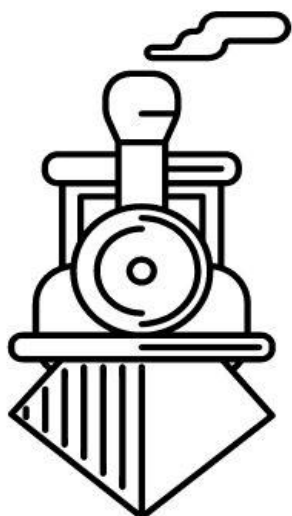


THE GARDEN WHISTLE

NEW ZEALAND LARGE SCALE NEWSLETTER



JANUARY 2026



THE GARDEN WHISTLE

NEW ZEALAND LARGE SCALE NEWSLETTER

January 2026

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[Cover photo](#) — Tims two trains circulating.

Photo supplied by - Robert Graham.

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

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

Contributions of articles and/or photos are always welcome. Photos should be sent as separate jpg attachments.

The views expressed in this newsletter are not necessarily those of the Editor, Executive, or members of the Christchurch Garden Railway Group

Editor: Iain Collingwood, Email: gw.editor@outlook.com

Auckland Garden Railway Society Meeting

Report - Robert Graham , Photos - As Credited

Auckland garden Railway Society Inc. December 2025 meeting

This year we were back at Tim and Rosemary Auld's railway for our final meeting of the year. We had an absolutely perfect day for it with beautiful weather not too hot and not too cold. At the start of the meeting Tim discovered that a curve had a damaged rail where a rock or something had been dropped on the rail created a dip in the rail. Tim and Hugh Keal got busy with some emergency repair work to remove the damaged rail and insert a new length. Once that had been done Tim soon had his two trains circulating around the track. Thank you to Hugh for helping Tim sort the track problem.

Tim and Rosemary have a large a 6 ha property and over the last few years Tim has extensively replanted around half of the land with suitable locally sourced indigenous trees and shrubs to turn a paddock area back into bush. Rosemary lead a group of us around the property to see the bush area and the rest of the gardens with their extensive areas of mature trees. We got to walk past the alpacas but they weren't interested in us.

We when got back Tim parked his trains in the shed and I put my battery powered Baguley diesel and wagons on the track and ran that until it was time to enjoy the BBQ dinner. Thank you to David and Mickayla for doing all the BBQ cooking. They cooked the sausages and steaks to perfection.

The turn out for this meeting was smaller than anticipated but the Auckland society has a number of members who were recovering from illness or from hospital treatment. Get well soon Simon, John and Bruce, we missed you.

After the BBQ we all admired Tim's new car, its a rather rare and special English make that looks gorgeous. It looks like a two door but actually has 4 seats but I know there is no way I would fit in the back. If by some miracle I was able to squeeze myself into the rear seat I can be certain I wouldn't be able to get out again without assistance.

I would like to thank Tim and Rosemary for their wonderful hospitality. I hope that the next time we return we will have more people attend. For those of you who didn't come you missed a great afternoon running trains and I urge you to make the effort to attend our meetings. I would love to see some new hosts for meetings don't just leave it to the same old people to host meetings.

January we have a meeting at Michael Hilliards on Sunday 11 January. The Christchurch convention is in February next year and I have hosts lined up for March and April but still looking for hosts for the rest of the year. I can be contacted at grahamclannz@xtra.co.nz or 021529015.

Lastly I would like to thank everyone involved in running our club. Merry Christmas and a Happy New Year,

Robert Graham

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One of Tims trains - Photo Robert Graham.



Tim and Hugh Keal working on the track repair - Photo Robert Graham.



Tims 2nd train - Photo Robert Graham.



Ray Williams, Louise Graham, Rosemary Auld and Tim Auld about to go for a drive - Photo Robert Graham.

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Roberts train - Photo Louise Graham.



The three wise men came to our meeting - Photo Louise Graham.



Roberts train at the station - Photo Louise Graham.



Tims train heading past the waterfall - Robert Graham.

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Chris Coles RC rock crawler - Photo Louise Graham.



Tims train circulating. - Photo Robert Graham.



David and Mickayla doing the BBQ cooking for everyone - Photo Robert Graham.



Tim's passenger train pulling into the station - Photo Robert Graham.

Wairarapa Garden Railway Group Meeting

Report and Photos - Lloyd Dickens

Christmas at Castletown

This year the Wairarapa Garden Railway Group had there Christmas do at my railway, Castletown.

We where blessed with a near complete turnout of members and great weather. The train running went well except for myself when I had a complete boggie fall off a wagon I had built, so cannot blame anyone else.

While we had our Christmas afternoon tea the resin people that live on the railway had a party of there own listening to Christmas songs. I had 20 songs being randomly playing on a DFplayerPro board. It just needs one button pushed to play all songs downloaded to the board. DFplayerpro has 128 Mbyte of memory which is enough for 25 songs.

Lucus Clarke being the youngest member present cut the cake, baked and iced by Joan Dickens. We finished off the afternoon tea with local strawberries and ice cream.



Tram at Douglas end of the tramway.



The lake and Dumbell Row.



Lucus cutting Christmas Cake.

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Brendon Clarke Wayne Haste and Lucus Clarke



The Resin People at their party listening to Christmas songs.



Castletown Railway looking good at Christmas time.



Trains parked up along side the Rushen Castle and Laxey Wheel.

Christchurch Garden Railway Group Meeting

Report - Dave Day, Photos As Credited

December Running Day and Christmas Luncheon.

Hi all,

On behalf of the committee I would like to wish you all a very Merry Christmas and a happy and prosperous New Year to each & every one of you including all your wife's, partners, and children, and any one of your loved ones in hospital at this time. Hope all your dreams come true for 2026, that includes the purchase of lots more trains, (even if you do get a slap for doing it).

Our last running day for the year was an awesome day at Bill and Margaret's home in Lincoln with a luncheon that was 10 out of 10 on the scale. A huge thank you to both Bill and Margaret for all the buying, prep, and cooking, a huge task taken in their stride to put this day on for all of us. The weather was kind to us and everybody had a great day running trains and having a really good chat.

Our 2026 year kicks off with your convention in February, this will be very busy for us all but a very enjoyable weekend.

Hope to see you all again in 2026 for another interesting and social year,

Regards
David Day
CGRG Secretary



Members enjoying the luncheon - Photo Bill Stanley.



Lunch was enjoyed by all - Photo Bill Stanley.



Members retreating to the shade after lunch - Photo Editor.

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Doug's tanker train - Photo Editor.



Brian's Mogul passing the Church - Photo Editor.



Bill's coal train - Photo Editor.



Multiple trains running - Photo Editor.

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Bill's Alco and Neil's Climax passing - Photo Editor.



Disney train passing by on the top loop - Photo Bill Stanley.



Bill's trains passing on the front loop - Photo Bill Stanley.



Andrew Hammers FA1 at the station - Photo Editor.

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Andrew Hammer's FA1 heading around the loop - Photo Editor.



Doug's train coming into sight - Photo Editor.

Wellington Garden Railway Group Meeting

Report John Robinson, Photos - As Credited

Wellington Garden Railway Group Christmas Run

Maintaining tradition the Christmas running day for the Wellington Garden Railway Group was hosted in December by Brent Thompson and his parents Ian and Lesley at their railway overlooking the Pauatahanui Arm of the Porirua Harbour. As I have noted in past reports on this highlight of the WGRG's running day calendar, there is a great view from the railway, though as always there can be a penalty, particularly in the Wellington region, of having a great view – wind!

The day had been scheduled for the Saturday but had to be postponed due to wind from the southerly quarter. Sunday thankfully played the game with a gentle northerly from which the railway is mostly sheltered. Sadly a number of the longer serving group members couldn't make the Sunday, we did miss you, but the numbers attending were pleasingly boosted with a good number of newer members. And I'm sure those newer members were pleasantly surprised at the level of Christmas fare Lesley provided. Her catering is at the next level, positively yum.

Oh yes sorry you wanted to know about the railway and the trains, I easily get distracted by good food and nice views. Brent has added a steam up bay since our last visit, which I was pleased to put to the test and give a positive pass mark. Throughout the day a mix of battery and track powered trains ran, the usual eclectic mix to cater for all interests. A train of 3D printed stock by one of the newer members ran well and brings the range of techniques within our group up to date.

As is the indication of a good running day I got distracted by good conversation and didn't photograph everything that ran and in my usual fashion I forgot to write down what belonged to whom, so apologies if I have matched the wrong owners to trains in the photo captions. Unfortunately I had to leave early from this very enjoyable running day, but rest assured I'll be back in 2026 to enjoy the view, food, trains and conversation.



A 3D printed train by David H, even the wheels are 3D printed! - Photo Lesley Thompson.

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John R provided the live steam for the day. Loco is an Accucraft Leader but with a scratch-built body - Photo Lesley Thompson.



David H's 3D printed train - Photo John Robinson.

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Another of David H's trains. This one is scratch built with interchangeable bodies. The loco body is in the CAD stage of development; that's Cardboard Aided Design as proof of concept before he constructs the final body - Photo John Robinson.



Marty's train, harbour behind - Photo Lesley Thompson.

