

The Garden Whistle

OCTOBER 2020

Henrik Dorbeck's new layout

G Scale news from around New Zealand

CGRG President's Ramblings

Well another exciting month has come to pass, the electioneering is in full swing here and overseas

I have learnt to change channel and silence the radio in the car, enough said

Unfortunately, the big Little Train Show which we have displayed at for many years got cancelled earlier in the month so no event on the 3rd and 4th of October

Bit of a Bugger as we all look forward and some of us (well me) had put in a whole lot of time upgrading and improving the U Drive layout

Good news for those of us south of the Bombay hills, those being the hills south of Auckland level one, yay. Some say build a wall, I say no.

I will convene a phone committee meeting next week to confirm Octobers and November's outing for those of us in Christchurch

Last weekend I was able to attend with many members of our club the model swap meets in Tinwald a suburb of Ashburton (or Ash Vegas as we call it) at The Plains Railway Museum. I am extremely fortunate in having great relations with that group and a cab ride in the 1878 Rogers tender Loco was the making of my day. What was so great was that it was a whole day talking about trains with people not telling me to shut up or be quiet (well maybe once or twice). Awesome company was had on the day and lots of happy smiling faces, a few deals were done too, I did OK. with my trades 😊 and brought an item or two even got a book (Steam Spectacular) signed by the author Roy Sinclair, a truly awesome individual who has a love of trains exceeding me and an all-round good fellow

This weekend Steam Scene at McLean's Island is doing its night run, a once a year awesome event.

I will be on the Station assisting the young and not so young to safely board and leave the train, telling one and all to watch out for the tiger which may or may not have escaped from the wild life park down the road, you can tell it's a tiger by its red glowing eyes

Usually gets a few laughs and the kids come back saying they did not see it, so I tell them to buy another ticket and have another look 😊 this year I will put glowing red eyes out in the bush!!

As you will see in photos below my railway is progressing nicely, some more stone has arrived and more recently offered, my wife is commenting that my quarry has more stone than my railway

All is coming together, and I have booked a couple of weekends and days off next month to get a push on with the rock work and have many offers of assistance to help. Thanks for that, it is appreciated

Once again, we will have a club meet next month the month after and all going well a Christmas get together in December

My wish is that everyone stays safe and follow the rules of your district (think hunger games 😊)

Looking forward to the crazy times being over here in NZ and that members are able to attend our Convention next year, it's going to be a cracker, my new railway is in it, well stage one is, stage two for the next convention

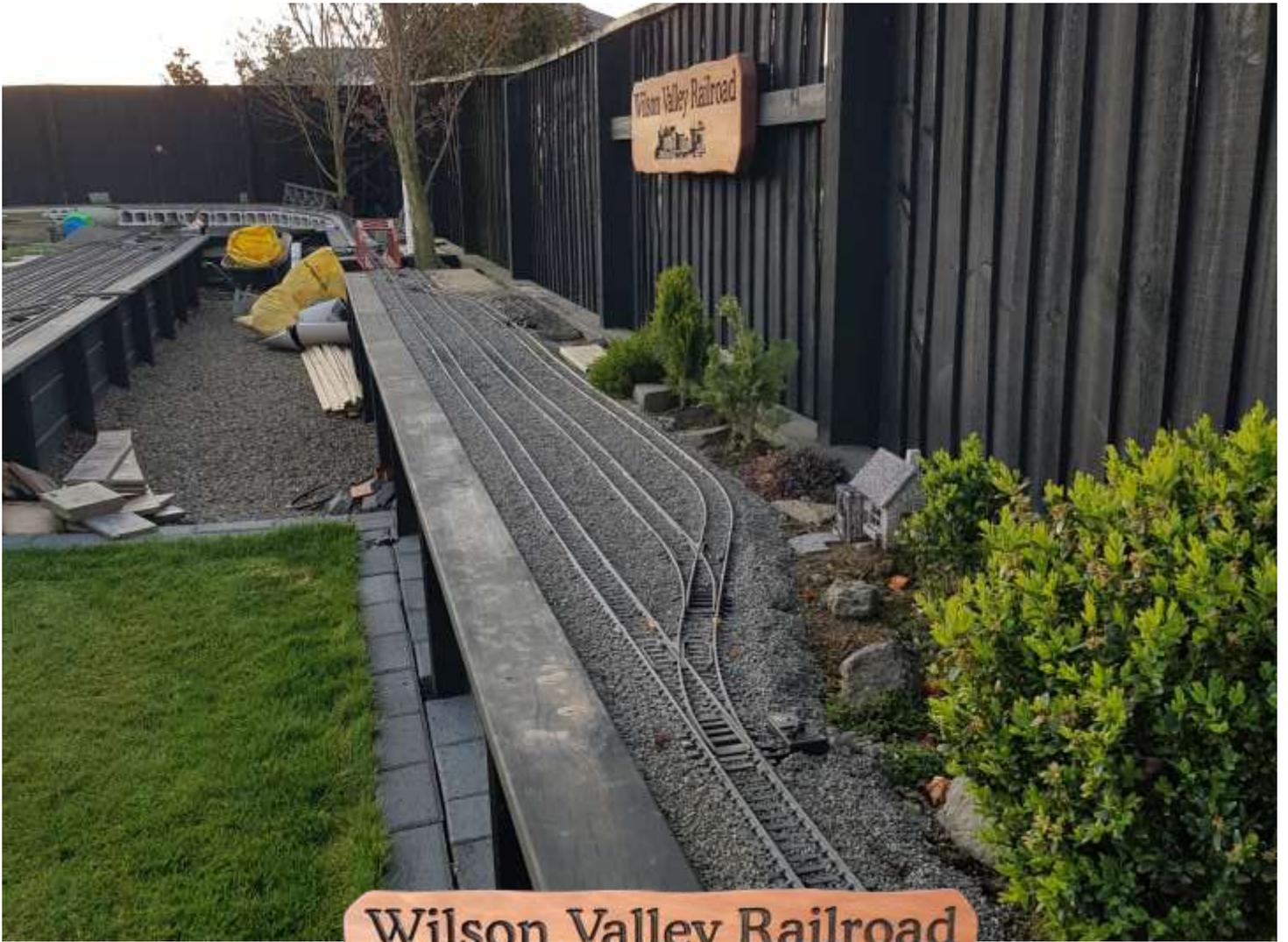
Travel restrictions now being lifted means we can start to travel around NZ and enjoy our beautiful country, I have, and I hope you all do too

