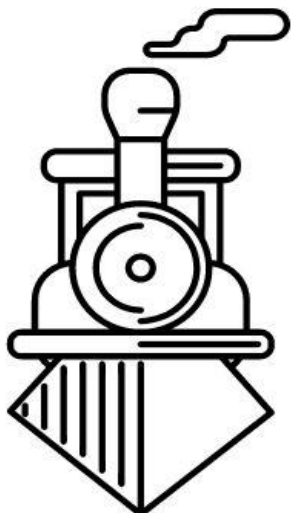


THE GARDEN WHISTLE

NEW ZEALAND LARGE SCALE NEWSLETTER



JUNE 2023



THE GARDEN WHISTLE

NEW ZEALAND LARGE SCALE NEWSLETTER

June 2023

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[Cover photo](#) — Grant's DA rounds the curve.

Photo supplied by - Robert Graham.

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

Wairarapa Garden Railway Group Meeting

Report and Photos - Lloyd Dickens.

Wairarapa Garden Railway Groups RailX Display

The Wairarapa Garden Railway Group were able to run its complete display at the local RailX due to other participants not being available. The Wairarapa Model Railways Club which runs the RailX was planning to have only small displays and therefore more of them. We were fortunate therefore that due to our Organiser Murray Clarke's persuasion that we were able to run our large display. As is in the past DCC was running on the outside loop with participants mainly using smart phones as controllers. We were organised 2 hours on to run but some ran all day for two days and others for extended times. All went well and there was considerable interest as viewers had up till then been looking at a lot of N and a few OO gauge layouts.



Wairarapa Garden Railway Groups standard display layout

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Ozito battery mount and switch in trailing car.



Completed battery installation in trailing car.

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Three Mile Bush Layout



For kids to run a train

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Passing the church.



Wairarapa's own layout - Note relatively new centre

Auckland Garden Railway Society Meeting

Report and Photos - Robert Graham

Auckland Garden Railway Society May 2023 meeting

As you know Auckland has been getting a lot of rain lately and we have already had an average year's rainfall by the beginning of May. This unusual weather impacted on our May meeting in that we had to postpone twice due to the weather. We finally had a dry day on Saturday 27 May so the meeting was held at Michael Hilliar's place in Manurewa. Given the shorter day light hours at this time of the year we started the meeting at 1300. We had a good turn out of local Auckland group members and the day started with a track power running session before moving on to battery and live steam powered trains.

I have to record my thanks to Michael who has battled the weather to make repairs to his railway so that we could hold our meeting plus so we could also have track power. Michael had to replace a section of the line where the timber boards supporting the track were rotting but fortunately he was able to complete the repair in time for our meeting.

Michael ran his South African Garratt loco with train of South African coaches and wagons. John Stephenson gave his Sachsen IVK mallet loco a test run around the track. I had a go to see if I could get my Fortuna Flyer around the track but it derailed each time, the Aristocraft train engineer remote control system that Michael uses just didn't give me the fine control of the speed to keep the flyer on the track.

After we had finished with track power the line was turned over to the battery and live steam trains. Grant Alexander ran his scratch built NZR DA loco and train. Grants friend Fozz ran his battery powered and radio controlled LGB Stainz and train.

We also had some live steam train running, Michael ran his Roundhouse live steam Sandy River and Rangely Lakes loco with its train of SR&RL passenger coaches and good wagons while Trevor Brooker ran his Roundhouse Fowler loco to which he has added head and tail lights as well as a digital whistle. Trevor's train had two passenger coaches and the end coach has been fitted with a flashing tail lamp. The SR&RL passenger cars on Michaels train were made from Bachmann Jackson Sharp passenger cars which Michael cut up and rejoined to lengthen the coaches to the correct length for SR&RL rolling stock.