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Stainz action! - Photo John Robinson.



Another of David A's battery powered trains - Photo Lesley Thompson.



I missed who the owner of this rather nice rail bus/interurban was, it was one of the first trains run for the day - Photo John Robinson.



There can be a slight disadvantage of photos of live steam on a warm day, the steam plume doesn't show, however the lovely backdrop does! - Photo John Robinson.

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David A's train with harbour view behind - Photo Lesley Thompson.



Whilst not an LGB Stainz, if I'm not mistaken this loco of Marty's is basically a Stainz motor block with a different body, so it would have been right at home in the WGRG's November Stainz theme running - Photo Lesley Thompson.

Tales from the West Highland Railway in New Zealand

British Railways Class 27

2: Underframe Design & Assembly

Author: John Boyson



The completed underframe fitted to a trial set of bogies to create a rolling chassis.

1. Underframe Design

As with the bogies, covered in the first instalment of this series, the underframe design was evolved through an R & D process to create something that:

- fitted around the bogies,
- was rigid,
- could accommodate the electrical systems and
- support the body.

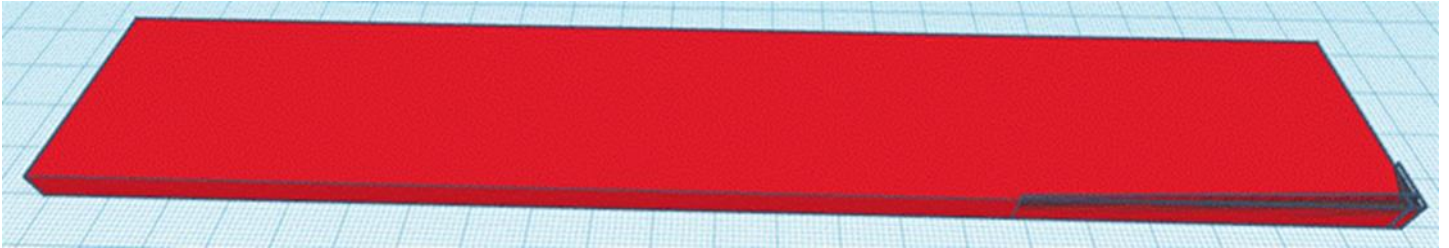
There were a number of moving and detail parts to incorporate as well. These included:

- suspension systems for the bogies to support the underframe,
- facilities for sprung buffers,
- facilities for coupling hooks and
- facilities for connecting cables and hoses.

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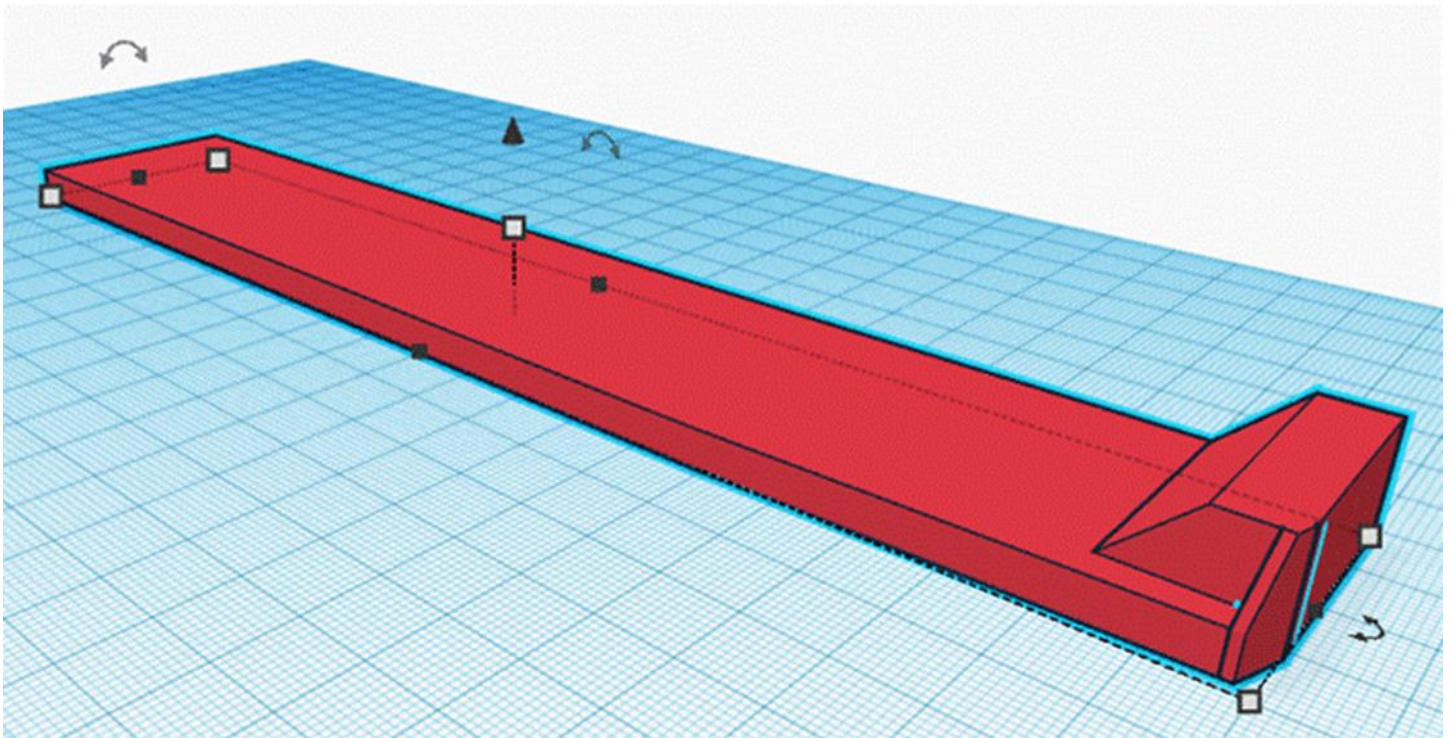
1.1 The Underframe Deck

The main underframe member was the underframe deck. This was broken into three sections to allow each to fit into the printer. The design sequence for this was as shown below:

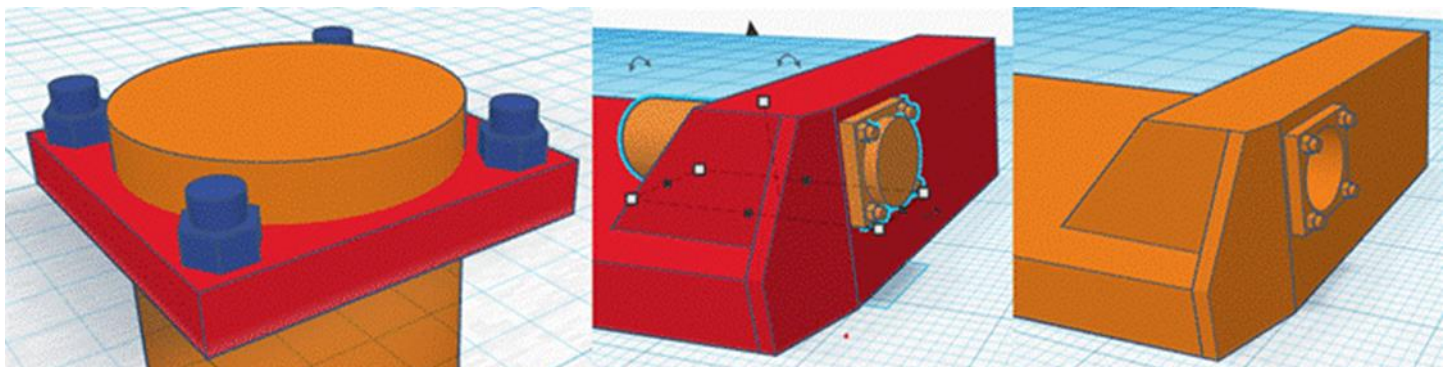


A quarter section of the underframe deck with cut outs for the front end and side.

