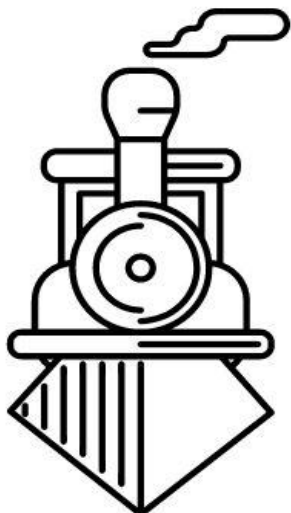


THE GARDEN WHISTLE

NEW ZEALAND LARGE SCALE NEWSLETTER



JUNE 2026



THE GARDEN WHISTLE

NEW ZEALAND LARGE SCALE NEWSLETTER

June 2026

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[Cover photo](#) — Chris's George again, this time steaming past the Bridge Ganger's hut.

Photo supplied by - John Robinson.

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

ANZAC Steam Up on the Te Horo Branch

Report and Photos - John Robinson.

On ANZAC Day I, John Robinson, hosted a supplementary Wellington Garden Railway Group running afternoon on the Te Horo Branch. It was a fairly short notice event with an eye on the long-range forecast and other commitments to pick a suitable day. As it happened the pick of the day was spot on with the weather dishing up a cracker warm, sunny, calm, Autumn day absolutely perfect for the live steam theme of the afternoon.

As I think readers may have picked up from other reports of mine in past issues of the Garden Whistle, live steam in the garden has become an increasing passion for me, and the Te Horo Branch has been built to reflect this. So it was very rewarding to see so many different steam locomotives chuffing around the railway. But rest assured I am passionate not fanatical so battery powered locos are still very welcome and some did run through the afternoon.

It was also rewarding to receive the thanks from attendees as they left happy from enjoying an afternoon of air filled with that heady fragrance of warm steam oil. I understand the fine display of well-run live steam locos may well have caused at least one battery powered aficionado to consider drifting towards the steamy side of garden railway life.

Thanks also to all who contributed to the afternoon tea, it was appreciated. I look forward to hosting more running days and steam ups in the future. Apologies that some locos feature in more photos than others and that I also missed others completely, but that kind of happens when you're playing host.



John S's Lady Anne steaming around the southern loop of the Te Horo Branch.

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Lloyd's Beddgelert about to steam over the truss bridge as Chris's George approaches on the lower line.



Marty's Fowler traversing over Dry Wash Bridge.

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John S's Lady Anne in the loop at Hautere as David H's 3D printed train rumbles past.



Lloyd's Beddgelert and train in the bay platform of Te Horo Station as Brent's train passes on the main line. David A's Stainz in the good shed road.

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On the left is Chris's George heading north with John S's Lady Anne at right heading south.



Marty's Fowler having no trouble climbing the 1 in 85 grade of the southern loop.



Geoff's Linda hauling a lovely prototypically correct Ffestiniog Railway passenger train.



Geoff's Linda about to cross the truss bridge and Marty's Fowler to pass underneath.

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Geoff's Linda and Ffestiniog passenger train in the loop at Hautere as Wb 302 steams past.



My Wb 302 with its train of scratch built NZR wagons cross the pond.

A Well Wagon/Depressed Centre Car

Article - Ian C Galbraith.

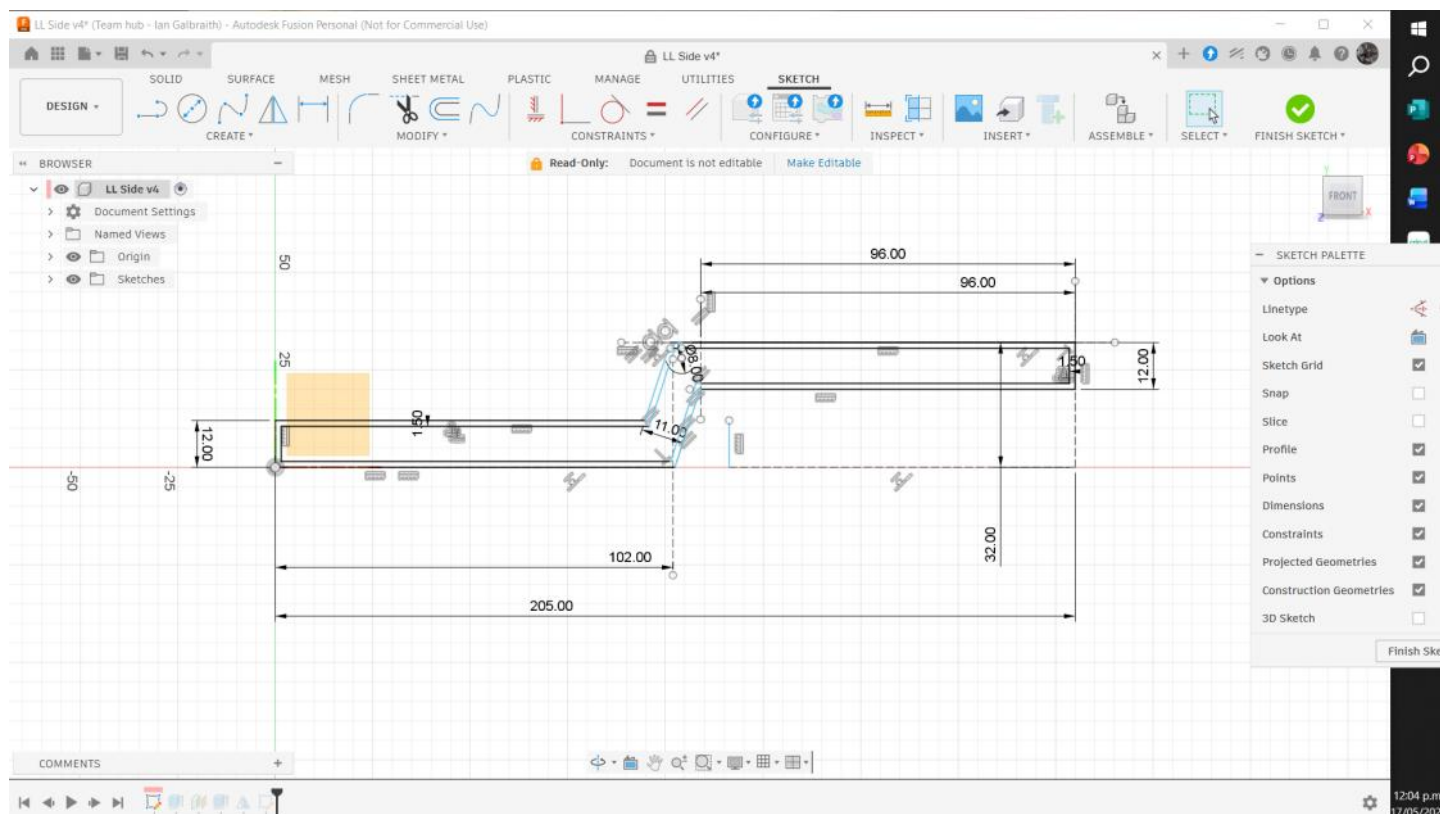
Back around 2008 a fellow garden railroader in Carterton asked if a Well Wagon/Depressed Centre Car could be produced to carry a particularly high load. His specifications needed something of around 400mm total length.

With a clean sheet of paper, tee square, set squares, pencil, and ruler something suitable was designed. The next problem was what to use for the construction. Luckily, my son, Sean, had a contact who was able to produce the various parts from 4mm thick acrylic material. The most suitable adhesive for use with acrylic was chloroform. Having used the same pharmacy for around 20 years I was able to obtain the required chloroform. The various components were assembled, decking applied and bogies, trucks, attached and the completed unit delivered.

More recently, a local club member asked for a similar vehicle with a depressed deck measuring 180mm. Using Fusion 360, the various parts were designed for 3D printing. All the longitudinal components need to be printed in two parts due to the bed limits of the 3D printer. The trucks and decking were to be provided by the member concerned.

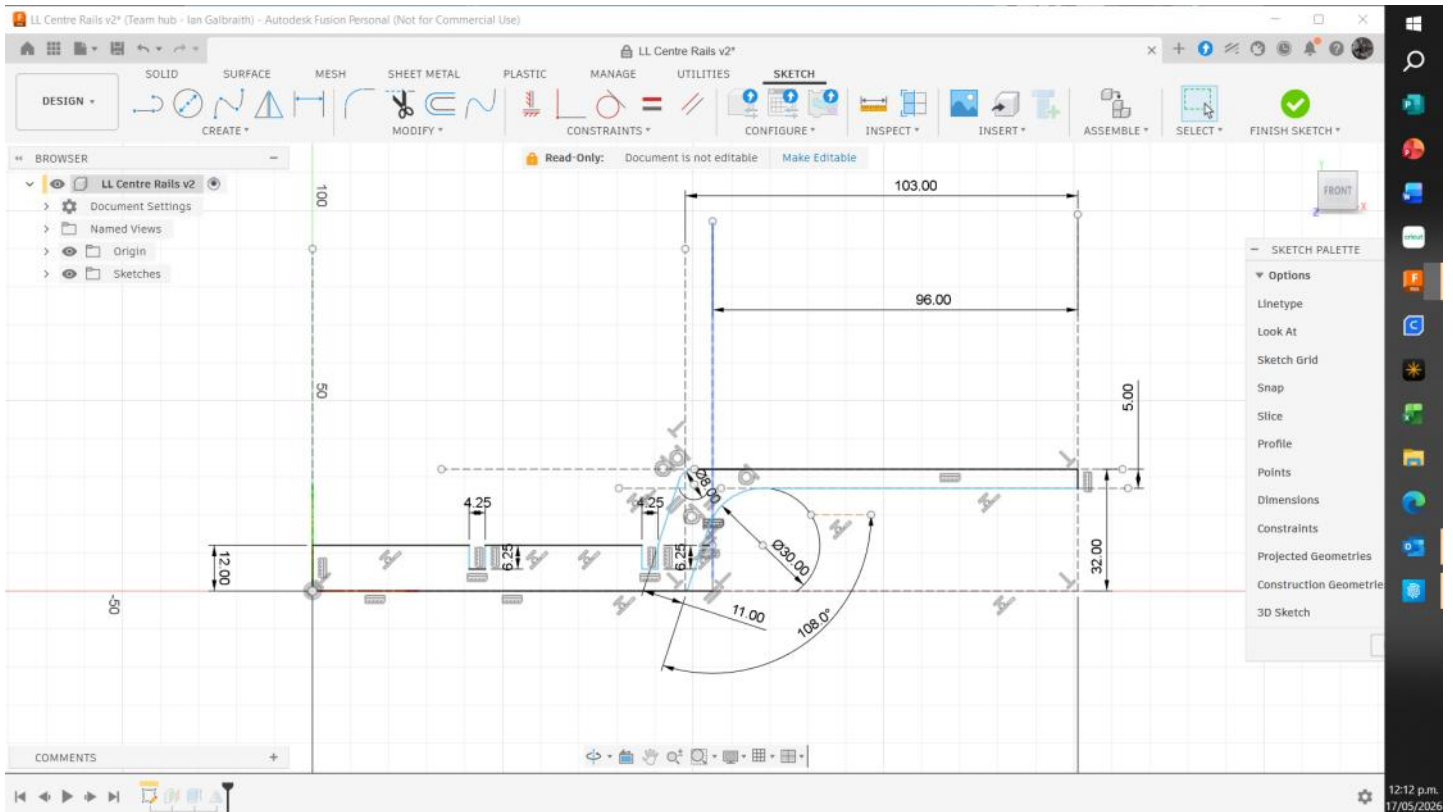
Assembly was straight forward using clamps and guide fences. The adhesive used was Rapidstick 8401 cyanoacrylate. This is a medium viscosity, fast cure speed, high strength, gap filling, up to 0.2mm, medium.

Progression from drawing to completion.

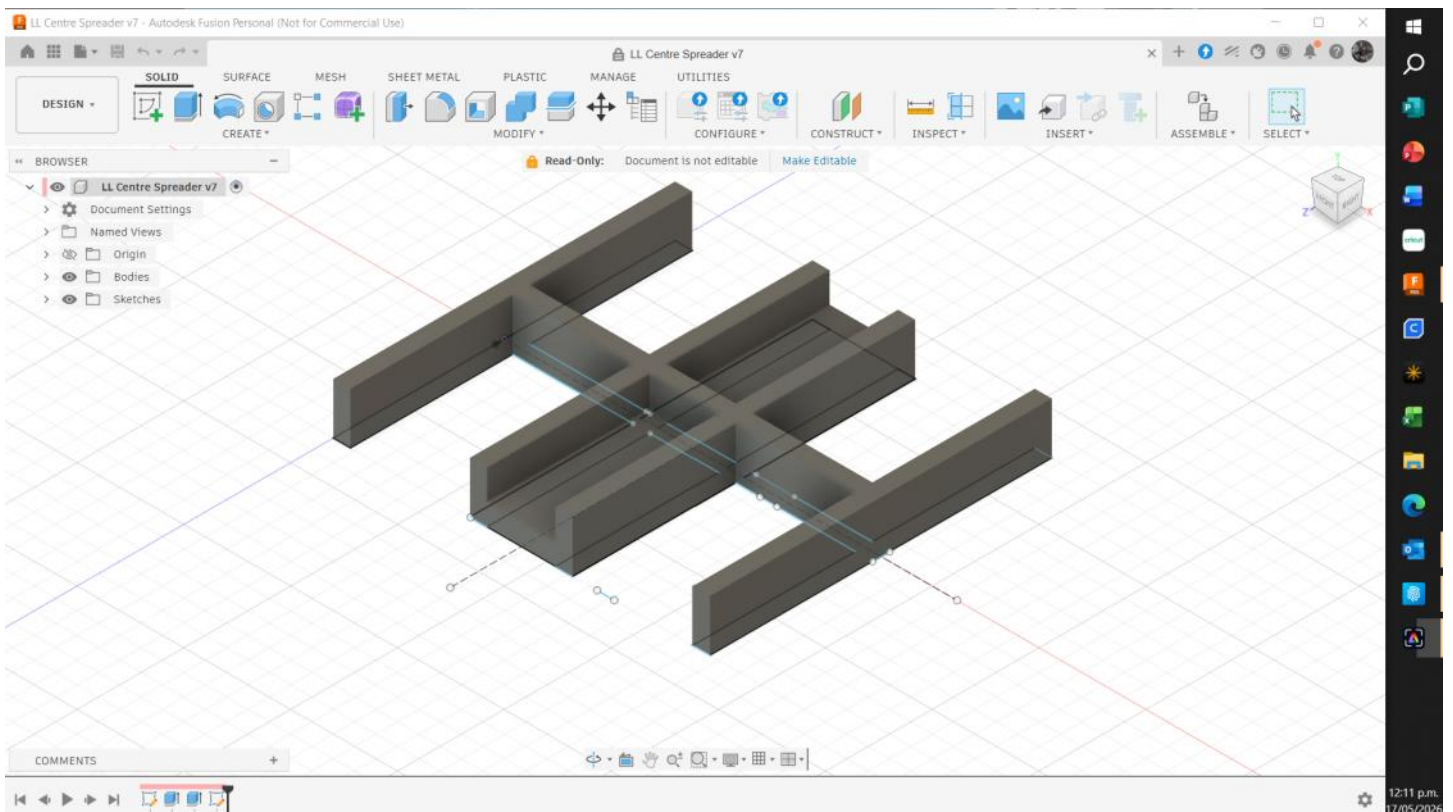


Side frame design.

