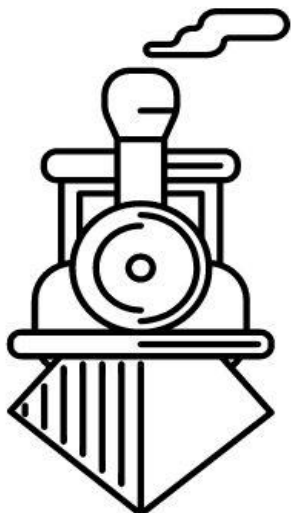


THE GARDEN WHISTLE

NEW ZEALAND LARGE SCALE NEWSLETTER



OCTOBER 2023



THE GARDEN WHISTLE

NEW ZEALAND LARGE SCALE NEWSLETTER

October 2023

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[Cover photo](#) — Andrew and Benjamin enjoying the trains

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

Christchurch Garden Railway Group Meeting

Report - Andrew Wilson, Photos as credited

Club Running day Steam Scene

A very busy weekend was planned for the Club this month with the big model train show just three weeks away it was decided in committee to set the club layout up and test all was good, well yours truly picked the trailer with layout in it from Storage on brother in laws farm and delivered it to the Steam Museum shed on the Friday night as well as a selection of buildings Set up started at 9.00am the following morning with Club President bill Stanley onsite bright and early.

All tables were brought out and maintenance done as planned to improve the look, the layout was then set up and tweaks dealt with and some items found misplaced (my bad). We had a wee electrical issue which is still to be fully resolved (I think a point that needs replacing and a cold solder did not help), thank you to Neil W and Andrew H and especially Douglas W for sorting this out.

Young Jessie Lester did a grand job of decorating the layout with a selection of cars and people made available by yours truly, it is great to see figures posed differently every time they are put out, he had help from others with this and they looked great.



Bill Stanley's Loco's in front on the New Regent St display on the club layout - Photo Andrew

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Note Bill Stanley's New regent street display looks great well done all involved in the creation of that street scene as well as the Lincoln Liffey Cottage and Church, (my in laws were married in the real one).

Also on display were a selection of buildings built by Noel Collingwood and donated to the club for use on this layout, thankyou Noel also a couple of mine were there too. Club members then tested the track, some went for a liquid lunch locally and that night the club participated in the Night run.

I was driving/firing the Fowler Steam engine around the track but popped over and took some photos around 8pm, the following day was a normal running day so I was to site at 8.30am again. Soon some more repairs were being dealt with, I got my hands on a hammer and chisel and started levelling off a curve crossing a joint and some more work required there.

Public time was 11am till 3pm and I was back to help put it all away after putting the steam engine to bed, pack up went rather smoothly with it being the first time for most people there. A club weekend well done and Mr C was missed, some more work to be done and a couple of tweaks but the layout should be good to go for the Big Train show in October so well Done Bill and all involved.

A big Thank you to the President and Committee of the Canterbury Steam Preservation Society for allowing us to display and work on our layout over the weekend, my position there is the Railway Manager and I run the big railway with a great team of volunteers, serval of whom are members of our club.

Andrew W.



Trains passing Lincoln Liffey cottage and Church - Photo Andrew Wilson.

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Double Header GP9-FA1- Photo Ian Galbraith.



Brian's FA1 pulling freight past the town - Photo Bill Stanley.



Brian's FA1 pulling freight past the town - Photo Bill Stanley.

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town scene - Photo Ian Galbraith.



Repairs to the club layout track - Photo Bill Stanley.

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Full yard - Photo Bill Stanley.



Christchurch tram #3 passing New Regent street shops - Photo Ian Galbraith.

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Moguls passing each other - Photo Bill Stanley.



Busy scenes on the layout - Photo Bill Stanley.



Disneyland train passing the Disneyland station - Photo Bill Stanley.

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Full size Fowler locomotive which was giving rides - Photo Andrew Wilson.

Simon's Simple Scenic Tips 02

Photos and Article - Simon Sharp (AGRS)

This month's How To is a simple scenic ground cover for buildings on separate bases that are taken outside whenever visitors visit the layout. For small areas of a permanent indoor layout it is a useful technique when you want to raise land level off the wooden base. I have also used the same basic idea as a retaining hedge against the backscene and edge of layout, There are better ways to cover large areas .



Picture 1 :

Shows the building we are about to improve. It is a simple dolls house available from newsagents and magazine shops. Made of cardboard it is self coloured and intended for the youngest as a simple dolls house and is available for approximately \$20. There were at least 2 designs available, but I only got the one. It clips together although some glue would be helpful for our purposes. Mine has been glued down on a picture frame purchased from a local charity shop.

Picture 2 :
The special equipment
needed – Yes Green Pot
scourers from the \$3 shop.
\$2.50 for a packet of 10.
This project only used 3.