Happy G Scale modelling

President Andrew J Wilson



THE GARDEN WHISTLE



Wilson Valley Railroad




“Glandorf” A New Christchurch Railway

Tony Rothschild, Christchurch

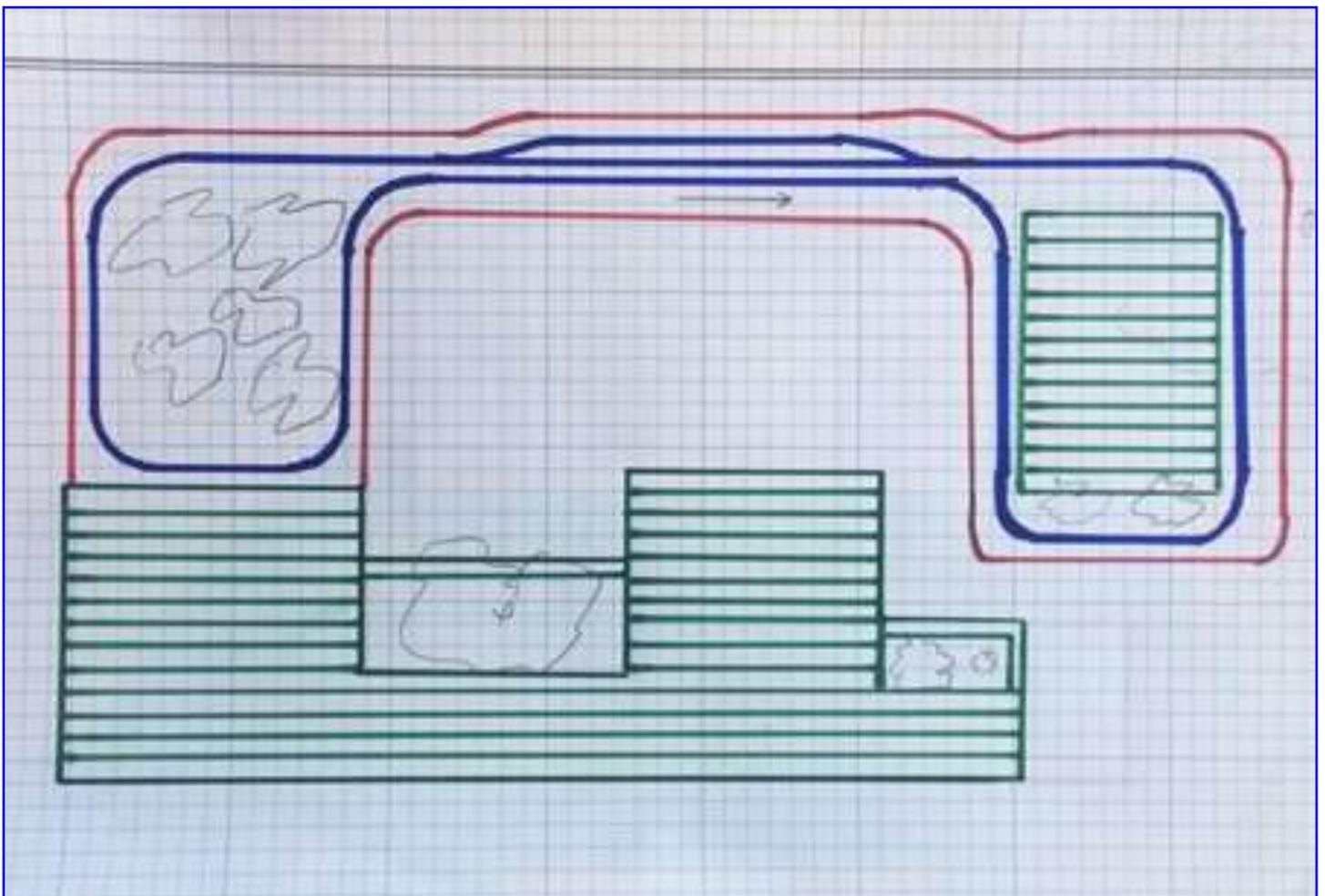
By way of introduction my name is Tony Rothschild in Christchurch. I came to model railways as a five year old given a Marklin HO set by my father. After numerous layouts in HO scale I moved to N scale (1/160 scale / 9mm gauge) at 16 years of age and have not looked back now as a big kid/adult. I now have a dedicated room and a very indulgent wife who supports my hobby modelling a fictitious Swiss/German border.

