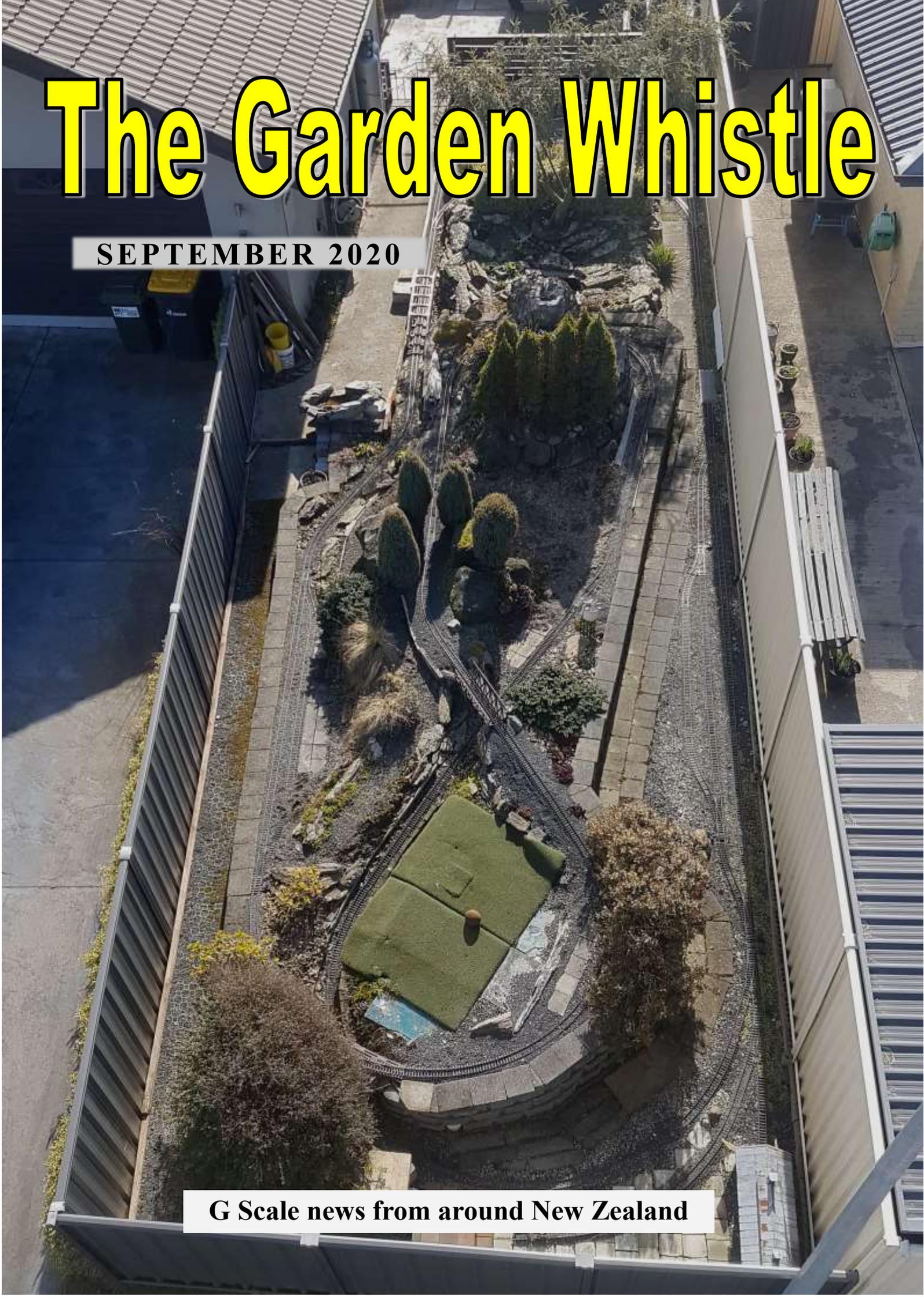


The Garden Whistle

SEPTEMBER 2020

G Scale news from around New Zealand



CGRG President's Ramblings

Hi Team, toot toot

I hope everyone is safe in their bubbles and are following the rules

All going well we will come out of this latest madness soon a little more aware of our surroundings

As we have a large at risk group within our membership we will not hold meetings until we are at level 1 again

That said.

