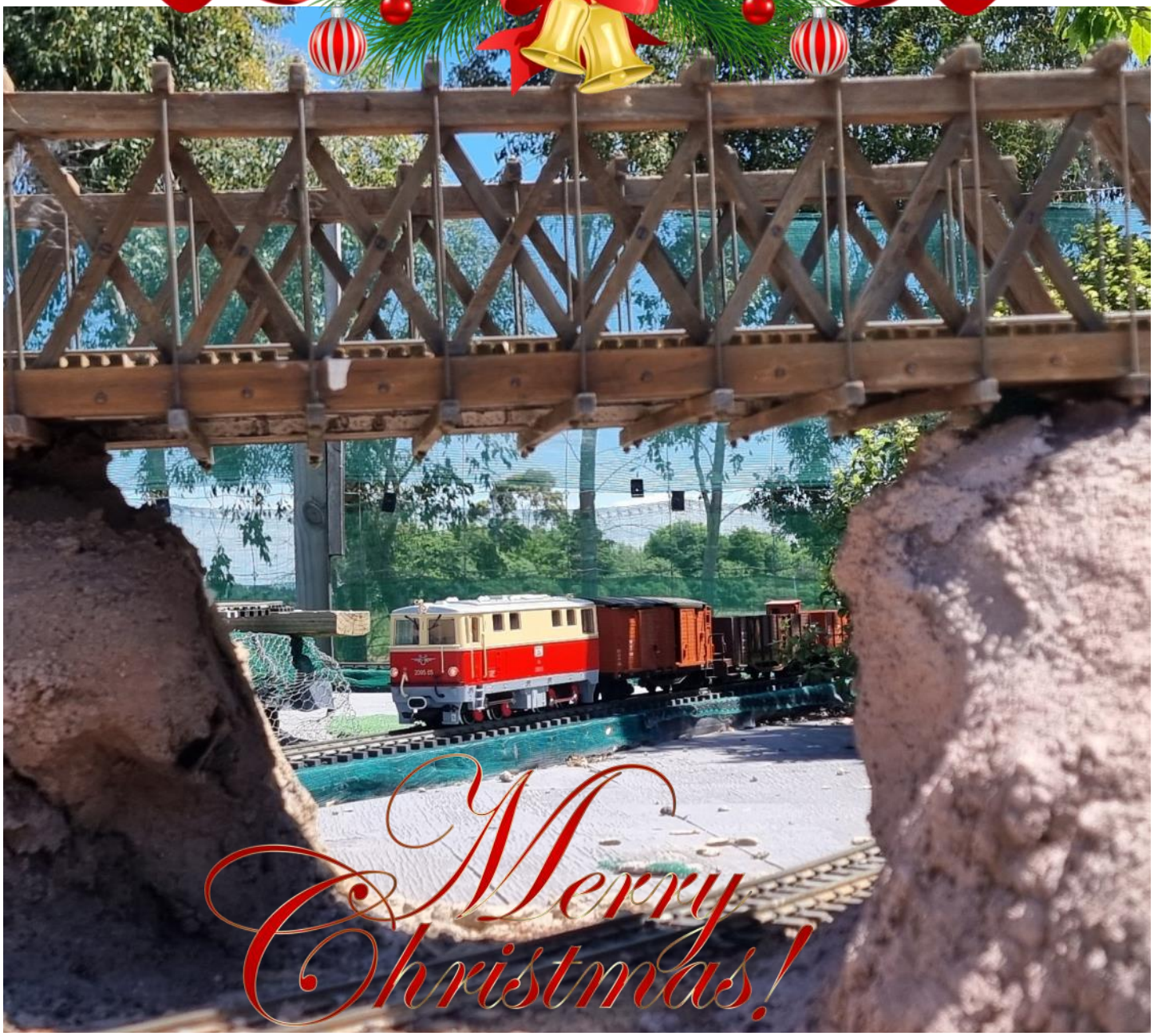
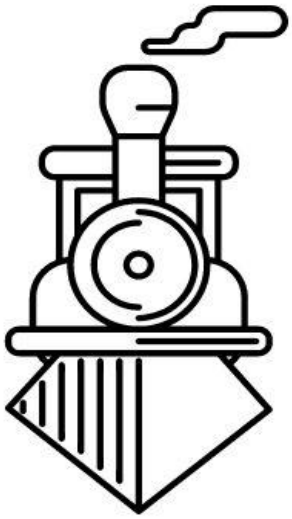
THE GARDEN WHISTLE

NEW ZEALAND LARGE SCALE NEWSLETTER



DECEMBER 2025



THE GARDEN WHISTLE

NEW ZEALAND LARGE SCALE NEWSLETTER

December 2025

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Cover photo — Don's BoBo on Kabita's Collins Creek Railroad.

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

Wellington Garden Railway Group Meeting

Report and Photos - John Robinson

Stainz Appreciation Day

For the Wellington Garden Railway Group's November running day held at the Brown's Bay Railway it was decided to up the ante and make it a theme day, a Stainz Appreciation Day no less! What better theme to remember how many of us, maybe the majority of us, got started along the garden railway track. There were green Stainz, red Stainz, black Stainz, white Stainz, pink Stainz, Christmas Stainz, American Stainz, even a customised diesel Stainz. A true showcase of LGB's signature loco through the ages.

David Allen's Brown's Bay Railway has been a favourite place for running days over the years and there is always something new to draw you to come. David has maintained the track power on the railway, so that catered well for those Stainz still in original track power configuration. Some though had been converted to various forms of battery powered radio control which allowed for even more trains to run on the small but very well-formed railway. Turnouts are all remotely switched, quite fun really with David advising such as "you're clear now onto the main" or I'll switch you back into the station". His career on NZR in signalling does kind of show through in a rather nice way.

Afternoon tea was up to Wendy's usual delicious standard, as was the circle of conversation on the lawn, up to standard that is, not delicious! It's not that we are getting older but sitting back in the sun enjoying convivial conversation and consumption of cake does sometimes appear to take priority over train running.

But rest assured more trains did run after afternoon tea. As with any running day an eclectic mix of visiting and guest trains, most, if not all 0-4-0 ,to suit the confines of a small railway ran. Hopefully the accompanying photos will share some of the fun we had at the Stainz Appreciation Day. I just hope everyone took the right Stainz home!

The Stainz Appreciation Society, Chairman David standing.

A classic green Stainz on the automatically controlled top loop.

Two Stainz at the main station.

Stainz through the fernery.

Stainz past the shops.

Customised diesel Stainz.

Stainz approaching the fair ground.

Stainz roll call.

Stainz on the main with a checky interloper slipping by.

A Stainz-less photo! Well it is still a classic LGB starter set loco, so it's close.

15TH NZ GARDEN RAILWAY CONVENTION
CHRISTCHURCH GARDEN RAILWAY GROUP
WAITANGI WEEKEND FEBUARY 6TH, 7TH & 8TH 2026

Christchurch Garden Railway Group Meeting

Report - Dave Day, Photos As Credited

Christchurch Garden Railway Group, November Running Day

The Christchurch Garden Railway Group had our running day on the 23rd November at Kabita and David Whale's layout in Lincoln, just out of Christchurch.

The day turned out to be quite pleasant after some funny weather days to date, but all good on the day with a 23 degree temperature and about 25 members turning up to drive trains for a very pleasant day. It was good to have an Ezy up canopy to sit under to keep the sun off our delicate bodies and have a good chat to other members.

This again is another layout that will be on the hit list to visit during our convention in February next year. For anyone wanting to go to the convention, get in quick to register, it is going to an enjoyable weekend of trains and socializing.

The layout performed very well on the day with no derailments and at one stage I counted 5 trains going around at the same time on the large chest height, L shaped layout with no problems.

The photos to follow will give you an idea of the layout and what trains were running.

It always amazes me at afternoon tea when all the food comes out and we have to eat it all before we are allowed to go home. So once again we were well fed with sandwiches, cakes biscuits etc, coffee and tea. Very good spread, many thanks to all concerned.

Around 4.00 pm it was time to put the gear away and toddle off home to do some more relaxing. (for some not for all!!)

All together a very pleasant afternoon was had by all, now looking forward to our final running day for the year at Bill and Margaret's home in December, with an amazing luncheon to go with the day.

Looking forward to our convention on Waitangi weekend in February 2026.
See you all there.

Many trains running - Photo Bill Stanley.

Over and under - Photo Bill Stanley.

Andrew Hamers NYC FA1 - Photo Ian Galbraith.

Bill's Forney passing thru Carter station - Photo Bill Stanley.

Don's Bobo on the highline - Photo Bill Stanley.

Bill and Noel - Photo Ian Galbraith.

Noel and Doug's loco's - Photo Bill Stanley.

Coming through - Photo Ian Galbraith.

Crossing a pair of trestles - Photo Bill Stanley.

Kabita's C19 hauling mixed frieght - Photo Bill Stanley.

Noel's U class pulling into Carter - Photo Bill Stanley.

On the climb - Photo Ian Galbraith.

Doug's Dash 9 snaking thru - Photo Bill Stanley.

Noel's train with Carter township in the background - Photo Ian Galbraith.

Andrew Hamer's loco heading up the grade - Photo Bill Stanley.

Bill's loco round the bend - Photo Bill Stanley.

Doug's loco tackling the climb - Photo Bill Stanley.