Now it is time to expand into a garden railway. I have chosen to model in 1 scale (1/32) using LGB (1/22.5) track which is the same gauge of 45mm albeit with slightly larger profiles than 1 scale. I will run digital locomotives by KM1 Modellbau and rolling stock by Marklin. By using LGB track other rolling stock of differing scales of 45mm gauge will be able to run on my layout.

The layout is taking the shape of a large “dog’s bone” with a passing siding. R3 on the corners, R5 points and curves to the siding.

Progress so far has been aided by the time off work during the Covid-19 lockdown. The border is 3mm

corten steel (2400 x 150mm) containing a bed of dirt with crusher dust on top. The bed has been left to settle before the track, wiring bus and ballast is added - hopefully this summer. The journey to the current state is shown in the pictures. I hope it makes sense and will assist others who probably will improve on my method. Must “make tracks” so goodbye for now...



THE GARDEN WHISTLE

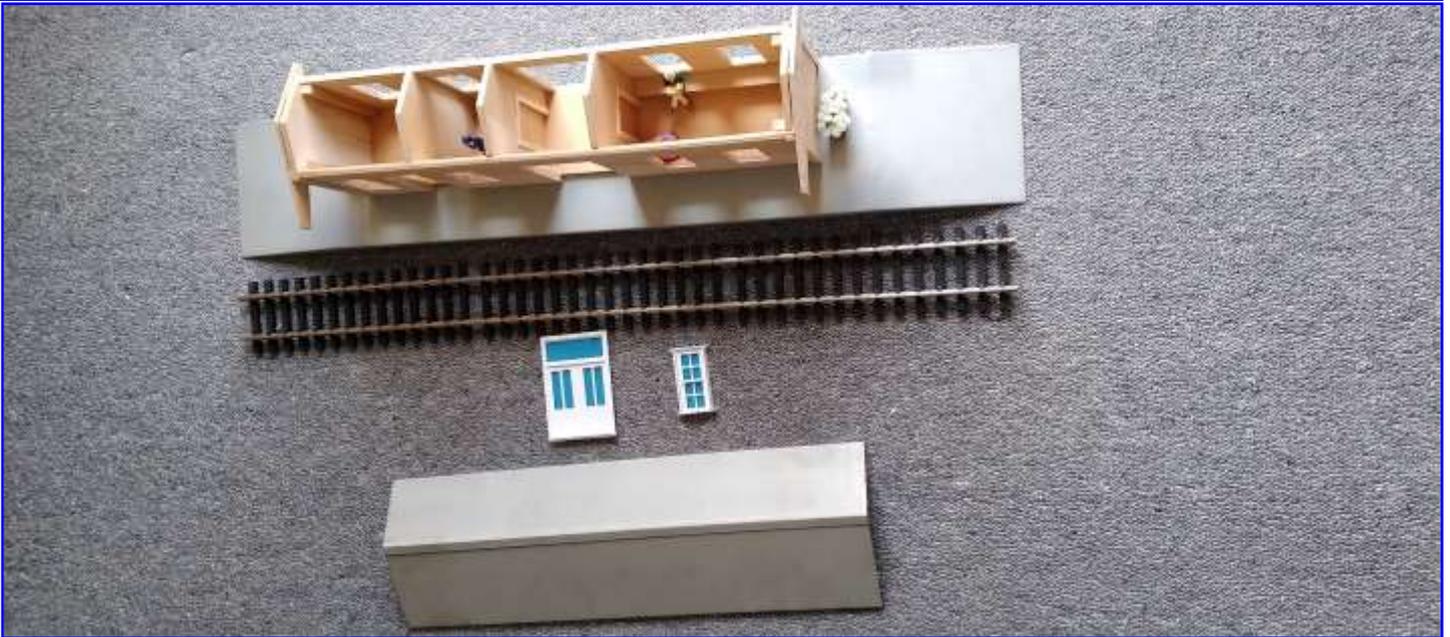


THE GARDEN WHISTLE



What's On My Workbench

Lew Henry, Christchurch



Progress on “The Pirfic Railway”

Bill Stanley, Lincoln



THE GARDEN WHISTLE



Changes at Jesse Falls

Karl Arnesen, South New Brighton



The new line from the existing railway to the new room on the end of the garage.