Spring is sniffing in the air and meetings are soon to be upon us as the summer season approaches swiftly

Notice how much lighter it is in the evenings and mornings

I see and hear much work is planned and is taking place at some of the new layouts being worked on for the next convention

I think that's a hint to get back into mine and on that note have organised a friends assist day to complete electrical fitout to chocolate blocks so screwing down the main and ballasting can begin

That and some design issues to resolve. Really looking forward to it, lots more rock work to go

Goal being a test run day in December, if not sooner

Plenty of projects going on , please send all details to Ian to post in newsletter

Kia Kaha everyone

Andrew Wilson

What's he up to Now?

Andrew Wilson, West Melton

Two projects this month
Tunnel Project for layout

I have two tunnel mouths recovered from last project that had not broken in recovery



I created a support board and screwed ends then braced length

I then lined tunnel with rubber matting to give the dark look

I have then placed it in situ so now I can complete track work through cutting and stonework to side next free weekend

U Drive Layout

Photos show the bracing support and 3 panels under construction, then filled with polystyrene and shaped, then covered in grass matting

I then tested track and overhauled locos etc, neighbours' kids loved it, all ready to go in October how

Next Project Clubs U Drive Layout

Cover Photo: The photo was taken from an hydraulic platform outside our yard. The crew were checking light fittings, and I asked if they could take some photos I didn't have time to put out any rolling stock

John Bethune, Melville Park, Mosgiel

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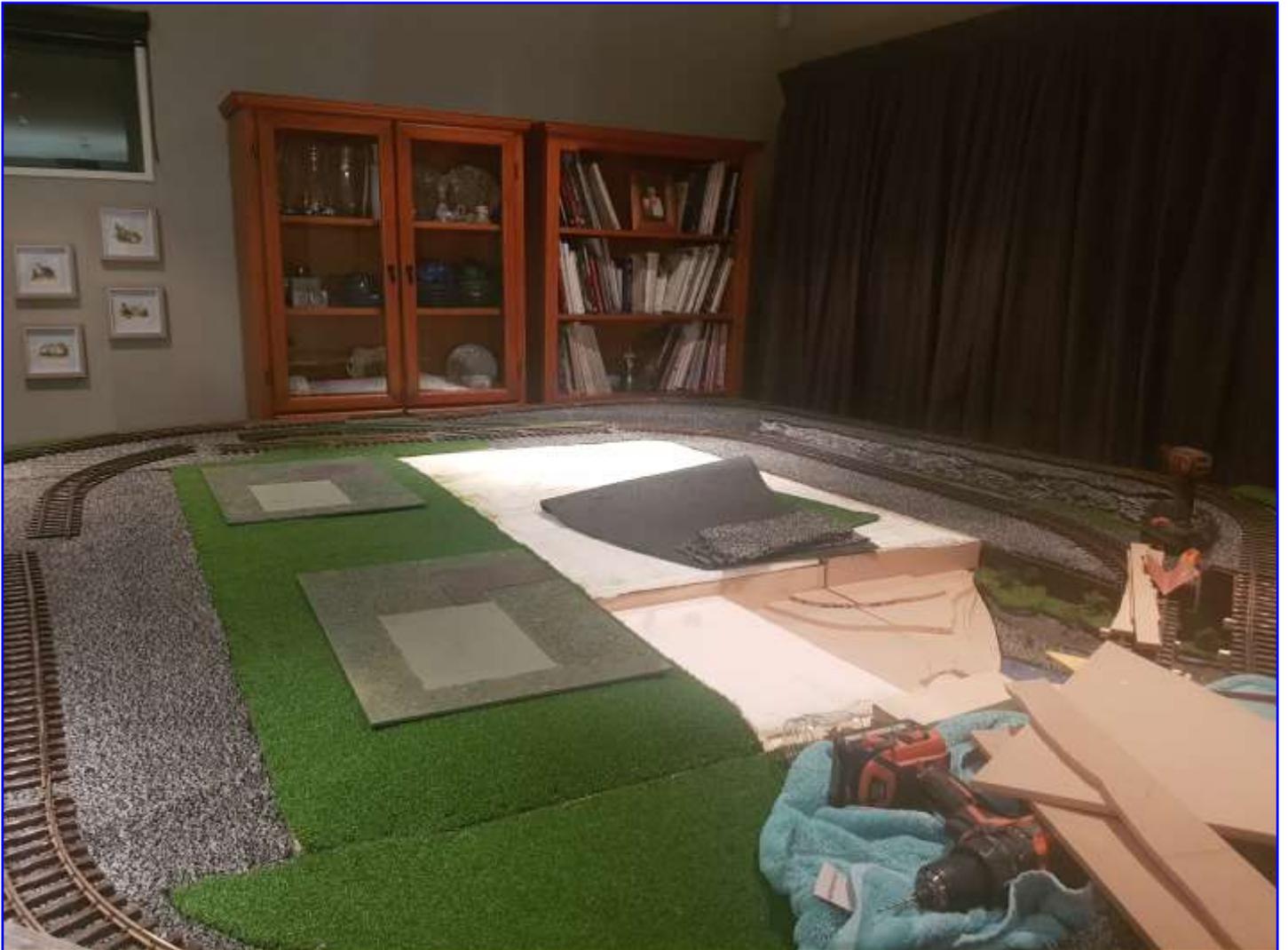
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Work on the CGRG “U Drive” layout



