can be found at



[www.GRNews.org](http://www.GRNews.org) or [Click here to view the current issue.](#)



## A Funicular Garden Railway [Part 1]

Article by John Carmichael , Tucson AZ

### A Funicular Garden Railway

**It all began in 2010** when I finally had the time and resources to pursue a dream that started in the 1980's when I learned about garden railways. I wanted to make one. The internet and magazines taught me enough to get started. It was important to me as a horticulturalist to emphasize the garden part of a garden railroad. I designed the longest mainline that would fit in the available space at my home in Tucson AZ without interfering with the largest plants. We named it the Cholla Patch Railroad because of the abundance of cholla cactus. The result is a mostly trestle elevated pretzel shape design - like a dog bone folded back on itself. There's also a trolley line. Between the tracks I made "rock islands" of native Catalina rocks and exotic desert plants, only leaving narrow foot paths next to the tracks for accessing the railroad. The hundreds of little people who inhabit the area have learned to coexist with the giant thorny plants and have even built a treehouse complex and other structures in them! There are vignettes everywhere. I tell the kids that the little people come alive at night. It's a little bit like a Twilight Zone episode when you see how the little people interact in a world of giant plants and animals.



By 2019 all the blank spaces had finished rock islands except for the biggest island north of the treehouse near the center of the railroad. Something special had to go there. I had several ideas, but none of them were that great. Then, I stumbled across a video of a funicular, often called an "incline" in the eastern US or a "cliff railway" in Britain. I had never heard of them before since there are few in my country. They're wonderful!



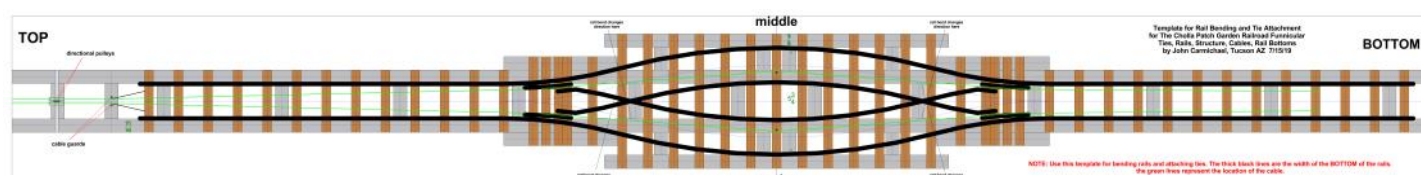
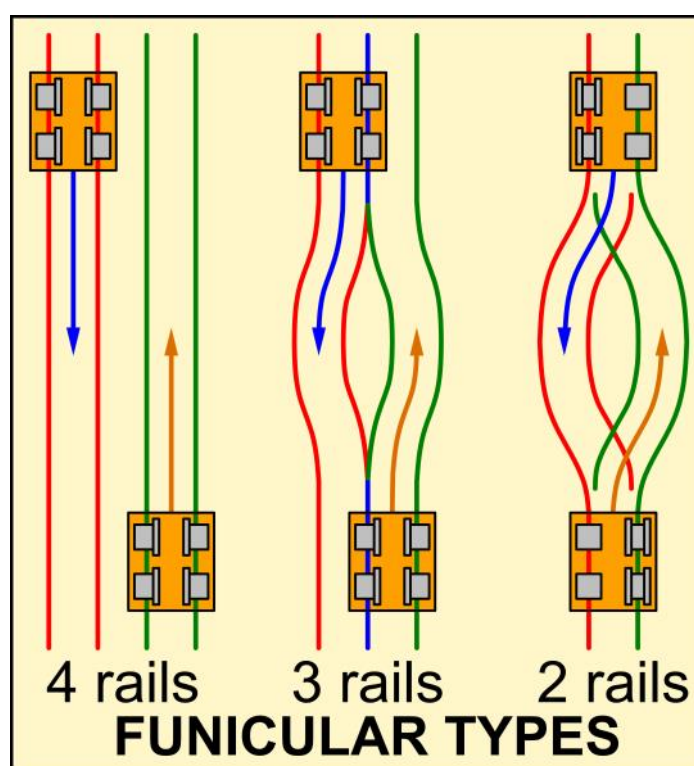
## THE GARDEN WHISTLE

In the 1820's, the mining industry used the first simple versions. Passenger versions began appearing in the 1850's, and many have been built since then. New ones are still being built. Long ones can travel over two miles and reach fantastic heights. Tourists love them, so they are big money makers.