The three battery powered locos in the new room. The space above is for an English OO layout.



The supervisor watching the first train out.

Progress on Kabita's New Railway"

Kabita Whale, Lincoln



Kabita laying track on the new railway, Standing on styrene blocks salvaged from her previous railway



CGRG President, Andrew Wilson lending Kabita a hand with track laying

A Dabble in 7¼" Gauge Railway Modelling

Chris Greer, Christchurch

Way back in March this year I decided to buy a 7¼ inch gauge petrol electric loco from Dave Cole at the Waihi Miniature Railway.

The loco is based around an NZR DC loco. It has 4x 350 watt motors and uses two 12 volt deep cycle batteries to power it. The petrol 7.5 hp motor is connected to an alternator which recharges the batteries.

I brought the loco, which was the easy part. The next job I had was how to get it down to Christchurch without costing an arm and leg. I started getting quotes. Well what a headache that caused. I figured I could go and pick it up for about \$1000. I got quotes from \$650 up to \$2500. I went with Mount Cook moving based in Oamaru.

The main problem was the weight and the size as it's 200 kgs and 2.35 metres long.

Dave got it loaded into their van for me on a cold wet winter's night and it made it's trip down to my garage where I had constructed an unloading ramp out of an old table and some lengths of wood. I also made a track for it to sit on in my garage.

I had a few friends come around for a look and to get some friendly advice. Daniel Hood made a coupler up for the loco which I really appreciate.

I wanted to take it for a ride around a track. So I borrowed some batteries from Ben Sewell and headed to Halswell domain. Rob Wilson gave it a check over and I went around the track. It reached speeds of about 12 kms with the motor going. It was great fun.

After that run I decided I'd want my family to drive it as well. The problem being, as it is a sit in the middle loco it was unsafe to do so.

I set about moving all the controls from the middle to the rear of the locomotive. Also adding lights, adding fans to cool the motors, also plastering and lots more wiring and soldering and a repainting. There is also a USB port for recharging my phone.

I have purchased new deep cycle batteries for it and just before I took it out to McLeans Island railway which is where it lives now, I thought I better test the petrol motor just to be sure it still goes. Alas it didn't start. Didn't even try to start. Then the pull starter came loose and it was then my petrol loco became an electric loco.



The locomotive as received with controls in the centre

THE GARDEN WHISTLE

I got the train loaded onto Andrew Wilson's trailer for the trip out to McLeans Island and slowly drove out there so it didn't fall off. We got it out there safely and Isaac (my son) and I had great fun driving it around for the next 5 hours which is great. We had it pulling 4 wagons which are roughly about 250kgs each.

It's now living out at McLeans Island Railway. So I can go out and take it for a ride after work.

So now looking forward to the night run which will be a good test for it to see how many people it will pull.

If you are interested in having a look and ride let me know and we can arrange something. It's a lot of fun and I have learnt a lot from this experience. I may even let you drive!!!



Modifications completed, repainted and now my son, Isaac can drive the locomotive

What's On The Workbench

David Day, Christchurch

The wind tower main frame is made from a cedar door that was laying around my garage & machined down to suit, the braces are all made from hot dog sticks cut down. The metal parts I bought as a kit. A coat of stain & all set to go on my layout (that does not exist yet)

The bridge was a different kettle of fish all together, made from the same door as the wind tower, machined down to various sizes to suit. The brass rods are brazing rods threaded to take a brass nut & a few brass pins. Kabita Whale has the same bridge that was made by Dennis Lindsay (a work of art) some time ago & kindly loaned it to me so I could copy it. I put a lot of hours into the bridge, but I think I spent more time fixing my mistakes to get it somewhere near right, still not perfect but what is. A coat of stain

& all ready to go on my non existing layout, after I lay some track through it...

As far as the layout goes there is not enough hours in the day at the moment, people said that when I retire I will get bored, I still haven't found out what that word means & know it's never going to happen. I have changed my layout plan that many times now so I will just have to get on with it & get it done. (Famous last words) I do not have a huge area to lay it out, but it will be an interesting one. I am still collecting & building more buildings & bits & bobs to go on it.

This hobby can be very time consuming & wallet emptying but is extremely rewarding.