1.2 The Buffer Beam and Bodyside Support Bracket

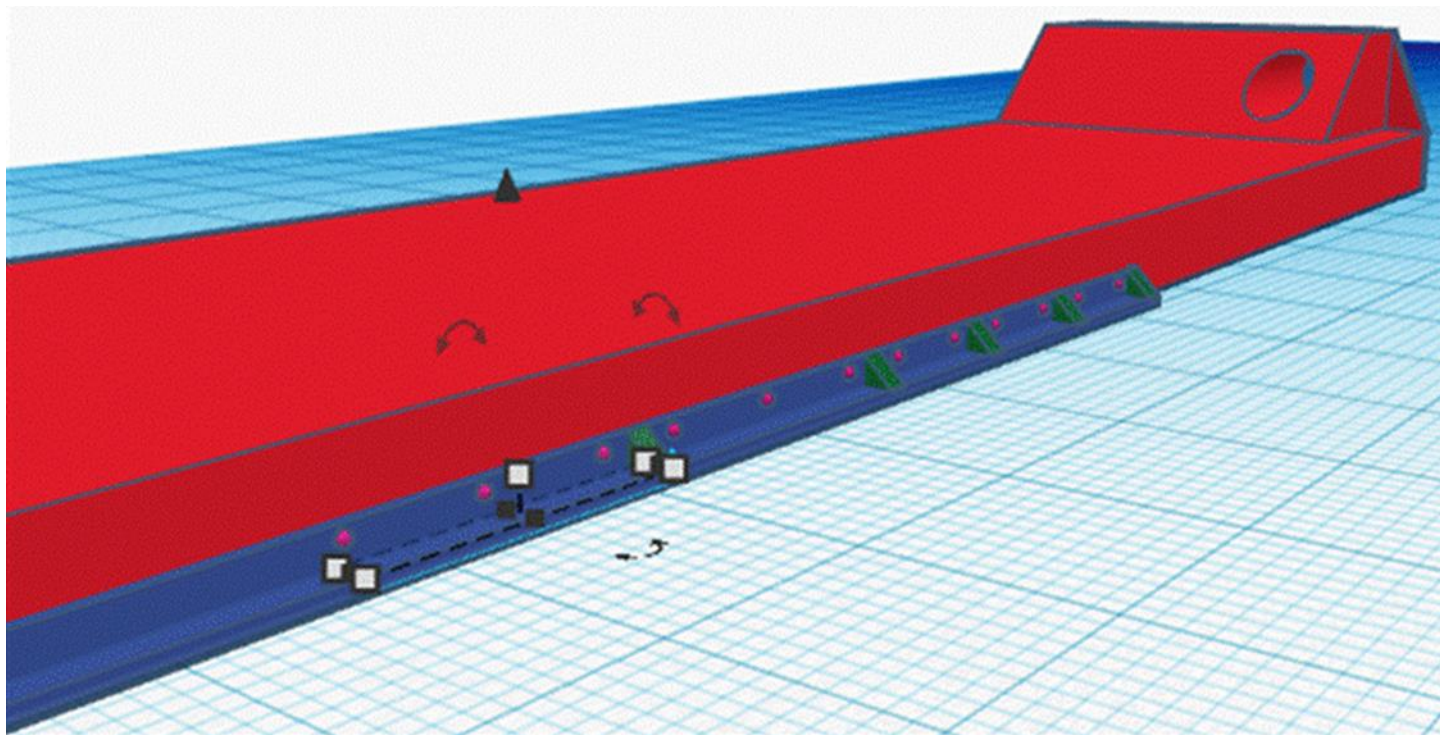


Buffer beam added.

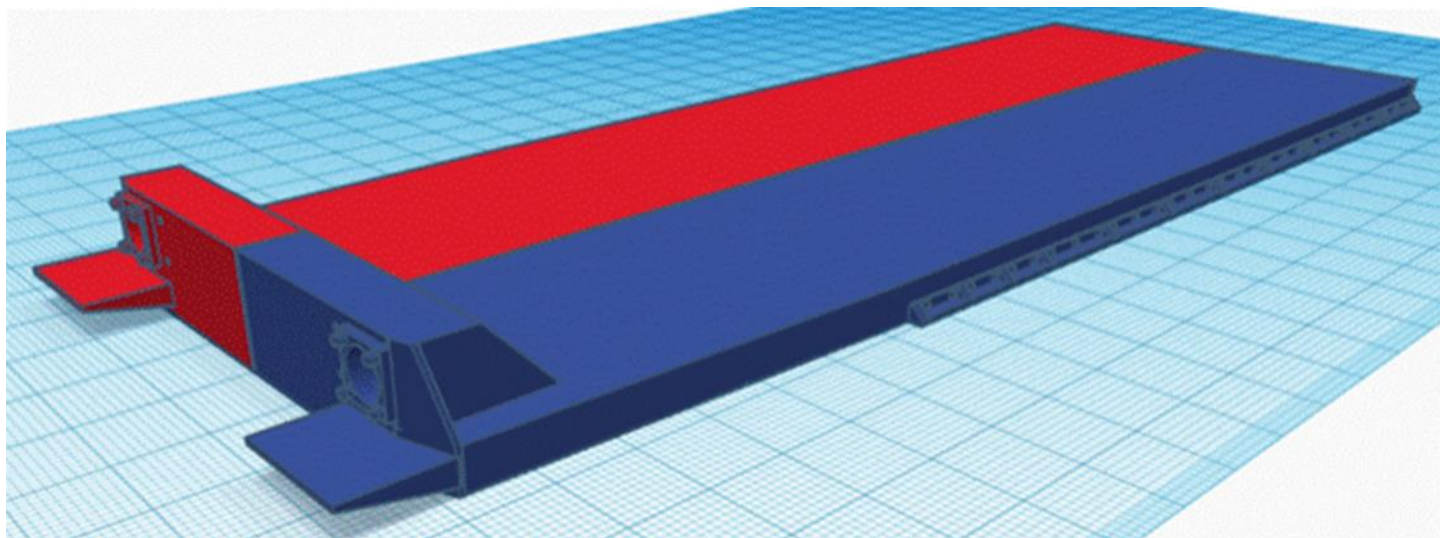


The sequence of developing the buffer mounting plate. From left to right; left: the various components assembled, centre: mounted on the buffer beam, right: the cylinder component made clear and then the whole assembly merged with the main unit. The clear cylinder formed the hole for the shank.

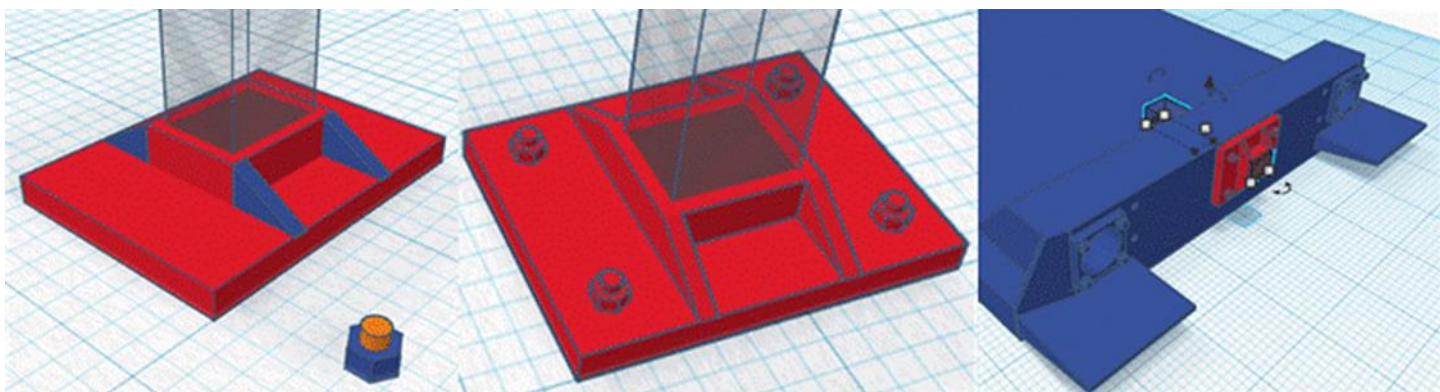
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Creating the body support bracket.

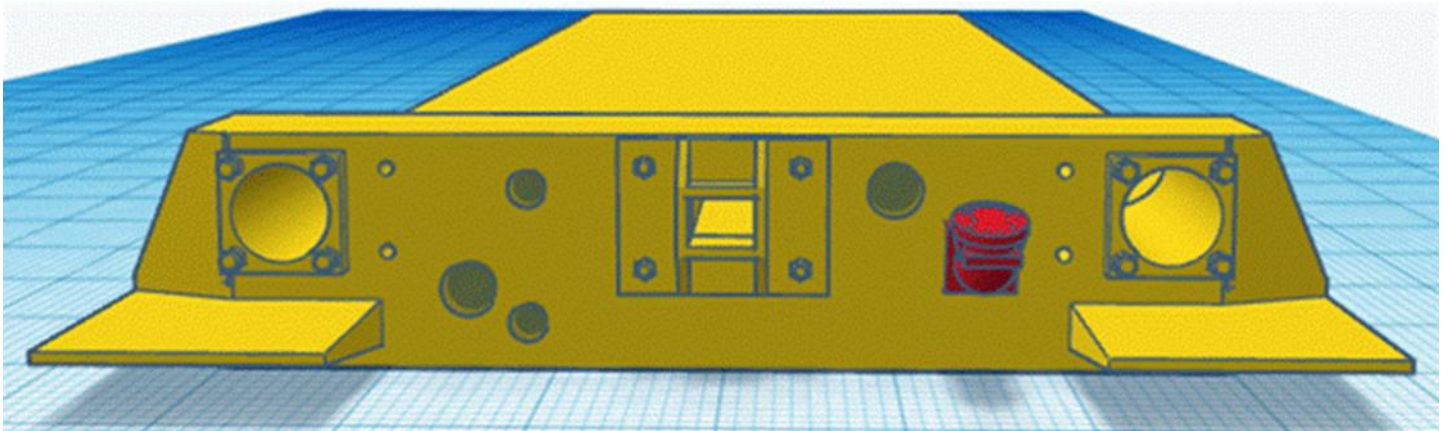


A footstep has been added above the buffer housing (the frame is inverted in the screenshot) and the resulting quarter section has been duplicated, mirrored and matched with its partner to form a half section.