Merriam Webster says the first use of the English word funicular from the 1600's originally meant "relating to a cord under tension." All funiculars have two cars of nearly equal weight which are connected to each other by hooks and a single long cable. They move people and freight up and down inclines as steep as 45 degrees. Like ski gondolas, the cable goes around a large pulley at the top of the incline. Nowadays, most are powered by an electric motor connected by reduction gears to the large pulley (called a "drive wheel"). The great thing about this arrangement is that the cars balance each other so the motor has little lifting work to do. Some of the old Victorian ones used water to fill a tank beneath the floor of the car in the upper station. The added weight causes the heavier car to go down and the other car to go up. When the heavier car reaches the bottom, the water drains out and the process is repeated. A brakeman and braking system is needed on most full-size funiculars and on all water-driven ones to slow the stop.

### There are three basic types of funiculars

that differ only in track design: two rails, three rails, and four rails. The earliest ones were four rail (two track) funiculars, but they are the costliest to build because rails are expensive, they take up a lot of space, and they need double stations. More advanced three rail funiculars are less expensive but a little harder to build because they require a passing switch. The least expensive is the modern two rail funicular. They use less iron rails, don't need double stations, and occupy less real estate, but have the harder to build passing switch. This unique type of funicular was invented in 1890 by Swiss engineer Carl Roman Abt (1850–1933) for the Giessbach Hotel funicular which is still in operation. It was made possible by his innovative and revolutionary ABT passing switch - the only railroad switch without any moving parts! Abt called it the "automatic turnout" solution. It became an instant success and most funiculars constructed afterwards use the ABT design to this day.