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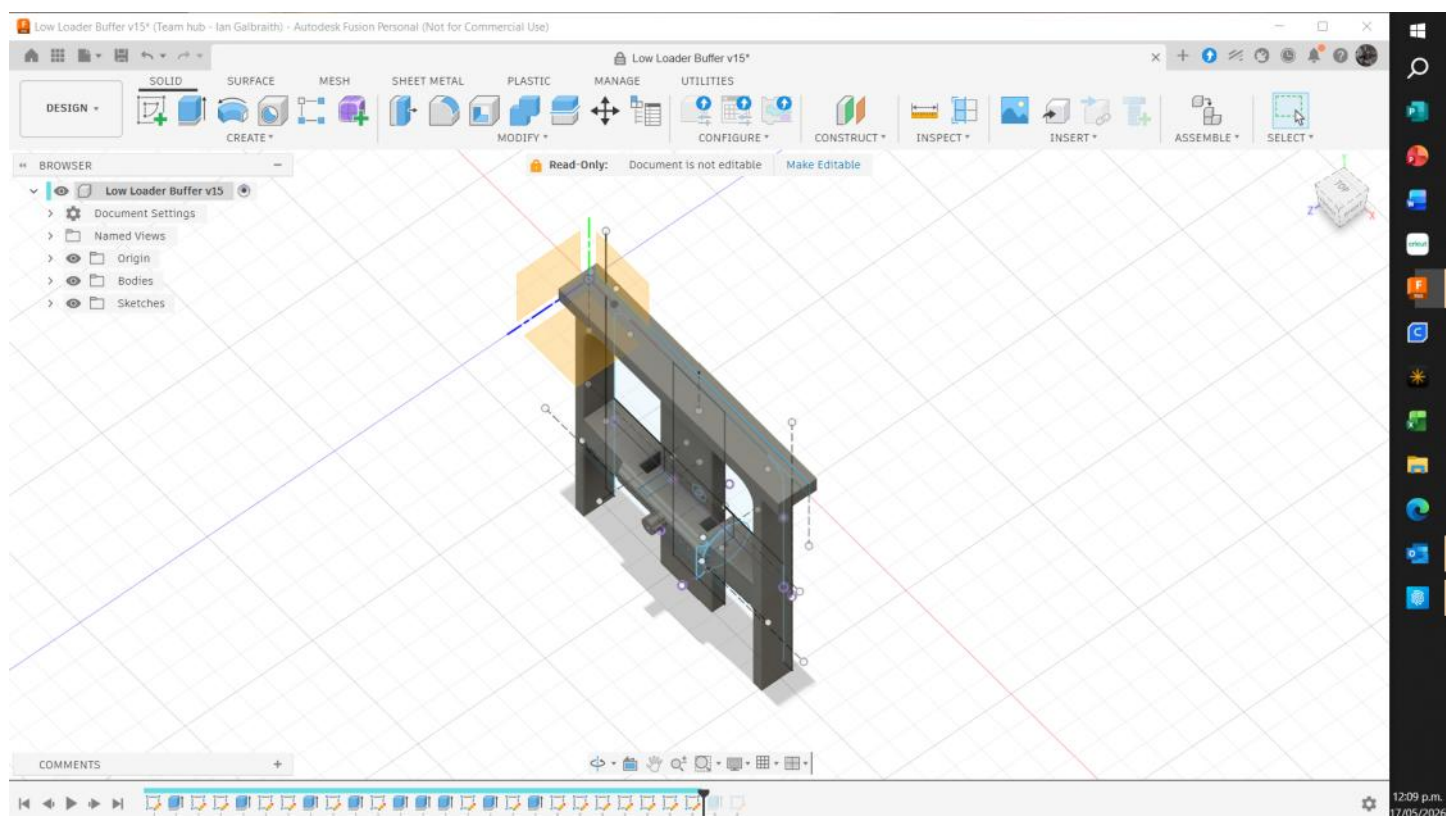


Inner frame - creating clearance for trucks.

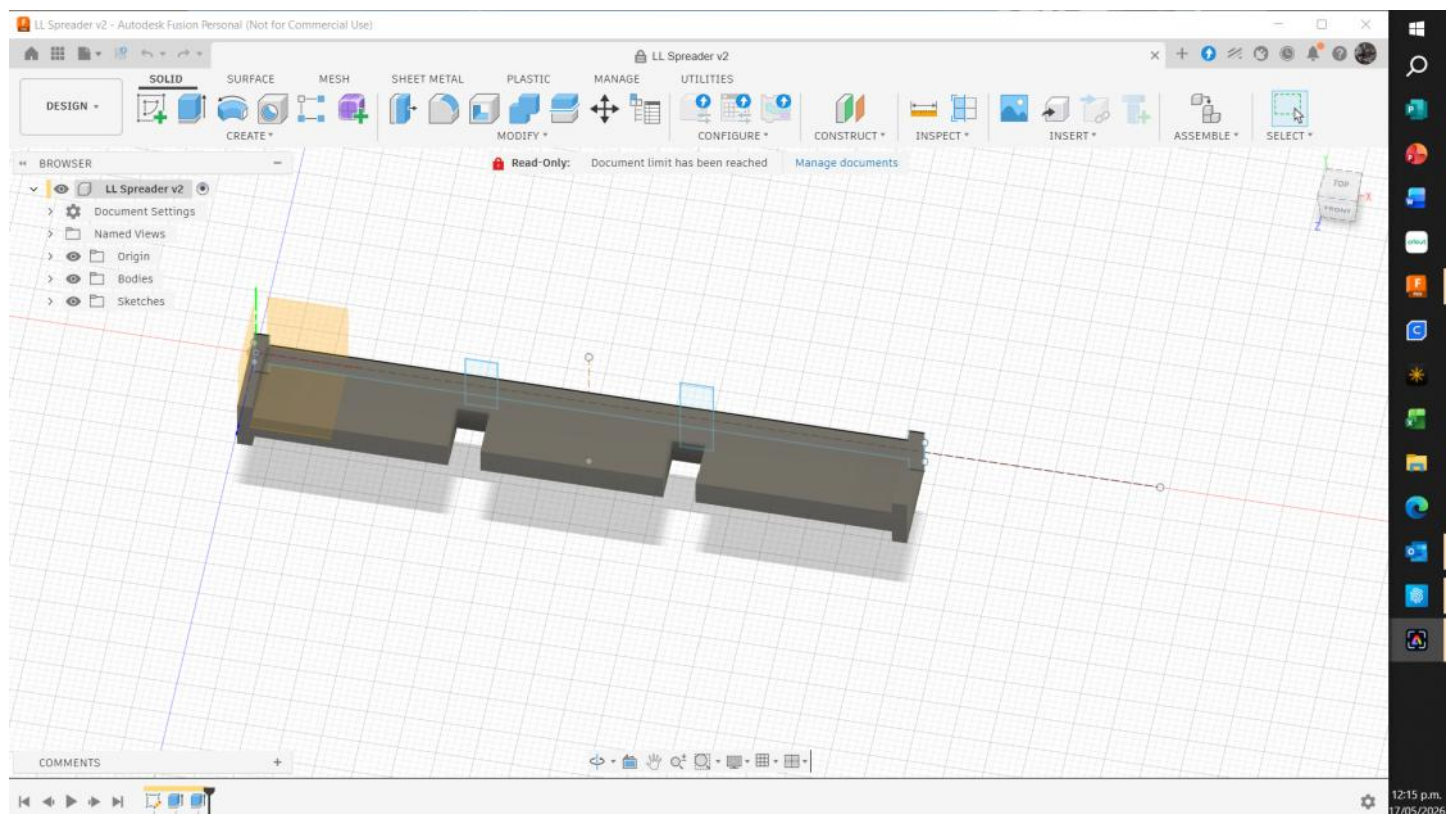


Centre joining section design.

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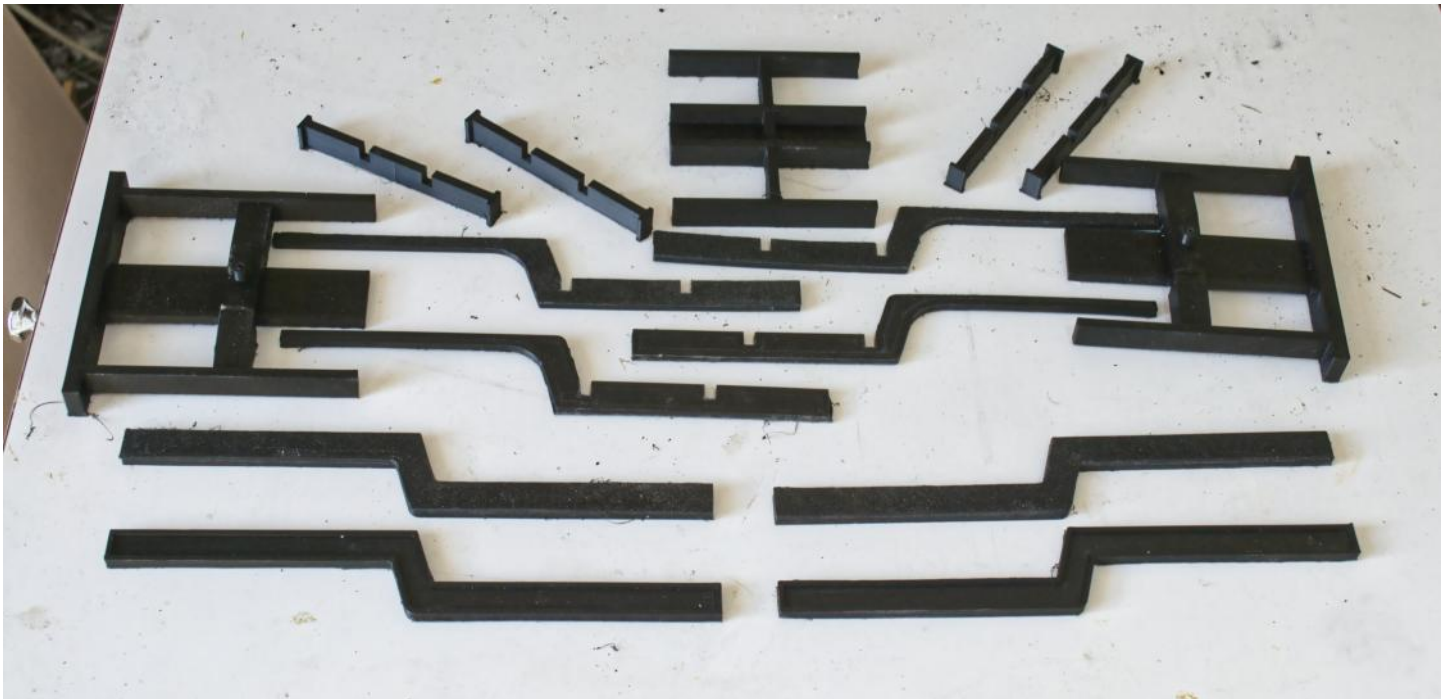


Truck bolster design.

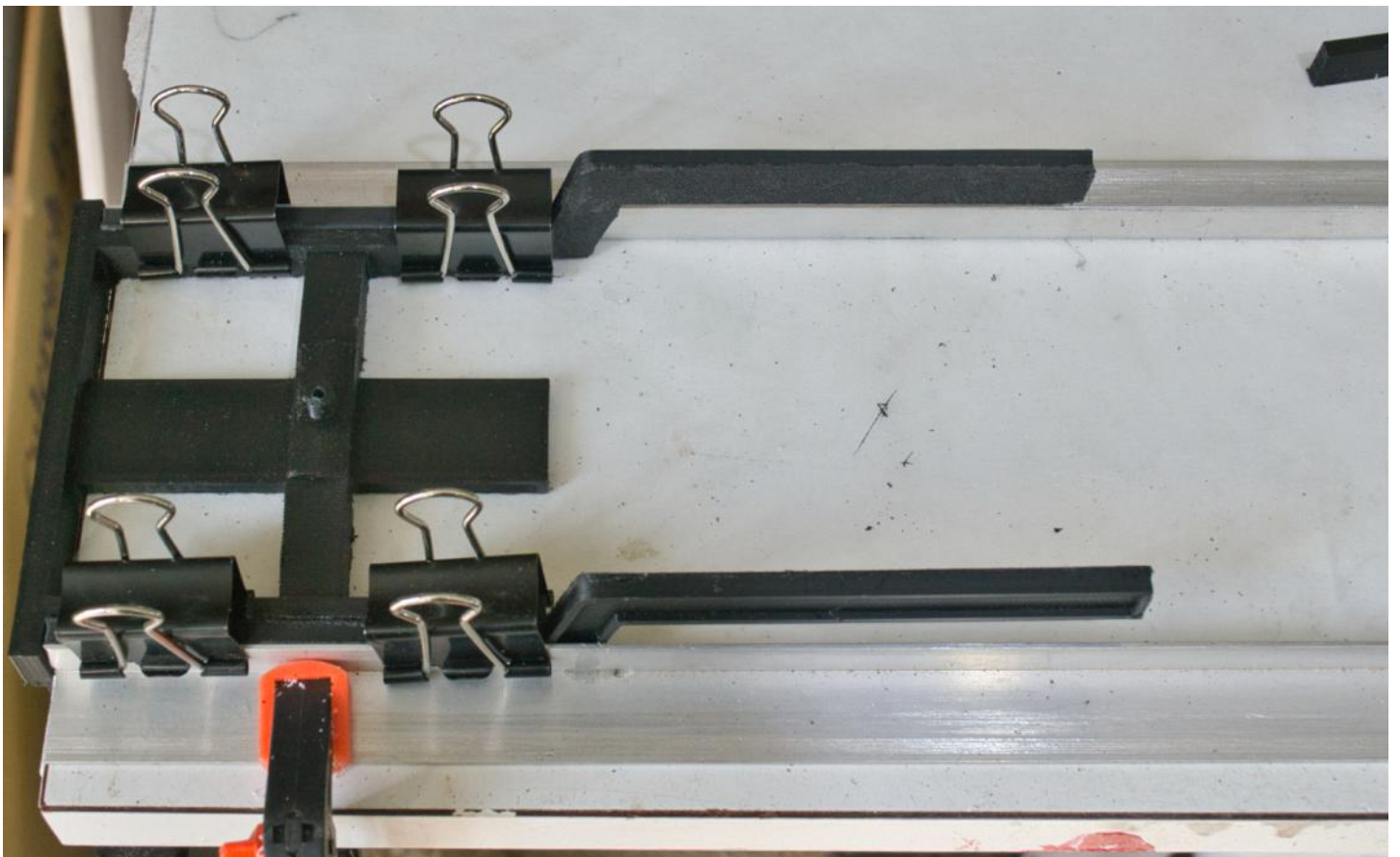


Cross beam design.

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Printed parts laid out ready for assembly.



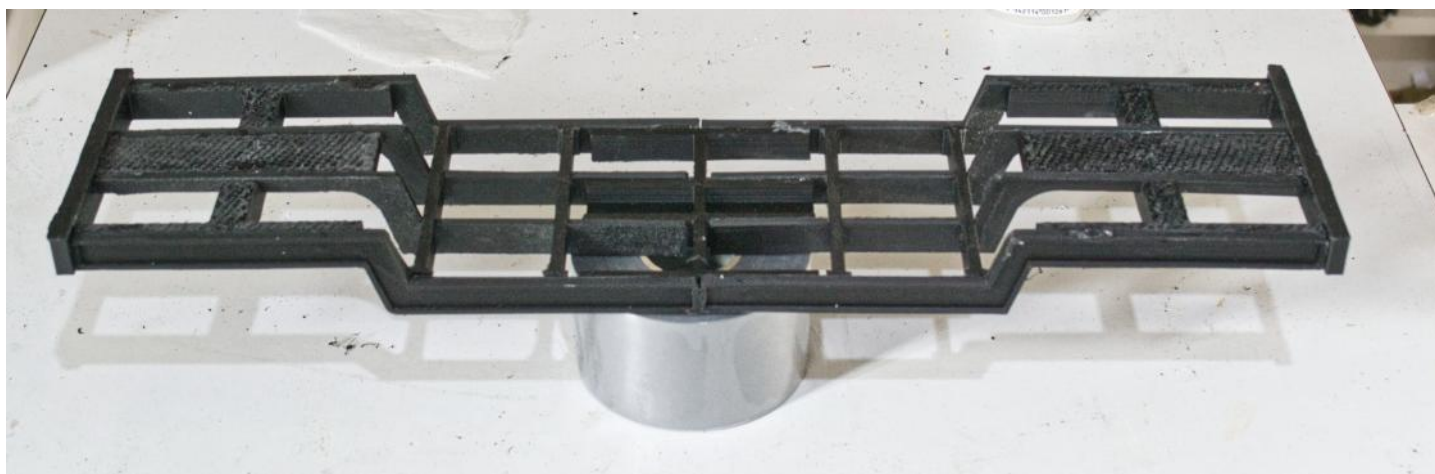
Starting assembly.