We took advantage of the dry weather to run trains all after noon with visits inside to partake in the delicious afternoon tea provided by Michael and Liz. I enjoyed the hot sausage rolls and it struck me that sausage rolls seem to be an essential food for our garden railway meetings. I can't finish without mentioning the building that Chas Hosken had made using the Lego type building bricks that the Countdown supermarkets had given away with purchases last year. I have included a photo of this building and looking at it you wouldn't know that it was made from those Countdown bricks.

I would like to thank everyone from coming to our meeting, your participation is what makes our society tick. A huge thank you to our hosts Michael and Liz Hilliar, I know how hard it has been for Michael to repair his line for us to run given the weather we have been experiencing. I don't have a date for a June meeting yet but I will send out an email once I have something arranged. I am always looking for meeting hosts so if you can host a group meeting please let me know. I can be contacted on 021 529 015 or 09 836 0900 or send an email to me at robert.graham@aucklandcouncil.govt.nz or grahamclannz@xtra.co.nz.

Take care and keep on steaming
Robert Graham

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Michael's Roundhouse SR&RL number 24



Trevor and Grant busy controlling their trains

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John Stephenson's Sachsen IVK loco



Heading into the tunnel

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John Reinecke, Ray Williams (back to camera) and Bruce Cropper discussing important matters



One of Michael's SR&RL coaches



John Stephenson watches Trevor Brooker prepare his loco for steaming



Roberts O&K loco

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Michael's Garratt loco with train of South African coaches and wagons - Photo Michael Hilliar



Members overlooking yard operations - Photo Michael Hilliar

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John Stephenson's mallet



Thru the Rockwood Gorge - Photo Michael Hilliar



LGB Stainz belonging to Fozz

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Trevors train in steam



The building built by Chas Hosken

Wagon Building for the H&MGR Te Horo Branch

Photos and article - John Robinson

While running afternoon activity in May has been a bit quiet for the Wellington Garden Railway Group due to weather etc, it has allowed a bit of wagon building to proceed in my almost mythical thing called "free time". The project started with the opening of three kits for Side-tipper wagons brought quite some time ago from Atropos, a cottage industry supplier in the UK. Regrettably I understand Atropos is now no longer trading, a shame as they did produce a lovely range of kits. In Garden Rail November 2022 issue, a similar sized tipper wagon currently produced by Rannoch Sidings (email only jerry.irwin@homecall.co.uk) was reviewed so all is not lost if side-tipper wagon kits take your fancy.

However the kit as such is not what this article is about, but rather if one casts one's garden railway supplier net widely there are lots of suppliers out there with some very tempting offerings, particularly, but not limited to, the UK. I enjoy reading 16mm Today, the magazine you get as part of your subscription to the 16mm Narrow Gauge Modellers (www.16mm.org.uk), the G1 Journal the magazine you get as part of your subscription to the Gauge One Model Railway Association (www.G1MRA.com) and Garden Rail magazine (www.garden-rail.co.uk). These magazines are where I source much of my supplier information from. Yes Mr Google probably can find things to but not always, especially for the smaller suppliers.

To give an indication of what's out there, apart from the Atropos kits that started this project, this is what and who I have used on this project. The axleboxes are from Brandbright (<https://brandbright.co.uk>), wheels from Tenmille (www.tenmille.com), couplings from the Talisman range of parts by Cathy's Castings (www.cathyscastings.co.uk) with a few extra detail rivet and bolt heads from Cambrian (www.cambrianmodels.co.uk).

But the project and suppliers didn't end there. As I had made jigs to aid in assembly of the Atropos underframes, and with them no longer in production, I felt I might as well copy the design to make a supporting wagon or two. So far a flat wagon has been completed with a low side wagon underway. Stripwood for the flat wagon and low side wagon underframes was supplied by local supplier Woods Works (www.woodsworks.co.nz), with a supporting cast of navvies, three of whom came from Supply Line Models (wonderful figures but the web link I have seems now to be dead and Mr Google can't find them either), the fourth less detailed navvy, and the barrel, I think I picked up in Aussie, some of the tools on the wagon and "metal" tool box came from SLR Models (<https://slrmodels.co.uk>) others from that inevitable box of stuff we forget where they came from. I did make the large wooden toolbox, so not everything was bought!