Picture 3:
Cut the scourers to fit and glue in place . Weight them down and leave overnight so that they stay flat and do not curl

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Picture 4:

Once dry reglue with a cheap glue and scatter your favourite ground cover liberally over everything. Again leave to dry. Lift project up and tip onto newspaper. The "grass" will fall off. And can be returned for future use. If you are unhappy with results repeat, also if you have a different ground cover mix this will add variety to the grass. When happy you will end up with something similar to the picture.



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Pictures 5 & 6:

I have also used it in a small section of the Ore Valley between the track and back board. A plastic grass, also from \$3 shop and flowers from the craft section have been fixed on top so you don't see much of the actual scourer. It also adds height and depth which means the fence is not obviously up tight against the backscene. This fence is by Schleich

- The people who provide various plastic animals in almost every toystore in the country.



Picture 7:

If stuck to the backscene it can also be used as a hedge, Mine has a strip of the plastic grass in front to hide the join at the base. A simple picture from a puzzle and a pictures of tinplate bare and grain elevator complete the view. The vehicle, available from The Warehouse is their to disguise where the road leaves the railway and enters the farmyard.

Building an Elevated Garden Railway

By Derek Cooper

Early in 2021, due to a marked increase in building development in our street in Auckland, Pauline and I decided to up-stakes and move to New Plymouth. I have to say it was a miserable couple of weeks pulling down the garden layout I had there, especially when one remembers the amount of work Hugh Keel put in establishing working signals and the electronics associated with all that.

We found a place in Merrilands and arrived in June 2022. After setting up house the talk quickly focused on what we would do for a garden railway. Now you would have thought that the instigator for that would have been myself. Wrong. First it was Pauline, then it was pressure from Geoff Hallam. However, having pointed the finger, without Geoff's participation and building skills, Pauline and I would still be discussing it! Originally, I had grandiose ideas as to how this railway would be built on the property. Naturally common sense prevailed and we ended up with the configuration I have today.

From a layout perspective, the Eastern side of our property borders on a vacant section for 26 meters in length heading North, turns left toward the West for about 2 meters, then travels NNW for 13 meters, travels around a reverse 2.5-meter curve (recycled from the Auckland layout) then 12 meters back to the now right-hand curve and back to the originating point. There was a lot of gnashing of teeth as to whether we have a 'removal return loop', set up on the concrete driveway, or come up with another solution. There was also the hassle of storage and the setting up / taking down. I remembered a conversation I had with Michael Hilliar regarding the 'loop' to 'end' railway I had in Auckland.

The 'end' of that layout terminated in a simple two track yard at the top of the front garden. The train would enter one leg, uncouple, move forward past a set of points that would allow the locomotive to access the loop to 'run around' and couple up for the return travel. As he said, it gave the driver variation and something else to do other than drive around in circles. Michael was not happy about the removal of this shunt movement because Pauline and I decided and built a fully self-contained unit on the front lawn which eliminated the end of the layout as he knew it. In fact, I heard about this disappointment on several occasions when reminiscing.

I digress.

So, the thought materialised that I would incorporate a hand operated turntable to turn the locomotives around and would offer something different for the operator. This added a further 5.5-meter extension to the layout at the Southern end.

The form of the layout had been decided and now all we had to do was build it. The main station would be built to a height of approximately 900mm and this height is maintained whenever possible throughout the layout. The property boarding the vacant section slopes down toward the North so just about every post had to be custom measured – no problem there, just time consuming. There is a very low 600mm high of 190 x 45mm H4 TGV retaining wall fence dividing the two properties.

First, we (Geoff and I) installed twenty-one 4x4 H5 posts evenly down the length of the garden to the retaining fence with galvanised bolts and washers.

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Sounds pretty much straight forward but I can tell you it wasn't. More than a few choice words were verbalised during this phase of the construction. Anyone who knows me at all will be surprised to read this! Rightly so.

As for the levelling. Geoff came around with an 'H' section of aluminium approximately two and a half meters long. This enabled us to staddle three posts at a time knowing they were all at the same height. Example: the heel of the 'H' section rested on the 'previous to last post made good', straddle the post we had just set (level confirmed) which then ensured the new post was set at the correct level (height). It enabled us to always back check and maintain the level.

Next came the 'decking' or base boards for the main yard. This comprised of three 600mm x 2400mm x 18mm treated plywood secured to right angled metal brackets attached to the vertical posts.



Above:

We had two raised vegie gardens when we bought the place. We now have one as the other was removed so a Keter Artisan shed could be built.



The 190 x 45mm H4 TGV retaining wall wood, used for the raised garden, would be recycled for the layout as the two-rail bed (UP and DOWN main) from the main station area to the left-hand curve at the North end of the property.

Left:

Concrete pad laid for the new shed.

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*The LH curve was recycled from Auckland.
The two mains will be reduced to a single line
for the curve with a RH set of points.*

Minor yard / station area

The LH curved track then expanded, by introduction of a set of LH points, in to two parallel tracks. These two tracks became the 'ends' of the reverse loop. A further RH set of points was added to make parallel end side road. In essence I now have a minor yard/station area of some 7 meters in length.