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Assistance is always appreciated

ROCKWOOD DEPOT

Michael Hilliar, Auckland

I first started in G scale thirty years ago when I was in England on my well extended O.E. [just in case you dare thought I was English!] I built an NZR styled water tank and depot more or less based on a half size version of CHAMA Depot which is on the Cumbres and Toltec Railroad. We did not have the research capability of the internet back then and had to rely on books and magazines for our inspiration. There were a few building manufacturers like POLA; but if you wanted something different or prototypical it was generally a case of having to build it yourself.

While building the depot I would come home after work and find my first-born daughter had filled it with her LEGO men and other stuff. The question was asked, "do you want a dolls house?". Oh well, more time was sidetracked to another project. Well you must do these things don't you? I was able to purchase toy like doors, windows, and brick paper for the doll's house. The leftovers were used in building an engine shed for my grandson last Christmas [GW January 2020]. But for the

depot, I would have to build it from scratch with full window/door framework etc. I had 2mm glass cut to the size of the sash windows; but I could not get the framing or the minions or munnions to my required specifications. After several failures, the depot stalled windowless and unfinished.

The return to this project was instigated by Dennis Lindsay with his depot project featured in the June 2020 issue of the Garden Whistle, which used 3D printed windows and doors printed by Ian Galbraith.

With this inspiration, I returned to my very first unfinished G scale project.

The depot is for my Colorado styled railroad and, after thirty years I have finally given the depot a name; ROCKWOOD.

I approached Ian and he sent me a sample window; I could see the benefits straight away; cut a hole and bang it in. This sample was larger the mine and thinking I would probably do more damage getting the old frames out, I decided I would ask Ian if



ROCKWOOD after nearly 30 years back on the work bench

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The sash window frames printed by Ian simplifying what I was trying to achieve



Shingle test piece

he would print the sash window parts only and I would continue with my original plan for those windows. For the rear of the depot Ian's windows and doors were resized to match mine and I installed them into the back; it was so easy.

While waiting for the windows and doors to arrive, I was really on a roll! I decided I would also shingle the roof, as originally intended. I knew it was going to be a lot of work, but I had a plan! Many years ago, I was commissioned to build a covered bridge for an early Auckland layout so knew what it involved; but I had a plan!

I have a quite a large pile of cedar blind slats so that is what I used for the shingles. First, they had to be sawn down to 1 mm thickness on both sides to remove the coatings; then into 10mm strips. The problem was how many do you need? A great deal more than I originally planned, so I made a lot more as it is difficult to get the precise settings, and even so the occasional slat had to be retrimmed.

My depot is not intended to stay out in the rain, so I have used normal PVA adhesive. When I did the covered bridge, I used a silicon sealer under the shingles. What I did not know at the time was that was not light fast and broke down the same way as when it was used in the leaky building syndrome buildings.