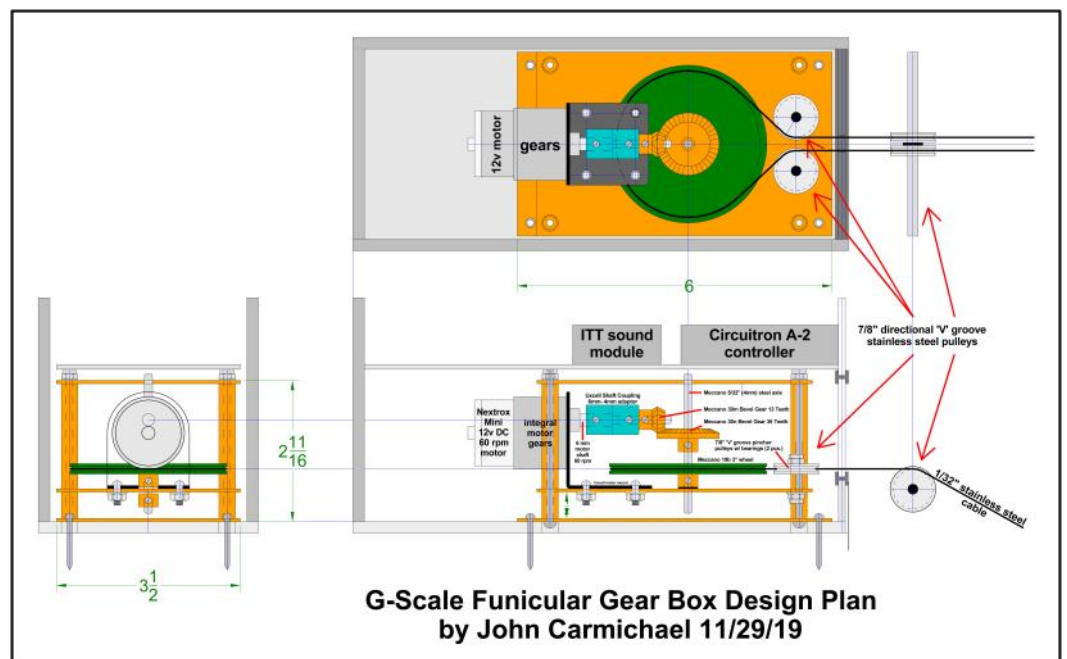


## THE GARDEN WHISTLE

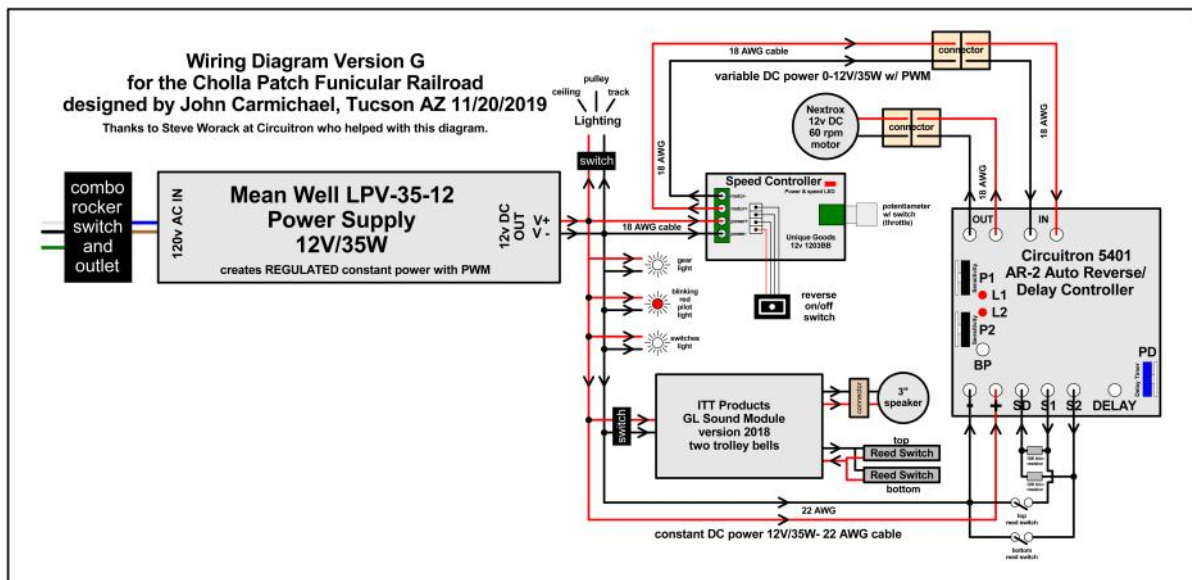


## Design &amp; Construction:

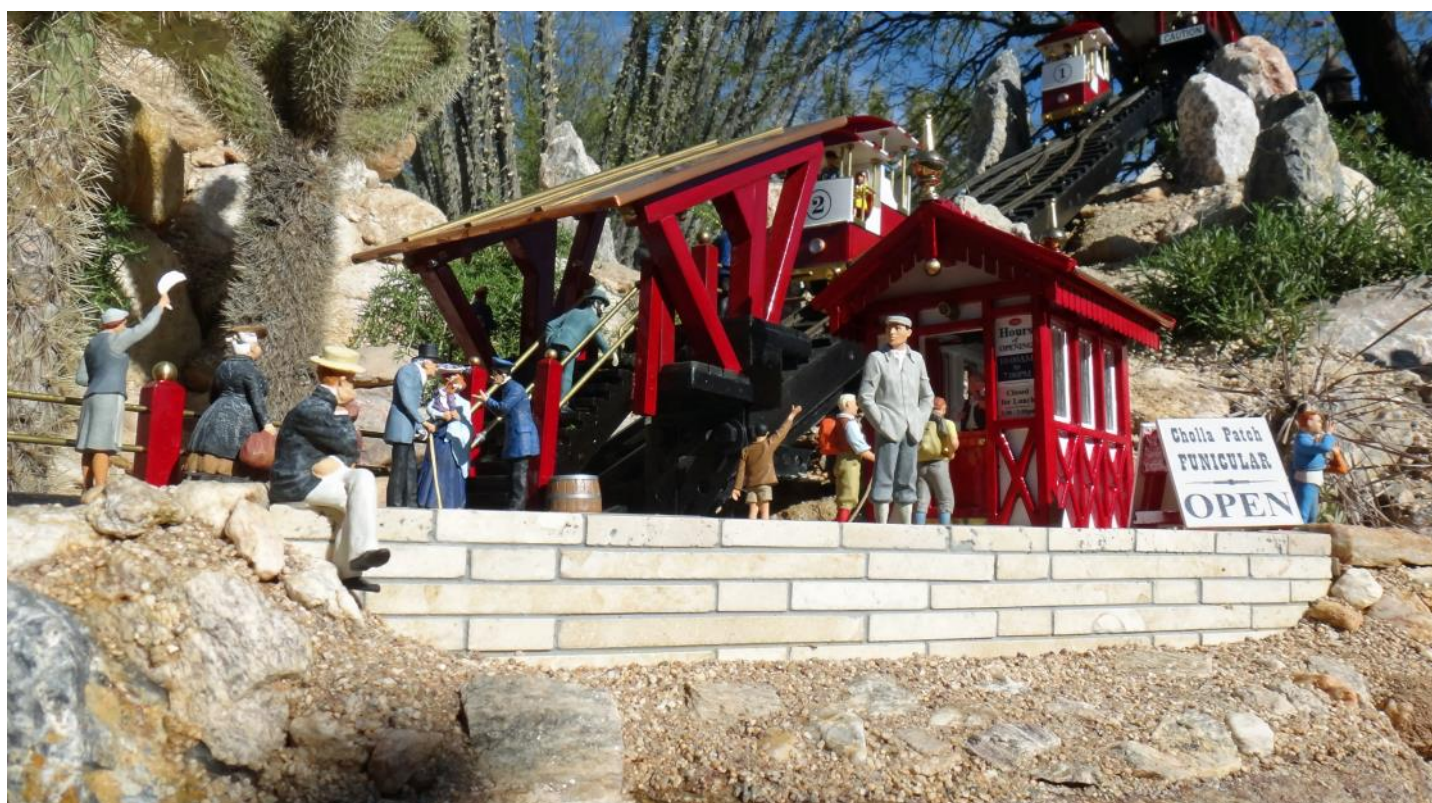
A g-scale funicular of any type would be a fantastic addition to the existing railroad area, but there was little information available online or in magazines. I was on my own. I used old photographs and videos, common sense and experiments to design and build the track and other elements. The design required precision and CAD drawings to



create. After two months of research and design, construction began and had to be equally precise. For example, the split-level cars had to stop exactly in line with the split-level boarding platforms, and the cable hooks had to pass through the exact center of narrow cable gaps in the switch.





[illegible]



## THE GARDEN WHISTLE



**Funicular's Features:** My funicular is a two rail version and features the innovative ABT passing switch. It was partially inspired by a video made eight years ago by a man and his grandson in Barcelona Spain who made a demonstration model of a similar G-scale funicular modeled after the Horseshoe Curve funicular in Pittsburgh.



## THE GARDEN WHISTLE



Their demonstration model was a little “rough around the edges” and not weather-resistant, so it never was installed outside. But it proved to me that a two rail G-Scale funicular was possible. I copied their use of an old 3" Meccano 19b "V" groove pulley for the cable drive wheel. I could not find a better 3" "V" groove pulley anywhere. G-scale funiculars are rare because most people don't know what funiculars are, and they are hard to build. The models that do exist are the simpler four rail type. Apparently,

my two-rail ABT funicular is the first one in the world that's installed as a garden railway. It has automated station stops with programmable timed delay and auto-reverse. Speed is adjustable with a throttle, but I usually keep it at a prototypical speed of 3"/sec. It has an automatic warning



bell just like the real ones, and extensive car and structural lighting. The controls are conveniently located on the outside covered rear of the Gear Room.