A few other UK suppliers I frequent are Slater Plastikard (<https://slatersplastikard.com>) who do much more than just plastikard including wheels and some very nice chopper couplings which I use on my NZR style wagons and locos. Garden Railway Specialists (www.grsuk.com) is what it says on the tin, IP Engineering (www.ipenginnering.com) has kits and parts. There are so many more it really is worth looking around. Yes postage can be an issue at times but most of the small suppliers I dealt with on the side-tipper project were helpful in finding acceptable costing postage.

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The completed side-tipper wagons that started things off. The wooden components weathered with Indian Ink washes before assembly and the metal work, being brass, was chemically blackened with brass blackener.



The side-tippers now weathered out having a test run, which they passed, thus giving the encouragement to expand the project.

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Left -
Completed underframe to be used for a flat wagon following the Atropos style

Below -
Flat wagon with its supporting cast of navvies. It's surprising just how many little bits and pieces goes in to making even a simple wagon like this.



Christchurch Garden Railway Group Meeting

Report - Editor, Photos Ian C Galbraith

The Christchurch Garden Railway Groups May meeting was held at the Prebbleton Hall, it was arranged to have the Hall Saturday and Sunday. Saturday morning started with setting up 2 small layouts and also working on the clubs large modular layout to carry out needed repairs, the afternoon was also spent visiting Don Ellis's layout in Prebbleton by small groups. By late afternoon the large layout was setup and trains running until close of the hall, Sunday morning was also spent running trains on all of the layouts. The lovely ladies in the club put on an amazing spread of food for all to enjoy, (including sausage rolls that Robert Graham states to be an essential food for our garden railway meetings). CGRG also held its annual AGM in the afternoon, Thank you all that contributed and helped over the weekend.



Noel Collingwood setting up on the large modular layout.

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Douglas Wall's U25B passing the castle, figures are Ann Galbraith's and are Schleich items



Oliver Hammer's (left) on shunting duties, Douglas Wall (Right) with control in hand

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CGRG Members in discussion



Kabita Whale's Mogul passing Ray Parmenter's newly acquired castle.



Kevin Lamb's circus train on one of the small layouts



Trams operating via battery shuttle control on one of the small layouts

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Dean Farrow's model T railcar



Noel Collingwood's passenger train

Tales from the West Highland Railway in New Zealand

British Railway Mark One Carriages 7: Roof Printing and Assembly

Author: John Boyson



1. Introduction

Mark 1 carriage roof profiles are formed from a complex series of differing radii curves that were going to be challenging to replicate. Indeed, it is well known that roofs are generally one of the more difficult areas of carriage modelling. The problems for Mark 1s are enhanced by the fact that, for the most part, there is no false ceiling present. Thus, the internal profile more or less follows that of the outside. This increases the possibility of deformation. On the prototype, steel ribs are shaped to follow this profile and steel sheets are welded to the top of these. Most of the internal ceiling follows the same curve.