There are two ways you can lay shingles; first, a single row just overlapping the next row or the prototypical way, which I prefer,

with the next row overlapping the original row with only one third visible.

There are many types of shingles available; the most common are machine milled to uniform tapered dimensions and look rather sterile. I prefer the rustic look. The prototype for this method is done by slitting bolts of straight grained wood using a froe which is a metal wedge 8ins to 12ins with a handle at one end which is then hit with a mallet to start the split. The handle is rocked back and forth till the split travels the length of the bolt. You can find film on this on YouTube. <https://www.youtube.com/watch?v=-FjpmFwVLtM> or the factory version <https://www.youtube.com/watch?v=ahZz1E1GFsk>

When cutting my shingles to length I set up a gauge and cut them plus or minus the required length and at varying angles to add as much of a rustic look as possible. I wanted this roof to stand out with the ten-foot rule.

I have included a picture of my trial piece with the dimensions; it's best if you are going to follow my method you do a practice sample to find what style best suits you; because once started you cannot change!

After I got the first two rows set it was time for my grand plan," Lizzy would you like to help?". I finally got her into the workshop, and we did a row together; that's nice, but she was awake to my game, it does look very tedious, and I am too fussy etc.



Shingles finished. Ian's windows and doors fitted; this is an amazingly simple way of constructing buildings



The covered bridge I built for an early Auckland railway about 25 years ago. The shingles were deteriorating and this was probably the last operating day. Picture, I believe by Geoff Hallam

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ROCKWOOD finished, just awaiting printed name boards



Bert's covered bridge soon after installation



The first row of the many shingles. Note the lifter strip

etc. she was gone. Well it was nearly 1500 shingles later which took over a week of tedious slog; but sometimes these jobs can be relaxing and rewarding especially with the finished result which I am incredibly pleased with.

The window/doors etc. duly arrived; were painted and fitted and the depot finished off. I have not done any internal work. I would leave that for another day if I still got enough heart beats left over.....

Finally, with this one finished, there is a cupboard full of other projects waiting. Which one will be next?



Shingles climbing the valley

More for “The Pirfic Railway”

Bill Stanley, Lincoln



The Liffey Cottage, Lincoln and 1:24 scale model



The “Pirfic” planter boxes for “The Pirfic Railway”

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On The Workbench at The Pirvic Railway. Following completion of the Liffey Cottage, the next project was a representation of the Lincoln Union Church, adjacent to the Liffey Cottage.. Using MDF and ply the various body parts of the church were cut to shape and openings for doors and windows were cut out using a jigsaw. All corner joints were reinforced by wooden blocks. The door, windows, octagonal tower and spire were printed by Ian Galbraith



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After for weeks of work, only small details left to finish



The town of Lincoln on “The Pirfic Railway” grows



The following article was published in the August 2020 issue of the Rose City Garden Railway Society , Portland , Oregon and is reprinted here with the kind permission of the Rose City Garden Railway Society and the author, Bill Derville

A Proposal for the future of Garden Railroad

By Bill Derville

Bill prepared and read the following message at the midyear club business meeting on July 29, 2020 at 7 pm via ZOOM. His message was in response to the demise of "Garden Railways" magazine.

The following is an excerpt from Kalmbach Media.

"For more than 35 years, Garden Railways has been the leading magazine devoted to the hobby of outdoor model railroading. While we remain committed to serving garden railroaders, we regret to announce that we are discontinuing publication of Garden Railways magazine. Fall 2020 will be the final issue."

With the end of Garden Railways magazine, I believe our hobby is in crisis. GRM has been the glue that has kept the hobby going. It was the inspiration behind the hobby, with informative articles on how to build, maintain, and operate garden railroads. But just as important, it has been the vehicle for our vendors to advertise their products, products we need to buy to build our railroads, engines, and cars to run, and the track and switches they run on. Our vendors provide transformers to power our track to run our trains and decoders and sound systems to convert our trains from track power to battery power. Our vendors sell accessories to fill our railroads with people, buildings, and bridges.

Without our vendors, our hobby becomes something only the talented scratch builders can create, and few have the talent to scratch build a railroad, and create the electronics needed to run it. In short, without our vendors, our hobby collapses.