Ian's mixed freight passing by with Kabita's train appearing behind - Photo Bill Stanley.

Don's train up front with Bill's passing overhead - Photo Bill Stanley.

Ian's double header train - Photo Ian Galbraith.

Don’s loco passing under the trestle - Photo Don Ellis.

Kabita’s train above with Andrew Hamers train below - Photo Bill Stanley.

Tales from the West Highland Railway in New Zealand

British Railways Class 27

1: Introduction and Bogies

Author: John Boyson

The locomotive nearing completion. Outstanding jobs include the cab interiors, glazing and hand rails. N.B. The bogie retention brackets (my term) have not been fitted for the photo. I believe that these act as safety features so that in the event of a derailment, the chassis and bogies stay united.

1.The Prototype

The British Railways Class 27 (formerly BRCW Type 2) locomotive was introduced in 1961 by the Birmingham Carriage and Wagon Company as an updated version of the earlier Class 26 that formed part of pilot group of diesel locomotives set to take over from steam as part of the 1955 British Railways modernisation plan. The most significant difference with the class 27 was the uprated engine which gave out 1250hp compared with the lower rated 1160hp of its predecessor. Another improvement was the top speed of 90mph compared with 75mph. Significantly, the first batch built were intended to introduce diesels to the West Highland Railway as a direct replacement for steam. Unlike other parts of the British Railway network, this was achieved without fuss and by 1962 steam was completely eradicated from the line. The six-cylinder Sulzer powered units became the dominant locomotive class for the route with only occasional incursions by other types.

There were a number of versions of the class and the first was specifically intended for the Scottish Region and, more particularly, service on the West Highland Line. As a dedicated batch of this class, they differed from the others in a number of ways. This included facilities for the provision of single line tablet collection devices and sliding cab windows, again for the same purpose. However, based on the various comments on the subject in the public arena, it appears that the tablet collection equipment was not actually fitted. I am happy to be corrected on this point if anyone has solid evidence that it was. Certainly, I do not have any photos of the equipment fitted to these locomotives. N.B. other classes definitely did have the equipment fitted specifically for the former Highland Railway lines around Inverness. However, it was removed fairly early on in their lives. Later on, the recesses were covered over as well.

Other detail changes to the locomotives took place over the years. At the end of the sixties, the Scottish batch was supplemented by the later built English batches which also migrated to Scotland. These did not have the tablet catcher facilities and had drop down windows in the cab rather than the sliding windows of the originals. The class remained stalwarts of the railway right through to the end of their lives in 1987. Ultimately, they were largely replaced by class 37s in the early eighties. However, despite this, they continued to maintain a reduced presence on the line until their ultimate demise.

2. The Model

Since I am modelling a period loosely centred around the mid-sixties, my choice of prototype was limited to the Scottish variant of the class. The removal of the recess for the tablet equipment came later. Thus, this feature was included in the model. Other areas of modification that also occurred after this period were:

- the removal of four of the eight sand boxes on the bogies (on the inside ends of each one).
- the removal of the extended top step to access the cab (this was shortened to match the remaining steps).
- sealing up the front door panels for a gangway connection to an adjoining locomotive when double heading.

Given the era I am modelling, all these latter changes could be ignored and the model was created with the original features all present as built.

3. Construction Process

Having learnt a lot about resin 3-D printing with my recently constructed rake of mark one carriages, as previously described, I was keen to apply this process to the locomotive build. However, having experienced some of the weaknesses of the resin used, I also wanted to ensure the model was built in a way that minimised the impact of these. The biggest issue by far was the potential for deformation. This was largely avoided by adding metal reinforcing at strategic points to strengthen the prints.

4. Resources

There are any number of publications that focus on the class 27s and/or provide photographs of them. Thus, there is plenty of reference material available for research purposes. As a result, there are far too many to list here. However, cross checking individual references is vital to get things right. They do not always agree with each other! In terms of design work, once again Tinkercad was the software selected for artwork design largely because I am familiar with the way it operates. As for drawings, I had long ago drawn a dimensioned layout of the locomotive which came in useful once again as a ready reference. I had also, with permission, taken a lot of detail photos of the preserved example (D5353) on the Mid Hants Line many years ago. Just a point here. Firstly, always get permission to do this and secondly, make a donation as a thank you to those who do all the hard work of preserving these items for posterity. It will be appreciated and will go some way to give back for the access that has been given. In this regard, I am grateful to the 71A Locomotive Group who undertook the preservation of this engine along with its Southern cousins, class 33s D6515 and D6552. B.T.W., for those unsure of the 71A reference, it is the former shed code for Eastleigh near Southampton, the home base for many of the class 33s. However, most certainly not their distant cousins, the 27s!

A couple of example photos taken during my survey of D5353 on the Mid Hants Railway. Having this access, allowed me to create the design with a lot more certainty than I would otherwise have had. Left, bogie frame and underslung bolster. Right, Cab interior back wall and some ceiling detail.

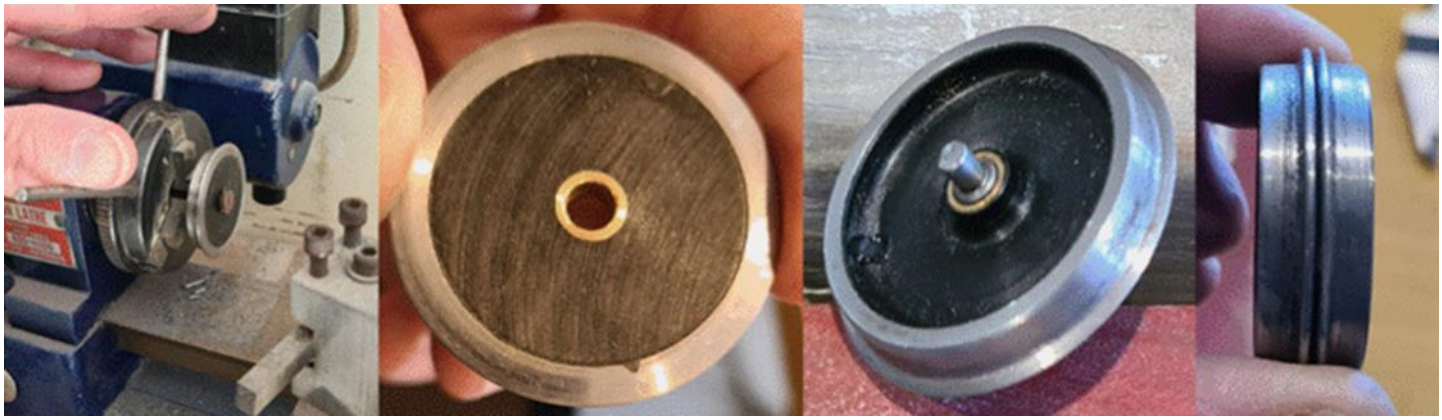
In terms of the power and control systems, and in recognition of this area of weakness on my part, I selected the Fosworks traction units and their plug & play control systems. As will be shown, this proved to be a wise decision and Steve Foster, owner of the business, was really helpful in specifying and supplying a suitable system for my needs. I should emphasise I have no connection with the company other than that of a satisfied customer.

5. The Bogies
5.1 Design

Given the power system would utilise the Fosworks bogie units and motors. I had to design external frames that would satisfactorily fit onto these and also maintain the articulation the units provide that is so important to fine scale modelling.

Fosworks bogie power train. These can be made to match any prototypical wheel base and diameter. The wheels were also set by Fosworks to 42mm back to backs at my request. The two sides articulate about the central pivot point. Note the roller bearings into which the axles sit.

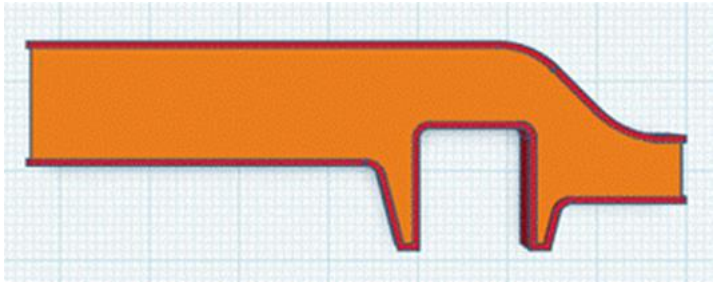
Whilst I specified a wheel back-to-back measurement of 42mm to suit my fine scale needs, I did find that the flanges were a tad thick on arrival. My fault since I hadn't asked Steve to thin these down. Thus, the units were dismantled and some thinning work on these areas was carefully undertaken before the units were reassembled.



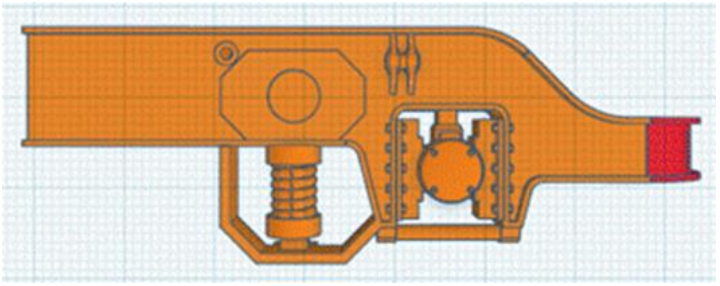
From left to right: 1) Mounting a wheel in the lathe for turning. 2) One unwanted by product was the plastic notch holding the tyre in place would occasionally shear. 3) This was remedied by drilling a hole through the plastic insert and partially into the tyre. The resulting hole was filled with araldite and left to set thus re-establishing the key. 4) A comparison of the flange before and after thinning down.