## THE GARDEN WHISTLE

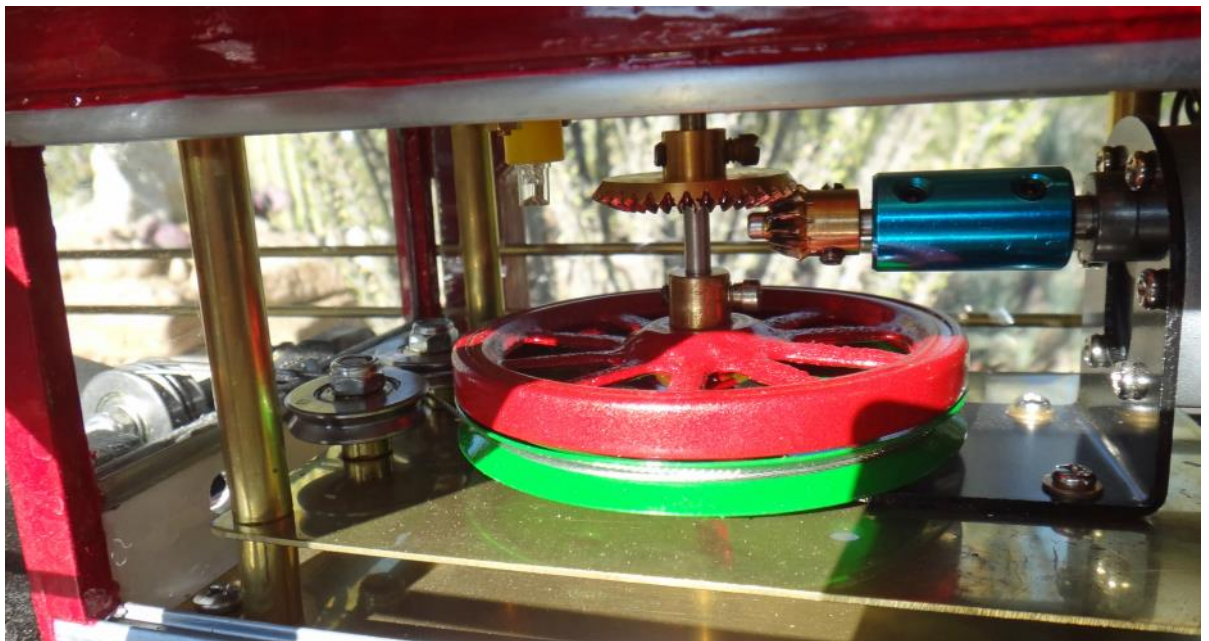
The ties and road bed are made from redwood, reinforced underneath with 1 ¼" angle iron. Although not needed for normal stopping, there are wood and brass bumpers at both ends which are only needed in an emergency such as a disconnected cable. For emergencies, I put two compression springs on the lower bumper to protect a car if it falls down. The rails have brass wheel stops in the upper station dock to prevent accidental upward movement in case the controller doesn't stop the motor when it should. Thank goodness, neither of these scenarios has ever occurred during normal

operation. The cable is 1/32" marine grade highly flexible stainless steel cable. The directional pulleys are stainless steel with ball bearings. And the gears are solid brass and beveled. Meccano makes the best solid brass gears I could find. I used a small Nextrox 60 rpm high torque 12 volt motor



with an internal gear box which simplified the brass gear box design so that I only needed two additional gears to reduce the rpm down to the desired speed. For many reasons, I used as few gears as possible. The ABT Passing Switch is the most fascinating part of the design. One hypnotized visitor stared at it for fifteen minutes and couldn't figure out how the switch worked

because he didn't notice the unusual car wheels, and just assumed they were normal single-flanged wheels. It seemed impossible! How can a flanged wheel pass over the switch point if the switch point is gapless? The



solution is that the one side of the cars has double-flanged wheels and the other side has flangeless wheels. The outside double-flanged wheels guide the cars through the switch by using the outside guide rails which are the only continuous rails on the track. Ingenious!



## Workbench Projects

### Signal box and goods shed build.

Main construction for my buildings is custom wood with basswood cladding, only the roofs are electro galv steel and still deciding on final roof covering. Windows and doors were 3D printed thanks to Ian Galbraith, roof and corner flashings are plastic angles from Mitre 10 very inexpensive as they come in 2.4m lengths. The steps, signal box landing and goods shed loading dock is from aluminum mini chequer plate pattern known as oatmeal which unfortunately is no longer available in this small size, the lever units are Tri-ang obtained at the recent model swap meet in Ashburton. The signal operator is a European railway figure purchased at the 2015 Convention, I removed the batten from his hand and cut a slot to fit the lever and also repainted his red cap blue to match the rest of his uniform.