One half of frame clamped.



Clamping both sections together, note the right angle to keep it square.



Completed frame ready for next stage of construction.

Wairarapa Garden Railway Group Meeting

Photos - Brendon Clarke



Dean, Warren, Wayne and Murray at Peter Murray's Layout.

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Right and Below -

*Wairarapa Garden
Railway Group
members watch
on as the train's
pass by.*



Whanganui G scale modellers Meeting

Report and Photos - Paul Mahoney.

On 18 May three Whanganui G scale modellers made a day visit to Hawera one hour away. The purpose was to enjoy running live steam on Geoff Hallams large railway. We were treated as VIP, his partner Sue Russell provided lunch. The month of May has been exceptionally mild and this was akin to a summer day. The view at Geoff's place features Mt Egmont towering in the background.



Participants squinting into the sun: Alan Morris, Paul Mahoney, Barry Hopper, all from Whanganui, Ray Williams (visiting from Auckland) and layout owner Geoff Hallam. Geoff has a wonderful range of live steam locos.

Whanganui Garden Railway Gathering Waitangi Weekend 2027

Save the date, more information in upcoming Garden Whistle Newsletters



It was an exciting opportunity for Alan to make his inaugural run of his big Aristocrat 2-8-2 locomotive and a rake of coal hoppers around the generous curves on Geoff's wonderful layout.



An LMS 'Black Five' 4-6-0 running at speed on an express passenger train overtakes a C&O 2-8-2 on a drag of coal hoppers. There were excellent steam effects and sounds. The lineup also included British narrow gauge gems.

Auckland Garden Railway Group Meeting

Report - Robert Graham, Photos - As Credited

Auckland Garden Railway Group Meeting May 2026

For our May meeting we travelled to Papakura to visit Chas and Marion Hoskens and their Tiranui Railway. We had a nice dry autumn day with overcast sky's. This railway uses track power and Chas ran his LGB trains until afternoon tea when he took them off to allow others to run their trains. His railway is based in a compact back yard which Chas has filled up with an extensive railway with two separate loops plus another track with an automatic shuttle. The railway fits around two garden sheds and is well laid out with buildings creating cameo scenes around it. In one corner there is a ski slope with skiers plus cable car and in another corner there is a fuel storage depot with tanks. I was particularly taken by the large model glasshouse with gardener and raised planted beds in Papakura.

Chas has a single car garage which is used to house a table top Marklin HO layout. At the back of the Garage there is a window overlooking the railway and this is where Chas has set up his operating area with transformers, controllers, point control switch board and a TV monitor displaying images from a camera aimed at the hidden track area behind one of the sheds.

Everyone had a very pleasant afternoon chatting while watching the trains circulate. We had a great afternoon tea with a generous selection of food and drink. On behalf of everyone who attended I would like to thank Chas and Marion for hosting our visit. We look forward to visiting you again next year.

For June Simon Sharp has issued an invitation to visit his railway and help him celebrate his birthday. His meeting will be on 13 June from 12 noon onwards. Simon's outdoor track has a minimum 2m radius but does not have track power so bring, battery, clockwork or live steam locos to run on it. Simon's railway is located at 26 Glamorgan Drive, Northcross. If you intend to go please email Simon on Simon.Sharp@outlook.co.nz so he can know how many people are going. See you there.

Our July meeting is on Sunday 12 July from 5.30 PM and will a mid winter dinner get together at the Bricklane restaurant 5 Clark Street, New Lynn. They do a Sunday roast for \$30 and have a range of other food options. See their menu on their website <https://www.bricklane.co.nz>.

Please RSVP to me by Friday 3 July so I can make the booking and let me know if you want the Sunday roast.

You can email me at robert.graham@aucklandcouncil.govt.nz or grahamclannz@xtra.co.nz

I hope to see all of you there.

Robert Graham



Olivers locomotive coming into Kleinbach Station - Photo Mike Hilliar.



Heading over the bridge - Photo Robert Graham.



Overview of the railway - Photo Robert Graham.



View of the control panel in the garage - Photo Robert Graham.



Trains crossing over each other - Photo Mike Hilliar.



Passenger's getting on the bus - Photo Robert Graham.

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Left - Oil storage in the foreground, Right - Coal train rounds the bend - Photo's Robert Graham.



Coal train passes by - Photo Robert Graham.



Heading past the ski field - Photo Robert Graham.



Coming into the station - Photo Robert Graham.

3d printing without the hassle!

Article - Editor (Iain Collingwood)

I brought my filament 3d printer many years ago with the hope of learning Cad drawing someday as I always enjoyed Graphic Design in my high school years, in the years of owning I have only searched the internet on various websites for 3d print files to print and have never found the time to learn the design software element. I think this is mainly due to the fact I like to build things myself and never find the time with other commitments but that being said 3d printers have their value and I believe that is because you can have the feeling of being productive in your hobby when your busy doing something else and the printer is doing the work for you.

I enjoyed reading the April issue of the Garden Whistle with Ian Galbraith's "Oor Wullie" and Elmer Fudd visited the "Iron Creek Railroad & Lumber Company" and one evening whilst reading one of my railway books I thought to myself there are some neat photos in here which would make some interesting scale figures, next morning I woke up and thought I would give this a go. So instead of spending a lot of time the learning Cad software I opted for an easier solution, I spent about 30 minutes reading up on some Ai software that converts 2d images to 3d images and trying a few different programs.

Within those 30 minutes I had already produced some STL files ready for the 3d printer to print, I used free online software and found that some were better than others in their quality in converting detail and essentially generating and designing the reverse side of the image which is completely fictitious. I will concentrate on sharing the software of the one that I had the best success with; there may be better or worse software out there so would welcome any feedback to share from anyone also trying this.

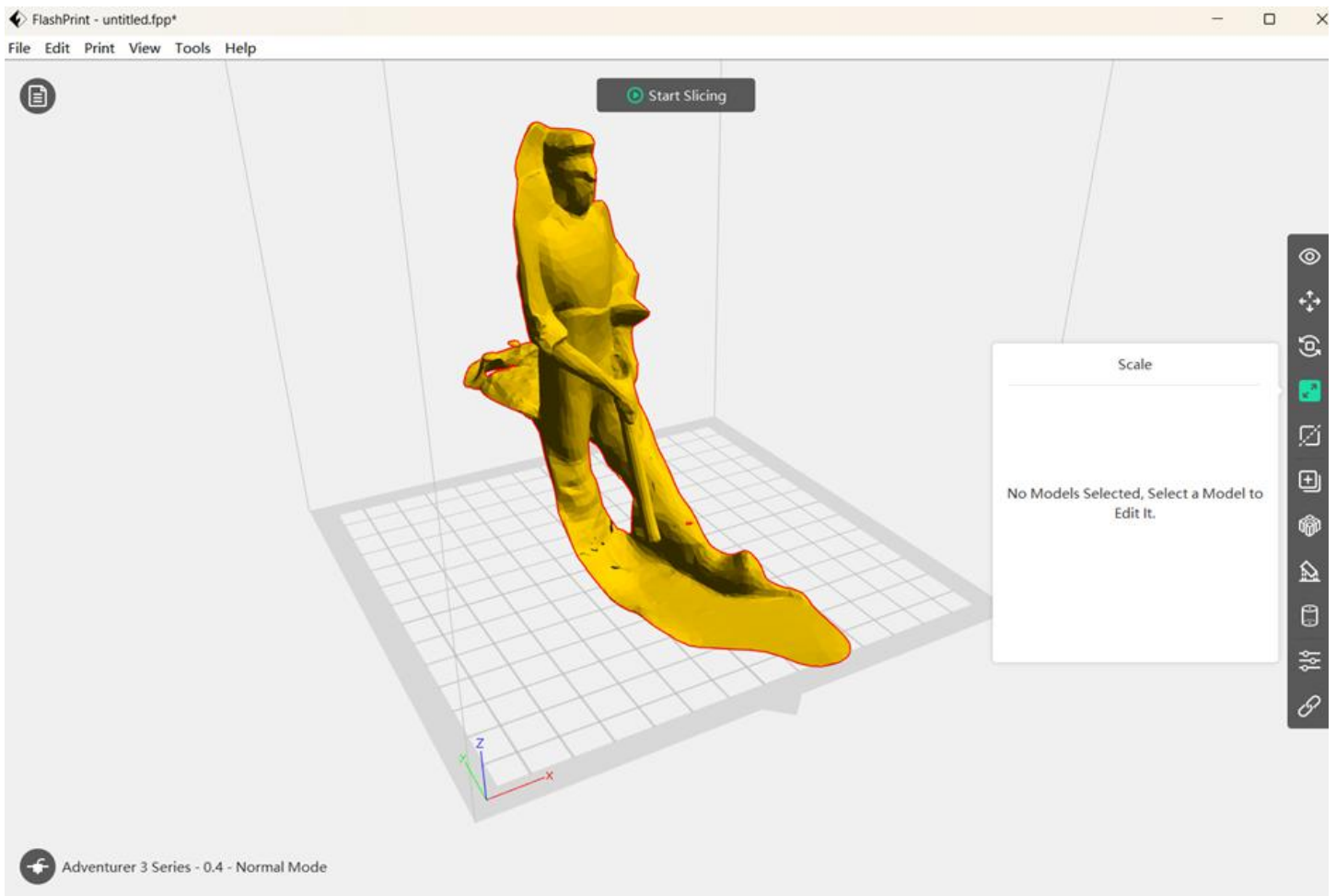
So where to start?
Well like I said I was reading a book and saw this photo and thought these would be great figures, so the next step was taking a photo of the image found in the book.

This is the image that sparked my interest in creating figures.



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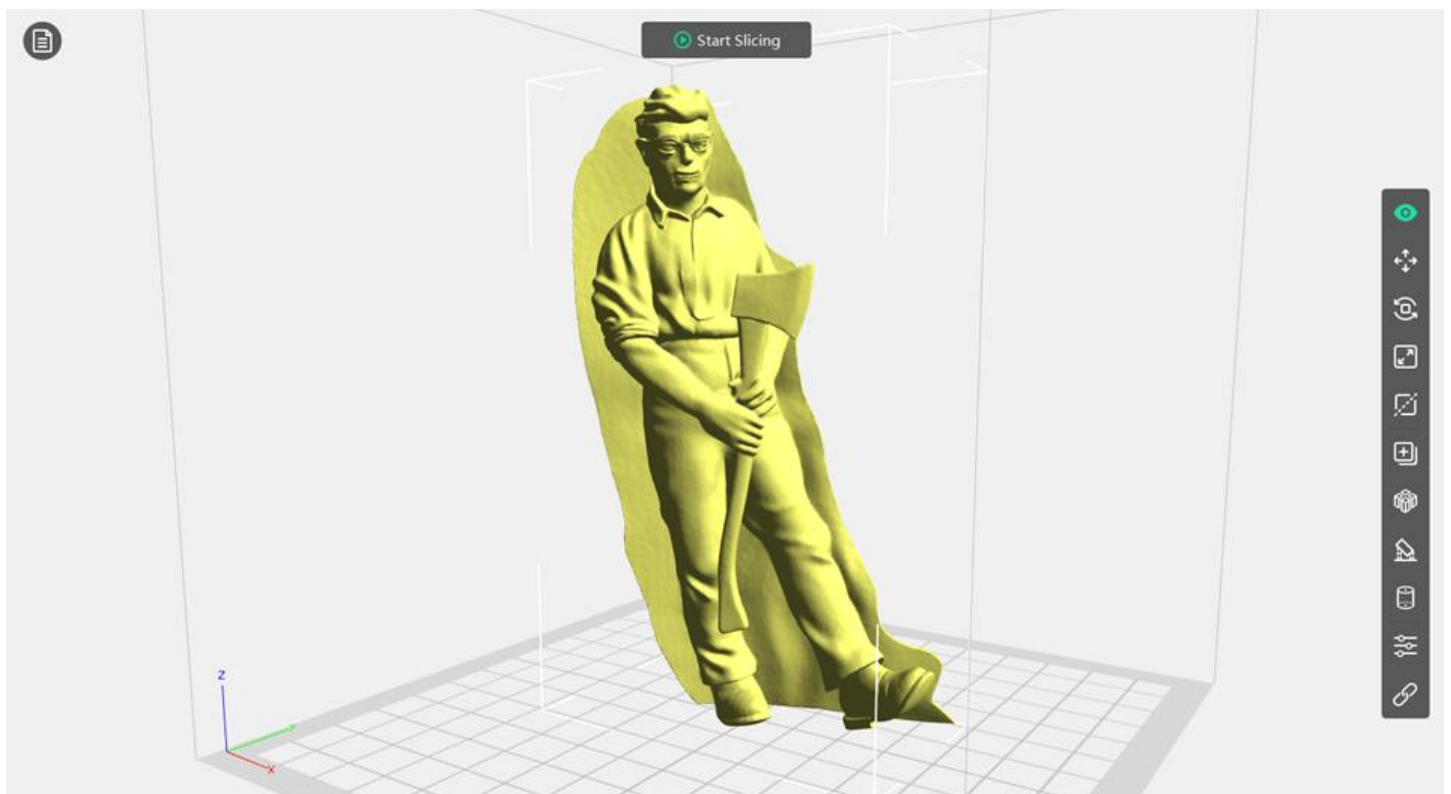
I quickly found out my first attempt at converting was a bit of a failure due to the fact the Ai software wasn't up to scratch in my opinion.



First attempt at converting – poor result in my opinion.

After the first attempt I tried different online software and also another image to try and achieve a better result, changing software helped improve the figure but had a result of some background present on the STL file as seen below. I also learnt early on that unobstructed initial photo views seem to work best, some of the better software tends add some of that detail into its 3d file.