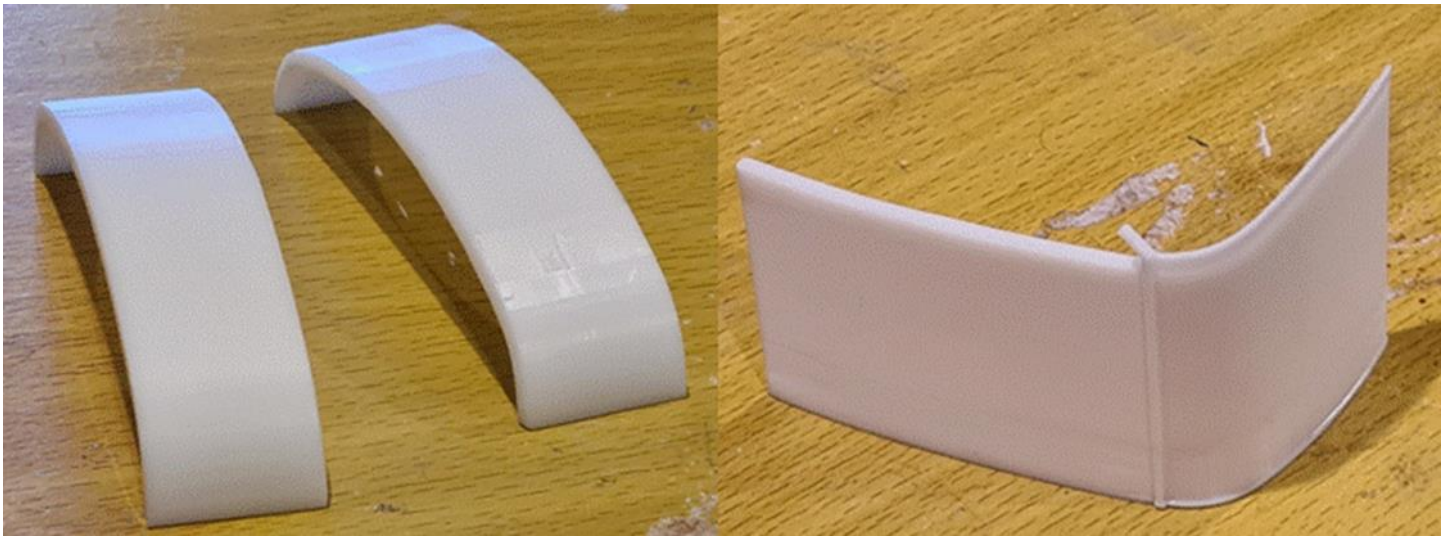
The second compounding issue is that CAD systems struggle with curves which they tend to form with a series of straight lines. Thus, the more accurate the curve, the more (shorter) straight lines are required; all of which chews up memory. Hence the files for these tend to be quite chunky. Furthermore, since I am using a freeware programme to create the artwork, there are limitations in the number of lines that can be created within the curve profile. A trial design of a half section of the roof profile showed that the relatively flat central section was extremely coarse in its finish with the flats clearly evident. Further research found another piece of freeware that did smooth these out to some degree, but at the expense of increased file size. .



Wanted: railway numberplates and maker's plates from New Zealand and other countries worldwide. Swapping possible for LGB materials from Germany.

Email: gardenwhistle@sibamail.com

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A test sample of full width sections of roof before elongating to the full length of the carriage. Note the visible flats in the profile of the sample on the right. The sample on the left has been electronically smoothed. On the right, samples of a half roof end section mated with a sample side section to check the fit. Note the chamfered end profile of the roof back towards the side and the guttering which has been included. The underside thinning at the end is also apparent.

2. Design

With a reasonable half profile generated, a short section test print was run which proved satisfactory. Following this, the half section master was duplicated, mirrored and merged to form a complete cross section. This was then lengthened to the full length of the carriage roof.

2.1. Ends

These are a complex series of chamfered sections since the only part of the carriage end at ninety degrees to the sides is the central part above the gangway. Furthermore, the top panels of the roof overhang the ends which also required the profile to be thinned down on the underside. After much navel gazing and some intricate CAD design work, an end master was successfully created. This was duplicated and each end was merged with the main roof master to create the artwork for a complete solid roof section.



Full sample of end section of roof

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2.2 Guttering

In contrast, the roof guttering was rather more straightforward after all the above challenges. This was created with a base plank and upright which were merged together, duplicated, and then merged with the main roof panel on each side. The final detail was a short section of angled channel merged onto each gutter end to replicate the run off parts of the gutters.