THE GARDEN WHISTLE

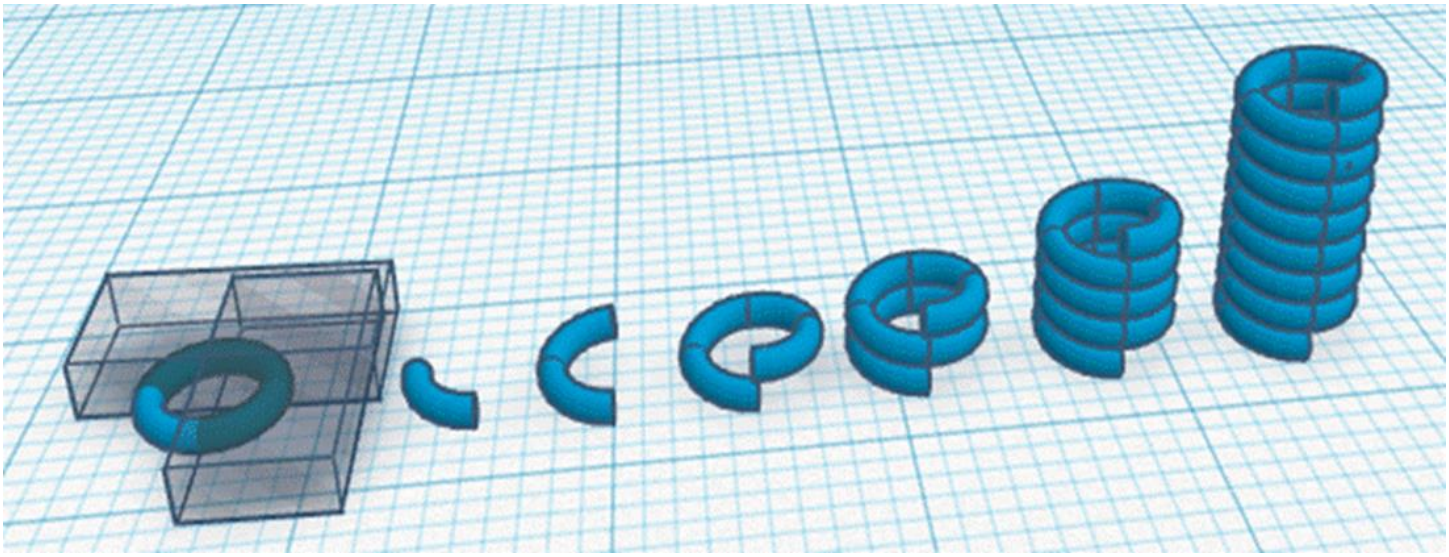
The bogie frame was built up in stages in Tinkercad so that a more or less complete frame could be printed in one go. A selection of some of the stages of development are shown in the photos below. As I have noted before, one of the advantages of this process is that duplicate sections could be copied and pasted, and even mirrored. This saved a lot of time and effort.



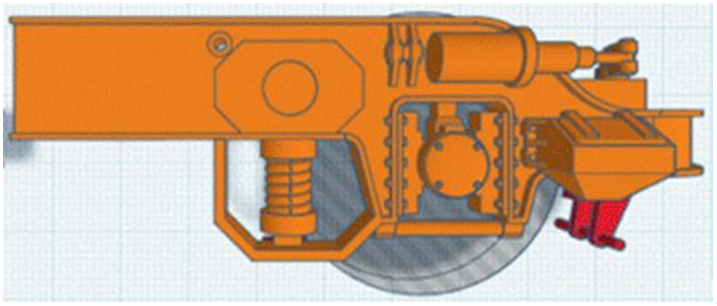
Half side frame with flanges added.



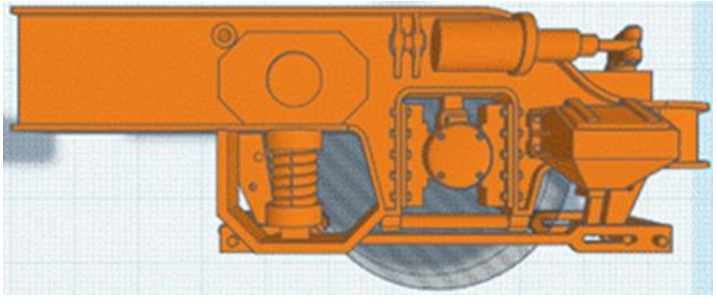
Axle box, primary spring, lifting lug and corner section added.



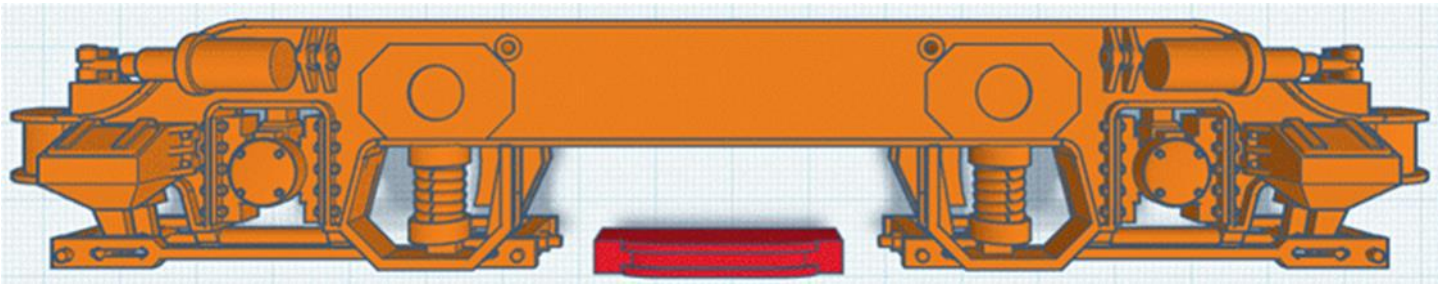
Forming a spring in Tinkercad: Take quarter of a suitably sized torus, angle slightly upwards, duplicate and turn through 90 degrees, align with the original and merge, duplicate the half segment and repeat to make a complete loop. Adjust angles so that spiral ends just lap each other vertically and then keep duplicating, aligning and merging until sufficient length is achieved.



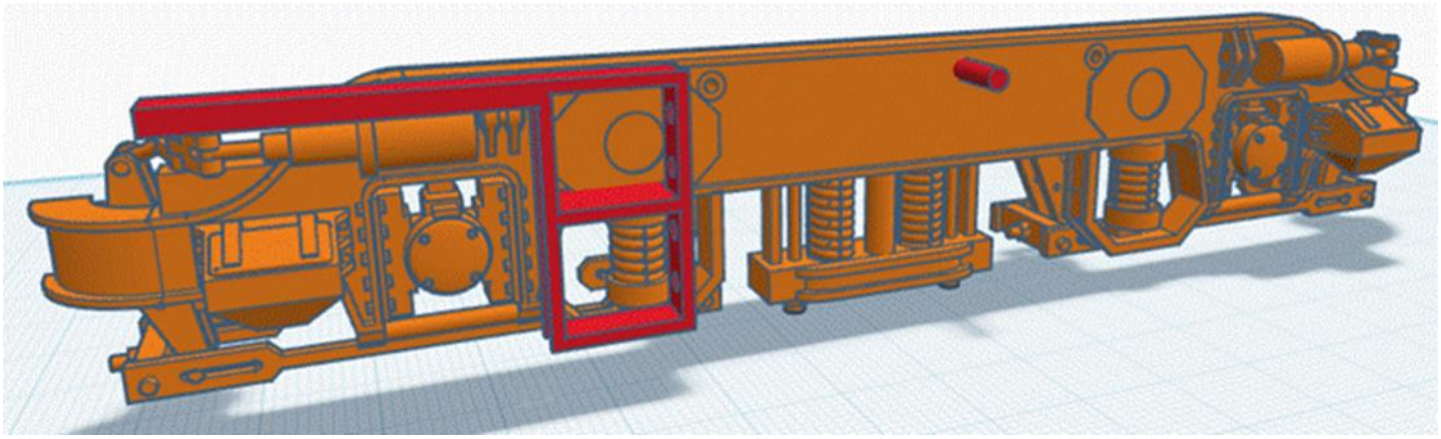
Brake cylinder, rigging and sand box added.