Wairarapa Garden Railway Group ANZAC Hall Featherston

Lloyd Dickens, Masterton

Each year the Wellington and the Wairarapa Groups get together at the ANZAC Hall in Featherston to run Trains. The Hall is an historic building built during the first World War to entertain troops training in the local camp. It is a lovely example of a wood building with some great polished timber. The walls are covered in photos of the great and local soldiers.

Up to this year both Wellington and us have placed our track on the floor and run trains from there. Unfortunately some of our members cannot now bend down that far so the group decided to raise funds and purchase a raised platform to put the track on.

We purchased in the first round 17 foldable tables 1.8m by .76m. To that we put on top artificial grass which looks like ballast. The complete layout is 8.5 m by 3.7 m

In our membership we have an engineer, Warren, who designed a complex layout consisting of two

loops each made up of multiple sidings. Each loop is made interesting in that the train has to snake through points to complete a loop.

There is 11 points and 55.5 metres of track.

The outside track is run by DCC and the inside by either DC or battery powered locomotives.

We decided to join the outside track with split jaw joiners this becoming an issue as some members consider this slows up the setup procedure. Even though we hired Dalefield Hall to do a test setup the month before we are still learning the best way to setup. Warren's expertise was needed many times when track did not join up. At present we have to refine the setup procedure considerably before the track joining hits the critical path.

The inside track was joined by sleeve joiners. The problem with sleeve joins on temporary track is they soon become loose which is why the split jaws on the



DCC and DC Electrics

THE GARDEN WHISTLE



Peter Milburn's 4-6-0

outside track. What we did not realise till this week-end was the Artificial grass has a "Grain" which over a period of time will pull track apart if it is not firmly held in place. Warren went around the inside track several times pushing the track together again. Just may be it is easier to do the job once and right the first time.

As you will notice in the photo there is plenty of room for a station, signal and road side cabinets etc when we use this layout at a RailX.

The running went well during the day with everyone who wanted to run being able to.



Wairarapa Group track on tables

A New Wairarapa Railway

Henrik Dorbeck, Masterton

I have sent some pics of my new layout. I need to add, on some photos is a white curve. This is a template in 7mm ply to a R3 radius. This helped in planning the layout on the ground when I was planning things. Later it has helped with planning of table sizes and radius's. the layout is set at 700mm off the ground. The good thing about this is I can pull out the stakes, fill them in and relay the new lawn. It is pretty easy to rehabilitate the area at the end of the

day whilst providing a very stable platform for a layout.

This is phase 1, phase 2 to follow.

Stations and passing loops laid and connected. The ballast is a waterproof and UV resistant carpet from Mitre10 in lieu of stone which has proven to get into the point mechanisms and rail tops. All track is a minimum of R3 Curvature and LGB R3 points.



THE GARDEN WHISTLE



Rockwood Depot Nameboards

by Michael Hilliar Auckland



I have now completed the Rockwood Depot by fitting the name boards that were 3D printed by Ian Galbraith.

The intention by Ian is that if you want white lettering the name board is 3D printed in white; you spray the whole board in the chosen back ground colour and then file or sand with flat surface and the white lettering will reappear or vice versa if you want black lettering.

Now this turkey always wants to be different and the raised lettering needed to be the dark brown to match the rest of the trim on the depot.

Looking at the raised lettering reminded me of my printing days; I spent 40 years in the printing industry before becoming a bus driver.

Anyway, especially on the letterpress side, rubber rollers were set to roll the top of the typeface with ink, so I needed to replicate this. I could not find a rubber roller. I did find a firm foam rubber one, but

still the softness allowed it to drop down into the void around the letters.

With the lack of a firm rubber roller, time for a rethink. Now, I had a rubber blanket off an offset press that transferred the image from the aluminum plate to the paper.

I painted the rubber blanket with an even coat of paint; I generally use Resene test pots, then pressed the name board face down into it and with a light tapping down on the reverse side I got my desired effect. The rubber blanket was maybe a bit too firm but maybe something softer like a tire tube would have helped?

A large printing surface does need quite a bit of pressure to get an even print.

I do hope this gives you some ideas to build upon. Modeling is all about solving problems and sharing ideas.

Correction

In the September 2020 issue of The Garden Whistle The incorrect heading was shown for John Boyson's article on the Dubh Eas Viaduct

The correct heading is shown below.

Apologies for the error have been extended to John

Dubh Eas Viaduct 5 – Assembly



Extending the Railway

John Boyson – Pokeno

This article has been prepared for joint publication in the Garden Whistle and G1MRA NZ newsletter.

Photos provided by the author.



THE GARDEN WHISTLE

Having finished Dubh Eas Viaduct, the way was clear to extend the main line to and around the south west curve. This part of the line heads towards the rising ground on the south side of the property. In order to provide a route for the line, a semi-circle was dug out and retained as part of the garden build in 2016/7. The footpath, constructed at the same time to connect the upper and lower parts of the property, had a slot built into it where it crossed over the line. There were also a number of drains to avoid as well. Finally, there was an outdoor tap that the line would run under on the west fence to consider.