From here the tracks separated on to 18mm plywood road beds to the reverse curve.

Reverse loop laid out on the lawn to check for size and suitability. The hedge hadn't been cut down at this stage to show the exit from the second yard/station area to the loop.



The track bed for part of the return loop was attached to the existing garden fence with galvanised angle brackets.

A back board was installed to protect the rolling stock from any wind gusts and to save them from cascading down the steep embankment!

A removable aluminium 'bridge' was inserted (centre of picture) into the loop to enable access for lawn mowing in the centre of the reverse curve area. The bridge was folded for me in aluminium by a local sheet metal fabricator in New Plymouth.

As an aside. Some thirty years ago I was in to modelling 'N' gauge. I had decided to build a portable layout to take to exhibitions – which didn't eventuate. Long story short I had adjustable legs built. The legs could fold up at 90 degrees to the vertical, and were designed so that the legs telescoped (the lower half of the leg could slide inside the upper). Screws tapped into the lower section of the upper leg allowed locking of the lower leg to compensate for irregularities in ground profile. This system has worked perfectly for levelling the deck of the reverse curve and allows for readjustment at any time.

The posts were stood on concrete pavers set into the lawn below mower blade height.

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The finished second station/yard area

Where possible I added 25mm x 9mm trellis wooden batons to finish off the roadbed sides. All cosmetic but it just tidies things up. The complete layout was then painted in Cabots Blackbean wood stain before the track was laid. All track is PECO. Beautiful and so easy to lay. You don't even need a rail bender for the curves!



Main Station area

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The main station comprises 14 points and four roads that reduces to one at the driveway end (or South end) and that leads on to the turntable. A few configurations of the point layout were tried to give the most practical set up for running. The final result works really well and the track layout will easily support three locos running at the same time (when I get the signaling installed).



The painted turntable is 800mm square x 18mm plywood and comprises of an 18mm base with a Lazy Susan screwed centrally to it. The turntable bridge itself is cut in such a way as to hide the Lazy Susan mechanism and is screwed to the Lazy Susan. Two brass sliding bolts lock the turntable into the correct position. I just have to remember to put the loco into mid gear before moving the turntable!



The turntable assembly is supported by a folding one leg stand and is attached to the track bed. It can be easily removed for storage in the garage when not in use.

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I have been reliably assured that the bridge of the turntable will accommodate a Garratt locomotive. I am sure John Reinecke wouldn't mind me mentioning that this was his invention and the substantial cost to me as a result will remain confidential.

Due to the issue with double lines reducing to a single line then out to double lines again there is the (high) possibility of an unfortunate head-on meet. To mitigate this aspect, it has been decided to incorporate working signals to this layout. So come summer, Geoff (unbeknown to him at this time) will be under the layout installing the necessary wiring. I will remain topside making sure the signals are aligned, straight and working correctly. Activation will be the same as we had in Auckland – with magnets mounted to the loco chassis.

At the end of July 2023, the weather forecast in the morning was looking good for a nice sunny day with no wind. So, Geoff instigated a running day to christen the new track. We both spent some 3 or 4 hours operating the layout for the first time in pouring rain.

*#****# Met Service could not forecast their way out of a wet paper bag!



Linda's Weebee safety valve showing off in the damp cold conditions of the day. Linda is ready to proceed to the turn table with the Round House Alco reversing onto its freight wagons for the next run.

Anyway, at the end of the day, everything worked really well, including the orientation of the point work.

To conclude, I must thank Geoff for his massive contribution to this layout. Without his input and support I would doubt that this project would be where it is today.

Tales from the West Highland Railway in New Zealand



British Railway Mark One Carriages 11: Assembling the Bodies



Author: John Boyson



1. Introduction

Having completed all the components needed, it was time to start putting things together. A bit of trial and error was needed to get the processes right. However, after a few false starts it went well.

2. Initial Assembly

2.1 Dry run

The first step was a dry run to check the fit of each component before committing to gluing them together. The sides were slotted carefully onto the underframe aluminium angles that would give strength to this critical joint. Some of the slots needed to be cleaned out and old handsaw mounted in the vice blade up to allow the slot to be slid along backwards and forwards to clear it, proved ideal. However, this action did do some damage to the warped feathers (noted in part 8 of this series) on the outside faces of the slots. None of this mattered of course since they were going to be filed and sanded back shortly as described below. At this stage, each connection point was marked with an a, b, c, d on each part to ensure that they stayed together in the whole process.

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Checking the fit of two ends and a side prior to fitting onto the parent underframe. At this point the components were marked up to ensure the same joints came together in the final assembly.

Once both sides had been slotted in place, the end sections were fitted into the rebates built into each end of the sides. There was a bit of flex present in the sides which allowed the ends to be lightly gripped insitu. A small bit of fettling was needed to ensure a good fit.



A first trial of a side mounted on its parent underframe. Note how it has not fully mated with the floor on the left side. Some work with a large handsaw to clear the slot in the base attended to this issue as described in the text above.