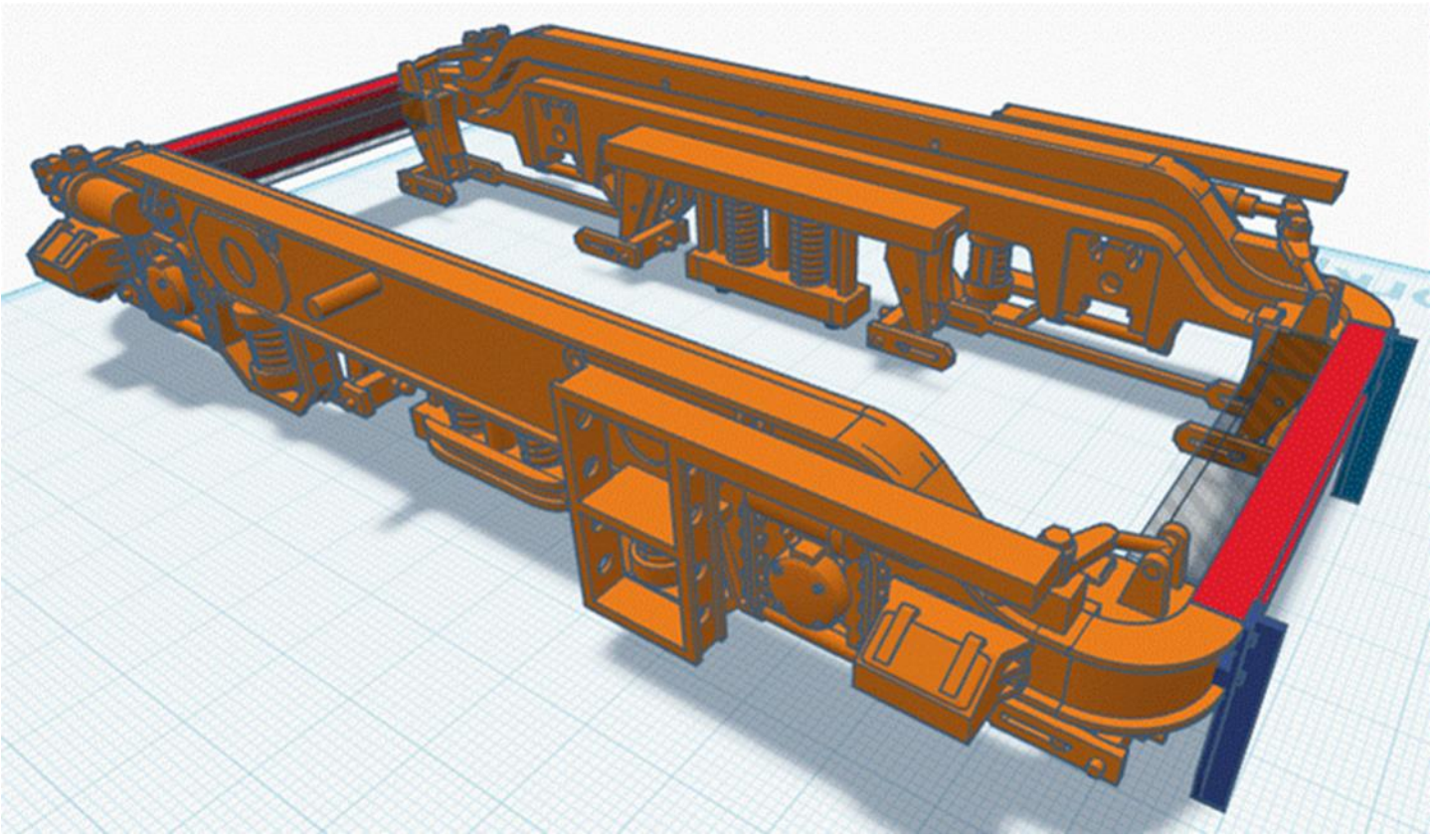
Brake rigging completed to finish the half section.



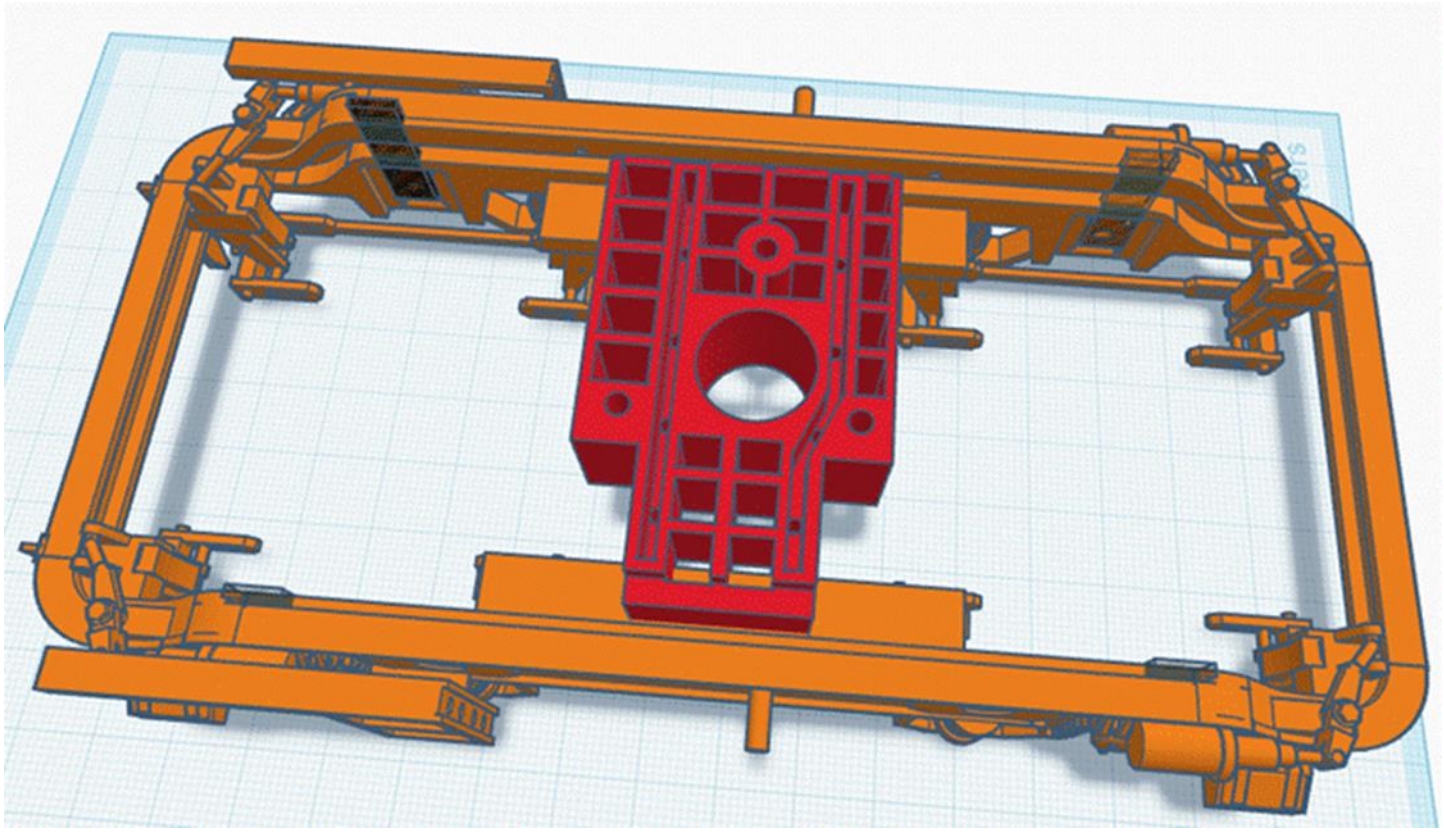
Half frame duplicated, mirrored and joined to original half to create full frame side. Bolster (red) added.



Secondary springs and dampers added between bolster and main frame. Footstep and bogie retaining pin added.



Side frame duplicated, mirrored and spaced apart with cross beams (red) and wheel guards (blue) added. Note the clear rectangular sections behind the cross beams. Once merged, these will create channels for reinforcing bar to be added following printing. Likewise, the slot on the inside face of the far side frame is also visible.



Central cross beam created to mount the completed frame onto the Fosworks drive system. Again, note the slots within the cross frame either side of the central pivot opening to allow reinforcing bar to be added here as well. Weep holes have been added to the base of these to ensure resin did not pond in these whilst printing was taking place. Likewise, recesses above the axle boxes have been added to allow the protruding axle ends to slide down into place. The three circular holes arranged in a triangular form are to receive the bolts holding the drive system to the frame. The larger central pivot hole is to facilitate access to the main drive train bolt that will ultimately connect the bogie to the chassis.

As is shown in the screen shots above, slots were cut into the artwork along the internal faces of both the sides and the ends so that metal reinforcing sections could be glued in immediately following printing. This was done to address the issue of potential deformation following printing.