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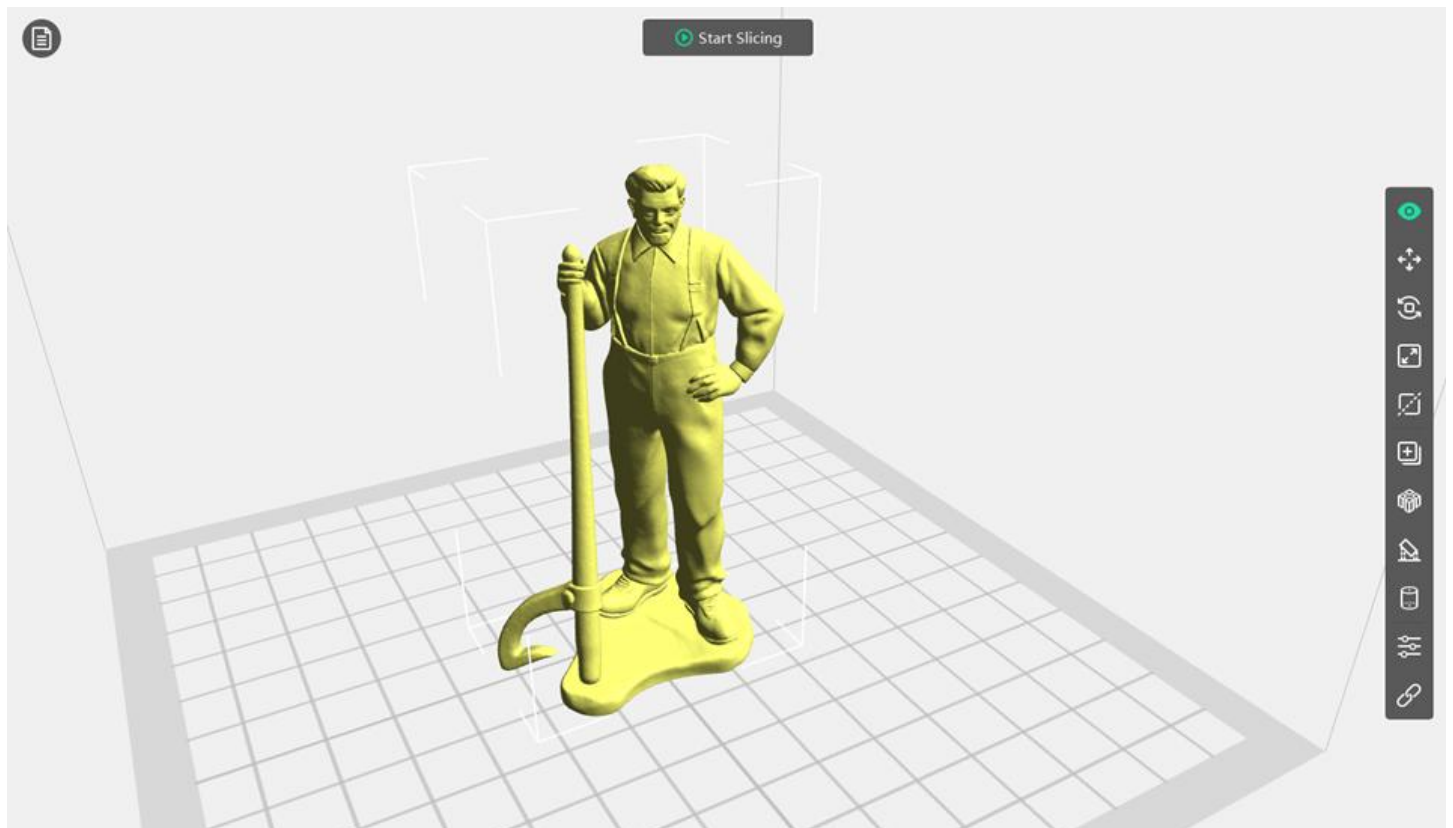


Second attempt at converting – better result but note the background created on the file.

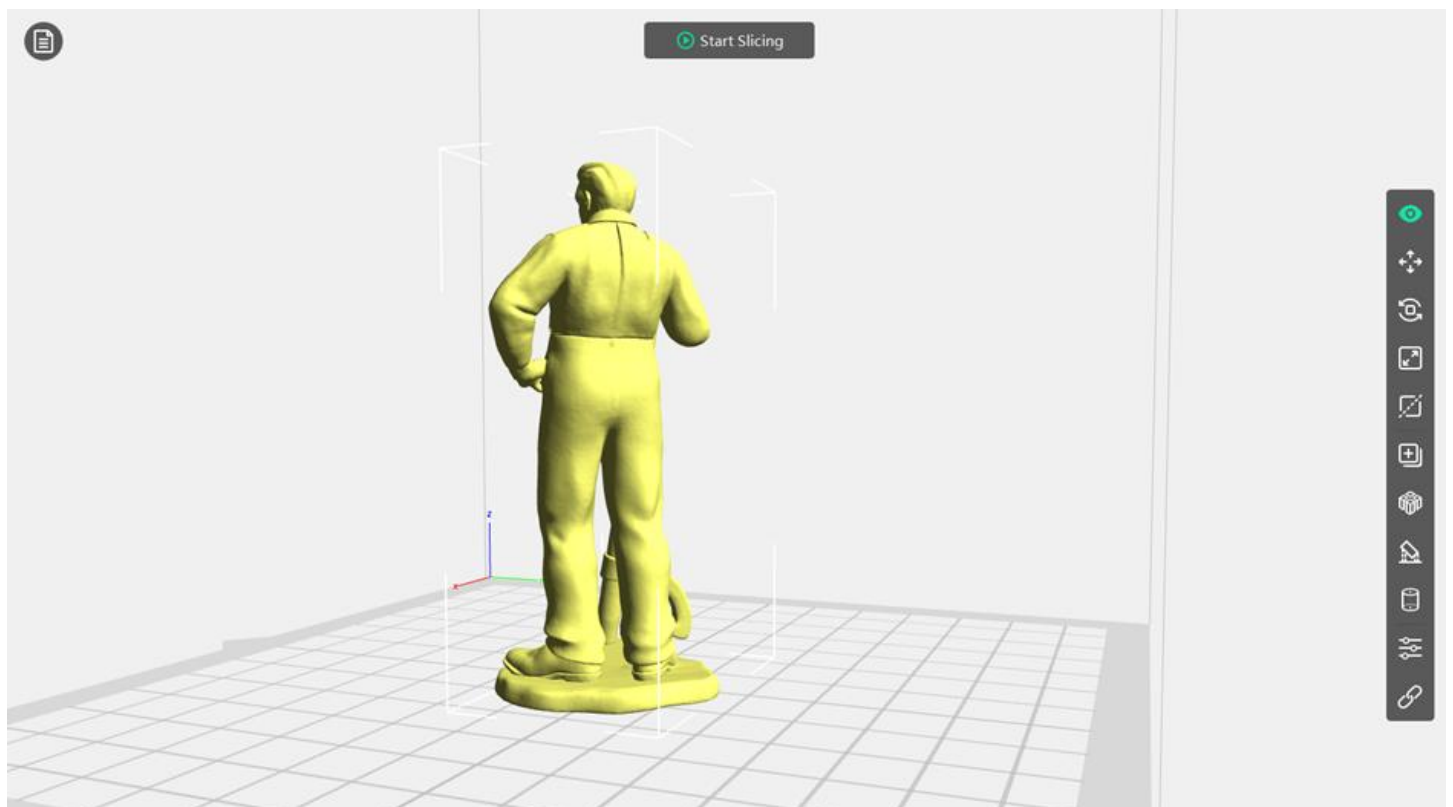
After another change of image, I received a better result after cropping around the image and cropping was free-form in Microsoft paint so no special editing software.



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After my third attempt I thought I had something worthy of sending to the printer for printing.



Reverse side of figure that it has generated.

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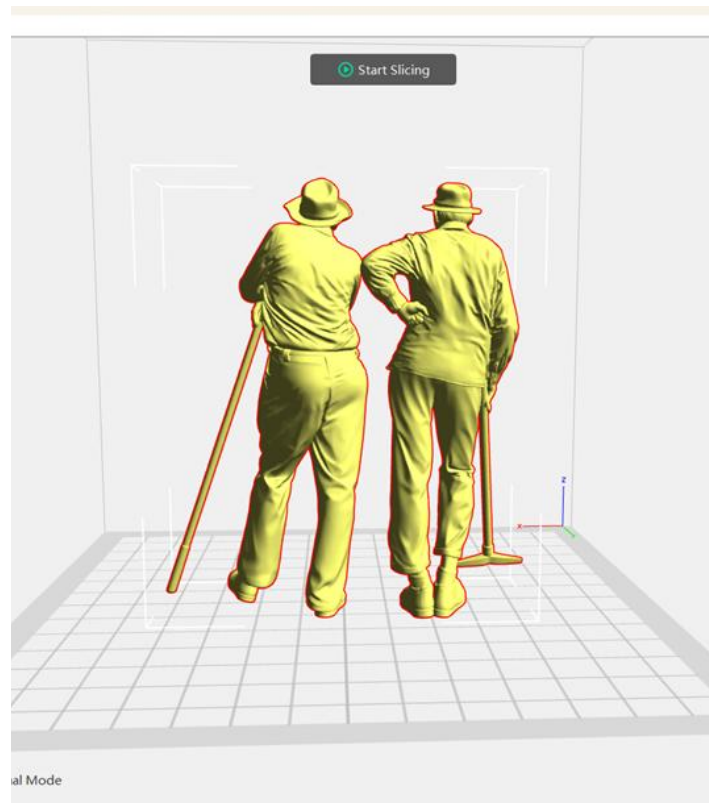


Success a printed figure but the log peavey hook had a bit of flaw due to lack of support underneath it but overall, I was happy with the figure.

After that print I decided to try another converter which was on <https://makerworld.com/> I found it had achieved better results due to creating more intricate detail, even on the side that isn't represented in the photographs. The image is converted from a .jpeg file to 3d image within a matter of minutes and can be saved to the format you wish to print on which I am choosing STL format but 3MF and GLB are also available.

So, I went for a hunt through other books in my library to find more photos to use. I bet these people never thought that their photograph would be turned into model figures 100 years later! That being said you can take your own photographs or use images from the internet and it is endless what you can convert, the following are some of the images I started with and the generated STL file in the 3d printing slicer software I use to send to my printer.

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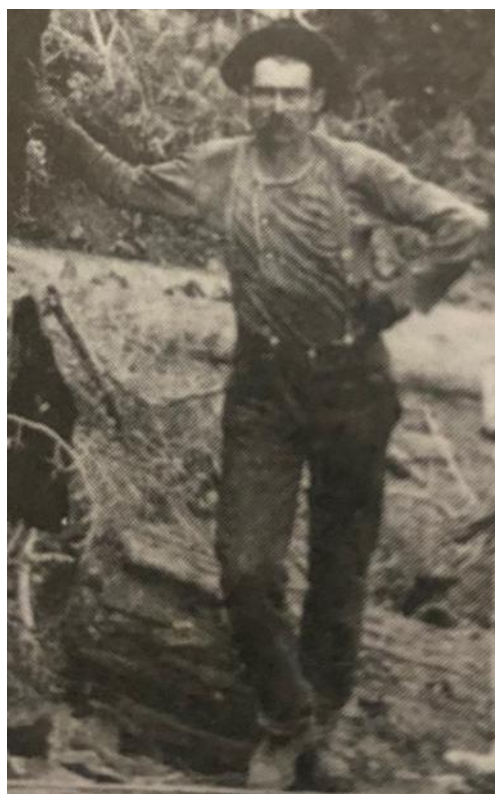
Left - JPEG image that I started with.

Right - Reverse side of file showing the better level of detail achieved from changing software.

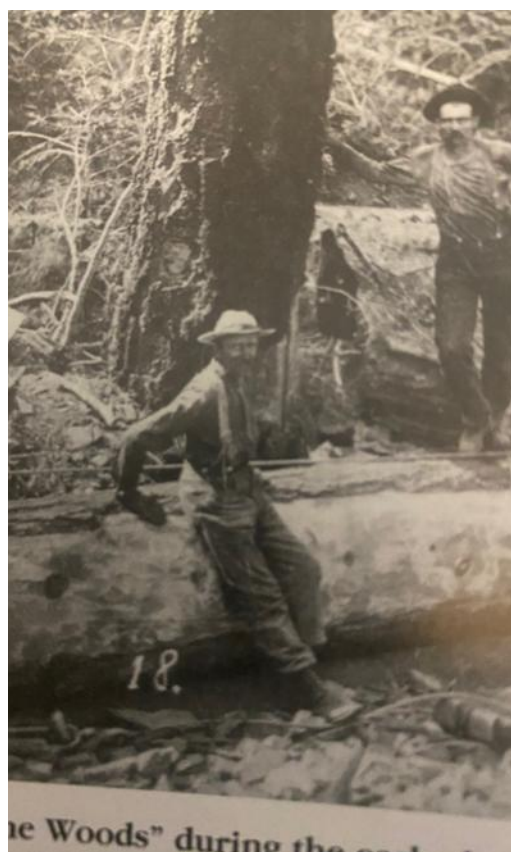


Generated STL file.

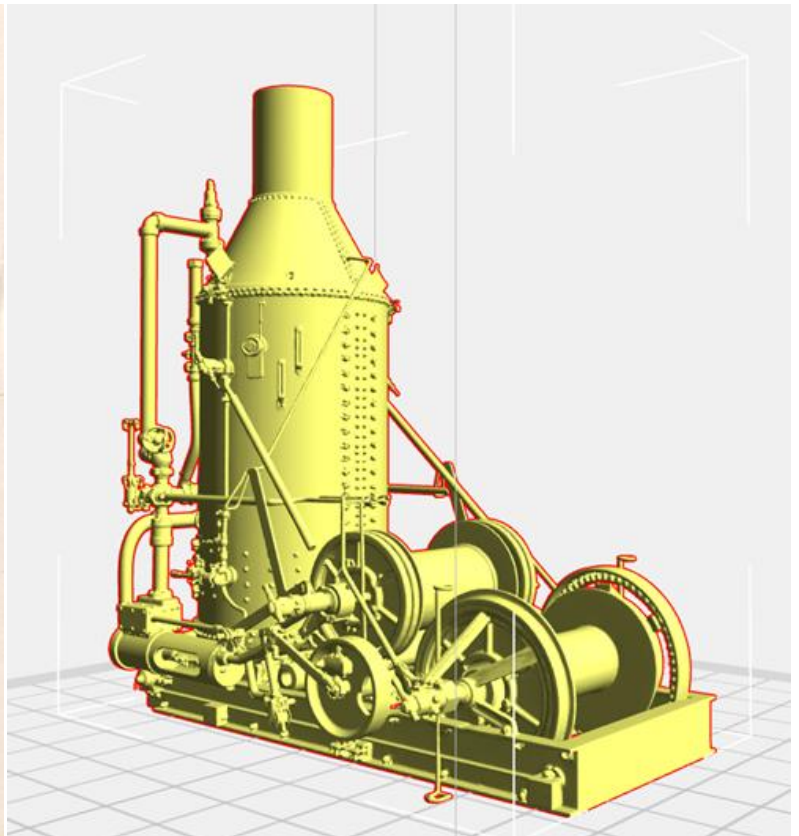
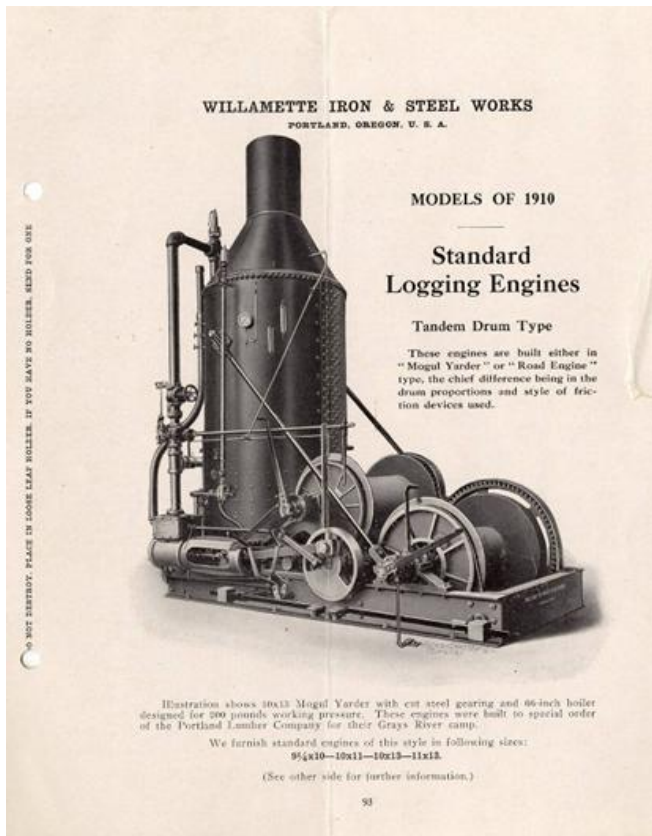
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This is a representation of what can be achieved in just a matter of minutes with Ai software to achieve another level in the hobby without spending a lot of time learning and spending the time hands on, I wont go over the difference of filament and resin printers as many know the difference and there are Pro's and Con's for both options.

I have a filament printer and by using a resin printer you would be able to print things that you would not be able to with a filament or a lot easier (i.e. as one piece in resin) also you are able produce better detail and cleaner results in printing without the layer lines.

So I guess the next question is..... what will you be 3d printing next?