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Ends and side mounted on the underframe.



The assembly has now had the roof test mounted to check the fit. Note the toilet reference written on the floor on the right side. These are easily identifiable on the sides with their unique window arrangement.

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The second side has been added note how the ends are gripped at the base with the sides bending slightly outwards above the pinch point. The string wrapping pulled all the components together as detailed below.

String was then wrapped around the sections from top to bottom to gently bind them together. However, this produced an unwanted effect in that the tops of the sides tended to bow slightly with the unrestrained pressure being applied. After several trials, a solution was found by using straight edges clamped along the top of each side to hold this area in line.



String wrapped around the four body components to pull them together and the roof mounted to ensure squareness

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With the four components fitted, the roof for the particular section was tried for fit and squareness. Whilst the fit did not cause any issues (at least one thing went right first time!) the squareness did require a bit of careful nudging of the sides along the mounting angles to get them properly aligned. Once I was happy with the fit, the components were ready for the final assembly.



On the left, the body parts identified ready for gluing. Note once again the splay of the sides from the pinch points. On the right, some of the fettling needed to clear the gangway plate.

2.2 Gluing

Super strength Araldite was used throughout to bond everything together. This glue has a natural affinity for the prints both being resin based. The super strength variety also has a long initial setting time of over two hours which gives plenty of time for any adjustment needed. Firstly, the slot in the base of each side was filled with a generous dollop of the araldite mix. Each side panel was immediately mounted onto its respective angle, once again, ensuring that it went on the correct side. The toilet end was written on the floor of the underframe to easily identify this to reduce this risk of a mistake.



String removed and glue prepared.

With the sides installed, the end rebates were coated with more glue as well as the base of the underframe and the ends were fitted. Care was also taken with these since they too differ end to end. Once again, the "toilet" reference was used being prewritten on the relevant ends and "non toilet" on the other as shown above.

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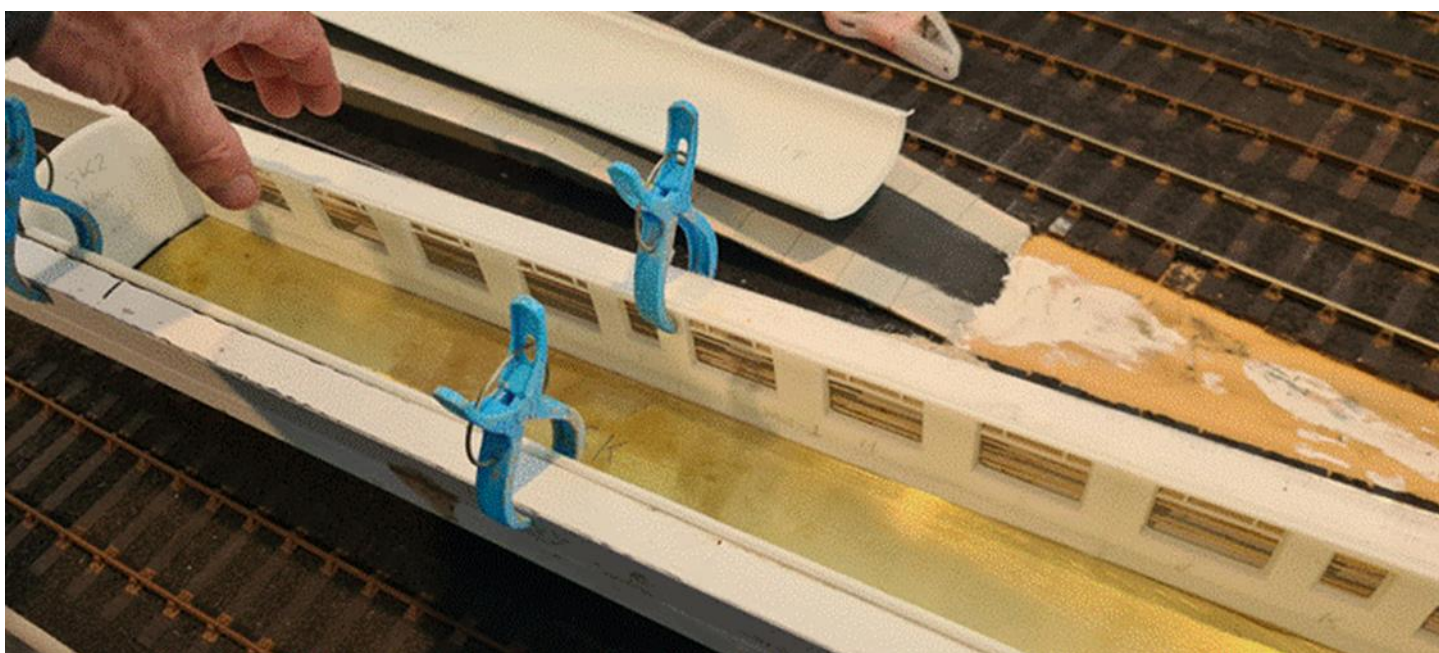
With the shell assembled, the roof was tried once again together with any aforementioned nudging to ensure squareness before the string was wrapped around again to bind everything together. The straightedges were then fitted to straighten up any bowed areas before leaving the assembly for two days to allow the glue to set and harden.