With Garden Railway Magazine folding into Model Railroader, our vendors no longer have an economical way to tell those in the hobby about their products. Our vendors are struggling to make it now. I was responsible for filling our vendor hall at our convention (2019 NGRC) here in Portland but found I could not fill it. Surprisingly we did pretty well! Ours was the smallest vendor hall I had seen at a national convention, and I have been to all of them since 2001 except Las Vegas. I was worried the vendor hall was too small, but in the end, I was very glad it wasn't any bigger. Our vendors are small hobby businesses that can't afford the expense of coming to a

convention and renting a booth for three days with the business they have left.

Kalmbach Media believes they can port the vendors over to Model Railroader, the flagship magazine of the hobby. I believe they will feature more garden railroad articles, at least at first until they figure out it isn't worth the effort for the few subscribers that keep their subscriptions. The magazine is mostly for Ho and N scale. The layouts are mostly indoor elaborate double-decker layouts that focus on operations. I know because I have subscribed to Model Railroader for the past 30 years. I enjoy reading about that aspect of the hobby and seeing some of the buildings and track plans. But I also have a backlog of unread issues as my interest continues to support G-scale, especially since I have finished laying all my track.

The cost of an ad in Garden Railway Magazine was \$2,145 for a full-page color ad if you placed six ads.

A half-page ad was \$1,265 and a 1/6 page ad was \$476 if you placed 6 six ads, \$391 if it was black and white. Their email newsletter cost \$291 for a single ad premium text or \$189 if you placed 24 ads. A banner ad costs \$140 for one ad, \$91 if you placed 24 ads.

So where does that leave our vendors without a garden scale magazine or e-mail newsletters? There is word of mouth, and vendor websites, but sooner or later, the message is lost to those new to the hobby and many not so new, especially those who are not members of a club with people to help them find the products they need. How will we advertise our conventions to hobbyists? Without sufficient attendance, national garden railway conventions will end soon.

So, what is the solution?

Most of you know I contacted the garden railroad clubs on the west coast and started what we called the West Coast Network of Clubs. We began sharing newsletters which clubs could circulate to their members and provide links to them on their club website. We also conducted some surveys about how much we charge for dues, and about the growth or decline in membership to get a sense of whether the hobby was growing or shrinking. We found out that we were the only club that was growing, although last year BAGRS in the bay area has a large increase in membership. From what I can tell, our club with 140 family memberships is one of the five largest

clubs in America. That is sad given the size of our area is much smaller than many of the cities in the US.

I think it is time to expand our little network of clubs to include every Garden Railway club in America and maybe Canada. But the idea of exchanging newsletters and doing surveys falls way short of the need today. According to Garden Railway Magazine, there are 96 clubs in the US, 12 in Canada, and 16 in England, Germany, Switzerland, New Zealand, and Australia. Only 63 have websites. The data has not been kept up to date. Some are probably defunct and a few are open to all scales. At least 8 have permanent layouts they maintain. I suspect If we passed along everyone's newsletters, no one would read them. And it wouldn't help our vendors to tell hobbyists about their products, information our hobbyists need.

What we need is a national coalition of garden railway clubs that will work to improve the hobby and meet our vendor's needs. Unfortunately, it will take a lot of work and dedication to do this. In my mind, the only way we can be effective is to publish a national newsletter, probably monthly that vendors can advertise in. It should be inspirational, informative, broadly distributed, and cheap. It is here that my vision is a little hazy and would like your input and advice on how to proceed.

I would like to see every major club in America be a part of this organization. It would need a board of directors to make decisions and solve its problems and promote it. I think that it should be free for every club to participate. The only thing we would ask of each club:

- 1) Send out the national newsletter via e-mail to their members when they get it.
- 2) Put a link on their website to the new organization's website.
- 3) E-mail their club newsletters to the organization when published.
- 4) Authorize the use of any material in their newsletter in the national newsletter.
- 5) List their club in the national organization's directory together with a link to their website and keep the information up to date.

Vendors would also be listed for a small fee for banner ads which would include a brief list of what they sell, and a link to their website, address, and phone number.

I envision three classes of members:

- 1)Garden Railway Clubs
- 2)Individuals not affiliated with a club (Many areas have no clubs.