Pirfic Station Convention 2026 video can be found here:

[New Zealand Garden Railway Convention 2026](#)

Or can be found on the Pirfic Station channel at www.youtube.com/@PIRFICSTATION

Tales from the West Highland Railway in New Zealand

British Railways Class 27

4: Cab Design

Author: John Boyson



A test print of a completed cab (without the control desks at this point).

1. Introduction

In many ways, this was the most complex part of the whole project to design since it included a number of challenging shapes to form. These included:

- A tapered side profile.
- A curved lower front profile.
- A curved and laid back upper front profile into which the three front windows were inset.
- The three front windows were flats inset into the above profile.
- A raised central section that continued the lower front profile into the upper half.
- Beading around the individual front window panes.
- Beading around the entire window area that went around each cab side window area as well.
- Internal insets for the window panes.
- A tapering curved roof profile to match the side tapers.
- Curved roof corner profiles that defy any known curve formulae on my part!
- Rain gutters along the lower roof section around the whole cab area.
- A head code box set into the roof
- The instep on the cab side for the tablet collection apparatus.

Never let it be said that diesels are simply boxes on wheels!

2. Introduction

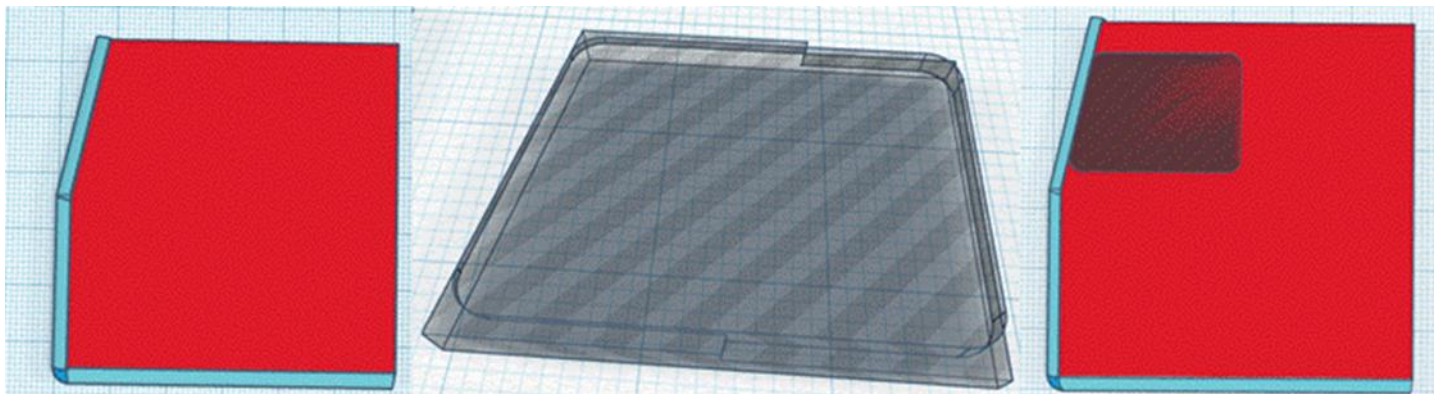
Due to the challenges presented, as noted above, I decided to start the design with the cab on the basis that, if I could crack this, the rest of the body would be relatively easy.

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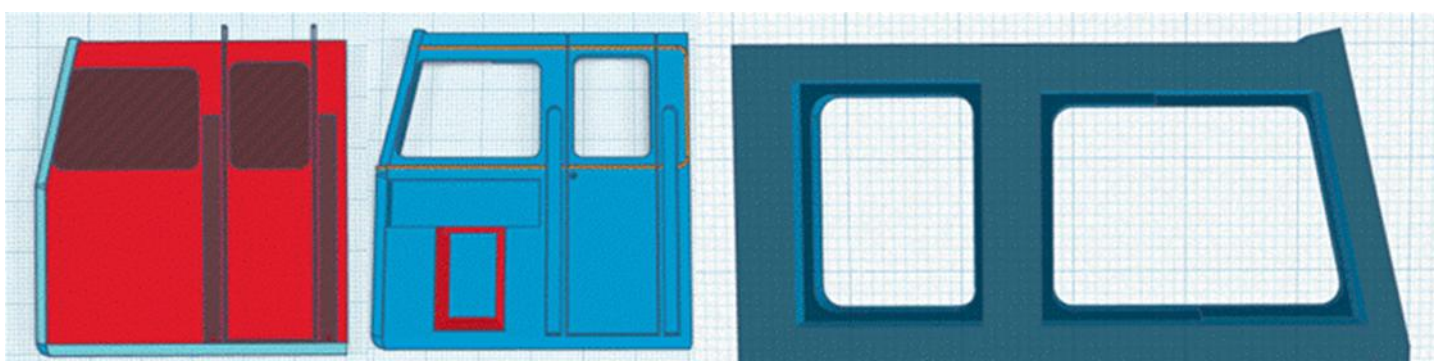
2.1 Cab Side

I began by forming the cab side section complete with window openings and other details. These included:

- Door outlines
- Beading
- Door handrail recesses
- Tablet collection apparatus recesses.
- Curved bottom and front profiles



Forming the cab side as described above. The clear window opening once merged with the side will create the window opening complete with internal recesses for the panes.



Adding more details: On the left, the door outline and window opening have been added as well as the handrail recesses. Centre, the window surround beading has been fitted together with the tablet catching equipment recess. On the right, the internal view of the completed cab side showing the pane recesses for the windows. The step for the sliding pane is just visible.

Once the cab side master was complete, it was pulled upright and then angled to match the tapered profile of the end of the locomotive as shown for the underframe (the cab sides are not parallel to the main bodysides to allow for outswing when going around corners).

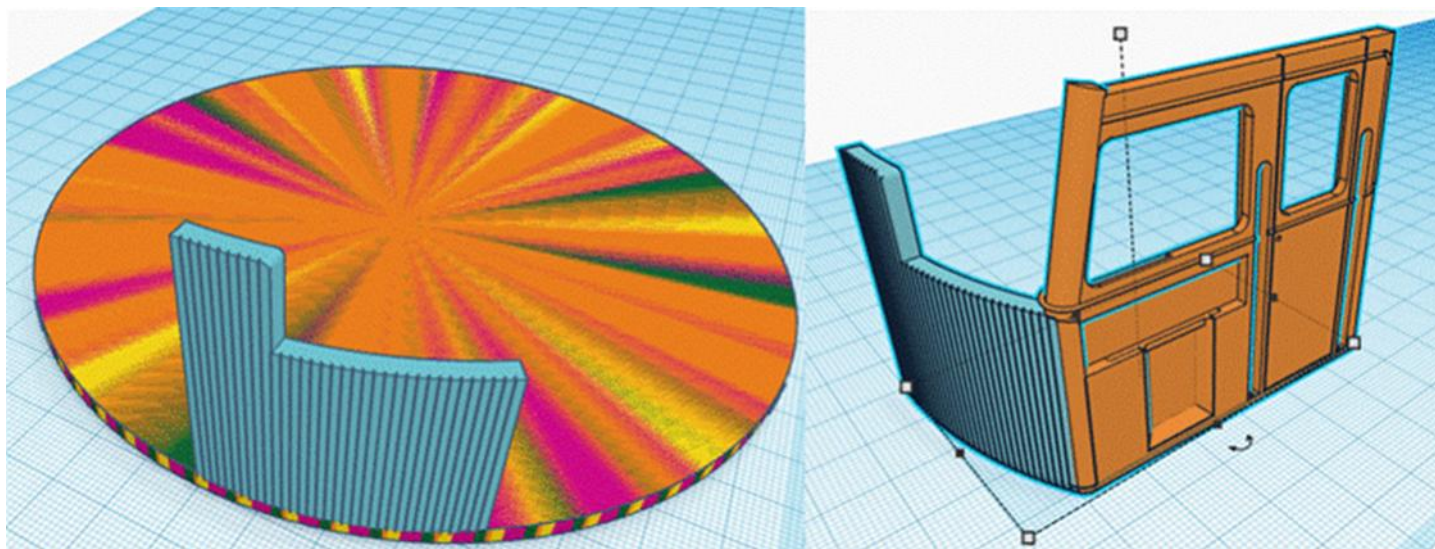
2.2 Cab Front

For the next stage, the curved lower half section of the cab front was formed by creating a circular template of the correct diameter. Small squares were then placed side by side, slightly changing the angle of each to reflect the curve. Doing this created a more accurate profile than the limited profiles of the standard Tinkercad curved shapes. Once again, Tinkercad's A.I. system worked out what I was trying to do as the curve extrapolation continued and made the subsequent alignment changes for itself as I duplicated the squares. Thus, the process was fairly quick once I got going.

The downside, as with any CAD software, is all these shapes (which are needed for curves no matter how one goes about it) chew up large chunks of memory. Thus, the file size increases rapidly as I found out later. The next job was the raised centre area housing the gangways for multiple connecting locomotives. This was formed by extending the appropriate planks from the lower part of the cab front to the height of the raised central section. A slightly curved template was made to crop the excess sections at the top to form the subtly curved top profile of this section.

The completed half section was then aligned with the cab side against the vertical cylinder to connect the two sections together.

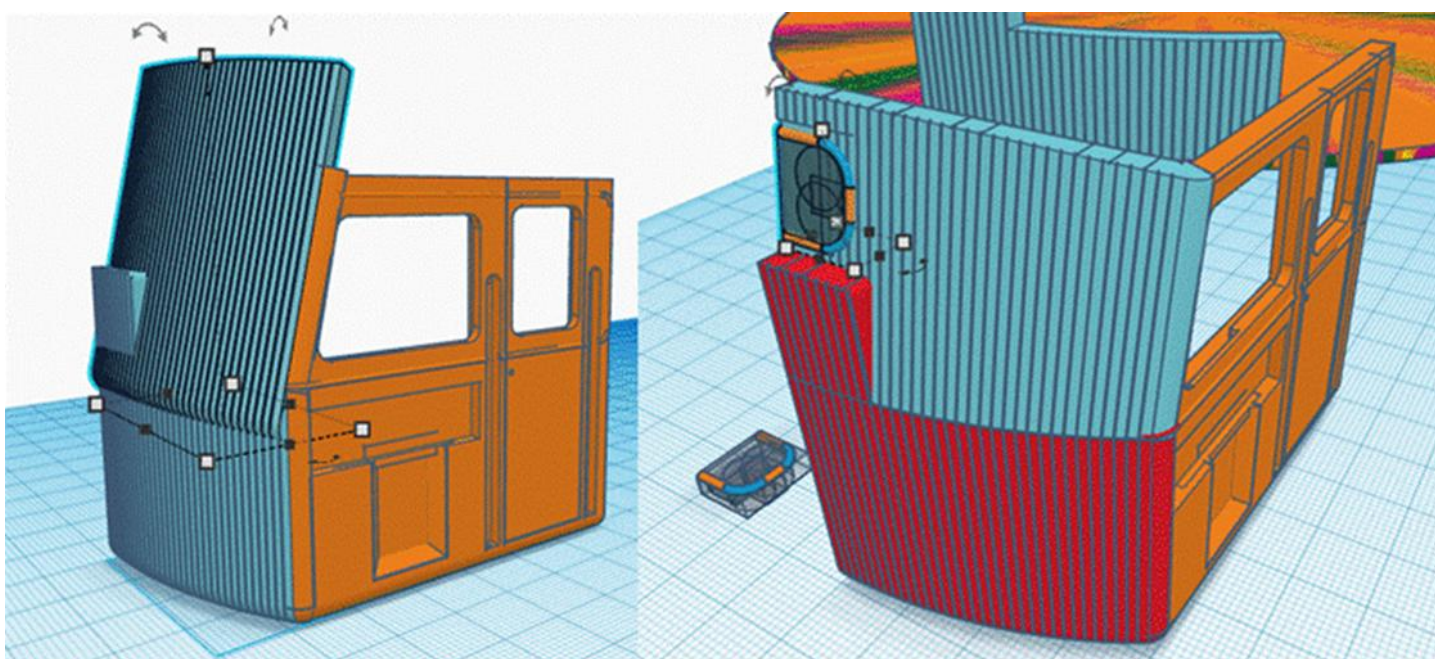
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On the left, the circular template with the half cab front planks fitted around the circumference. The left planks have been raised to form the central raised half section that is such a prominent feature of these engines. Note the cropping of the top of this feature to form the correct top profile. On the right, the completed half section fitted to the cab side. Note the cab side has been angled slightly to reflect the tapered end of the locomotive, as described above. The gridlines of the template provide a reference here. N.B. the psychedelic colouration of the template is due to the circle being duplicated many times. Each copy was slightly rotated to improve the rather crude facets just one circle provided. I coloured each one differently to make it easier to see which circle to rotate to give the best result. It also looks rather pretty as well!

The next stage was a little more tricky. The lower cab front master was duplicated and moved up to the top of the lower half. It was extended vertically before being angled to reflect the laid-back angle of this part of the locomotive front. It was then aligned with the cab side and lower front section.

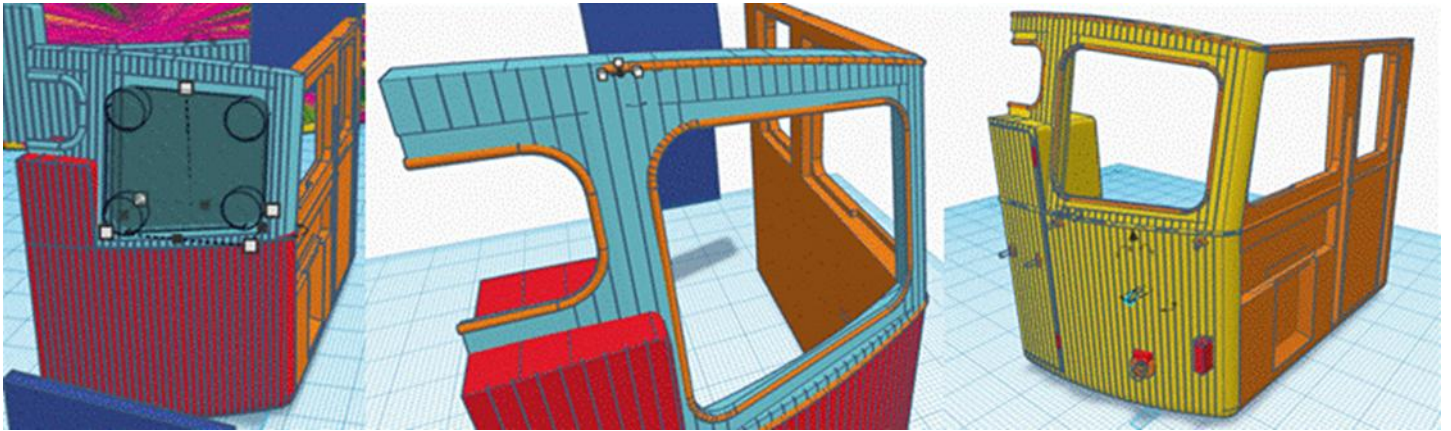
The bottom of the laid-back section was then trimmed to match the top of the lower profile. The top area was likewise cropped using a curved profile shape that matched the top curve of the cab. Confused? Don't worry, it gets worse! Hopefully, the screen shots below might help.



Left, the extended front section duplicated, extended, angled, raised and aligned with the lower front section and cab side. Right, the top and bottom areas have been cropped to size and a central flat recess has been created to accommodate the raised centre window. This is being formed with the clear sections and beading has been added around it.

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Next, flat sections were created to represent the areas where the cab windows would be placed. Within these areas the openings for the panes were also created. All of these were highly involved with multiple components to create the necessary shapes. Once generated, they were made clear and merged with the upper cab front profile.



Left, the main front window being added to the flat area already embedded in the section. Please excuse the background clutter in this screen shot.