On the left, an early iteration of the straightening bracing. On the right, the adopted solution using channel sections to accommodate the curves of the sides as a real belt and braces approach.

3. Unwrapping

After two days, the straight edges were removed and the string was carefully unwound back onto its ball to reveal a basic shell. With one carriage body assembled, work could start on the next and so on until all eight were done.



On the left, an early iteration of the straightening bracing. On the right, the adopted solution using channel sections to accommodate the curves of the sides as a real belt and braces approach.

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Removing the braces. Note the lean to the left following removal of the right brace. Clearly the suspension system is working. On the right, removing the string.

4 Fettleing and Remedial Works

The main areas requiring attention were the end joints which inevitably needed a careful file and sand with some filling to smooth over the joints and the warped feather on the outside of the sides at the base. This latter item was the biggest job by far. Up to this point, I had ignored this defect whilst continuing to be bugged by it. Now it was time to deal to it.



A carriage has been inverted to allow araldite to be placed in the gap between the frame and warped feather edge.

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The first job was to fill any remaining gaps between the angle and warped feather with araldite to reinforce the area to be filed and sanded down. Once the glue had had time to harden (two days) a file was used to roughly remove the worst of the protrusions. In doing so, more bits of the feathered edges snapped off and, despite my best efforts to fill the joint with araldite, I found holes appearing as I filed down. In addition, after a few goes with the footboards on the underframe sole bars in place, I decided they were in the way and were inevitably getting bashed around anyway. Thus, they were removed to be replaced later following painting which will be described in the next two parts of the series. The mini drill with a cutting disc made short work of these. Once the coarse filing work was done and I had a rough approximation of the correct profile, I moved to a sanding block to obtain a smoother outline. At this point, I still wasn't too worried about precision. With a reasonable impression of the correct profile, more araldite was used as a filler to improve the finish. Once again, after two days, the sides were sanded back reveal more missed defects. This process continued, gradually improving the finish to a point where I was satisfied enough to consider painting. In all it took on average about ten applications per coach side to get something that appeared smooth enough for this.

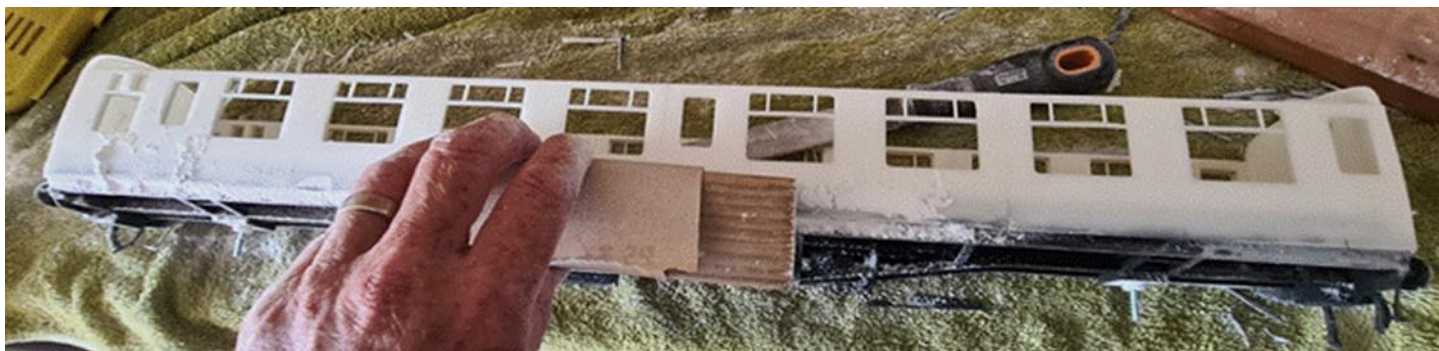


Bodyside sanded down roughly with footboards cut off.



More araldite applied and left to harden for two days.