2.3 Roof Fittings

These take the form of ventilators, water header tank pipework, periscopes (for the guard's compartments to observe the top of the train) and various buffet car fittings.

Since there was clearly going to be a degree of sanding needed to finish of the roof profile, these were not included in the artwork at this point. However, locating holes were inserted at the relevant points to allow them to be positively fitted later in the build process. There is a lot of variation in the arrangement of the ventilators between the various carriage types and indeed research shows that, both within the types and during their lives, further variations also took place. However, my references came in handy once again with some research published on this which gave 99% of what I needed to complete the artwork.

3 Printing

In order to fit the roof panels into the printer, they were broken into quarters. Thus, I was able to fit four sections (enough for one carriage) onto the build plate for each print. Since the printing took about 14 hours to complete, the printer was set up to start each evening so that it finished in the following morning with the den door firmly shut! First thing each morning, all the windows and doors were opened to allow accumulated fumes to disperse whilst I was having breakfast before heading down to dismantle and cure the prints ready for assembly.



Printed sections for one carriage in the printer and, on the right, being cured. Note the height of each section has nearly maxxed out the printer!

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Completed roof panels ready for assembly. Note the sample pieces on the right.

4. Assembly

I found that the print sections, whilst reasonably consistent with each other, were still rather rough in terms of the curve profile. They had also slightly deformed during the print and curing process. This was possibly due to the unrestrained curved profile noted above.



The slight misalignment in the joints and somewhat rough finish is apparent

To glue them together, the ends were first sanded back to remove any rough patches. A fitting jig was created using a spare shelf board and some aluminium angle screwed down at precisely the correct width of the base of the roof. With an opened out thin polythene bag underneath (a supermarket fruit and veg bag is ideal), the sections were fitted into the jig with araldite glue along each joint. This ensured that the edges mated perfectly. The polythene sheeting was folded back over the top and an aluminium channel was placed on top along the centre line. Another shelving plank was placed on top of this to compress the crown to an even height. With the edges and crown thus restrained, the roof profile was evened out throughout the length of the roof. Two days were allowed to let the glue harden before the roof section was removed ready for sanding. An hour's work saw the worst of the lumps removed and with a bit of remedial filling and consequent sanding to remove the odd blemish, a reasonable profile has resulted.



Roof assembly jig with polythene film placed over it.



Fitting the panels into the jig ensuring that they are hard up against their neighbour as they are slotted in to prevent the polythene riding up into the joint. Compressing the panel on the right allows it to clip into place between the angles. These then hold and align the panels firmly.



All panels inserted

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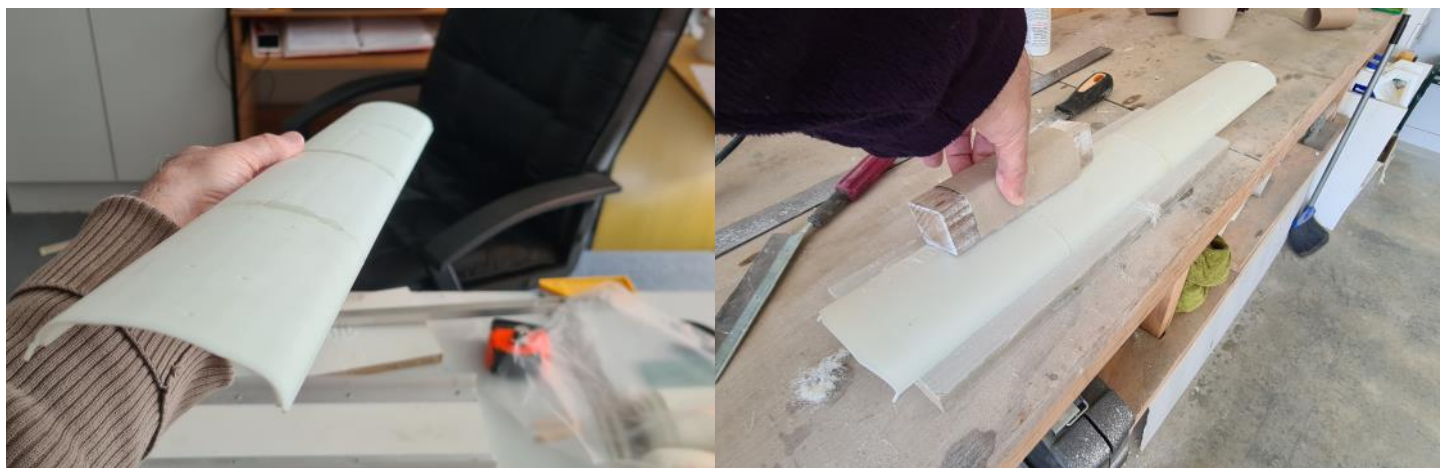
Roof assembly jig with polythene film placed over it.