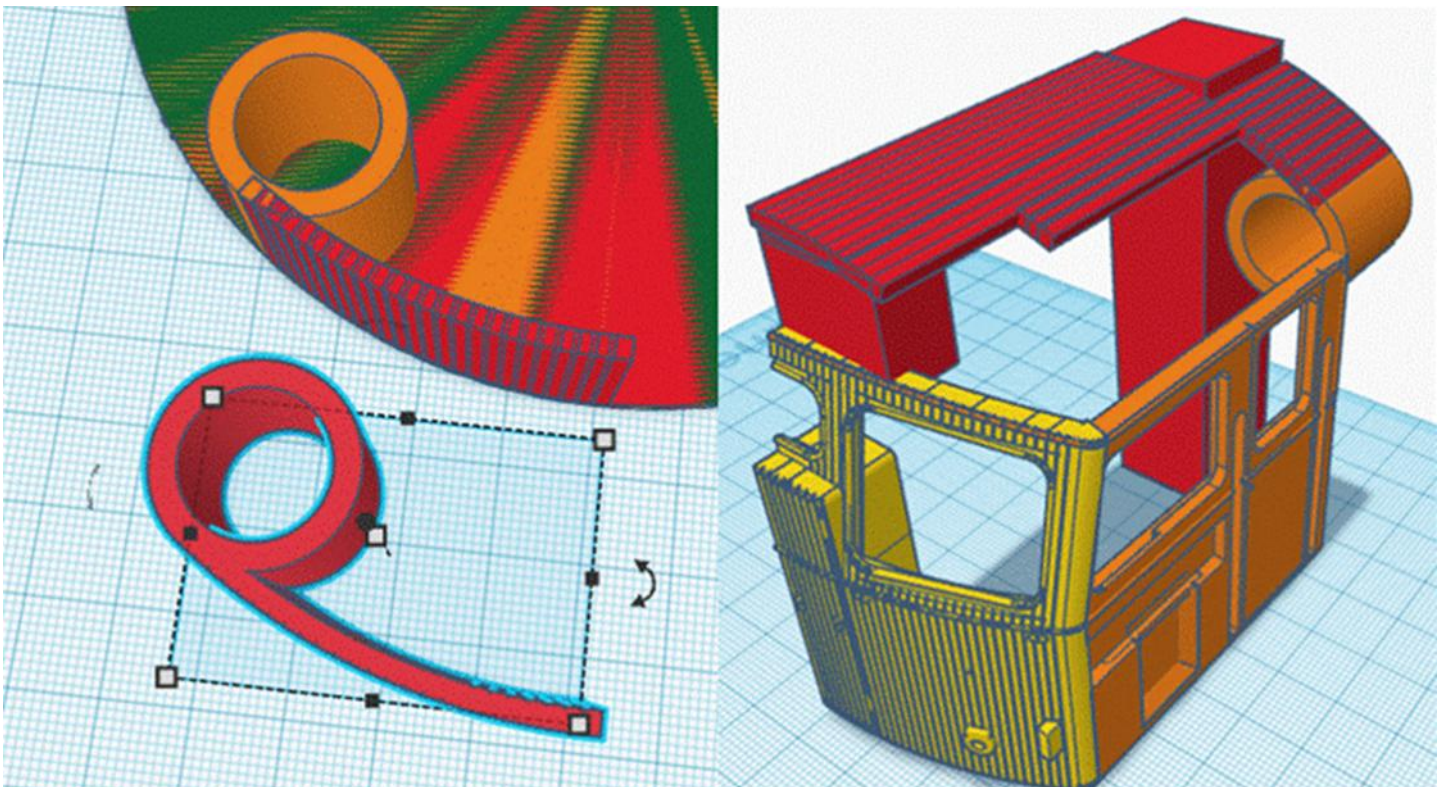
Centre, beading being added. This took over a day to create with all the changing angles. Even the main window beading was a challenge since none of the corners are at 90 degrees. I have also added the internal extension of the gangway housing.

Right, details and door outlines and hinges added.

2.3 Cab Roof

For the roof, another circle template was formed at the correct radius for the main curve of the roof and squares were added as for the cab front. The secondary curve connecting the roof to the vertical sides was formed from a tube since the radius was small enough that the frequency of facets created a reasonably smooth curve. A copy was made, turned through ninety degrees and placed above and behind the cab.

A head code box half section was then created above the front central window to complete the main front profile of the locomotive. The central roof sections above the head code box were then extended to meet this item.



On the left, the half roof master. On the right, the copy fitted to the cab with the head code box added and the roof section above the box extended. N.B. The red section at the back is a height reference to ensure the height of the roof was correct as it was being aligned.

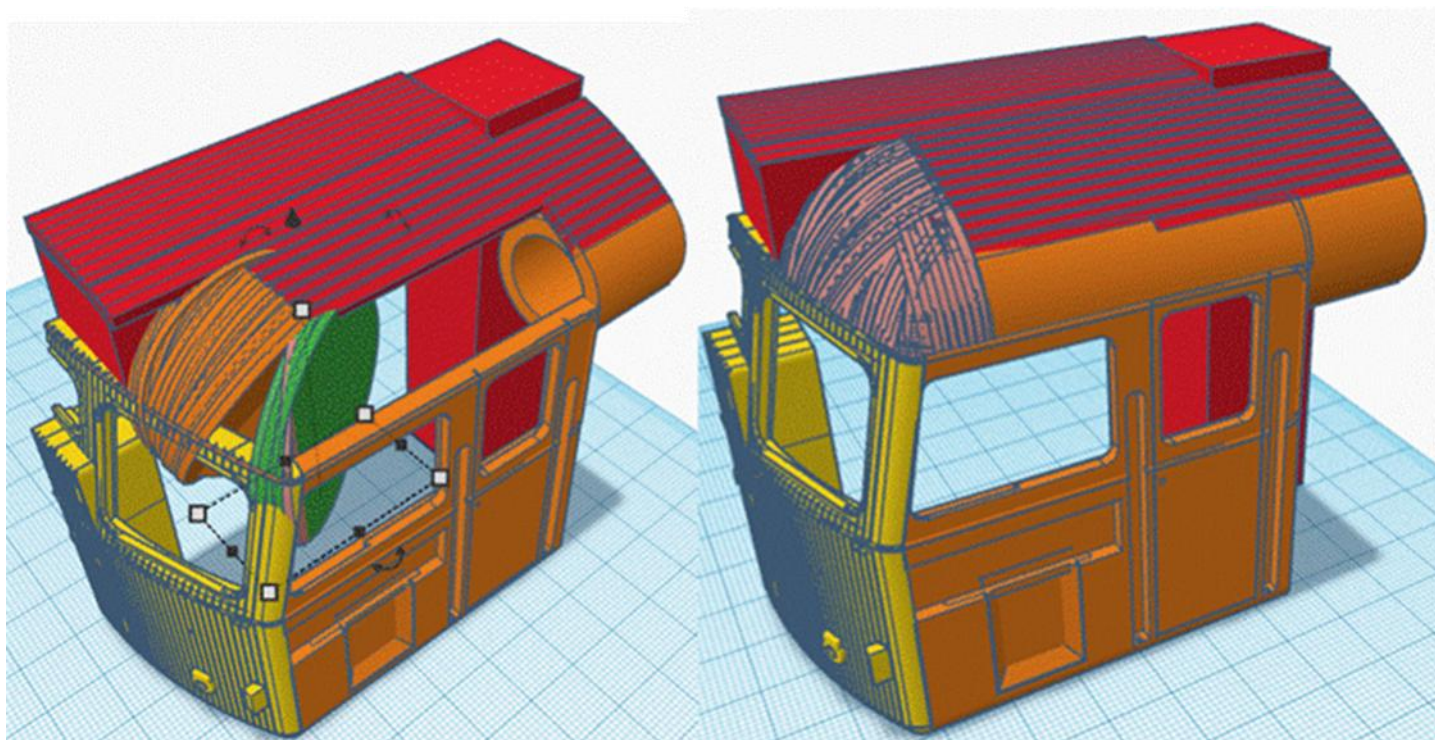
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This left what was undoubtedly the trickiest area: the curved connection of the roof to the cab front. This is where I resorted to the art of bodging. Simply put, the manufacture of the cab roofs in the 1960s was done using a pattern to form a mould for a fibreglass roof section. No doubt, craft tradesmen would have been used to create the master pattern from a set of control lines for each of the three planes. Each of these had a curved profile resulting in the complex, but nonetheless pleasing, final shape that did much to enhance the character of these locomotives. Thus, I imagine the pattern makers skill in eyeballing, planing, sanding and filling a master pattern would have been the way of it, obviously ensuring the curved control lines were always achieved. However, for the area in between, the eye would have been the governing control.

So, it was with my solution. I simply created a vast number of disks of differing radii set at varying angles allowing a bit of meat for sanding down after printing. It didn't look particularly pretty at this stage. However, it did work and, with sanding, has proved itself. I'd be delighted if a mathematician out there could provide a mathematical solution in a CAD format. However, in the meantime, this will have to do! As the sections extended, the affected roof planks were adjusted to mesh with the various curves formed to provide a reasonable interpretation of this hugely complex profile.

Next, the tube forming the secondary curve roof section was copied, moved over the edge of the cab. It was then angled to match the cab taper. The residual sections forming the balance of the main roof curve were individually extended as necessary to present a smooth profile along this flared tangent point.

Finally, the tube and discs used to form these curves were cropped so that just the curved profile linking the front, cab side and main roof section was left. All this chewed up computer memory like crazy, which in turn started to cause Tinkercad to splutter a little! Nonetheless it got there in the end. However, it appears I may have found the software's limits!



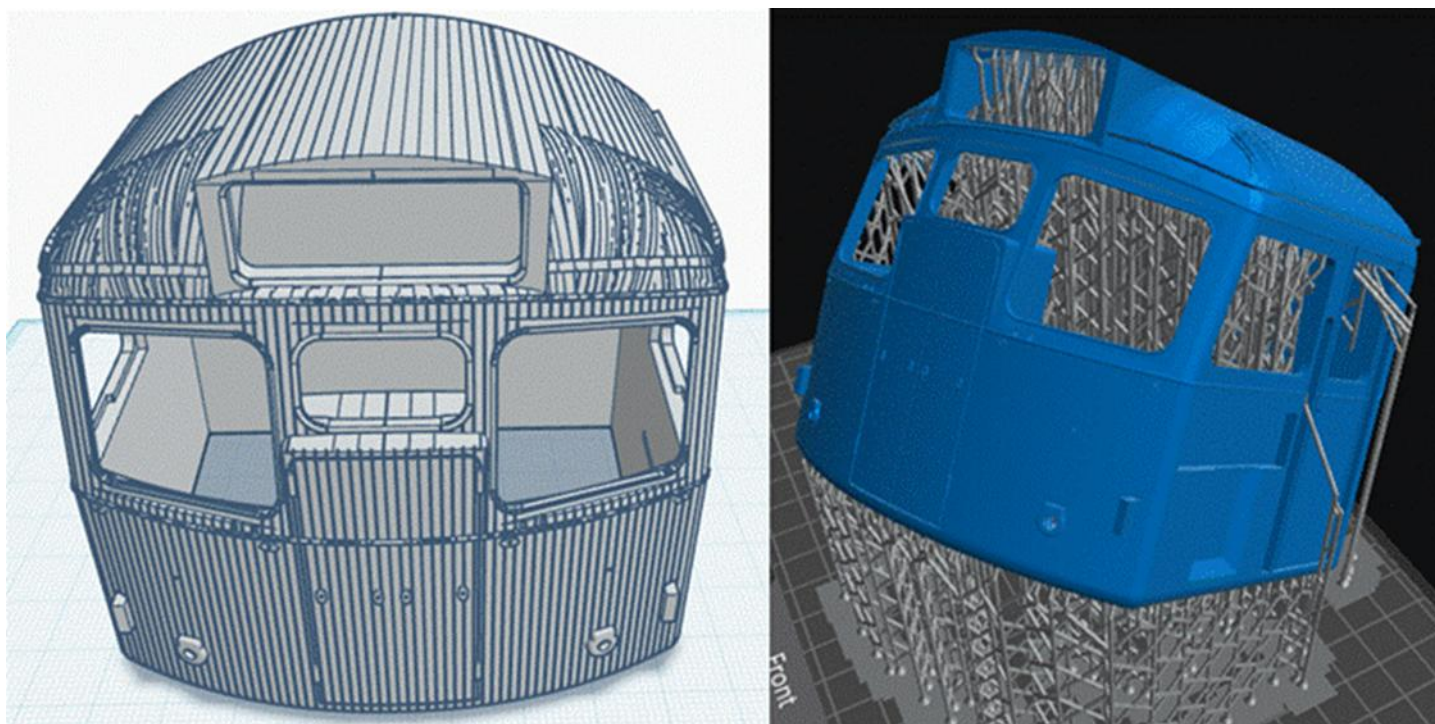
Left: adding discs to form the roof corner profile. Right: the completed profile with the flared secondary curved section above the cab side added and all the excess curved elements cropped away.

The final jobs were some details, and the window beading and roof gutters. These were also tricky involving lots of small cylindrical sections once again butted and angled to the appropriate positions around the window areas. Given the various curves involved, often on more than one plane; it took a lot of tweaking to get a reasonable line around the various windows and sections.

THE GARDEN WHISTLE



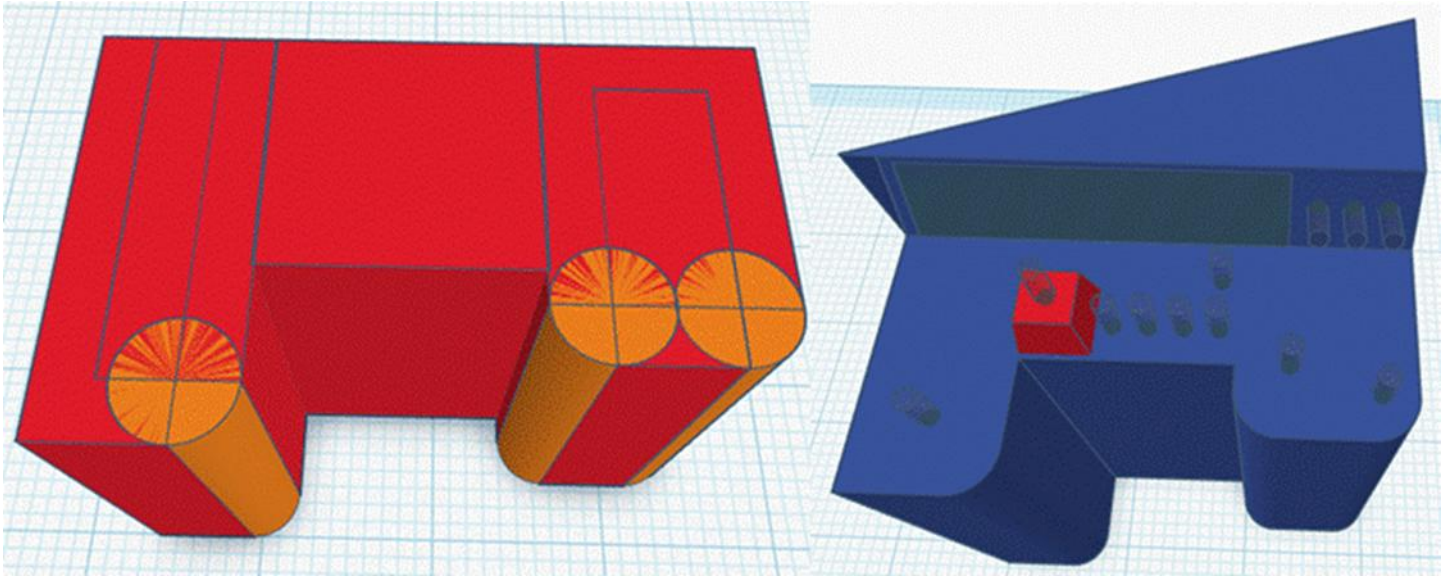
On the left adding curved sections under the completed head code box. On the right, adding the gutter section along the lower edge of the roof.