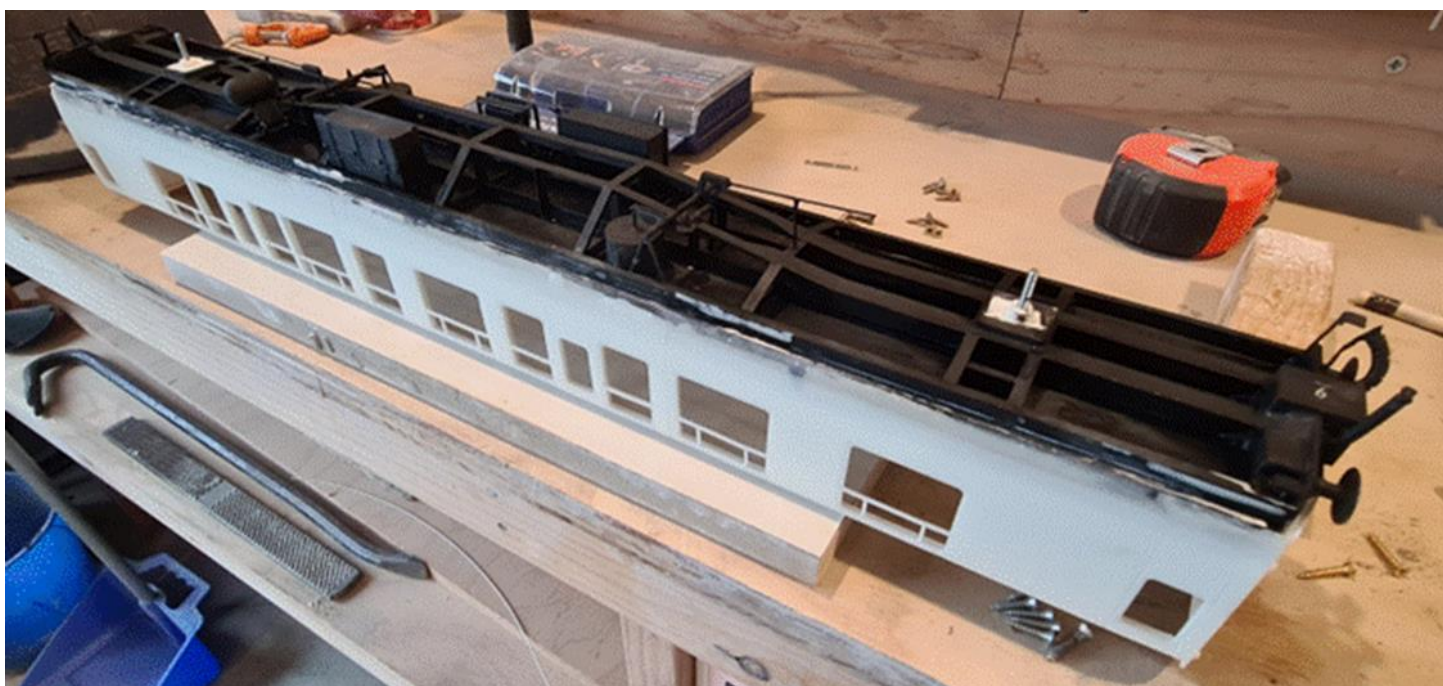
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Sanding back the hardened araldite after two days. Following each sanding, the shell was thoroughly washed. As I have said before, having a tub in the workshop for such things was a brilliant idea (not mine – it was suggested to me whilst the house was being built). The observant will notice this photo is actually of a different shell to the one previously illustrated. However, the sequence of photos should give the general idea.



As the smoothing process continued, less and less corrections were needed with small spot patches becoming the norm. The cocktail stick was particularly useful in working the glue into the various nooks and crannies of the imperfections that kept appearing. The end joints were also treated at this point.



The corridor composite CK bodyshell sanded, washed and drying ready for primer application.

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5. Conclusion



The full rake of eight carriages assembled and sanded smooth ready for priming. N.B. the roofs have been temporarily placed on top for the photograph.

This was a big step in the build and it was satisfying to finally gain an impression of bodies albeit in a somewhat embryonic state. I was also pleased to have got rid of the unwanted flares as well after much hard work. Of course, the wise amongst you will be well aware that priming the bodies would inevitably reveal more imperfections. However, this will be the subject of the next instalment which deals with preparing and priming the body sides.



The brake corridor second with a primer coat and door hinges fitted ready for a final prime.

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.

A visit to Newcastle

On a recent visit to Newcastle Australia I was searching for hobby things to do (normally this involves looking for hobby / train shops to visit), while carrying out that search I found a local guy named Neville Stone with a few for sale ads. After a bit of chatting Neville invited me round to run some trains at his home, after some morning tea (Thank you Deb) Neville took out his live steam K28 locomotive to fire up. While we were waiting for the K28 to get up to pressure Neville brought out a Battery powered revolution controlled K27 for a run, John (my Aussie friend and chauffeur) was handed the controls to the K27 and me the K28. we had an amazing time running trains and hopefully I have been successful in converting John to trains (John builds and sails model boats).

Thank you Neville for the great morning, John and I thoroughly enjoyed ourselves and were made to feel most welcome.

Neville also has some youtube video's of his layout which can be found here:

<https://www.youtube.com/@stonewallrailroad688/videos>



Neville firing up his K28 live steam Accucraft locomotive.

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John at the controls of Neville's K27 Bachmann locomotive with revolution control.



K27 and K28 locomotives passing.



K28 live steam Accucraft locomotive pulling freight on the Stonewall Railroad.



Some of the sail boats that John has built, the power boat was built by his son for a year 13 school project.