Aluminium channel placed on the crown of the roof



Shelving board in place to weigh down sections whilst glue sets and cures.



After two days curing, the glued panel is removed from the jig on the left and then sanded smooth on both top and underside. Blemishes being touched up with Araldite. Once dry and cured these will be sanded down once again.



Eight completed panels stored on shelves to keep them flat.



Roof panel and end sections being test fitted.

5. Conclusion

Given the initial rough finish to the roof panels, I consequently used a different technique for the carriage sides which also have a curved profile. I shall describe this in the next part of this series. This proved far more successful and I shall be adopting it for any future large radii curved sections needed for 3D printing. All this is part of the learning process with using 3D printing as a modelling tool.

To conclude, the reason for doing these ahead of the sides and ends? Knowing the potential difficulties described in the introduction, I wanted to try out different techniques on these plainish but complex profile areas (i.e., no doors and windows) to prove the system. Also having the roofs ready to cross check the body assembly to ensure everything fitted before gluing things down to the chassis was going to be vital.

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First side panel being test fitted together with a roof panel. The design and printing of these will be described in the next part of the series.

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.

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



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COUNTRY COTTAGE SPECS

Measurements;

- G Scale - 42cm deep x 23cm wide
- O Scale - 24.5cm deep x 13.5cm wide
- HO Scale - 15cm deep x 9cm wide

Materials;

Kit is as pictured, G scale includes aluminium for roofing.
Made from Plywood



Prices;

- G Scale - \$69.50
- O Scale - \$39.50
- HO Scale - \$26.50

General Store Kit



Can choose sign
to read
Butcher, Bakery,
Bank or General
Store



**Figures not included

THE GARDEN WHISTLE

GENERAL STORE SPECS

Measurements;

G Scale - 20cm wide x 27cm deep x 24cm high
O Scale - 13.5cm wide x 18cm deep x 17cm high
HO Scale - 8.5cm wide x 12cm deep x 11cm high



Prices;
G Scale - \$67.50
O Scale - \$37.50
HO Scale - \$23.50

Hotel/Pub/Saloon Kit



Design based on Oxboro Inn at
Australian Pioneer Village NSW



HOTEL/PUB SPECS

Measurements;

G Scale - 45cm wide x 36cm deep x 31cm high
O Scale - is a low relief design.
31cm wide x 17cm deep x 21cm high
HO Scale - 18cm wide x 14.5cm deep and 12cm high

Kit as per picture



Prices;
G Scale - \$79
O Scale - \$59
HO Scale - \$39

Grain Elevator Kit



Currently only available
in G Scale

** lights not included

GRAIN ELEVATOR SPECS

Measurements;

G Scale - 67cm high x 37cm deep x 40cm wide

Can be custom made into other scales upon request
Kit as pictured, made from Marine Plywood.