**Lew Henry**





## THE GARDEN WHISTLE





## COMING EVENTS

June 19-25 2022  
 July 9-10 2022  
 July 16-17 2022  
 September 10-11 2022 **(New Venue)**  
 October 1-2 2022 **(New Venue)**  
 October 7-10 2022  
 October 22-23 2022  
 November 5-6 2022 **(New Date)**  
 November 19-20 2022  
 November 19-20 2022  
 January 21-22 2023  
 February 4-6 2023  
 March 18-19 2023  
 May 6-7 2023  
 July 3-9 2023

37<sup>th</sup> Garden Railway Convention, Denver, CO, USA  
 Ashburton Model Train Show, Ashburton  
 Starlight Hobby Expo, Taupo  
 Nelson Model Railway Show  
 The BIG Model Train Show, Christchurch  
 NZAMRC Convention, Christchurch  
 Great Little Train Show, Invercargill  
 Hastings Model Railway Club's Train Show (Havelock North)  
 Hawea Model Trains & Hobby Show  
 Rail X 2022, Lower Hutt  
 The Tauranga Model Railway Club Show  
 13<sup>th</sup> New Zealand Garden Railway Convention, Auckland  
 Cromwell Train Show  
 Dunedin Model Train Show  
 38<sup>th</sup> Garden Railway Convention, Santa Clara CA, USA

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)

### New Stock Arriving Soon at Toottoot.co.nz



Brüenig Steam Railroad BDB

Ballenberg Steam Railroad 4 Unit Set

RRP: \$2,790

Our Price: \$2,449

Norfolk & Southern Railroad

N&S Rescue Train Set

RRP: \$3,203

Our Price: \$2,879



Amtrak

Amtrak 9 Unit Set

RRP: \$7,219

Our Price: \$5,999

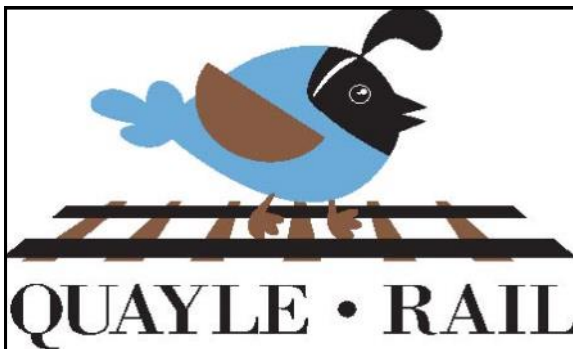
1 Only of Each Set Available

Reserve Your Set Now! Laybuy Available.

[www.tootoot.co.nz](http://www.tootoot.co.nz) [shop@tootoot.co.nz](mailto:shop@tootoot.co.nz) 03 217 0572



## ADVERTISERS



Quayle Rail track now available in three metre lengths

It is available from both Masterton and Rangiora

Henrik Dorbeck, Masterton

[dorbeck@xtra.co.nz](mailto:dorbeck@xtra.co.nz)

Ian Galbraith, Rangiora

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



Your local supplier of:



**PIKO**

**POLAR**



406 Yarrow Street, Invercargill - 03 217 0572 - [shop@toottoot.co.nz](mailto:shop@toottoot.co.nz)  
[www.toottoot.co.nz](http://www.toottoot.co.nz)

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](mailto:sales@mackstrack.co.nz)

**Mack's Track**  
AT PLIMMERTON STATION



## Culcreuch Fold Garden Railway Model Supplies

### New Zealand Distributer of MyLocoSound Sound Cards

Premium Steam Locomotive \$109.00

Universal Large Diesel \$99.00

Premium Light Diesel \$109.00

Universal Electric \$99.00

Petrol Railbus \$99.00

Tram \$99.00

Postage \$4.50 NZ Post Tracked, on any order

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

For sample sounds. check out:

[Mylocosound.com](http://Mylocosound.com)

Available from Culcreuch Fold Garden Railway  
Model Supplies

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

Ph: 021 2646 945

### Quayle Rail

Code 332 45mm gauge Brass track in 3 metre lengths  
\$120.00 ex Rangiora.