Starting from Dubh Eas Viaduct, the first feature is the future junction for a 1:32 branch to Fort William. The baseboard for this was completed at the same time as the viaduct and was thus already in place. This interchangeable board was fabricated from aluminium angle and tread plate. Currently the track is temporarily laid for just the main line. From the

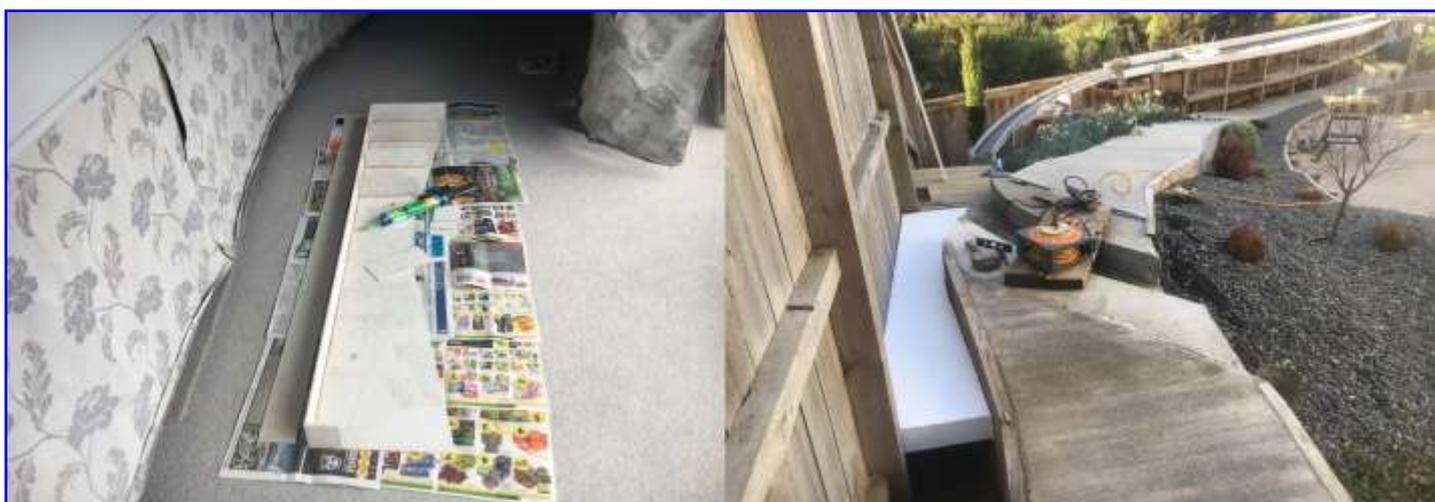
end of this board, three further baseboards were needed to take the line along the west fence. Two were fabricated from glued fibre cement board in the same way as the north yard boards. The third board goes under the tap noted above. It was constructed from aluminium since I was concerned about the durability of fibre cement board subjected to concentrated water flows from the tap.

Once the boards were cut out and test fitted in situ, they were taken inside, assembled and painted. Further test fitting followed to recheck clearances. The track alignment was then marked out and track laid.

The third board took the rail head to the start of the south west loop. To support this, being at ground level, a concrete ground beam was constructed to match the three metre radius semi-circle of the loop. Five 200mm wide arced fibre cement boards were cut out. These were trimmed to the 1.8 metre length of a



The first cut and on the right the difference between a standard wood blade and fibre cement blade for circular saws.



The first fibre cement baseboard being fabricated using liquid nails glue and being test fitted on site. This was the most complex board of the eight made since it had to fit between the fence posts and the gap between the fence and the footpath. The curved cut was formed by adjusting the circular saw so that it only bit into the material by about 10mm. In this way the length of blade in the resulting slot was kept to a minimum allowing it to be slewed around the curve.

THE GARDEN WHISTLE



The Fort William Junction board (the branch will eventually go through the slot on the left) and tracklaying on the two fibre cement boards on the right



The third board being fabricated on the left; whilst on the right, the first board has the first layer of ballast laid.



Setting out and preparing the formwork for the south west loop ground beam using the curved boards as a template.

standard length track. Once painted, these were simply laid out around the loop on top of the ground beam and the track glued down on them. Following this, they too were taken back inside for ballasting and rail painting along with the first three boards. To

avoid mixing up the boards particularly the five loop boards, each has been numbered on the underside.

These jobs followed my standard routine of a layer of fish tank stone half way up the sleepers followed with

THE GARDEN WHISTLE



Curved boards trimmed to length on left and first board with ballasting and rail painting complete



On the left, the completed ground beam backfilled and with ground cover plants ready for planting. On the right, the first fibre cement board being stuffed with sound insulation material.