Prices;
G Scale - \$69.50

Country Church Kit



** Figure not included

COUNTRY CHURCH SPECS

Measurements;

G Scale - 16cm wide x 26cm deep x 32cm high

O Scale - 10cm wide x 16cm deep x 19cm high

HO Scale - 10.5cm deep x 16cm wide x 11.5cm high

Kit as per picture
Made from Plywood
Window pieces out of white acrylic



Prices;
G Scale - \$69
O Scale - \$49
HO Scale - \$29

Outhouse Kit



**Figure not included

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OUTHOUSE SPECS

Measurements;

G Scale – 10cm high x 6.5cm wide x 8cm deep

O Scale – 5.5cm high x 3.5cm wide x 4cm deep

G Scale made from Marine Ply and O in Premium grade plywood and looks great behind any house or shop.

Laser engraved floorboards and nail head detail and moon shape cut out on door



Prices;
G Scale – \$22
O Scale – \$12

Railway Goods Shed & Platform Kit



** Lamp & figures not included

RAILWAY GOODS SHED & PLATFORM SPECS

Measurements;

G Scale – Platform 40cm Long, 26cm Wide and 5cm High. Building 33cm Long x 14cm Deep x 17cm High



Prices;
G Scale – \$69

Water Tank Kit



WATER TANK SPECS

Measurements;
Suits G and O Scale - 9cm wide x 9cm deep x
13cm high

Made from plywood and looks great next to any
building. Kit as pictured.



Price;
\$22.50

Tool Shed Kit



**Figure not included

TOOL SHED SPECS

Measurements;
G Scale only - 7cm wide x 8cm deep x 13cm high



Price;
\$22.50

Country Platform & Waiting Room Kit



Available together or separately

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COUNTRY PLATFORM & WAITING ROOM SPECS

Measurements of platform and room together
 G Scale - 57cm long x 11cm deep x 17cm high
 O Scale - 43cm long x 10cm deep x 24cm high
 HO Scale - 28cm long x 6.5cm deep x 13cm high



Prices;	
Platform Only	With Waiting Room
G Scale - \$44	\$79
O Scale - \$34	\$59
HO Scale - \$24	\$39

Tod's Models & Woodwork

Rollingstock Kits

CPH Railmotor Kit



**Picture is sample only of completed kit

CPH RAILMOTOR SPECS

Measurements;
 1/32 Gauge One

380mm over buffers
 90mm wide

150mm rail head to radiators



Kit includes;

Cast plastic roof x 1 Cast plastic roof vents x 7
 Bogie side frames x 4 Buffers x 4
 Cast roof headlight x 2

Laser cut plywood carriage sides, ends and floor,
 also cab sun visors.

Laser cut acrylic radiators and under floor chassis and
 step ladders, wire for handrails and chain for couplers
 and bogies.

Kit does not include paint or other finishing materials

Price \$295

NSW Government Railways Cylindrical Grain Hopper Kit



Price \$125

**does not include
wheels, couplers or
finishing paint

Bogie Water Gin Kit



Price \$125

**does not include
wheels, couplers or
finishing paint

NSW Railways Guards Van FHG Kit



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wheels, couplers or
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Tod's Models & Woodwork

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Laser cut G Scale Shipping Container Kit
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Also supplied with 2 Maersk water slide decals

Measurements:
205mm long, 85mm wide,
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Kit as per pic with 2 decals



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Shipping Container Kit



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Wood Pallets Kit



WOODEN PALLET SPECS

Measurements;
G Scale only 6cm x 6cm x 1.2cm high



Pallets per 5 pack – kit form
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Assembled pallets also available