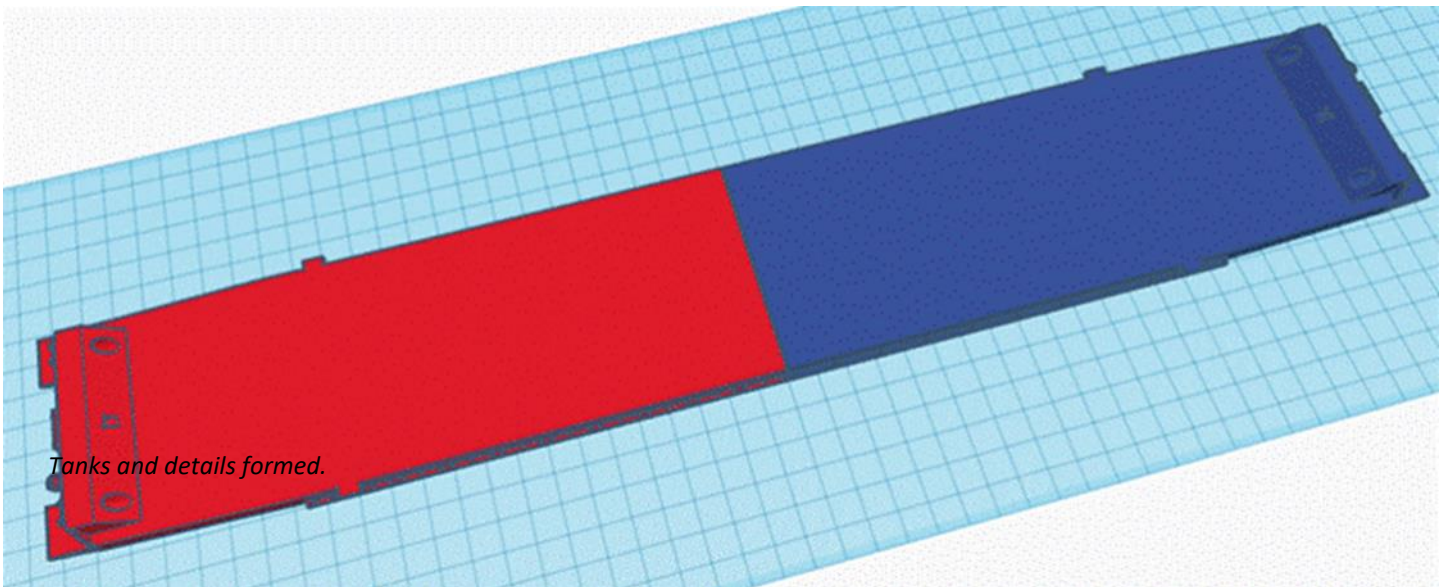


Steps in forming the coupling mounting.

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Completed buffer beam with holes and one of the pipe fittings added.

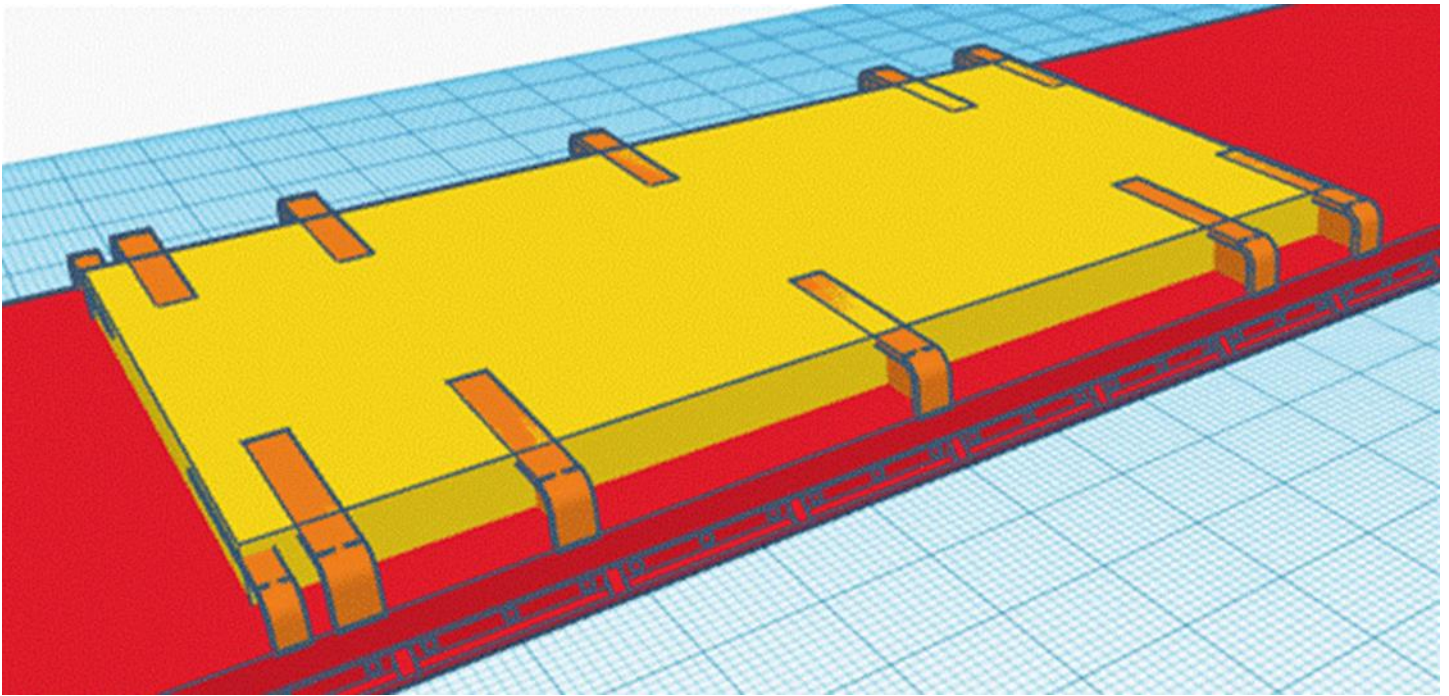


Tanks and details formed.

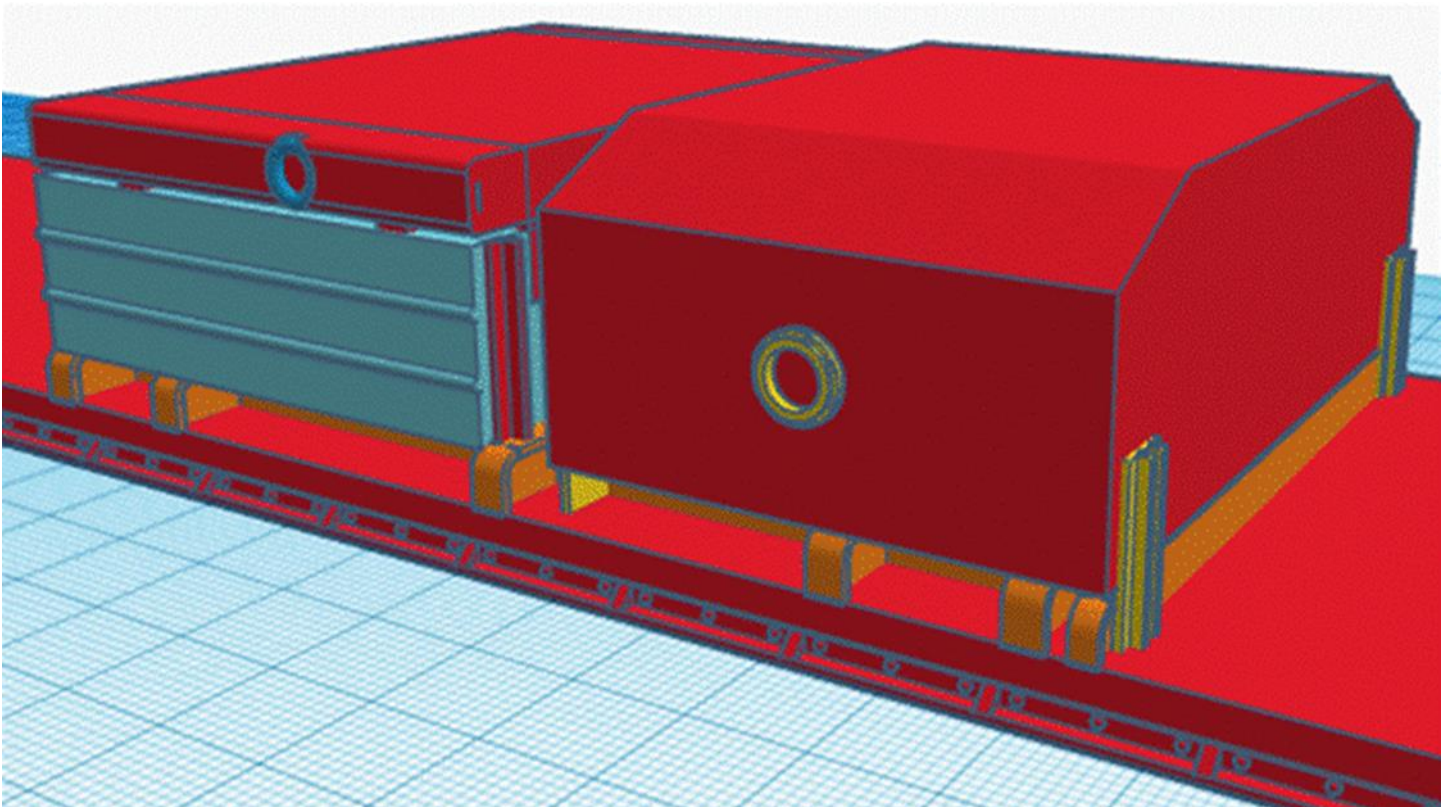
The completed half section duplicated and mirrored ready to be duplicated. I did miss three items during the design. One of these has been added here, being the four jacking brackets. Also missed were lifting eyes and slots to insert the bogie retention brackets detailed in the first instalment. These were added later.