Curved boards complete and ready for installation. Note the sides of the boards have been painted black to make them less conspicuous

a top layer of Woodland Scenics Coarse Grey Ballast. Each layer was glued down with 50% diluted outdoor

PVA. The rail was etch primed and a top coat of rust colour was applied to the rail and chairs.

THE GARDEN WHISTLE



The baseboards installed. The joints will be filled with bluetack and ballasted in the summer when dry weather is more assured.

One other job undertaken, prior to installing the boards, was to sound insulate them. I had found that running in the North Yard was somewhat noisy with the cellular construction acting as a sound box. There was a bale of sound insulation material left over from the house build. So I undertook a retrofit by stuffing the cells with this material. To be fair it was awkward and cramped working underneath the boards. I did about an hour a day and got it all done over two weeks! However it worked well and the sound has been much reduced to a more realistic level. Lesson learned. The three west fence boards received the same treatment before installation. Much easier.

The final job was to fabricate a bucket stand between the railway and the tap to provide some more

protection. This was also constructed from aluminium sheet and angle.

The section along the west fence definitely requires some scenic work. This will happen after completion of the mainline which remains the focus.

The railway now has an outdoor length of around 42 metres and both loops are complete. There is just the gap of 24 metres between them to fill! The next job is another viaduct which has been started, thus bridge building has resumed!



The bucket stand over railway. The front opens to provide access. Ultimately this will be disguised as a tunnel as will the slot in the footpath at the other end of the curve.

Letter to New Zealand

Fraser Neilson, Glasgow, Scotland

Hi Ian,

I read with interest the item published courtesy of the Rose City Garden Railway Society, in Portland, Oregon in your September Garden Whistle and whilst aware of the demise of Garden Railways, the article contains what I think are some out of date facts and a typical foreign view of the United Kingdom (UK) by persistently referring to it as England.

The UK has three main Garden Railway Societies in co-existence, those being the G Scale Society, the 16mm Society and GIMRA (Gauge 1 Model Railway Association) all of whom have their specialities and followings, likes and dislikes. Each have several area groups, throughout England, Scotland, Wales, and perhaps Ireland, and represent all of which make up the UK.

Speaking for the G Scale Society, as the national membership secretary, we have 27 area groups throughout England, Scotland, and Wales but none so far in Ireland and there is a 28th group coming on stream. Whilst the numbers in these area groups fluctuate considerably, they are all, should I say, live, and contribute to the running of the Society with their Open Days, Exhibitions, attendance at national and local shows, support charitable functions and events, hold their own shows and a small representative group from Scotland even visited the 35th Annual Convention in Portland Oregon in 2019. Many of our members do not associate themselves with area groups, usually because of distance or personal preference.

We also have members in Europe, the USA, New Zealand, and Australia who, collectively only form a small portion of our membership, and along with all

our UK members receive their quarterly glossy magazine (The G Scale Journal) which advertises and informs of events, has trader support, and reports from all around the UK, as well as individual members articles, much the same as your publication in NZ.

We also have a commercial monthly magazine entitled Garden Rail which has been in existence for some time, having been preceded by other titles for over 30 years

More to the point though, although we will all miss having Garden Railways available to us as we knew it, it is for us to contribute our articles to Model Railroader, to ensure that they have a sufficient input not to diminish the importance of their newly acquired garden railway section no matter where we live in the world.

It cannot be denied however that many of us involved in the hobby, no matter the scale, are of the silver haired species (or none at all!!) and so recruitment is of paramount importance for future survival.

Those of us involved in garden railways need to be resourceful to achieve our aims and this includes trawling and buying from the internet, whether we like it or not. This is the main elephant in the cupboard, not the lack of advertising, younger members not coming on board, local shops disappearing and now shows being cancelled the world over due to C19 which has no answer to its demise as yet.

I wish Bill Derville well in his efforts to achieve what he is writing about but my point is that so far as the UK and NZ are concerned I see a healthy following towards G Scale and I would like to think G Scale is more healthy in the USA than is being portrayed.



Registrations for the 12th National Garden railway Convention have started to be received. As the COVID-19 restrictions have been lowered more are prepared to make travel plans.

To receive personal updates, and Registration Forms, advise your name and contact details to:

2021ngrc@culcreuchfold.org.nz or 2021 Convention 3 Church Street, Rangiora 7400

NEXT GENERATION UNIVERSAL SOUND CARDS FOR ONLY \$99

For battery radio control or track power. Easy screwdriver installation. Remote control, available separately, enables adjustments without dismantling the loco.

For Steam ... synchronised, load sensitive chuff, 16 variable plain and chime whistles, bell, safety valve, live steam injector, "All aboard", guard's whistle, brake squeal and Westinghouse brake pump.



For Heavy Diesels ... 6 adjustable, load sensitive engine types, 6 variable horns, bell, brake release, engine start/stop, brake squeal, "All aboard", guard's whistle and switchable turbocharger.