Tod's Models and Woodwork

Contact Tod's Models: tods.models@outlook.com or +61 406 154 452

New South Wales, Australia

<https://www.facebook.com/TMWlaser/>

Note - Prices are in Australian Dollars, excluding shipping costs

NEXT ISSUE PREVIEW



The British Railway Mark 1
carriages 8: Bodyside Printing and
Assembly

By John Boyson, Pokeno

Readers Pictures



Ashburton Forks Garden Railway, Kelburn Branch & Workshops - Kerry Paterson

Work is nearly completed on 97-44-08 Wagon



Above - wagon nearly completed awaiting paint

Right - End of wagon showing detail work

Bottom— Trucks completed with spring detail added



COMING EVENTS

May 7 2023
 May 6-7 2023
 May 13-14 2023
 June 3-5 2023
 July 1-8 2023
 July 8-9 2023
 July 8-9 2023
 August 18-20 2023
 October 7-8 2023
 October 2023
 January 20-22 2024
 January 2024
 March 23-24 2024
 2025

Toy & Hobby Fair, Christchurch
 Dunedin Model Train Show
 Wai-RailX 2023, Carterton
 Palmerston North AMRA
 38th Garden Railway Convention, Santa Clara CA, USA
 Alpine Model Railway Expo, Timaru
 Taupo Model Railway Club Hobby Expo, Taupo
 Mini AMRA, Christchurch
 The Big Train Show, Christchurch
 Great Little Train Show, Invercargill
 14th New Zealand Garden Railway Convention, Wairarapa
 Tauranga Model Train Show, Tauranga
 Nelson Model Railway Show, Stoke Nelson
 40th Garden Railway Convention, Sacramento CA, USA

NATIONAL GARDEN RAIL CONVENTION 2025



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

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

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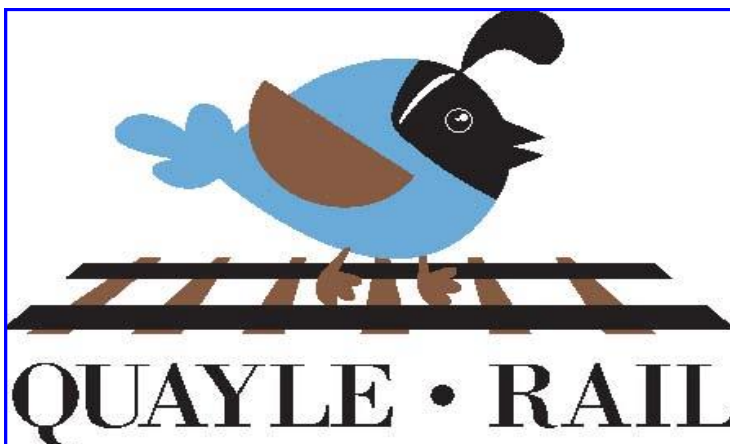
WWW.NGRC2023.ORG

MINI AMRA
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 is organizing and hosting a weekend of fun and
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2023

ADVERTISERS



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Code 332 45mm gauge Brass track in 3 metre lengths
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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

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Masterton: Dorbeck@xtra.co.nz

Rangiora: cfrms@culcreuchfold.org.nz

Culcreuch Fold Garden Railway Model Supplies

cfrms@culcreuchfold.org.nz

Ph: 021 2646 945



Club Meeting	Club Contact
<p>June: TBA</p>	<p>Auckland: 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: 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>June 10th (Saturday) 12pm Tawa Baptist Hall, Tawa Entry \$5.00</p>	<p>Wairarapa: Wairarapa Garden Railway Group. Club Contact: Email: Lloyd.dickens@wise.net.nz C/- Lloyd Dickens, 55 Titoki Street, Masterton. Ph: 06 370 3790.</p>
<p>June: TBA</p>	<p>Wellington: Wellington Garden Railway Group. Club Contact: Email: bilthompson@xtra.co.nz Coordinator: Brent Thompson, 6 Bodmin Terrace, Camborne, Ph: 022 619 4006</p>
<p>June 18th (Sunday) 12.30pm Luncheon at: Heathcote Valley Inn Tavern 2 Flavell Street, Heathcote Valley</p>	<p>Christchurch: 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>