1.3 The Fuel and Water Tanks

The underslung tanks were designed as separate units with openings in the underframe to create a bit more space for the electrical systems later on.



Support structure for underslung tanks.

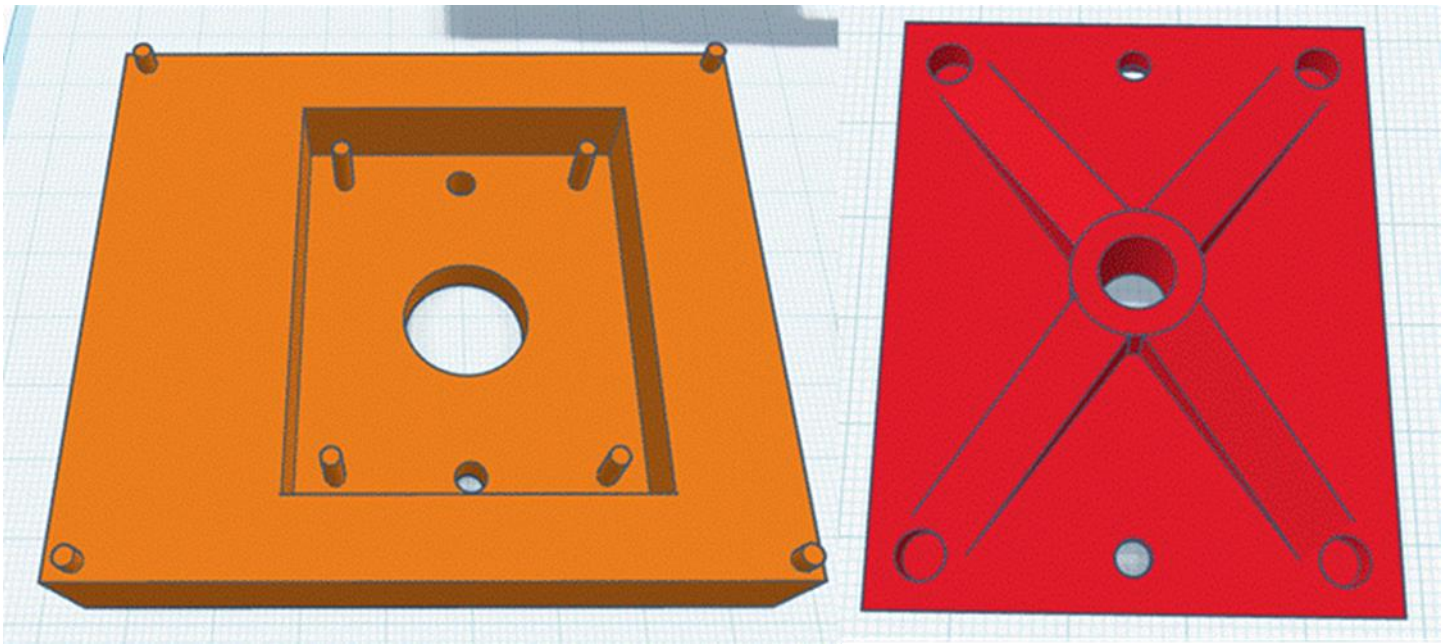


Tanks and details formed.

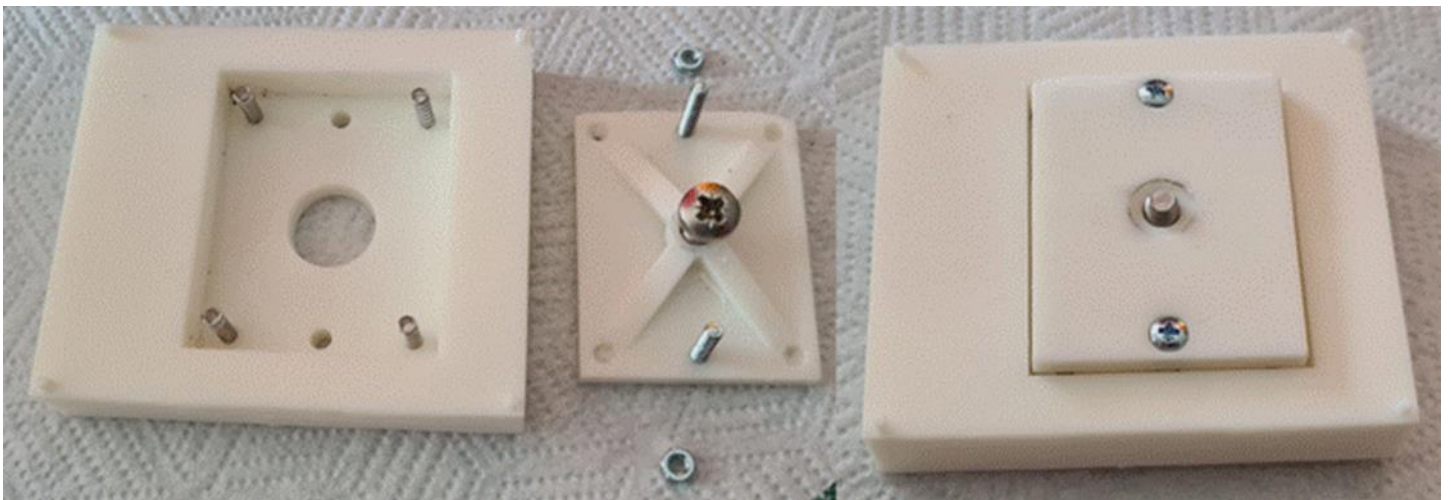
1.4 The Bogie Support System

The bogie support system took the form of housings above the underframe in which sprung bolsters could be fitted above each bogie. The connecting systems for each component are outlined and shown below:

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The bolster (right) and its housing (left). The four plastic pins visible in the housing hold the springs that support the underframe. They locate above the corresponding four blind holes in the bolster plate on the right. The housing and bolster are connected by two bolts fitted in the two open holes visible on each side. The bolt shafts are sleeved so that they tighten hard to the housing but allow the bolster the freedom to move up and down as necessary via the springs. They also allow for a certain amount of rocking both from side to side and end on end as well. The central hole in the bolster allows the sleeved bogie retention bolt to be screwed done tight to the bogie with no latitude for vertical movement and just enough looseness to allow the bogie to rotate about the central pivot point.