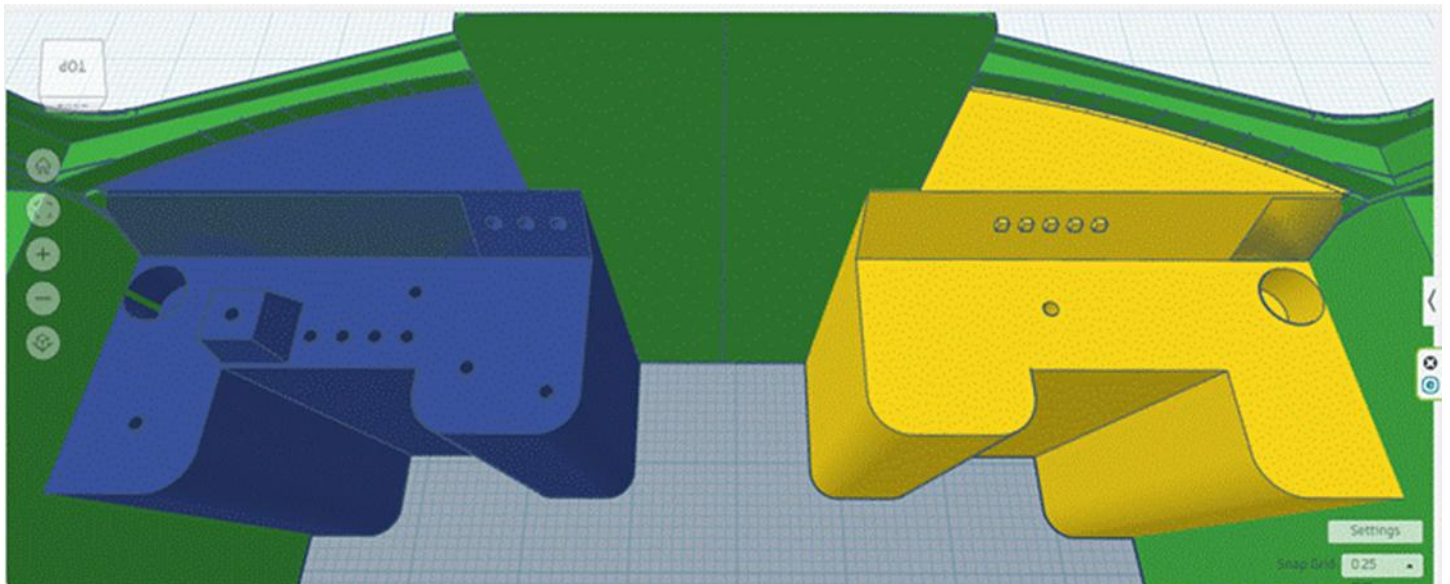
Left, the completed cab formed from two half cab sections one of which was mirrored and then aligned with its partner before merging. N.B. the tablet catcher recess was also removed from one side as well. A back has also been added. Right, a trial STL file set up and ready to print.

2.4 Cab Interiors

These were included, at the latter stages of the design, as an integral component to give some rigidity to the front area of the print. They also provided space for recesses to accommodate the tail light LEDs covered in the previous instalment.

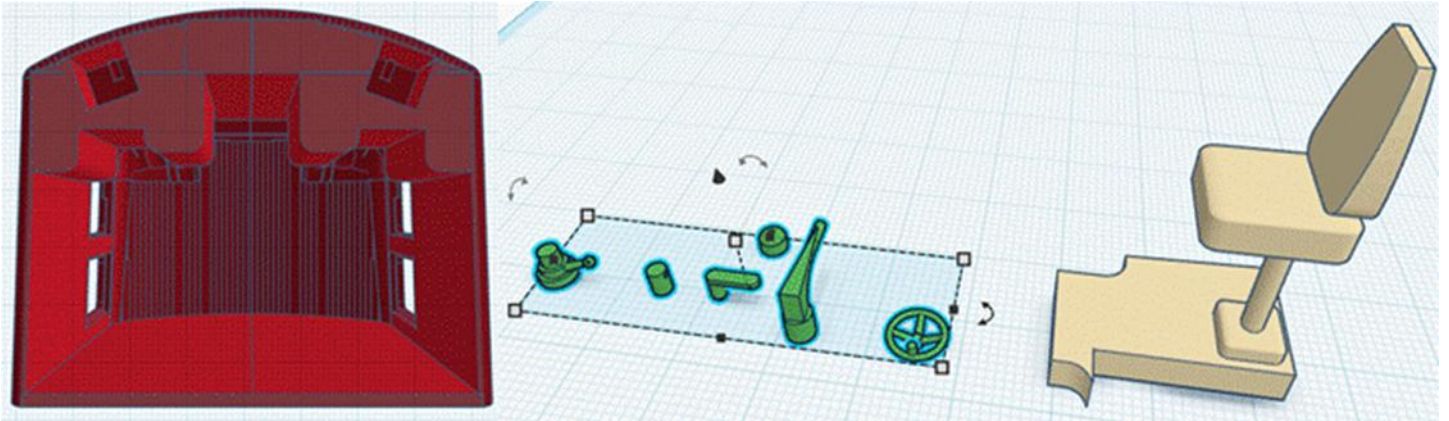


Developing the control desks. This is the driver's side.



The completed pair of control desks. NB the recesses in each corner are cup holders for the all-essential tea!

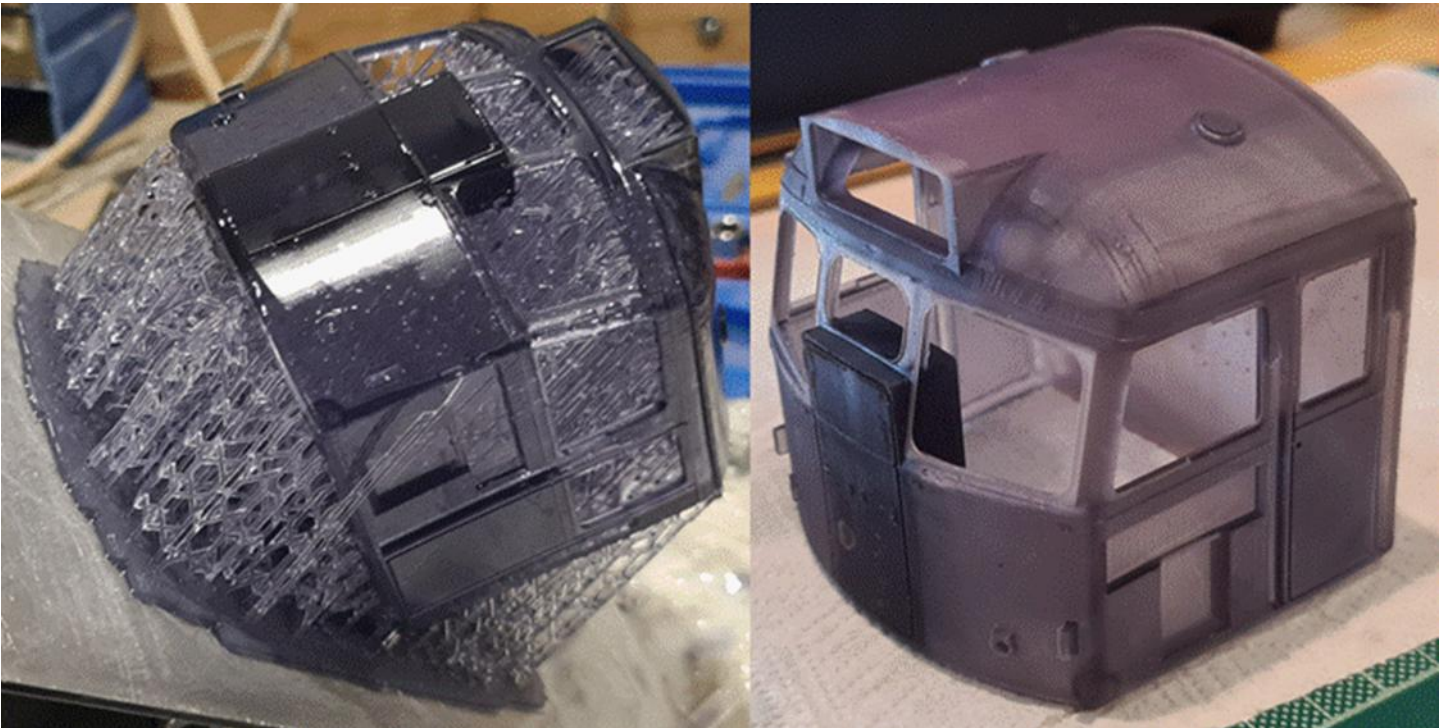
THE GARDEN WHISTLE



The inverted cab section showing the openings for the tail light LEDs. On the right, the various controls and seats. Oops, I forgot to add the armrest to the seat: it is done now!

3. Trial Printing

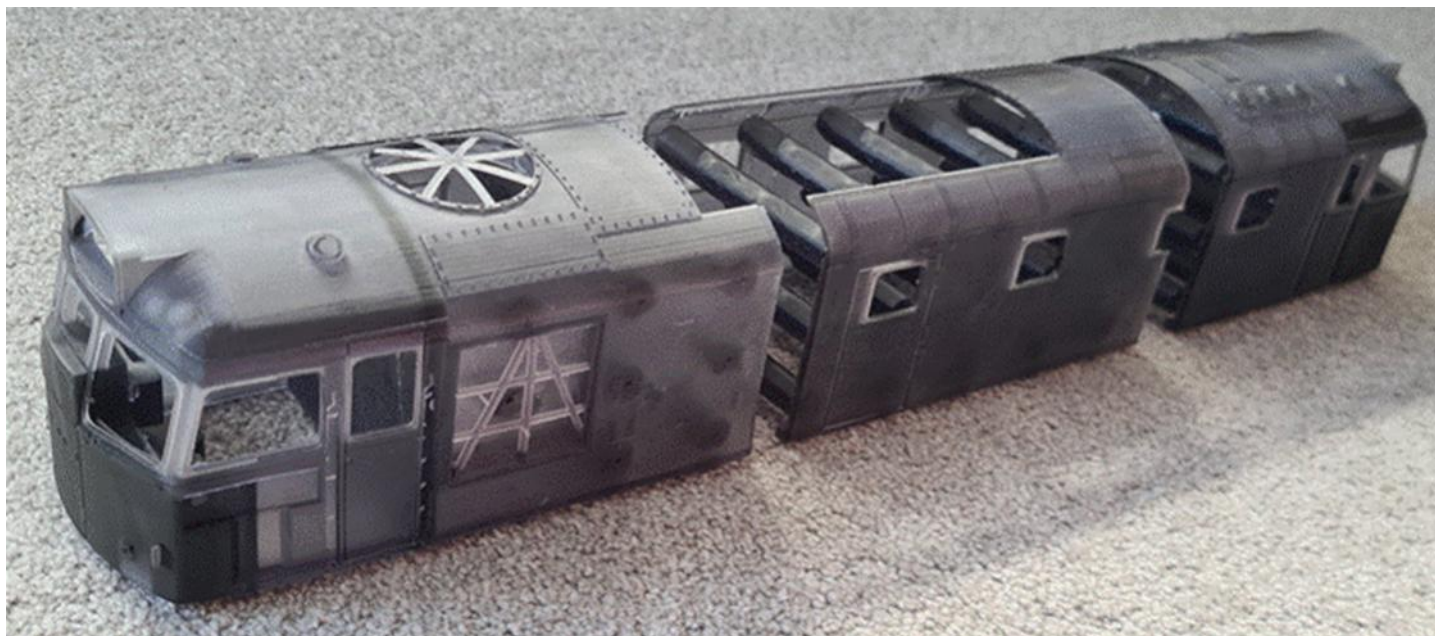
Once I had a basic cab shell, I undertook a trial print as shown below to check it would work. There were some issues with deformation which I tried to resolve without success. However, these were largely confined to the lower half of the flat cab sides. I got around this eventually as will be described in a future article.



A trial print fresh off the printer and after washing, curing and removal of scaffold etc. N.B. the control desks were not fitted at this stage. N.B. the two circular roof ventilators were a late addition to the cab since they appeared on the main body as well. I simply made copies at this time and added them to the cab section.

4. Conclusion and the Next Stage

Completion of the cab was a real milestone albeit with the deformation issue noted above. However, the detail and curved sections came out beautifully. This gave me the confidence to progress the rest of the body design. More on this in the next instalment.



Three body components, as printed, ready for trimming to size for assembly.

Final Issue

The sun is setting on the digital magazine format of GR News but we are not going away.

We will be publishing a newsletter focused on how-to articles.

our website will still help people find a club to join.

we will help clubs promote garden railroad experiences which are open to the public.

and our internet and social media programs are steaming along & increasing awareness of our great hobby.

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

[Click here to view the current issue.](#)



Garden Railroading News

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**MOW Toolbox
Box Car**

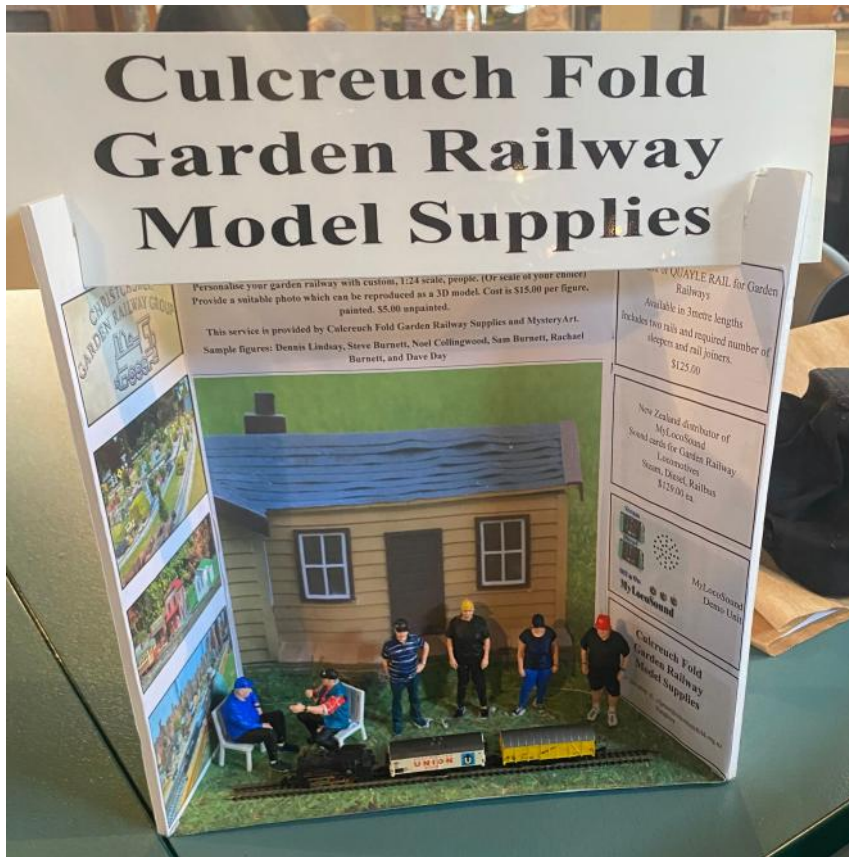
**Club Corner: Club-Operated
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David Peerbolte's Dutch Valley Railway
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A free digital magazine produced by garden railroaders for garden railroaders

Christchurch Garden Railway Group Meeting

Report and Photos - Editor.