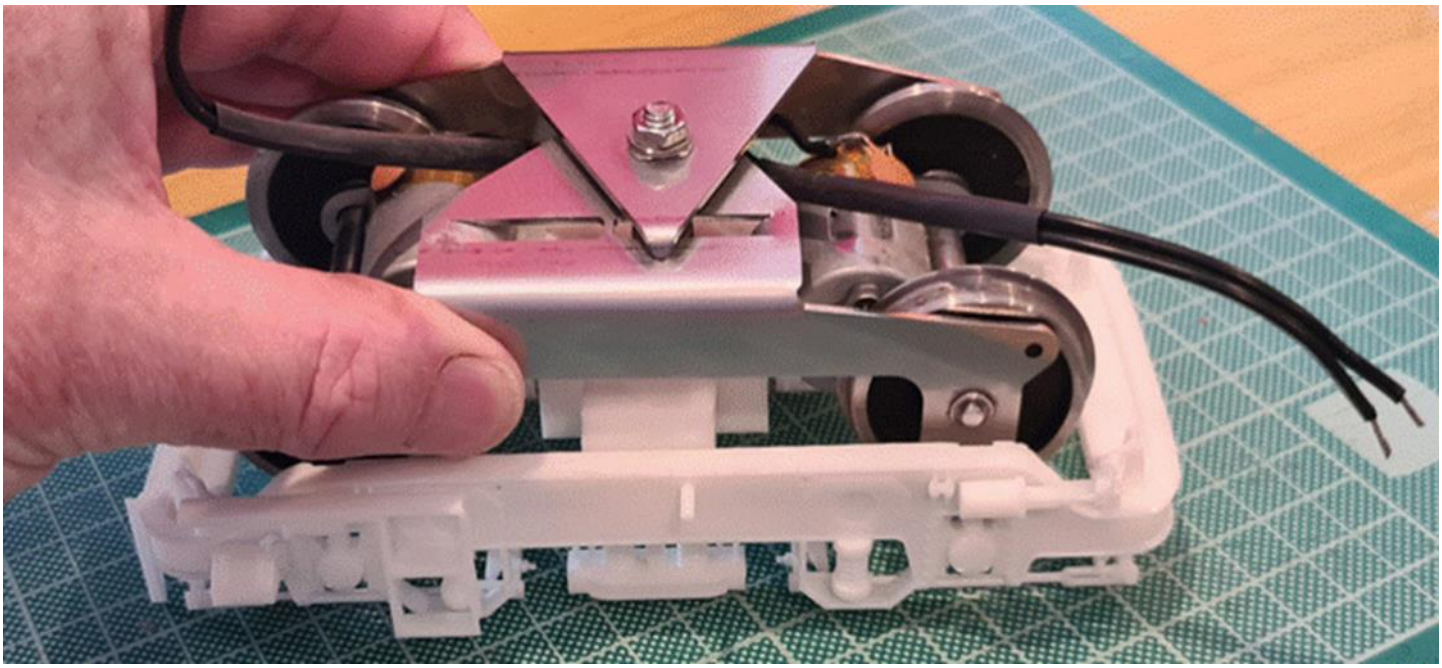
In order to preserve the articulation of the drive units, the frames had a central mounting beam added (again reinforced) as shown above. This allowed one half of the drive unit to be bolted onto the frame rigidly. The opposing half was left free to float according to the track geometry in a slot built into the print on the opposing side.

5.2 Printing

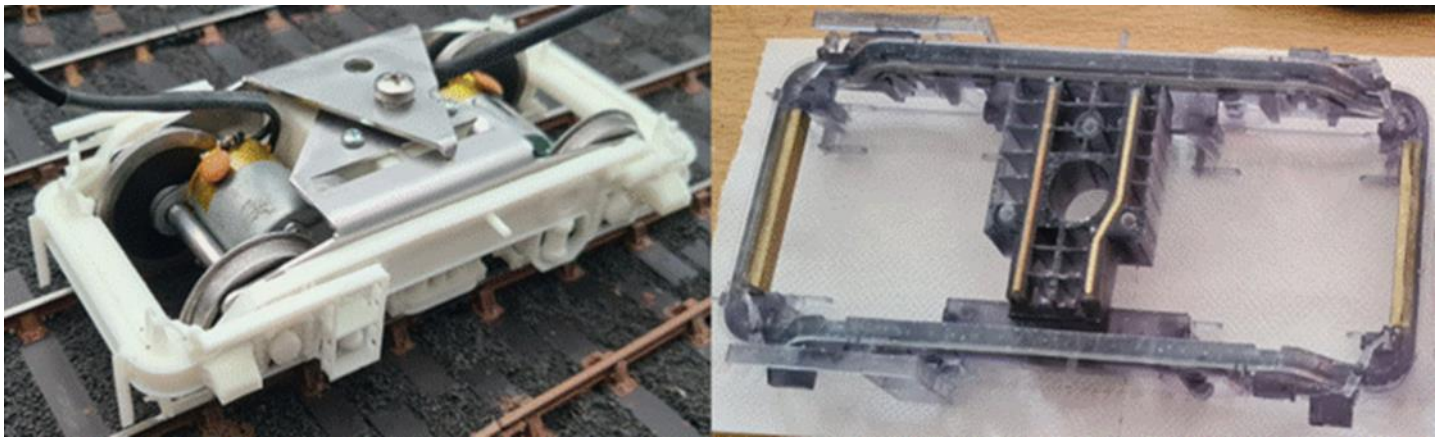
Once the design was complete, it was sent to the printing software as an STL file for mounting and slicing in preparation for the printer. Typically, the printing took about 12 hours to complete. This was followed by the standard washing and final curing process.

Given the R & D nature of the work. I did a number of trial prints as design work progressed, before I was totally happy with the end result. In terms of resin cost, the software indicated I spent about $NZ10-15 for each print which, in view of where I was at with this, was not a big expense. Next time (if there is one and this is planned), the artwork will be proven and so I should be able to run more prints off without difficulty.

A trial print of a half side and end fresh out of the printer and test clamped to a drive unit to check the fit. This step was repeated a number of times during the design work as it progressed with adjustments being made as necessary until a good fit was achieved. Ten prints were made before I had a set of frames that did the job. Time consuming, however that's R & D for you. Next time of course, things won't be so involved!



Test slotting a power drive unit into a trial frame. It took a few iterations of the design to get a good fit without binding and that allowed the articulation of the drive unit to function correctly.



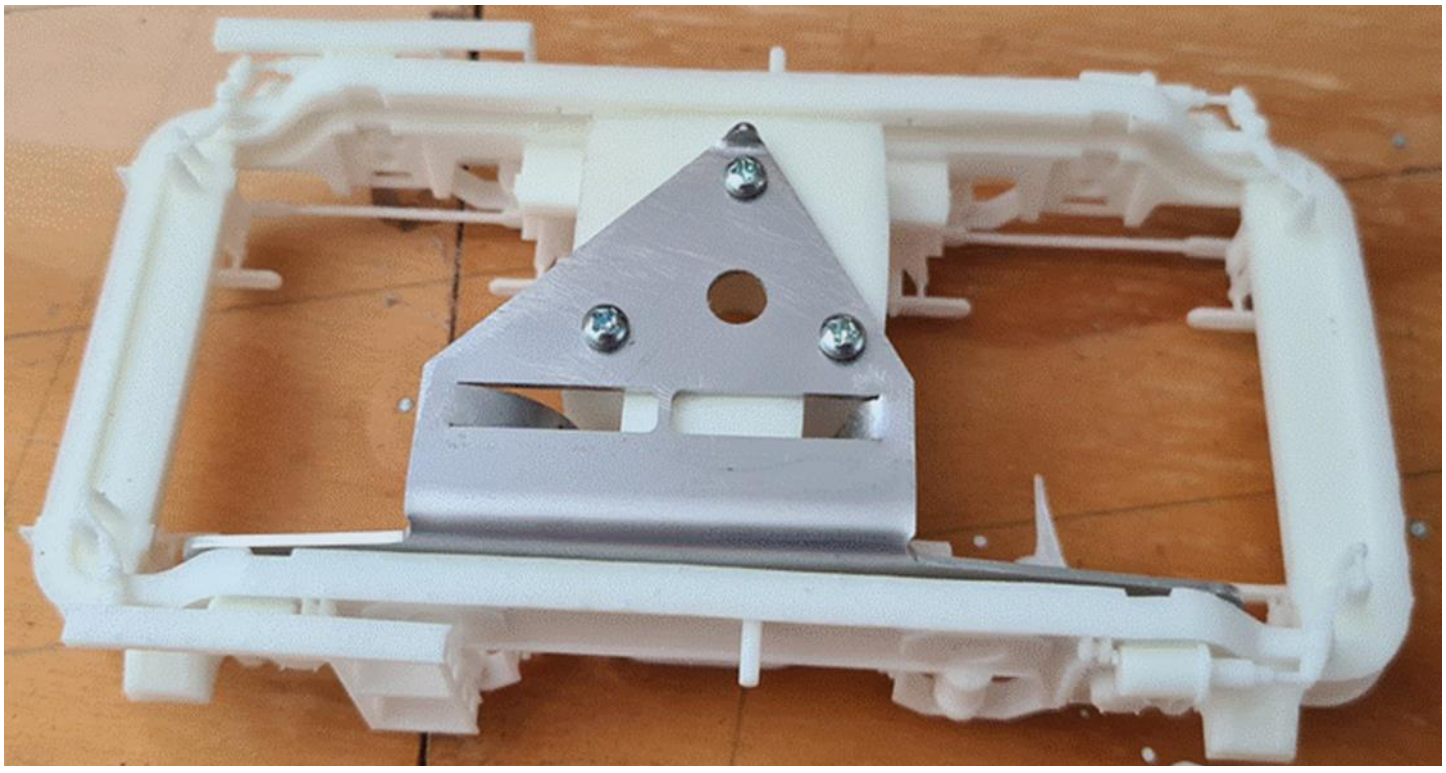
On the left, a further test print, this time of a complete frame bolted to a drive unit. The steel plate closest to the frame had to be drilled to receive the three bolts holding the unit and frame together. The top half, likewise, had to be drilled out to give access to two of the bolts. On the right, the final version of a frame with the reinforcing sections glued in.
Once the prints had been finished, I added the reinforcing sections immediately to ensure that no subsequent deformation occurred. Having experimented with this over a number of the trial prints, the reinforcement ultimately proved successful. Earlier prints showed the need for this treatment quite graphically!