3)Vendors - Also free membership and an advertising advisory committee.

The national newsletter will take a lot of work. I am thinking that clubs would send their newsletters to the editor, and the editor could pick articles from these newsletters for content for the magazine. The editor could also receive articles for inclusion directly. The position of editor would need to be a paid position as it will take a lot of work just to sift through all these newsletters to find content. The editor should be a garden railroader hobbyist, probably someone who had published a newsletter for a club. We couldn't afford to pay a lot as I think our advertising rates need to be inexpensive.

The organization would be a non-profit organization working on a shoestring budget. The only paid position in my mind would be the newsletter editor. However, setting up and maintaining the website may need to be another paid position. There is a lot of work up front, but less once the framework is in place. Website maintenance would continue for advertising, photos, and content. Maybe videos and pictures of layouts too, but maybe that could be done by users and contributors.

What would be the purpose and objectives of the club? Obviously to meet the needs of our vendors and keep our hobby going. Most of the input and direction of the organization should come from its members, the 68 clubs that would drive the organization. They would choose the name, incorporate into a formal non-profit organization, decide on the operating structure and create bylaws and a mission statement, elect the board of directors, appoint the editor and webmaster, set the advertising rates, set up bank accounts, figure out how to attract the lone wolf modelers in our hobby to subscribe to the newsletter (for free probably), create the bylaws, get a tax ID number, enlist the support of the vendors, etc. In essence, it is the starting of a break-even business.

That is about how far I have gotten with this crazy idea so far. That is where I can use your help in advising on the next steps, or even deep-sixing the whole idea. I think my next step if we go forward is to contact key people in the west coast network of clubs and then set up a zoom meeting to discuss the next steps. I do not see this as an organization driven by our club. But I hope our club would support it and help it anyway it can. We might need some money to launch this as there will need to be a lawyer involved. At this point, I am open for comments and discussion on the idea of a national coalition of garden railway clubs and a national newsletter and website.

Dubh Eas Viaduct 4 – Making the Piers

John Boyson – Pokeno



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

Photos provided by the author.

Having completed the story of the manufacture of the piers and spans, it is now time to bring the tale to a conclusion.

The viaduct spans a gap between the end of the North Yard and the west fence. To support it, a sub frame was constructed. To complicate matters, an access was also needed along the west fence to the area in the northwest corner the viaduct was going to block off. Thus, a set of steps was built; onto which the western half of the sub frame was attached. It all sounds complex which reflects the actual situation.

The levels of the platforms for the piers were established by a string line set at rail height between the west fence and the north yard. The location of each pier was roughly established by offsets from the north and west fence edges and distances between each pier. The platforms, which were installed just prior to installing each pier, were made extra wide to allow for more precise adjustment of the piers as the assembly progressed. Likewise they were set about 20mm low to allow for height adjustment.

The whole structure is fabricated from treated timber and, apart from one pile concreted into the ground, is screwed together with outdoor landscape screws. These heavy duty screws, being completely weather proof and with a female hex insert in the head as well as a reaming section on the shank just above the threaded length to enlarge the top half of the predrilled receiving hole, are ideal for the job. This allows the whole structure to be easily dismantled when the sad time of having to remove the railway takes place.

With the location of the viaduct more precisely established, a make-up baseboard was needed to fill the gap between the north yard and the east abutment of the viaduct. This was constructed as a cellular box from fibre cement sheet in a similar manner to the north yard boards.

Having built the sub frame, assembly of the viaduct started. This was done in a particular sequence:

1. With the side spans supported by two of the intermediate piers (Nos. 3 and 6) and both abutments, the structure was carefully adjusted to ensure it all fitted and lined up. The main span was cantilevered off the side spans though the rail joiners at this point.



The east sub frame with the string line set at rail level. Pretty, it is not!

However, one end was also temporarily supported from a stool with packing to provide a degree of reassurance. The abutments and piers were aligned and levelled using timber packing and washers as shims. Verticality in both directions was also checked and adjusted as well. This was a time consuming process but important since the line and level of the track depended on this. Inevitably, when one parameter was adjusted, the others would go out and thus needed to be adjusted again. However, each time the amount of adjustment needed, reduced until finally all parameters were satisfactory. Once I was happy with the setup, liquid nails glue was squeezed into the gaps under the piers and abutments and completely around the

bases to seal everything up. The structure was then left overnight to allow the glue to set.