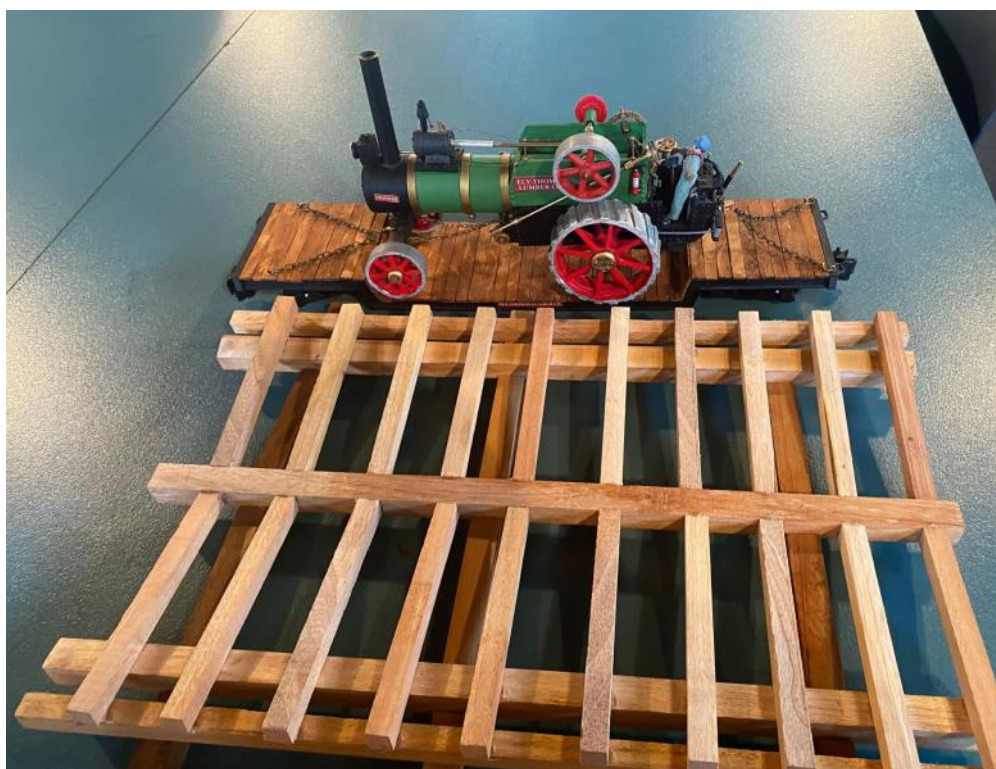


Christchurch Garden Railway Group May Meeting.

This month CGRG held there AGM at the Rod Benders Hall, Bill did his Presidents report which included thanking those involved in helping with working bee's, helping out with the shows, the convention which was held this year, those that helped repair the storage container.

the current committee was re-elected for another year ahead. Andrew Hamers also presented a plan for a new portable layout for the group this included a modular design, as discussed this is still in the design stages and welcome feedback and also participants to join a sub-committee to get this off the ground.

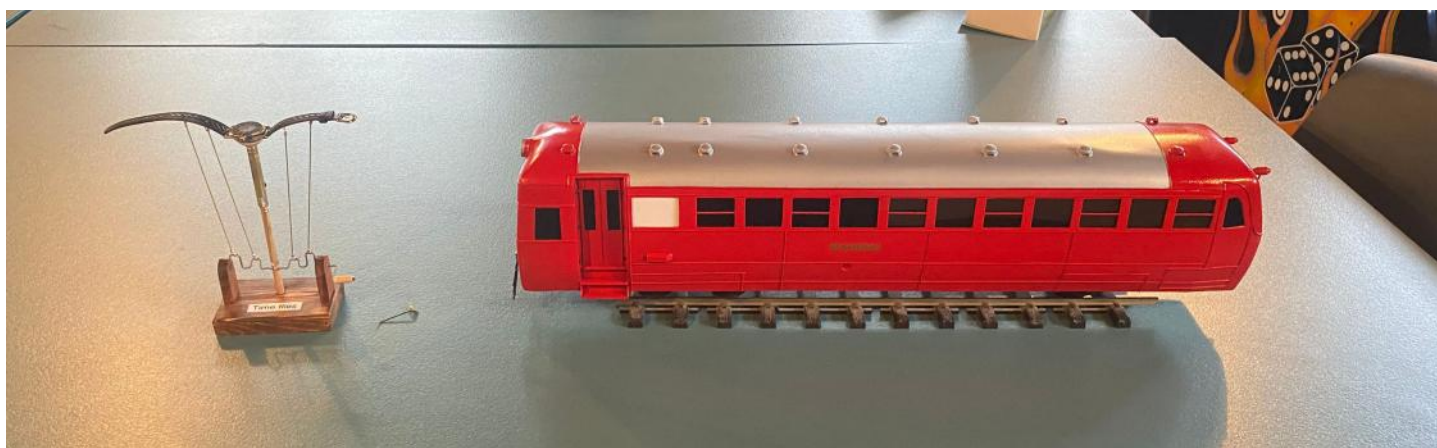
Also the Rolleston and Ashburton train shows were discussed and that help was needed for both, after the AGM members enjoyed afternoon tea while discussing projects around the hall that people brought along and buying off the sales tables.



Above - Some 3d Figures that Ian Galbraith has printed which are available from Culcreuch Fold Garden Railway Supplies.

Left - Part of Steve Burnett's Port Robinson Slipway and his Scratchbuilt traction engine

THE GARDEN WHISTLE



Some of Dean Farrow's latest work, Left is 'Time Flies' automata model and when the crank is turned it makes the watch straps move like a birds wings. Right - A Model of the Mahuhu (RM 5) Railcar.



Some of Bill Stanley's latest work, Left - A suitcase railway made from his mothers suitcase and right a new work train for the Pirfic Station.

Turnout Tips

Article - Paul Mahoney

The layout tours at a Convention give a great opportunity see how people choose control turnouts. While building my new ground level outdoor railway I experienced multiple turnout hassles, especially spiders gumming up mechanisms, blades changing under moving under trains, and wind-blown debris jamming the mechanism.

A survey of the 14 Christchurch outdoor layouts on show revealed some turnouts operated electrically but most were being worked by “finger on blade”. I didn’t notice any point lever mechanisms in use but would be pleased to hear about any that were missed.

After a Convention you can go home full of enthusiasm and improvement ideas, and one of mine was to tackle turnouts. What I had learned is that “finger on blade” seems to work for many colleagues, so it was time to make it work for me. A result of a “turnout working bee” I present a few personal findings below. But it would be good to hear other ideas too. Most recently I ran five trains for an hour for visitors with no turnout issues, so am feeling more optimistic.

A key tool is a shunting stick, a gift from Wayne Haste. It is a wooden stick, 60 cm long, with a plastic ‘paddle’ at one end to undo LBG couplers. The other end of this 10 mm square stick is ideal for changing ground level turnouts without having to bend down. It fits nicely in sleeper gap enabling minimal sufficient force to be applied gently to the end of the tie bar. A great tool Wayne!

Summary of turnout operation thoughts:

It’s OK to remove the LGB switch mechanism; OK to remove tie bar cover.
This is because I have a problem with spiders making them into nests.
The negative trade-off here is that the blades are now not locked in place.

Push blades sideways using Haste stick – push carefully on end of the tiebar, not finger on blades.

Using the tie bar in this way halves the push stress transmitted onto each blade. Don’t want the blade pivots breaking.

I was having trouble with trains splitting turnouts
Put thin foam under turnout to absorb shock (some of my turnouts sit on concrete).

Check track is level not canted – use bubble level – correct with shims (level in the direction of the track gauge).

Keep blades area free of debris including ballast chips and bits of twig.

If trains still derail on a turnout, try adding a little cant to steer wheel flanges away from the problem blade.

I am interested to see other turnout tips published. For example, who uses a manual mechanism that locks the blades but is not too complicated or costly?

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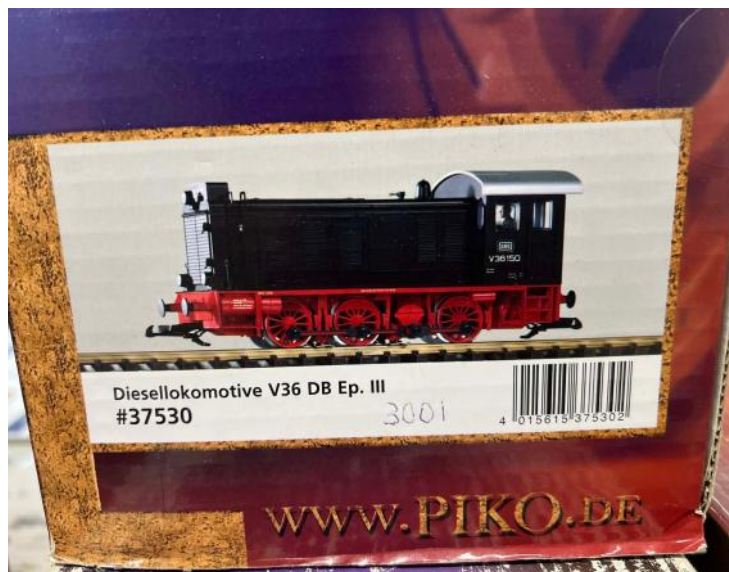


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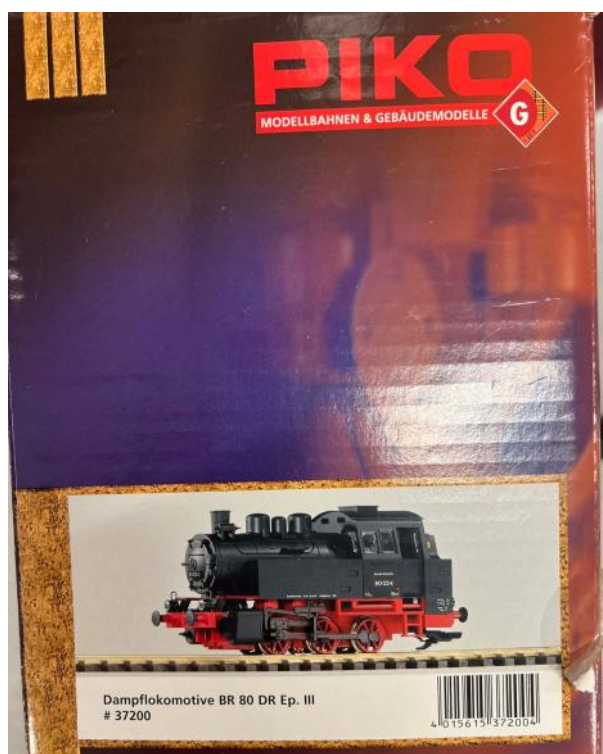
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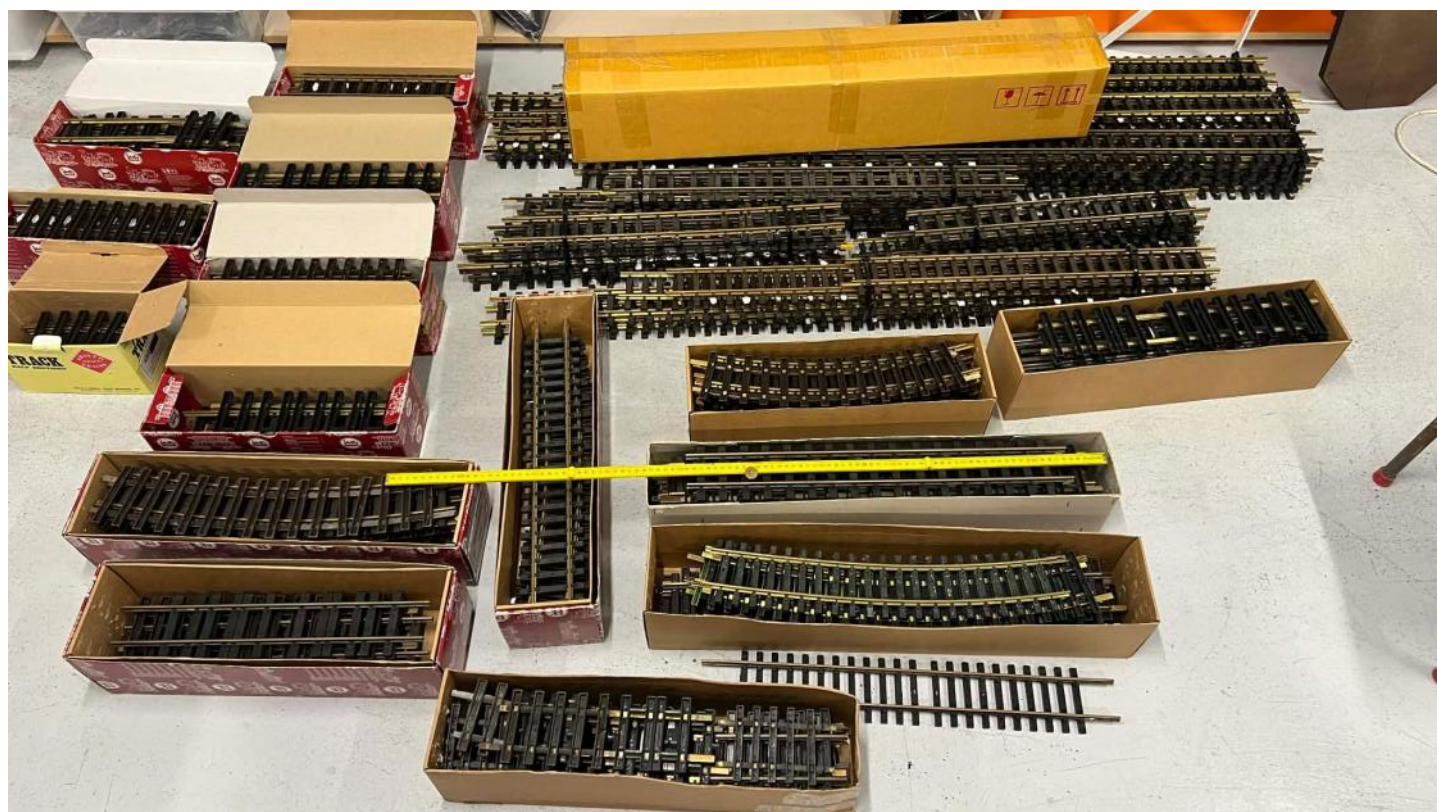
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Christchurch Garden Railway Group



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September 5-6 2026

October 3-4 2026

October 24-25 2026

November 2026

January 23-24 2027

March 2027

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May 31-5 2027

Hastings Train Show, Hastings

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Rail X 2026 Model railways and Trade Show, Palmerston North

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Tauranga Model Train Show, Tauranga

Cromwell Train Show, Cromwell

Dunedin Model Train Show, Mosgiel

2027 National Garden Railway Convention, Nashville, USA



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Contact the Editor to include in the
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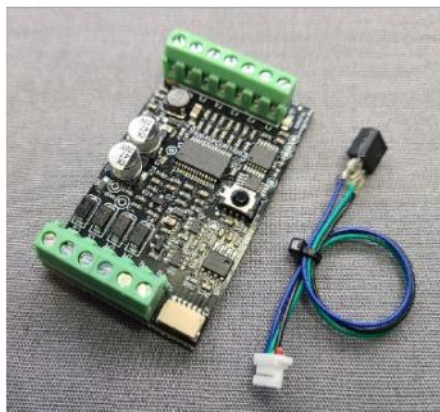
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Running Days/Meetings cancelled until further notice	Waikato: GROW: Garden Railway Operators of Waikato. Club Contact: Email: sandnlipsey@gmail.com Stefan Lipsey, PO Box 612, Waikato Mail Centre, Hamilton, 3240, Ph: 07 859 3650
June 21st (Sunday) 1pm Dan Hughes 20 Upperplain Rd Masterton Battery / Livesteam	Wairarapa: Wairarapa Garden Railway Group. Club Contact: Email: brendonclarke76@yahoo.co.nz Coordinator: Brendon Clarke
If you are interested in attending the running session, please email coordinator for further details	Wellington: Wellington Garden Railway Group. Club Contact: Email: bilthompson@xtra.co.nz Coordinator: Brent Thompson, Ph: 022 619 4006
June 20th (Saturday) 9 - 3pm Rolleston Model Train Display Rolleston School Hall Kidman Street, Rolleston Setup Friday from 4pm, please arrive 8am Saturday to help at display and pack up from 3pm	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