5.3 Traction Units

As the prints were being prepared and the design tweaked to get the traction units to fit correctly, the units were disassembled and reassembled a number of times to:

a) get the flanges thinned (as detailed above)
b) drill holes in the half section to receive the holding bolts for mounting the external frame (the opposing half was also drilled out to allow access to the bolts in the lower section without dismantling the unit)
c) paint the visible parts of the articulation units black
d) paint the wheel tyres black

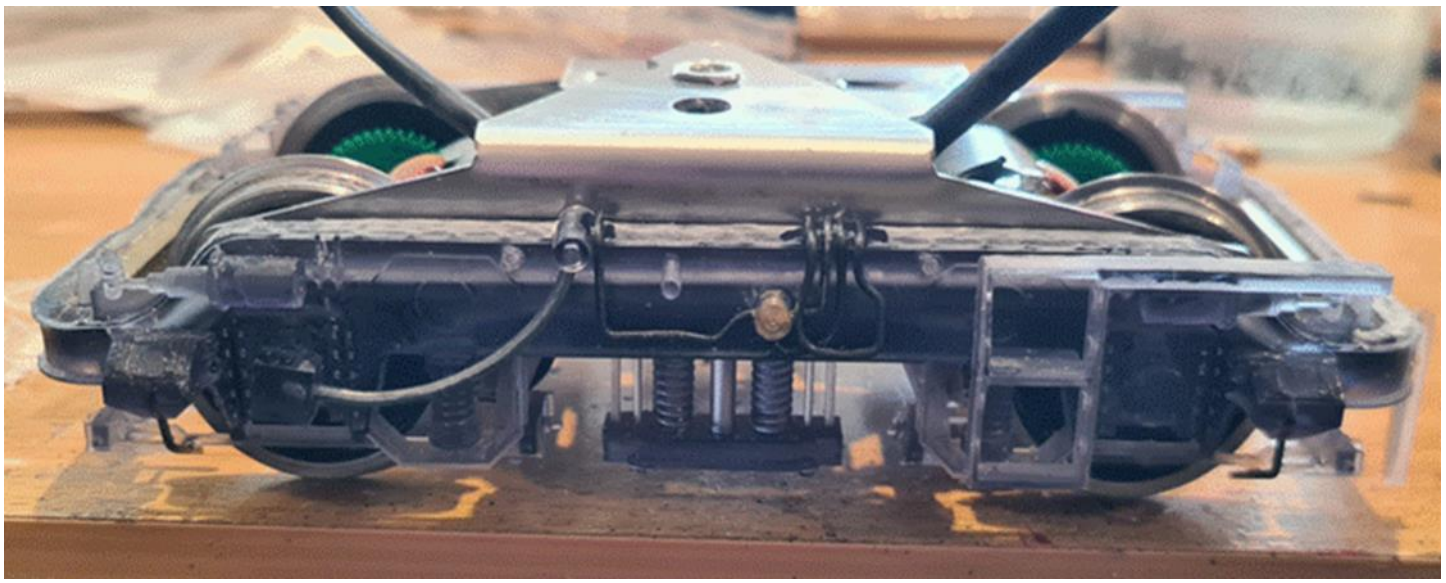
There were a number of modifications needed to the frames as well which were gradually adjusted in the Tinkercad design software that eventually resulted in the successful mating of the two items.



One half of the drive unit frame bolted to the printed external frame after drilling holes in the drive unit frame to fit onto the printed holes of the outer (plastic) frame.

5.4 Details and Finishing

The final job on the bogies was to add external pipework. This had been left off the print designs since the pipes are quite exposed on the bogie sides. Thus, I used wire to form these and glued them to the frames just prior to painting.



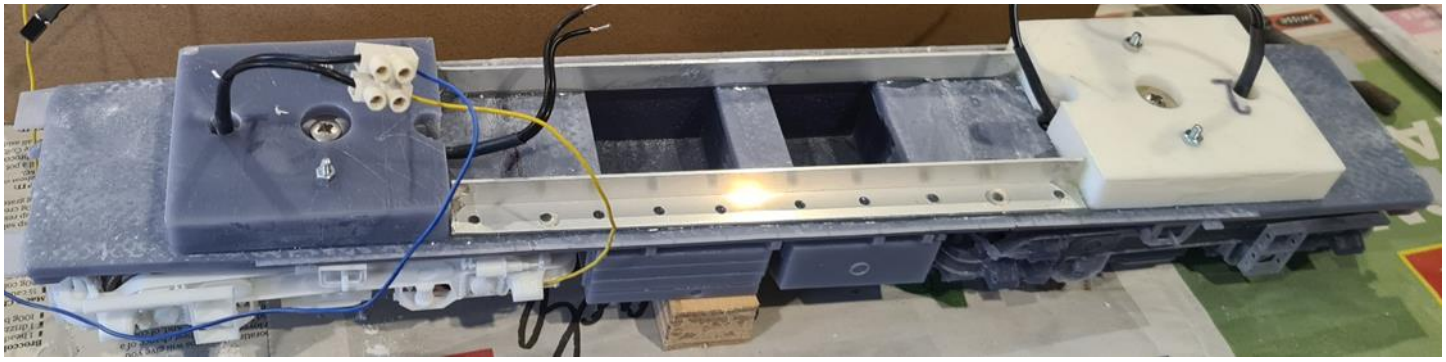
The completed assembly. N.B. the external pipework has also been fabricated and fitted along with the sandpipes visible at each end that drop from the sand boxes to the underside of each wheel.

The last job of all was to paint the external frames. This was done whilst the units were dismantled just prior to final assembly.

The completed frames and power drives painted.

6. Conclusion and the Next Stage

With the bogie units complete, the way forward was clear for the next stage which was the underframe. In truth, as part of the design work, I had made a start on this area prior to finishing the bogies so that I could ensure that they satisfactorily mated with the underframe as the designs for each progressed. However, for ease of telling the story, I have separated the narrative for each into the separate instalments of the series on the locomotive.



The completed and functional underframe with bogies fitted.

To conclude then, as an important mindset in developing the designs for the model, it is critical to regard each trial print as exactly that. Occasionally, you get lucky and something works at the first attempt. However, that should not be an expectation. In this case, each trial print brought issues but did improve on its predecessor until eventually the prints came out correctly and fitted. That of course was the time to celebrate as job done (for this stage!).

As noted above, the next article will naturally focus on the underframe and take the model to a point where it became a rolling chassis.

Auckland Garden Railway Society Meeting

Report - Robert Graham , Photos - As Credited

Auckland garden Railway Society Inc. 2025 AGM and meeting November 2025

The start of our meeting was delayed while we waited for enough people to arrive to give a quorum but by 14:10 we had enough people to get the AGM going. The AGM followed the usual format except for this year most of the discussion time was devoted to the new law changes affecting how incorporated societies operate and the requirement to create a new constitution and register by April 2026. After some debate the meeting decided that we will allow our registration to lapse in April 2026 but before that happens we will transfer our assets to a new Auckland garden railway group.

Philip Sharp will be stepping down as our President and Simon Sharp is stepping back from the treasurers position, once we have transitioned to a new non incorporated club The meeting thanked them and other current and past members of the management team and committee for their service to the club.

After the AGM afternoon tea was available and we went outside for train running. I had not been able to sort the electrical gremlins so we just had battery and live steam trains. It was a beautiful warm day without any wind, which made it very nice to just sit outside and watch the trains. Hugh Keal and Grant Alexander ran their radio controlled battery powered locos with trains. Hugh had a freight train while Grant's train was passenger. Michael Hilliar also ran a small 0-4-0 saddle tank steam loco that he built from heavily modified Roundhouse loco parts.

I would like to thank everyone who made the effort to come to the AGM, thank Louise for providing afternoon tea and to Grant, Hugh and Michael for brining their trains to run on my track.

Our December meeting will be our end of year BBQ to be held at Tim Aulds place 748 Waitakere Rd Kumeu. The meeting will commence at 2 and we will have a BBQ dinner to finish the day. Please bring food to share for afternoon tea plus meat and a salad or dessert for the BBQ dinner.

Grant Alexanders train heads off the bridge and behind some rocks - Photo Louise Graham.

Grants train - Photo Robert Graham.

Michael Hilliars live steam loco - Photo Louise Graham.

Michael Hilliars train steaming up - Photo Robert Graham.

Hugh's train - Photo Robert Graham.

Hugh Keal's train, members talking in the background - Photo - Louise Graham

Michael Hilliars train crossing the girder bridge - Photo - Louise Graham

Above -

Michael Hilliars loco in steaming past

Photo - Robert Graham

Right -

Grants train heading down hill

Photo - Louise Graham

15th NZ Garden Railway Convention, Christchurch

6th – 8th February 2026

Update #4

The Convention is fast approaching and is only about 3 months away, so this is a great time to make sure you are all booked for the 15th NZ Garden Railway Convention. The standard registration closes on the 1st of December and from then it becomes a late registration and the price increases, registration cut off for the convention will also be on the 23rd of January.

We have also decided to do a run of collared shirt to compliment the Tee shirts already promoted, sizes and design will also be listed in this update, cost of the collared polo shirt will be $45.00 anyone wishing to change or purchase one of these please get in touch ASAP.

Remember these must be ordered and paid for in full by 1st December 2025 to allow these to be printed.