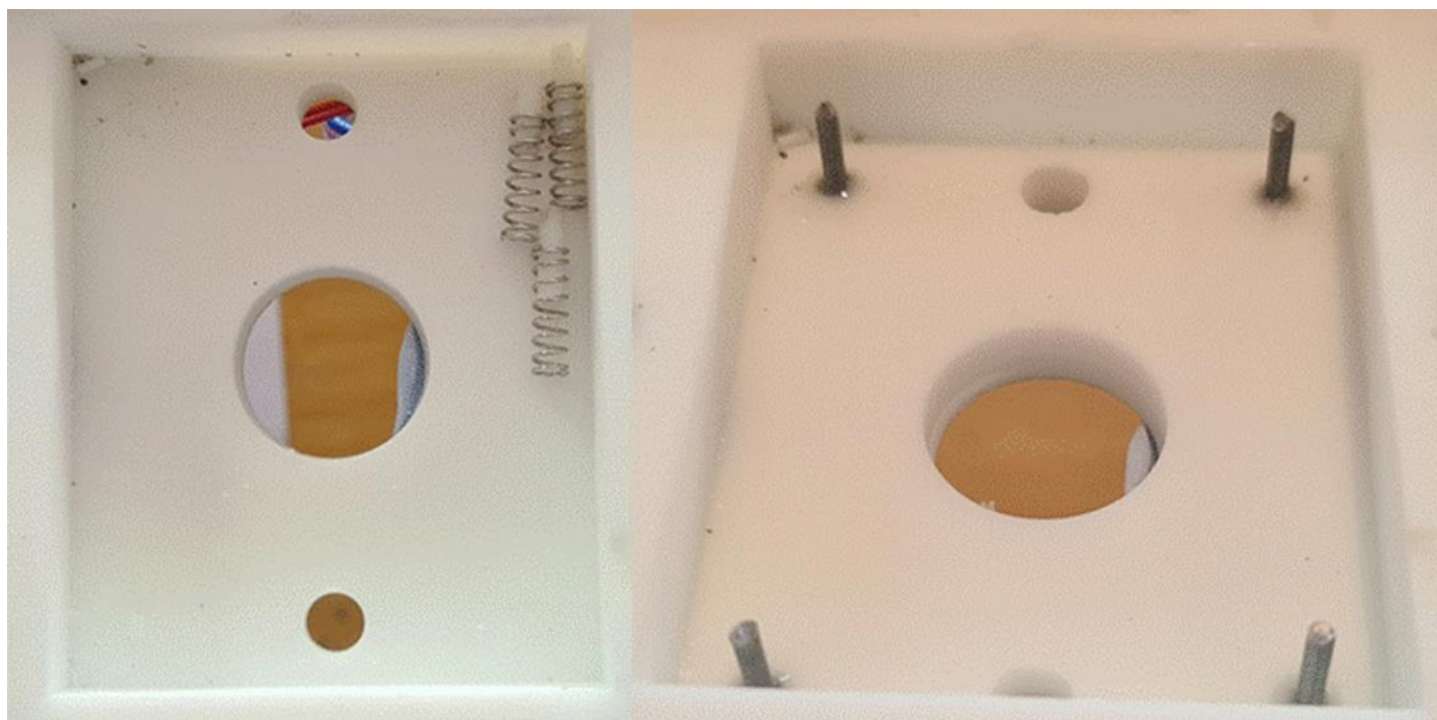


Test prints of the bolster and housing with springs and bolts etc.

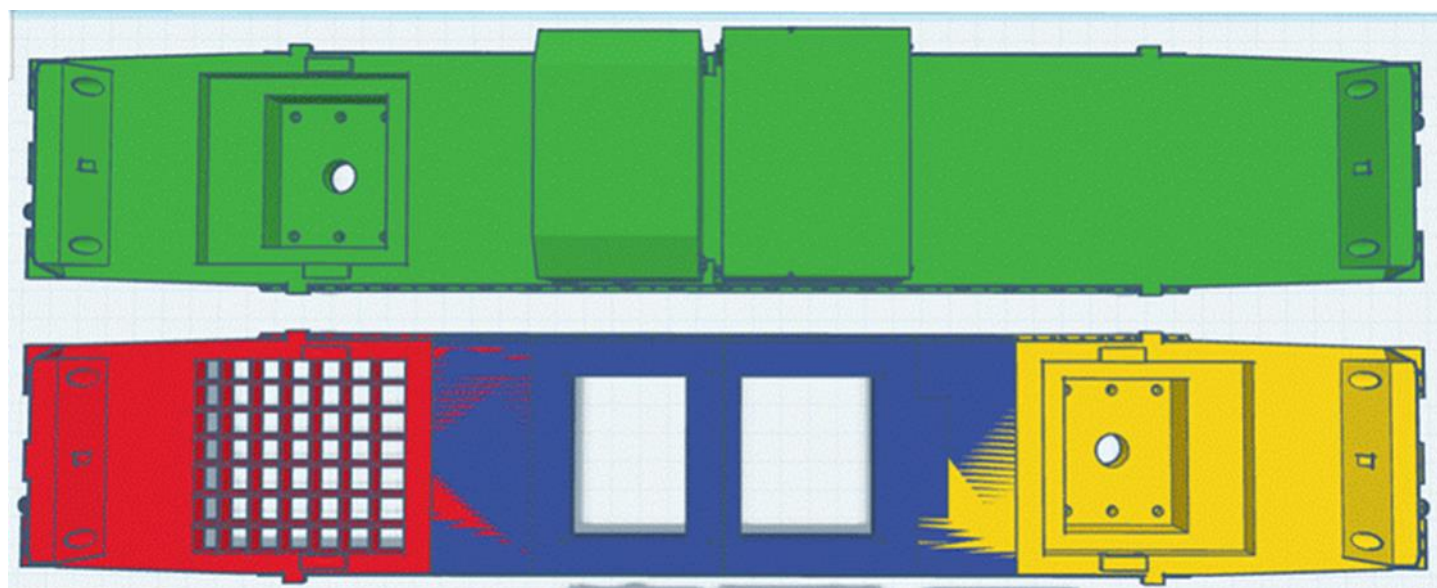
N.B. 1, the plastic pins holding the springs were ultimately found to be too weak and were replaced with steel pins glued into receiving holes. Note the external pins on the four corners. These were for accurately locating the housing on the underframe which was similarly printed with holes to receive them.

N.B. 2, the sleeves for the two holding bolts connecting the bolster to the mounting housing have yet to be fitted and are not shown.

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This is jumping ahead a little in the tale, but, for the narrative, fits well here. Following testing under load, I found one of the bogies was a bit loose in its housing. So back to the modelling desk and, after dismantling everything, I discovered the situation portrayed in the photo on the left. Clearly the original plastic printed pins weren't man enough for the loads being applied. So, as noted, these were replaced with steel pins (right). Once again, the design will be tweaked for future models. N.B. Fortunately the springs were still be held in place in the hole they sat in in the bolster. However, as soon as I removed this, they fell out as the photo shows. Just the second bogie to deal with now!



The completed underframe master above in green. N.B., I didn't bother duplicating the bolster housing on the right since I simply printed one end section twice! They are both the same.

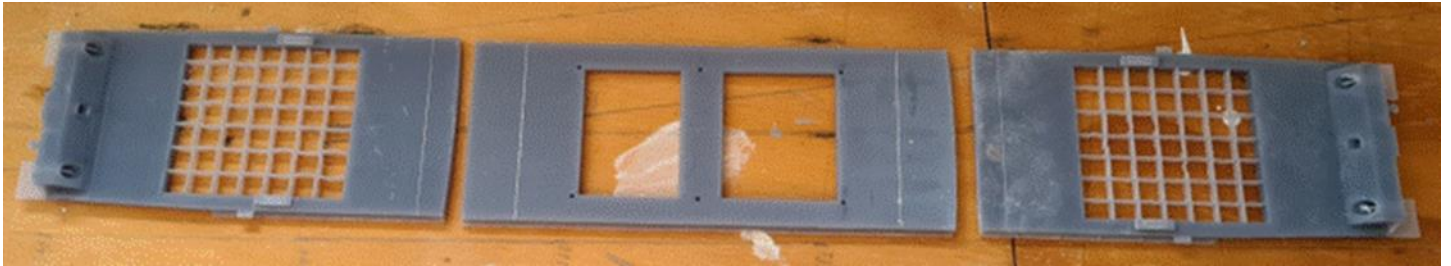
The lower artwork is the underframe chopped into three sections. The left (red) section is the one selected for printing. The bolster housing has been separated and the opening left has been reinforced with ribs to prevent distortion. These will be cut away later once the housings are glued in place. The central (blue) section has holes cut in above the underslung tanks.

Note the overlap in the sections. This is because of a tendency for the prints to be distorted where they start closest to the build plate. Thus, I angled them so that the important end detail hung down away from the build plate and thus came out perfectly. Having the extra meat in the prints meant I was able to remove any distorted sections when I carefully cut the prints to size for assembly.

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2 Main Underframe Assembly

Following printing of the three main sections forming the underframe, these were cut to size, as noted above, and then butt joined whilst clamped on a uniformly flat surface, as shown below. The assembly was then left for two days to allow the glue to set and cure. Once again, super strength araldite was used for all the gluing operations detailed since it has a great affinity to the “ABS like” resin used for the prints.



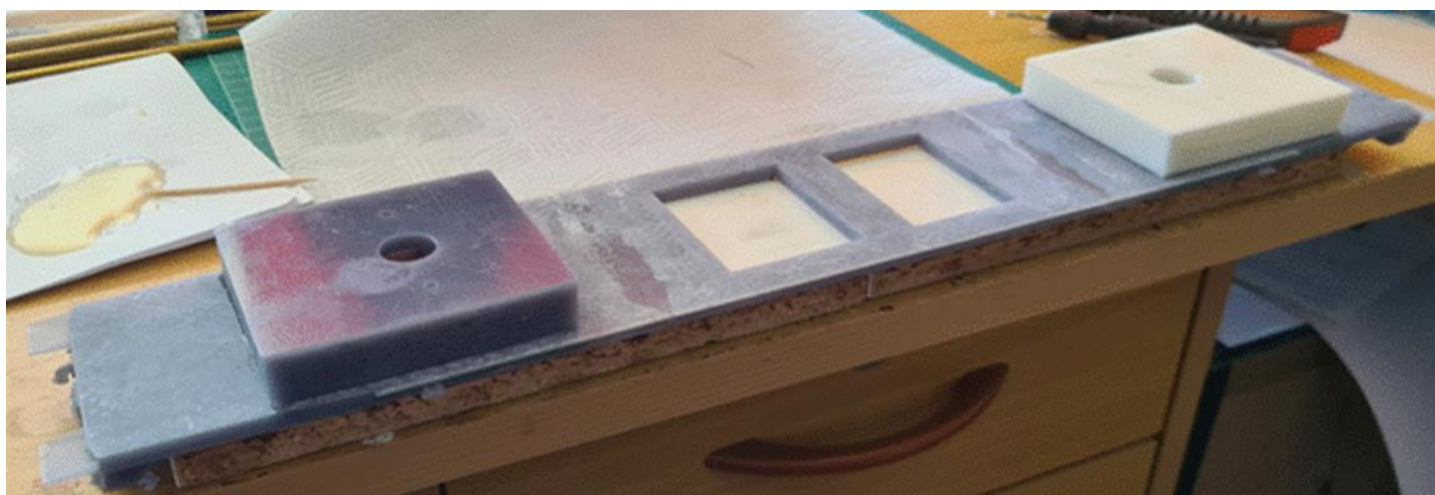
The three underframe prints marked ready for cutting to size. The unwanted curved ends are apparent.