Iain Collingwood (Editor)



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G SCALE HOBBIES

G Scale hobbies Visit

On a recent visit to Newcastle Australia I visited Rod at G Scale Hobbies in Swansea, Rod runs his business from home and is open by appointment. G scale hobbies has a range of LGB, USA trains and Aristocraft with a selection of European and American items available. If you find yourself close by it is well worth a visit, he also has a website which can be found at the following link:

<https://gscalehobbies.com.au/>

Iain Collingwood (Editor)



LETTERS TO THE EDITOR

My Memories of Murray go back along way

He came up to me at a Train show and started chatting about G scale trains and his fascination of them and talked about what he had done to them.

Straight away we had a repour which was never lost in the years that followed, I quickly introduced him to Iain Collingwood as my best G scale mate and someone I just know would warm to this rascally individual, he spoke of his adventures as a youth and what he got up to with his brothers and the life he and Kaye had created for them and their family

Murray had this smile that was infectious and a quirky view of the world. He loved his wife, his life and his family and of course talking about all things trains and also cutting them up and putting them together again.

Moose Rail a term used to explain, well you can't really explain it, you have to see and feel Moose Rail to experience it, you take a perfectly good looking locomotive or three, pull them to little pieces then rejoin them into a shape or three with extra smoke thrown in (he did not like the ones available) so made his own smoke units which had the ability to fill a room with smoke.



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I was fortunate enough to be up in Nelson and got to see three versions in three location of his layout, The first being in a secret bunker under the house and drive which had been used by previous owner to grow stuff away from prying eyes and used electricity from a neighbouring property, the House being situated near to line out of Nelson as it climbed to the Bishopdale saddle.

It was the steepest traction G Scale railway with the tightest curves I had ever seen, it was amazing and I loved it especially the sound and smoke.

The second was in a garage in Stoke with a property that backed on to the old Railway formation (you get to see a theme here) which he rode on every opportunity he got and loved it.

The Third was in the retirement village he and Kaye moved too several years ago in which he was allocated (his words) a small portion of the garage to create his masterpiece.

My memory was of him trying to find ways of creating more space for him and the railway, my text and FB messaging system have lots of photos and conversations about all sorts of stuff including encouraging him to give it a go and admire his creations. That went both ways

as I sent photos and told him of my adventures.

The photo attached is of Murray with two of his creations in the foreground, he was very proud of most things he created, most the time they worked, occasionally not so good.

Our last correspondence was about the upcoming train show and how he was really looking forward to spending some train time with me and Iain over the coming Big Model Train weekend as well as spending time with his family in Rolleston

I will always remember Murray. I have a couple of his creations in my collection where he Moose railed a couple of engines for me, he also crested a pink diesel with woman drivers for the U Drive layout.

Go in peace my friend to the great model railway museum in the sky.

Andrew Wilson your friend in steam

Simon Sharp: An appreciation

I want to take the opportunity to express my appreciation Finally I want to send a shout out to Simon Sharp. He was most generous in donating the little people for the The British Railway Mark One Carriages project. Thank you Simon it is much appreciated. I also want to congratulate Simon for the articles he

recently contributed to the Garden Whistle. Since the passing of his partner Carol, he has rebuilt his life and is moving forward rapidly with his own model railway projects. It is contributions such as Simon has made, particularly the article with helpful hints on backscenes and bonsai trees, that connect, encourage and empower the rest of us. Once again: thank you Simon.

John Boyson



CONVENTION PROGRAMME

Friday 19th January Pre-Programme:

Meet-and-Greet (& BBQ) from 4pm at Henrik's place if you are in Masterton on Friday.

Saturday 20th January Programme:

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

Sales Table Setup at 8am.

Morning Tea, Welcome and Housekeeping from 9am.

Layout Tour party organisation 9am to 9.30

Layout Tours (in Greytown and Carterton)

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

Lunch back at St Marks Hall

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

Afternoon tea and Late afternoon Clinics at St Marks Hall

Buffet Meal at St Marks Hall

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

Sunday 21st January Programme:

Assemble at St Marks Church Hall at 8.30am

Sales Table from 8.30am

Morning Tea and Housekeeping from 9am

Layout Tours in Masterton

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

Lunch, and visit to Dan Hughes' layout

Layout visit to Brendon Clarke

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

Barbecue meal hosted by Wayne and Diana.

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

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CONVENTION PROGRAMME CONTINUED

Monday 22nd January Programme:

Assemble at St Marks Church Hall at 8.30am

Sales Table from 8.30am, concludes at 9am.

Morning Tea and Housekeeping from 9am

Next Convention Hosting Discussion

Layout Tours in Masterton

Visits to two layouts (Lloyd Dickens, Henrik Dorbeck)

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

Formal Closing address at Dean's

CONVENTION LAYOUTS

Here is a sneak-peek of some of the layouts you will see in the 2024 convention.