Freight extra

This quality rail is sourced from Europe and is compatible with LGB, Piko, USA Trains

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

### N Z Agent for Sunset Valley Railroad

Thinking of going pneumatic for your switch (turnout) operation? Our comprehensive system is simple to install and use, and it has proven to be very reliable in service with all metal components, not plastic. Nearly every product made in the USA





Club Meeting	Club Contact
<p><b>June 25th (Saturday) 1pm</b></p> <p>(If wet Sunday Sunday 26th)</p> <p>Michael Hilliar's Railway 22 Halver Road, Manurewa</p> <p><b>Please bring something to share for afternoon tea.</b></p>	<p><b>Auckland</b></p> <p>Auckland Garden Railway Society Inc</p> <p>Club Contact:</p> <p>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.</p> <p>Club Contact:</p> <p>Email: <a href="mailto:sandnlipsey@gmail.com">sandnlipsey@gmail.com</a></p> <p>Stefan Lipsey, PO Box 612, Waikato Mail Centre, Hamilton, 3240, Ph: 07 859 3650</p>
<p><b>June 12th (Sunday) starting 12pm</b></p> <p>Tawa Baptist Church 229 Main Road, Tawa Wellington</p> <p><b>June 25/26th Live Steam weekend</b> at Castletown Lloyd Dickens 55 Titoki Street, Masterton (Postponement possible).</p>	<p><b>Wairarapa:</b></p> <p>Wairarapa Garden Railway Group.</p> <p>Club Contact:</p> <p>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>June 12th (Sunday) starting 12pm</b></p> <p>Tawa Baptist Church 229 Main Road, Tawa Wellington</p>	<p><b>Wellington:</b></p> <p>Wellington Garden Railway Group.</p> <p>Club Contact:</p> <p>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>June TBA:</b></p>	<p><b>Christchurch:</b></p> <p>Christchurch Garden Railway Group:</p> <p>Club Contact:</p> <p>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>



## CLASSIFIEDS

### FOR SALE

Bachmann Open Tramcar

New, never been used

\$170.00 Ono

Also three buckets of small colored stones for free, would be suitable for landscaping such riverbed on outdoor railway. Could deliver locally.

**Lew Henry**

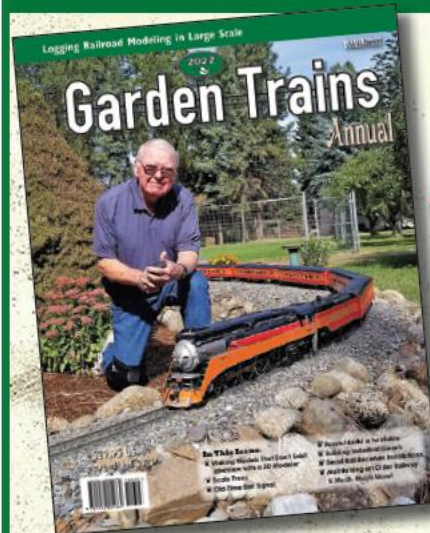
Phone 352 2573

Email [lewhenry39@gmail.com](mailto:lewhenry39@gmail.com)

Want to advertise here?

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

### Check Out Our Latest issue



ALL NEW FOR 2022!  
FROM THE PUBLISHERS OF

**RAILROAD  
MODEL  
CRAFTSMAN**

&

**NARROW GAUGE  
AND SHORT LINE  
GAZETTE**

**116 Pages of Large  
Scale and Outdoor  
Railroading!**

*Large scale railroading outdoors is magical and our new Annual brings that to you, just in time for Spring. This issue is packed with building and how-to projects along with great layout tours and our Garden Gallery photo feature, filled with great shots from readers like you! Brimming with information on prototype trains to flights of fancy and whimsy; whatever your style, you'll find the Garden Trains Annual is for you. Don't miss out. Order your copy today!*

Shop online day or night at  
[shop.WhiteRiverProductions.com](http://shop.WhiteRiverProductions.com)

**\$29.<sup>95</sup>**

plus shipping  
Order Item GT2

**WHITERIVER  
PRODUCTIONS**

P.O. Box 48, Bucklin, MO 64631 • 660-695-4433  
[info@whiteriverproductions.com](mailto:info@whiteriverproductions.com)

## NEXT ISSUE PREVIEW

### Some Slate Wagons for David Lloyd George

By John Boyson, Pokeno



### A Funicular Garden Railway [Part 2]

By John Carmichael, Tucson AZ