The three underframe prints cut to size and mounted in the gluing jig. This is a vital tool for this sort of work and consists of an old shelf with two aluminium angles screwed to it. The sections have been placed on a polythene film with araldite applied to each joint. They have been pushed hard against the angle lip to ensure they are true to each other. With the polythene wrapped over the top of the model, spare shelf cut offs have been placed on the top and a straight edge (spirit level) has been clamped over the whole assembly to hold it all securely in place.

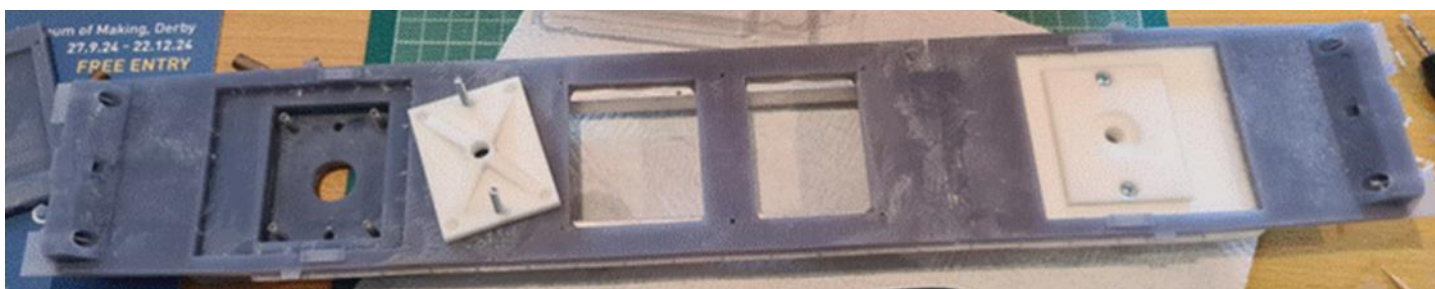
Following this, the two bogie housings were glued in place again keeping the underframe perfectly flat. To assist with this, pins and corresponding locating holes had been included in the design of these to ensure positioning accuracy.

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The bolster housings mounted on the underframe.

A pair of aluminium angle sections were then glued in place between the housings to add rigidity to the frame and prevent future distortion warping etc.



With the housings and aluminium reinforcing fitted (the aluminium angles are just visible through the central tank openings), the sacrificial bracing in the underframe openings above the housings was removed. Following this, the bolsters are being trial fitted as shown.



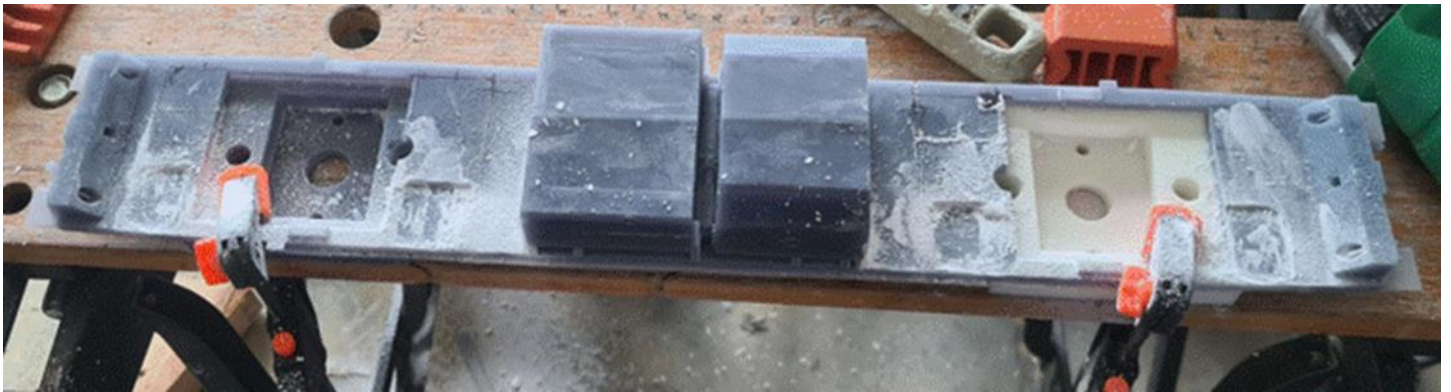
A test fit of the bogies with the underframe mounted on top to check fits. I have also drilled openings through the bolster housings to allow the passage of the wires for the four traction motors. This is one of many checks performed as design and assembly progressed. It is an important ongoing procedure on two counts. Firstly, it allows for issues to be identified earlier and thus resolved; and, equally importantly, acts as a moral booster to take pleasure in the progress being made!

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Finally, the underslung tanks were glued together (they had been printed in two halves to ensure that the sides facing outwards presented a clean finish). Then the unit was glued in place on the emerging underframe.



The tanks fitted and an example of the importance of testing. I found that, with the bolsters fully compressed and the bogies slightly angled (as would be the case at gradient change points and potential track irregularities), the rims of the wheels came into contact with the underside of the frame. Thus, areas of the underside have been marked out for grinding out to keep the wheel sets clear.



The underframe clamped down and the arc shaped recesses are being ground out. I used a drill mounted grindstone that I had found at our local hardware store as a set a year or two ago and purchased on the basis they looked useful. One of them came into its own for this job.

N.B. This is a workshop job: it is messy and also a mask is advisable since, whilst the cured resin as a solid is inert and safe to handle; like a number of materials, I am unsure about the fine particles that are created by this process. Old clothes are also a good idea since the powder generated gets everywhere!

3. Conclusion and the Next Stage

As shown above, as each step was progressed, trial fitting of the bogies took place to ensure that a good fit with suitable clearances was being obtained. As mentioned in the first article, some tweaks to the design were necessary to obtain this outcome which was ultimately achieved. There were also inevitably things that were manually remedied and/or worked out empirically as the build progressed. These have been noted and the artwork will be altered for any future builds.

The next task was to provide the end details. These included:

- Buffers,
- Couplings and
- Cables and Hosing.
- Following this, the electrics also had to be installed and made to work. Painting was also undertaken. This will all be the subject matter of the next instalment of the series.



*Completed chassis with electrical systems fitted in storage container with bolted on lid holding (from left to right) fan assembly, charging socket, on off switch and upended bolt for fitting and holding the locomotive body shell.
N.B. the red rear light LEDs have yet to be fitted in this photo.*



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

Michael Brannigan Obituary

Story and Photos - Michael Hilliar, Auckland

Sadly, I am reporting the passing of Michael Brannigan who has been one of the special members of the Auckland G scale Group. I can't recall when he joined us, but it was a good number of years ago; possibly twenty five, maybe longer.

Michael was also a prominent member of the North Shore Model Railway Club in Auckland, and he was recently awarded a Life Membership this year for his long-term contributions. Michael was a keen model railroader with a garden layout and several layouts under the house of varying scales and sizes. Michael would also love collecting bits and pieces and combining them into a wagon or engine and although they were a bit rough he knew what he wanted to represent.

We all admired the way Michael navigated his way to the monthly meetings all over Auckland by public transport, which would sometimes involve a long walk with his favourite yellow LGB Forney tucked under his arm and his brother Donald behind and most times he was the first member there. They usually scored a ride home or to the most suitable bus stop or train. Michael was always there to help at the Henderson Model X and would keep the groups layout trains running.

When I was hosting a meeting at my place in Manurewa I would often hand the controller over to him so I could perform the hosting bit. When Michael and Donald hosted their meetings they both did a great job with the afternoon tea and display. Michael was also involved in the local community. He also loved singing and playing his piano accordion, and performed at various locations around Auckland, such as at Rest Homes etc. and also did some busking. Michael was a kind character we will all miss.



Michael looking after my C&S 2-8-0.

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Above -

Michael's steam tram utilizing a power bogie off something else and batteries in the wagon behind.

Left -

Michael's layout which you can see he put many items to another use.

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Michael looking after the club layout at 2010 Henderson Model X, running his favorite Forney Locomotive.



Another one of Michael's creations utilizing many donor parts.





One of the earliest pictures I have of Michael in which he's made a track cleaning wagon from a magazine article in 2007.



Michael looking after my Garrett at another one of the meetings.

What we do when hosting a visit to our garden railways

Article - Paul Milner, Kerikeri

What we do when hosting a visit to our garden railways

We join groups to share our hobbies, learn techniques, socialise and gain inspiration and support. Sometimes an invitation is extended to members to visit our garden railways. Accepting an invitation naturally comes with commitment from both sides, the railway owner and the visitor and in most cases this is respected. Sadly in some cases not so and sometimes without warning.