For Light Diesels ... Soundcard with 100% recorded sounds including selectable horns, brakes, two engines, guard, start up and shut down



For Electric Traction for locos and multiple units with 5 horns, 4 motor sounds, 2 compressors, brake release and more.

For Trams and Streetcars ... with 3 bells/gongs, 8 horns/air whistles, buzzer, brake and rail squeal, 3 compressors and two motor sounds.

NEW



NEW

For Railbuses ... 2 adjustable, load sensitive engine types, 5 horns, bell, brake release, engine start/stop, etc.

www.mylocosound.com

Available from

Culcreuch Fold Garden Railway Model Supplies

Phone: 03 551 2142 or 021 2646 945

Stock now on available in New Zealand



The 12th New Zealand Garden Railway Convention hosted by the Christchurch Garden Railway Group will be held over Waitangi Weekend, 6-8 February 2021 based at the Russley Golf Club Conference Centre, Stableford Green, Christchurch. This is situated off Memorial Avenue, less than 10 minutes from Christchurch International Airport and close to numerous Hotels, Motels and BnBs.

A full programme of clinics, hands on workshops, layout visits and social times together with Buy, Sell and Swap tables will be provided. All meals will be

professionally catered.

To receive personal updates, and Registration Forms, advise your name and contact details to:

2021ngrc@culcreuchfold.org.nz or 2021 Convention 3 Church Street, Rangiora 7400

THE GARDEN WHISTLE

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

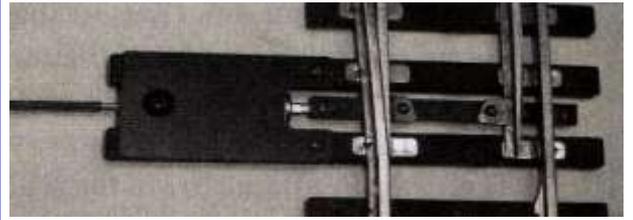
NZ Distributor-

Contact: Phone: (04) 2338555

Email: sales@mackstrack.co.nz



Mack's Track
AT PLIMMERTON STATION



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. Compatible with the old Del-Air and E-Z Aire systems. Nearly every product made in the USA

www.sunsetvalleyrailroad.com

pete@sunsetvalleyrailroad.com

+1 253 862 6748

New Zealand distributor

Culcreuch Fold Garden Railway Model Supplies

cfgrms@culcreuchfold.org.nz

Phone: 03 551 2142



rldhobbies.com

COMING EVENTS

October 3-4 2020

The BIG Model Train Show, Christchurch

February 6-8 2021

12th NZ Garden Railway Convention, Christchurch

May 30- June 5 2021

36th Garden Railway Convention, Nashville, TN, USA

2022

37th Garden Railway Convention, Denver, CO, USA

2023

38th Garden Railway Convention, Santa Clara CA, USA



FULL LINE DEALER OF ALL BRANDS LISTED

reindeerpas.com

Custom decals and logos for your railroad!

CEDARLEAF
CUSTOM DECALS

www.cedarleafcustomdecals.com

scedarleaf@aol.com • (928) 778-3732 or (520) 831-3390

Club Events and Contacts

Auckland

Sunday 11 October 2020: 2pm at Michael Hilliar's layout. The rain day is October 18. The October meet is joint with the City of Sails MRC.

Club Contact: Auckland Garden Railway Society Inc Email: gardenrailauckland@gmail.com
Philip Sharp, Ph: 09 600 2157

Waikato:

Running Days/Meetings cancelled until further notice

Club Contact: GROW: Garden Railway Operators of Waikato. Email: sandnlipsey@gmail.com
Stefan Lipsey, P O Box 612, Waikato Mail Centre, Hamilton, 3240, Ph: 07 859 3650

Wairarapa:

Sunday 18 October 2020 Peters Milburn, 365 Upper Waingawa Road, Masterton District. starting 1 pm. DCC and battery catered for.

Club Contact: Wairarapa Garden Railway Group. Email: Lloyd.dickens@wise.net.nz
C/- Lloyd Dickens, 55 Titoki Street, Masterton. Ph 06 370 3790.

Wellington:

October 2020: TBA

Club Contact: Wellington Garden Railway Group. Email: cdrowley@xtra.co.nz
Coordinator: Chris Drowley, 47 Chester Road, Tawa 5028, Ph: 0274 496 907

Christchurch:

October 2020: TBA

Club Contact: Christchurch Garden Railway Group: Email: Secy@culcreuchfold.org.nz
Secretary/Treasurer: Ian C Galbraith, 3 Church Street, RANGIORA 7400 Ph 03 5512142
President: Andrew Wilson, 021 273 3047

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

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

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: Ian C Galbraith, 3 Church Street, RANGIORA 7400.
Email: GW@culcreuchfold.org.nz