Please note as people tend to use their own GPS maps we are not going to provide printed route directions unless specifically requested, this must be requested by 1st of December to allow time for completion.

Convention Programme 2026

Convention Venue: Prebbleton Hall
Address: 617 Springs Rd, Prebbleton.

Thursday 5th

5.00pm – 7.00pm – Hall open for setup of sales tables, Meet and Greet and Pre-Registration.

5.00pm – 7.00pm – Layout Tour 1: RhB Swiss Railway, Don Ellis. (Groups of 6).

Friday 6th

8.30am - Hall Opens.

8.45am - Registration and Sales table setup.

9.15am – Welcome, Convention Opening and Housekeeping.

9.45am – Morning Tea at Hall.

10.30am – Depart for Layout tours.

11.00am -12.00pm – Layout Tour 2: Hercules St Station, Aaron Emerson.
12.30pm – 2.00pm – Layout Tour 3: Mount Catt and Jessie Falls, Karl and Alison Arnesen (Including Lunch).
2.30pm – 3.30pm – Layout Tour 4: The Clifton Mountain Railway, Mel and Claire Sanders.
3.30pm – Return to Prebbleton Hall (Including Afternoon Tea).
4.00pm – 5.45pm Layout Tour 1: RhB Swiss Railway, Don Ellis. (Groups of 6).
6.00pm – 6.30pm – Clinic #1 – Neil Wiggins.
6.45pm Buffet Meal at Prebbleton Hall.
8.00pm – Guest Speakers.

Saturday 7th

8.30am - Hall Opens.
8.30am - Sales tables open.
9.00am – 9.30am – Clinic #2 – Don Ellis / Neil Wiggins.
9.30am – Morning Tea at Hall.
10.00am – Depart for Layout tours.
10.45am -11.45am – Layout Tour 5: The Fraser Line, Ross Fraser.
12.00pm – 1.30pm – Layout Tour: 6: Flaxton Creek Railway, Neil Wiggins (Including Lunch).
Tour groups split into 2: A / B
1.45pm – 2.30pm – Group A Layout Tour: 7: Ashley Street Station, Dean and Lois Farrow.
1.45pm – 2.30pm – Group B Layout Tour 8: Tadbroke Hallow Railroad, Noel and Denise Collingwood.
2.30pm – 3.15pm – Group A Layout Tour 8: Tadbroke Hallow Railroad, Noel and Denise Collingwood.
2.30pm – 3.15pm – Group B Layout Tour 7: Ashley Street Station, Dean and Lois Farrow.
3.45pm – Return to Prebbleton Hall (Including Afternoon Tea).
4.00pm – 5.00pm – Layout Tour 9: Burts Creek Railroad, Cyril and Alison Fifield.
5.30pm – Prebbleton Hall (Pack up Hall will not be returning).
6.30pm – Buffet Meal at Richmond Club.

Sunday 8th

8.30am -9.30am – Layout Tour 10: Wilson Valley Railroad, Andrew Wilson.
9.45pm – 10.45am – Layout Tour 11: Iron Creek Railroad, Iain Collingwood (including Morning Tea).
11.15am – 12.15pm – Layout Tour 12: Collins Creek Branch, Kabita Whale.
12.30pm – 2.30pm – Layout Tour 13: Pirfic Station, Bill and Margaret Stanley (Including Lunch).
2.30pm – 3.30pm – Next Convention Discussion, Formal Closing (Including Afternoon Tea).

We have 3 registration prices:

Junior Registration Fee is $125.00 per registrant 12 years of age or under with accompanying full registrant and covers all activities including the Friday evening buffet meal and Saturday evening buffet meal.

Full Registration Fee is $180.00 per registrant if paid by 1st December 2025, and covers all activities including the Friday evening buffet meal and Saturday evening buffet meal.

Late Registration Fee is $200.00 if paid after 1st December 2025, and covers all activities including the Saturday evening Friday evening buffet meal and Saturday evening buffet meal.

If you're interested in attending the Convention, please return your completed registration forms asap by email to: nzgrc2026@gmail.com

Iain Collingwood
Convention Convenor
nzgrc2026@gmail.com

Collared Polo Shirt Design

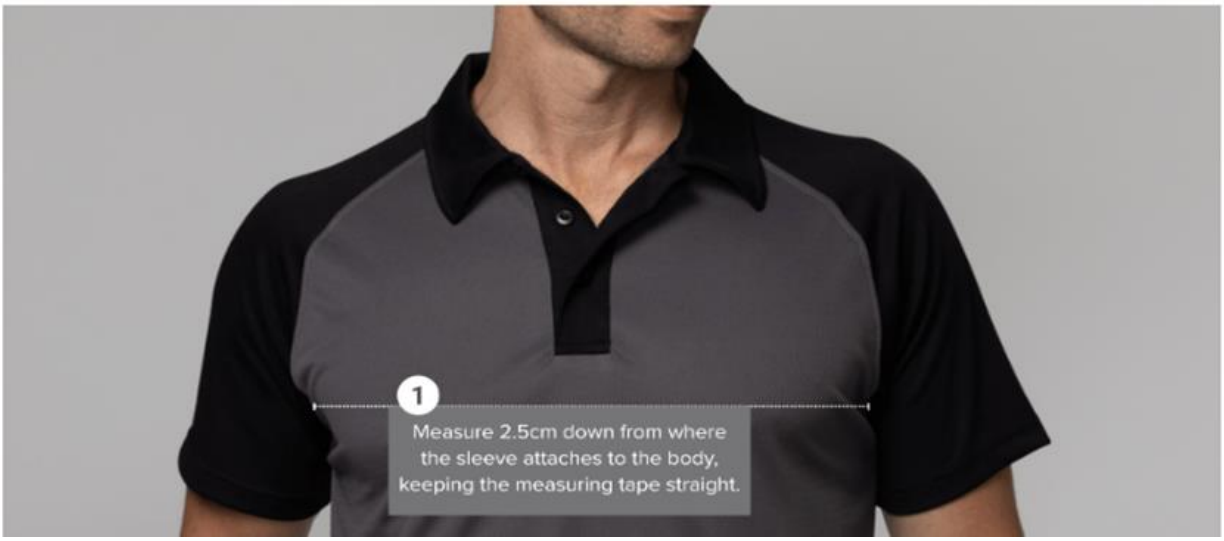
Men’s Collared Polo Shirt Size Guide

FLINDERS MENS POLOS - 1308
Size Charts

INCHES | CM

SIZE	S	M	L	XL	2XL	3XL	5XL
CHEST	20.9	21.9	22.8	23.8	24.8	26.8	28.7
LENGTH	27.2	28	28.7	29.5	30.3	31.1	31.9

The chart above shows the 1/2 chest measurement. Please allow variation +/- 1cm/inch