Peter Milburn Layout

Moa Pass (Warren Stringer)



*Red Rock
Junction
(Jeremy Were)*

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Spring Creek (Brendon Clarke)



Dry River (Christine Collett)



*Dean Ellicock
(Outdoor layout)*

Elm Grove (Murray Clarke)



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Castletown (Lloyd Dickens)

Wayne Haste (Indoor Layout)



Henrik Dorbeck Layout

AUCKLAND GARDEN RAILWAY SOCIETY

October meeting and AGM

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



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**NATIONAL GARDEN RAIL CONVENTION
2025**



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NEXT ISSUE PREVIEW

Indoor Layout Update


By Dean Ellicock



The British Railway Mark One Carriages 11: Assembling the Bodies

By John Boyson, Pokeno

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Garden Railroading News
July/August 2023 • 2023 #4 • www.GRNews.org

Pointers for Your Operations Session

Miniature Elm Tree Primer

EnterTRAINment Junction
A G-Scale Indoor Train Journey Thru History

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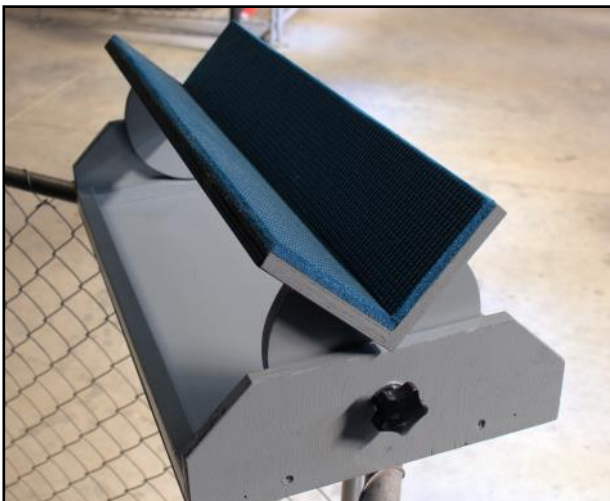
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COMING EVENTS

October 7-8 2023
 October 21-22 2023
 November 18-19 2023
 January 20-22 2024
 January 20-21 2024
 March 23-24 2024
 April 27-28 2024
 May 4-5 2024
 July 6-7 2024
 2025

The Big Train Show, Christchurch
 Great Little Train Show, Invercargill
 Rail X Model Train Show, Taita
 14th New Zealand Garden Railway Convention, Wairarapa
 Tauranga Model Train Show, Tauranga
 Nelson Model Railway Show, Stoke Nelson
 Northeast Large Scale Train Show, West Springfield MA USA
 Dunedin Model Train Show, Mosgiel
 Ashburton's Model Train Show, Tinwald
 40th Garden Railway Convention, Sacramento CA, USA

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Club Meeting	Club Contact
<p>October 28th (Saturday) 2pm</p> <p>Meeting and AGM</p> <p>Robert Graham's railway 14 Milwaukee Place, Glendene</p>	<p>Auckland:</p> <p>Auckland Garden Railway Society Inc</p> <p>Club Contact:</p> <p>Email: grahamclannz@xtra.co.nz Robert Graham, Ph: 09 600 2157</p>
<p>Running Days/Meetings cancelled until further notice</p>	<p>Waikato:</p> <p>GROW: Garden Railway Operators of Waikato.</p> <p>Club Contact:</p> <p>Email: sandnlipsey@gmail.com</p> <p>Stefan Lipsey, PO Box 612, Waikato Mail Centre, Hamilton, 3240, Ph: 07 859 3650</p>
<p>October 22nd (Sunday) 1pm</p> <p>Murray Clarke 48 Kemptons Line Greytown</p> <p>(Rain day Monday 1pm)</p>	<p>Wairarapa:</p> <p>Wairarapa Garden Railway Group.</p> <p>Club Contact:</p> <p>Email: Lloyd.dickens@wise.net.nz C/- Lloyd Dickens, 55 Titoki Street, Masterton. Ph: 06 370 3790.</p>
<p>October: TBA</p>	<p>Wellington:</p> <p>Wellington Garden Railway Group.</p> <p>Club Contact:</p> <p>Email: bilthompson@xtra.co.nz Coordinator: Brent Thompson, 6 Bodmin Terrace, Camborne, Ph: 022 619 4006</p>
<p>October 7th & 8th Saturday & Sunday</p> <p>The Big Model Train Show (Cowles Stadium) 210 Pages Road, Wainoni</p> <p>Setup Club Layout Friday afternoon,</p> <p>Running Saturday and Sunday on club portable layout, please bring something to run.</p>	<p>Christchurch:</p> <p>Christchurch Garden Railway Group:</p> <p>Club Contact:</p> <p>Email: 2days61@gmail.com Secretary: David Day, 61 Carnarvon Street, Linwood, Christchurch. Ph: 03 981 4424 President: Bill Stanley, Ph: 027 282 4244</p>

THE GARDEN WHISTLE

CONVENTION REGISTRATION FORM

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

Personal Details

Name _____ nametag name _____

Partner Name _____ nametag name _____

Address _____

Phone / Mobile _____

Email _____

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

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

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

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

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

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

Costs

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

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

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