Some railways may seldom see a visitor where travel distance is concerned so an arranged visit becomes a special occasion for the host. Perhaps the visitor has access to many such gatherings but the distant member much less so.

Those who have enjoyed holding a running meet are aware of the effort that goes into preparing for it but for those who may presume hosting is just a case of casually putting stock on the track, running it and having a chat, this missive goes towards explaining the amount of effort made by the host prior to a visit.

Expressed in list form this may open the eyes of some who perhaps have no garden line themselves, preferring to just turn up for the event or decide, at the last minute, to skip it.

When an owner extends an invitation to his home and railway this is, to a greater or lesser degree, what is involved.

- * Prior confirmation is made between both parties that the meeting is on
- * Phone numbers exchanged in case of emergency
- * Organising the household calendar affecting the whole family
- * Finding the often considerable amount of time to prepare the following
- * Clearing, checking and repairing track ready for running
- * Tidying and preparing the surrounding garden, sometimes days ahead
- * Pre-servicing locos and rolling stock
- * Preparing locomotives for running
- * Carrying out previously side-lined railway repairs so the visitor enjoys the best experience
- * Shopping or baking to provide food and refreshments
- * Cleaning stored garden furniture and setting out seating and tables
- * Working around the stress of uncooperative weather
- * Arranging for pets to be out of the way for several hours
- * Being ready and running trains in time for the arrival

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So we're all ready. Stock is out on the line, locos running ready to greet the newcomer(s) and anticipation of the enjoyment of meeting someone, perhaps for the first time, and welcoming them to enjoy your home and garden railway. The visitor/s arrive, are made welcome, share experiences and enjoyment of the railway, hospitality and refreshments.

Then when they leave ...

- * Put away rolling stock
- * Remove buildings into storage where needed
- * Stow chairs and garden furniture
- * Reorganise the garden back to normal
- * Wash the dishes
- * Collapse in a heap when the job is done

Please remember, if you have confirmed attendance but are unable to make it, especially if you are the only visitor, the civility of a personal phone call of explanation at the earliest time possible on the day or better still the day before is not a lot to expect. This may save the host from working down that long list.

Several country members of different regions have had input in the attached article. All have hosted their railways for visits and been let down by no-shows. We have been careful to be non-specific but feel it does no harm for those who have no railway to understand the degree of preparation and effort that can go into hosting a meet. I hope you agree and are prepared to include this brief article.



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

THE GARDEN WHISTLE



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

Update #5

With the Convention only about a month away we are in the final stages of preparation, this is the last few weeks to make sure you are all booked for the 15th NZ Garden Railway Convention with the late registration closing on the 23rd of January.

Thank you to all that have registered for the 15th NZ Garden Railway Convention we look forward to welcoming you to our event. Please check your email in the coming weeks as we will be providing information for the Convention.

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 2 registration prices left:

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.

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

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.

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.

Costs

Junior Registration	\$125.00	No Attending	_____	\$ _____
Late Registration	\$200.00	No Attending	_____	\$ _____
Friday Buffet Meal only	\$45.00	No Attending	_____	\$ _____
Saturday Buffet Meal only	\$45.00	No Attending	_____	\$ _____
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

Iain,

Thought I would send you a photo of one of my small live steamers. runs on LGB track. It runs very well and is cute. They were used in the slate quarries.

loosely based on the locomotives made towards the end of the 19th Century by De Wintons of Carnarvon.

It is a 7/8 scale Roy Wood Models DeWinton built by [Evans Steam Services UK](#)

Jim Miller, Tucson, AZ



COMING EVENTS

January 17-18 2026

February 5-7 2026

March 21-22 2026

March 28-29 2026

May 2-3 2026

May 15-16 2026

June 13-14 2026

July 4-5 2026

September 5-6 2026

October 2026

October 2026

November 2026

May 31-5 2027

Tauranga Model Train Show, Tauranga

15th NZ Garden Railway Convention, Christchurch

Model Train and Lego Show, Wanaka

Bulls 2026 Model Railway Show, Bulls

Dunedin Model Train Show, Dunedin

2026 Great Lakes Large Scale Train Expo, Ohio

Hastings Train Show, Hastings

Ashburton Model Train Show, Tinwald

Nelson Model Railway Show, Stoke

Big Model Train Show, Christchurch

Great Little Train Show, Invercargill

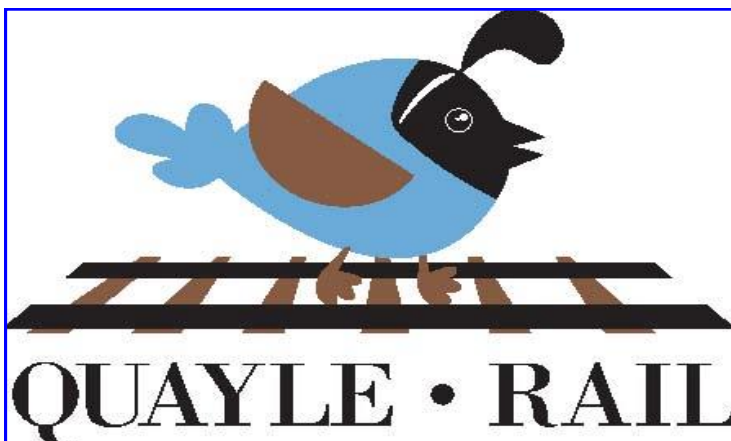
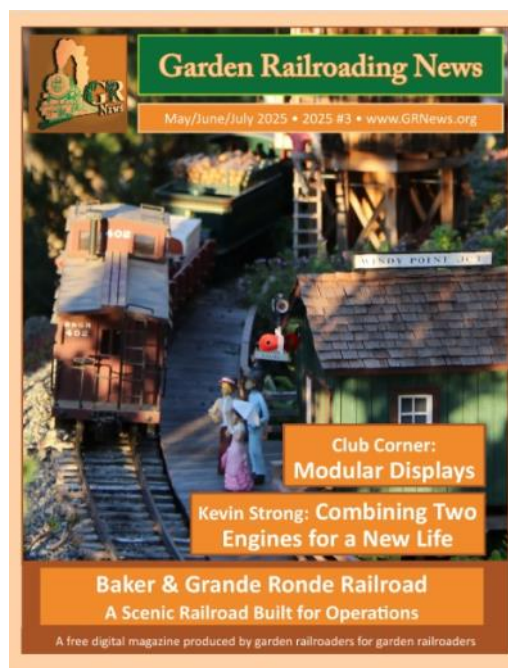
Rail Ex, Lower Hutt

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

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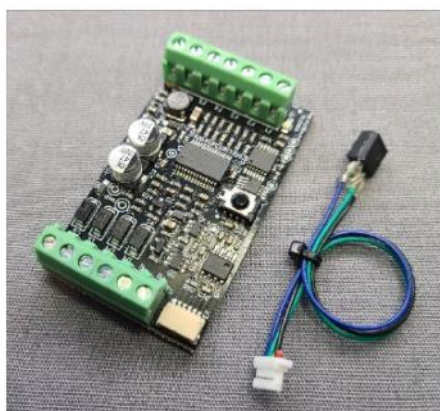
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Contact Chris cdrowley@xtra.co.nz

Club Meeting	Club Contact
<p>January 11th (Sunday) 2.00pm</p> <p>Michael Hilliar's Rockwood Gorge Railway 22 Halver Ave, Manurewa.</p> <p>Please bring a contribution for afternoon tea. After the meeting you can stay for dinner which will require to walk down to the Manurewa Shops and buy yourself some takeaways.</p>	<p>Auckland:</p> <p>Auckland Garden Railway Society Inc Club Contact: Email: grahamclannz@xtra.co.nz Robert Graham, Ph: 09 836 0900</p>
<p>Running Days/Meetings cancelled until further notice</p>	<p>Waikato:</p> <p>GROW: Garden Railway Operators of Waikato. Club Contact: Email: sandnlipsey@gmail.com Stefan Lipsey, PO Box 612, Waikato Mail Centre, Hamilton, 3240, Ph: 07 859 3650</p>
<p>January 18th (Sunday) 1pm</p> <p>Murray Clarke's Kemptions Line Greytown DCC/ Battery live steam</p>	<p>Wairarapa:</p> <p>Wairarapa Garden Railway Group. Club Contact: Email: brendonclarke76@yahoo.co.nz Coordinator: Brendon Clarke</p>
<p>January TBC</p>	<p>Wellington:</p> <p>Wellington Garden Railway Group. Club Contact: Email: bilthompson@xtra.co.nz Coordinator: Brent Thompson, 6 Bodmin Terrace, Camborne, Ph: 022 619 4006</p>
<p>February 6th, 7th & 8th (Friday, Saturday & Sunday)</p> <p>15th NZ GARDEN RAILWAY CONVENTION (WAITANGI WEEKEND)</p> <p>Email nzgrc2026@gmail.com to attend</p>	<p>Christchurch:</p> <p>Christchurch Garden Railway Group: Club Contact: Email: 2days61@gmail.com Secretary: David Day, 61 Carnarvon Street, Linwood, Christchurch. Ph: 03 981 4424 President: Bill Stanley, Ph: 027 282 4244</p>