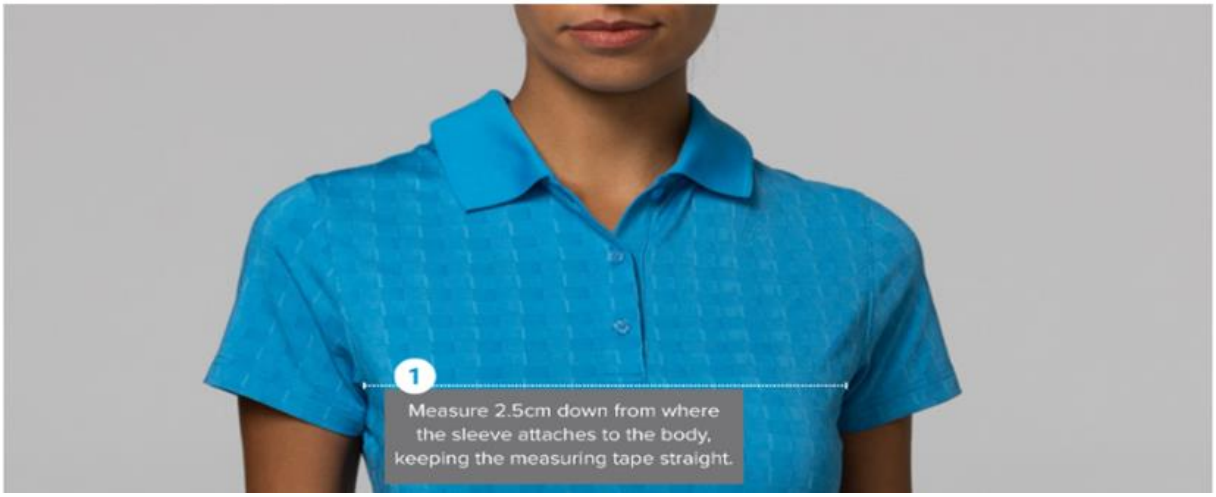
Women’s Collared Polo Shirt Size Guide

FLINDERS LADY POLOS - 2308
Size Charts

INCHES | CM

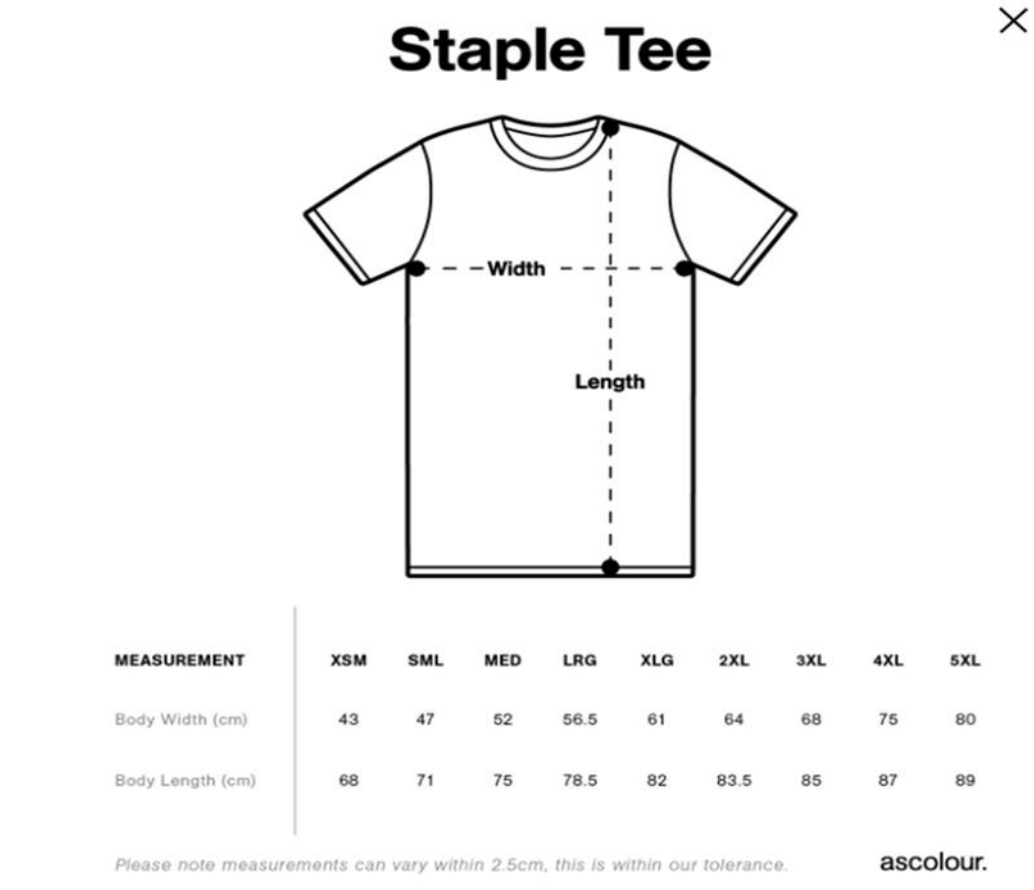
SIZE	6	8	10	12	14	16	18	20	22	24	26
CHEST	16.7	17.7	18.7	19.7	20.7	21.7	22.6	23.6	25.4	27.4	29.3
LENGTH	23.2	24	24.8	25.6	26.4	27.2	28	28.3	28.7	29.1	29.1

The chart above shows the 1/2 chest measurement. Please allow variation +/- 1cm/inch



Unisex Tee Shirt Design

Unisex Tee Shirt Sizes



CONVENTION REGISTRATION FORM

15th NZ Garden Railway Convention,
Christchurch
6th – 8th February 2026

Personal Details

Name: _____ Name on ID Tag: _____

Partners Name: _____ Name on ID Tag: _____

Railway Name: _____

Address: _____

City: _____ Country: _____

Contact Phone / Mobile: _____

Email Address: _____

Junior Registration Fee is **$125.00** per registrant 12 years of age or under with accompanying full registrant and covers all activities including the Friday evening buffet meal and Saturday evening buffet meal.

Full Registration Fee is **$180.00** per registrant if paid by 1st December 2025, and covers all activities including the Friday evening buffet meal and Saturday evening buffet meal.

Late Registration Fee is **$200.00** if paid after 1st December 2025, and covers all activities including the Saturday evening Friday evening buffet meal and Saturday evening buffet meal.

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

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

Drinks for Friday evening meal is BYO and Saturday evening meal is at your own cost.

A **Convention Tee Shirt** is available to order with your registration. A full range of unisex sizes are available. To give us time for ordering and printing please order and pay for your shirts in full by 1st December 2025.

Costs

Junior Registration	$125.00	No Attending	_____	$_____
Full Registration	$180.00	No Attending	_____	$_____
Late Registration	$200.00	No Attending	_____	$_____
Friday Buffet Meal only	$45.00	No Attending	_____	$_____
Saturday Buffet Meal only	$45.00	No Attending	_____	$_____
Tee - Shirt(s)	$25.00 ea.	No Required	_____	$_____
Collared Shirt(s)	$45.00 ea.	No Required	_____	$_____
#1 Unisex		Size	_____	
#2 Unisex		Size	_____	
			TOTAL	**$**_____

Notes (e.g. Dietary / Mobility requirements): _____

Please return your completed registration forms by email to: **nzgrc2026@gmail.com**

Please make Direct Credit payments to "Christchurch Garden Railway Group" - CGRG Convention account

BNZ **02-0820-0432546-02** with your **Full Name** in the reference field.

Readers Pictures

The missus and I had a lovely time visiting New Zealand in March 2020 and the attached photos are a Piko clean machine that I painted to commemorate our trip.

Cheers,
Jim Cunningham in South Carolina

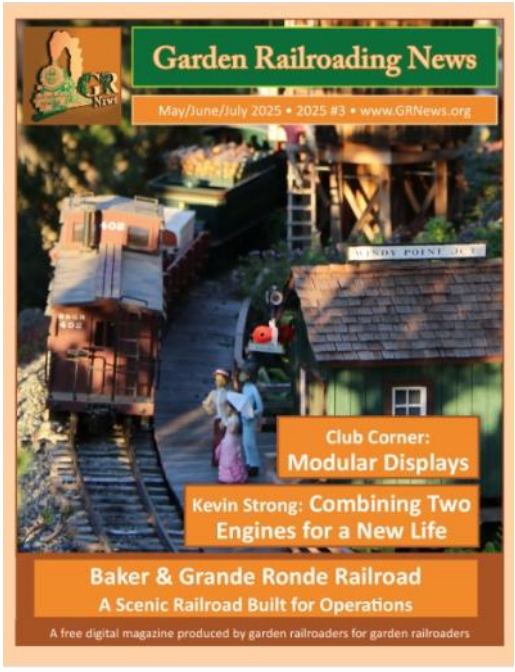
COMING EVENTS

January 17-18 2026	Tauranga Model Train Show, Tauranga
February 5-7 2026	15th NZ Garden Railway Convention, Christchurch
March 21-22 2026	Model Train and Lego Show, Wanaka
March 28-29 2026	Bulls 2026 Model Railway Show , Bulls
May 2-3 2026	Dunedin Model Train Show, Dunedin
May 15-16 2026	2026 Great Lakes Large Scale Train Expo, Ohio
June 13-14 2026	Hastings Train Show, Hastings
July 4-5 2026	Ashburton Model Train Show, Tinwald
September 5-6 2026	Nelson Model Railway Show, Stoke
October 2026	Big Model Train Show, Christchurch
October 2026	Great Little Train Show, Invercargill
November 2026	Rail Ex, Lower Hutt
May 31-5 2027	2027 National Garden Railway Convention, Nashville, USA

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

The May / June / July Garden Railroading News is available to read online, this can be found at www.GRNews.org or

Click here to view the current issue.



QUAYLE • RAIL

Quayle Rail track now available in three metre lengths
It is available from Auckland, Masterton and Rangiora
Mike Hilliar, Auckland
mhilliar@orcon.net.nz
Henrik Dorbeck, Masterton
dorbeck@xtra.co.nz
Ian Galbraith, Rangiora
cfgrms@culcreuchfold.org.nz

ADVERTISERS

Club Meeting	Club Contact
December 13th (Saturday) 2.00pm Tim Aulds place 748 Waitakere Rd Kumeu. We will have a BBQ dinner to finish the day. Please bring food to share for afternoon tea plus meat and a salad or dessert for the BBQ dinner.	**Auckland:** Auckland Garden Railway Society Inc Club Contact: Email: grahamclannz@xtra.co.nz Robert Graham, Ph: 09 836 0900
Running Days/Meetings cancelled until further notice	**Waikato:** GROW: Garden Railway Operators of Waikato. Club Contact: Email: sandnlipsey@gmail.com Stefan Lipsey, PO Box 612, Waikato Mail Centre, Hamilton, 3240, Ph: 07 859 3650
December 7th (Sunday) 1pm Lloyd Dickens Tiktoki St, Masterton Battery/live steam only Will be an Xmas theme	**Wairarapa:** Wairarapa Garden Railway Group. Club Contact: Email: brendonclarke76@yahoo.co.nz Coordinator: Brendon Clarke
December TBC	**Wellington:** Wellington Garden Railway Group. Club Contact: Email: bilthompson@xtra.co.nz Coordinator: Brent Thompson, 6 Bodmin Terrace, Camborne, Ph: 022 619 4006
December 14th (Sunday) 11am Christmas luncheon at Bill & Margaret's home, 23 Grangewood Drive, Lincoln $10.00pp for lunch, drinks are B.Y.O. please book with Dave Day before the 7th December .	**Christchurch:** Christchurch Garden Railway Group: Club Contact: Email: 2days61@gmail.com Secretary: David Day, 61 Carnarvon Street, Linwood, Christchurch. Ph: 03 981 4424 President: Bill Stanley, Ph: 027 282 4244