2. The next day, the sub frame for pier 5 and platform for pier 4 were constructed and the piers 4 and 5 were installed. These, being the two piers supporting the main span, stabilised the structure. They are also the largest of the piers and were thus the heaviest. Pier 5 is the tallest at 960mm and weighs about 21kg. Thus they needed careful handling and took a lot of adjusting to get them right. The fact that the side spans were now constrained as a result of the previous day's work made life a lot easier.
3. Finally, on day three, the remaining piers (piers 1, 2 and 7) were installed.

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Piers 3 and 6 and both abutments packed up and adjusted for line and verticality prior to gluing.



Pier 3 glued down with liquid nails



Piers 4 and 5 installed to support the main span. The baseboard connecting the viaduct to the north yard has also been fitted in the top right of the photo. The blocks at the bottom of the photo were acting as a counterweight to balance the cantilever effect of the main span prior to the installation of pier 5. The reason that I couldn't put in a temporary support at this end was that it was too far down: over 1.2 metres at this point until the support frame was constructed. This is the lowest part of the property and has already been raised a metre from the original ground level by the retaining wall on the north boundary. Such are vagaries of a sloping section, However it makes for a more interesting result than simply building on a flat piece of land.

The above process allowed the viaduct to be lined and levelled up accurately. In the longer term it should be straightforward to dismantle: The spans simply rest between the pilasters on top of the piers (they are constrained laterally). The rail joiners keep the rail joints aligned, i.e. they are actually doing the job for which they are designed. Once the spans are removed, the piers and abutments will be able to be cut away at the base without difficulty.

The last job was to clad the frame with artificial grass to improve its looks and blend it into the garden. Two

3 metre rolls of this were purchased. Each was carefully cut to shape around the support structure and piers and again screwed into place.

Working along the structure and cutting out the areas as I went along ensured an accurate fit for the grass.

Having successfully bridged the gap, the way is now clear to build the railway along the west fence and through the return loop at the southwest end of the dog bone. This is the next stage of the build.

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Platforms installed to support piers 1 and 2



Piers installed and levelled and lined ready for glue

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Pier 7 at the other end installed and glued in.



Fitting the artificial grass around the east support structure

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The fitted grass around the west support structure and incorporated steps built to allow access down into the northwest corner



The Leek and Manifold crossing the main span

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The view from the other side



The way ahead. The main line will continue over the concrete pad to the right of the footpath. The slot left through the footpath is for a future branch line back into the house. N.B. the slot visible in the distance on the far top left is for the return loop of the main line which will form a dog bone shape. The cross fall of the property is also evident. There is about a 5 metre height difference from the top right hand corner to the original ground level below the retaining wall behind me.

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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

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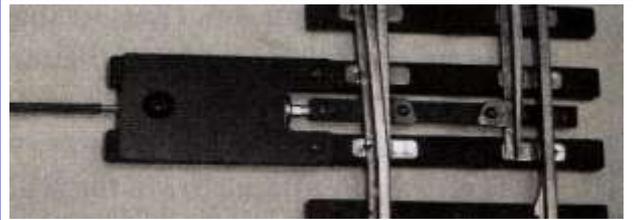
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COMING EVENTS

September 20 2020

Model Train Swap & Display, Tinwald

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



Club Events and Contacts

Auckland

The Auckland Garden Railway Society Inc. 2020 AGM will be on Sunday 20 September. The AGM will be held at Robert and Louise Graham's house 14 Milwaukee Place, Glendene. and will start at 2 pm. Afternoon tea and train running will follow after the AGM.

Please forward any items for the agenda to Philip Sharp or Robert Graham. Any nominations for the committee should also be sent to Philip or Robert. pwsharp101@gmail.com or robert.graham@aucklandcouncil.govt.nz

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 20th September 2020: At ANZAC Hall, Featherston starting 9 am.

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

Wellington:

Sunday 20th September 2020: At ANZAC Hall, Featherston starting 9 am.

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

Christchurch:

September 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

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Email: GW@culcreuchfold.org.nz