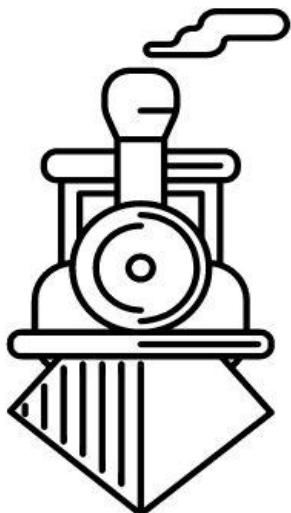


THE GARDEN WHISTLE

NEW ZEALAND LARGE SCALE NEWSLETTER



JULY 2026



THE GARDEN WHISTLE

NEW ZEALAND LARGE SCALE NEWSLETTER

July 2026

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[Cover photo](#) — John Boyson's Fairlie passing the row of shops at the lines summit.

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

Simon's Birthday Bash

Report Simon Sharp, Photos - As Credited.

A winter Saturday on the North Shore



Photo - John Boyson

June is always a difficult time for me, yes it is my birthday, but it should also be my anniversary and Carol died on May 14th so the day is bittersweet. I always try and make myself busy and this year it involved holding an open day to run trains.

A cold crisp day by Auckland standards, yes I know that is a joke to anybody living south of the Bombay Hills, but it was sunny, which was a change to the preceding week and allowed the live steamers to be shown off to advantage.

After a hiatus caused by my battery powered Bachman Baldwin throwing axles every time it approached a Peco switch, a fault later diagnosed as a damaged axle box, John Boyson had given his demonstration and talk to the interested neighbours, including the two youngsters from next door, on how to fire up a live steam Double Fairlie. They then got to see it run on the gentle slopes which meant it was blowing off spectacularly most of the way around.



Photo - John Boyson

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This was then followed by James Moore, with Linda running in another controlled cloud of steam. As can be seen the two youngsters were fascinated. Photo - John Boyson.



Chris Coles then ran his starter train, which proves once again, It is not what you do, it is the way that you do it that counts. Photo - John Boyson.





We then gave John's Manning Wardle a run with its Isle of Man coaching stock before adjourning for afternoon tea. Photo - John Boyson.



From left to right : Bruce, Simon , James, Steph, Chas, Chris & Chris, the first intermission. Photo - John Boyson.

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Robert Graham then got his small train of 16mm stock out and ran them with the battery powered diesel. Photos - John Boyson.



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The live steamers all has another run before the encroaching darkness gave the attendees a chance to retreat to the warmth of indoors and a second round of tea and cake. Note how Chris' modified stock on the loop looks after a repaint. Photos - John Boyson.



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Following my earlier report on my running day on the North Shore I have been handed some pictures from the late afternoon session of running. Photo - John Boyson.



Robert's Battery powered train running across the deck. Photo - Robert Graham.



Close up of the Fairlie approaching the passing loop, steaming merrily. Photo - Robert Graham.



Below Chris Coles' tankers in the passing loop. Photo - Robert Graham.

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Leek & Manifold almost at end of run, across the deck and valley below. Photo - Robert Graham.



Leek & Manifold leaving the passing loop. Photo - Robert Graham.

Denver & Rio Grande Western “ Work Train “

Article - Bill Stanley.

Some time ago I decided that a work train would be a welcome addition to Pirfic Station.

While I was in the planning stage Dennis Lindsay said that he would very generously help. With Dennis background as a cabinet maker and vast experience in modeling my role quickly became support crew!

With the help of Iain Collingwood's extensive library and Ian Galbraith's 3D printer the ideas and images became reality.



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The end result is a battery car, 2 scratch-built ballast wagons, a depressed flat car with digger, another depressed flat car with a crane and a very detailed scratch-built caboose.

Dennis said what we need now is a kitchen / sleeper car, you can't have a work train without one. So back to the research books and we found the pirfic D & R G W kitchen / sleeper photographed in 1952 & 1953 with a road number 0452, so watch this space.



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Videos can be found on the Pirfic Station channel
at

www.youtube.com/@PIRFICSTATION

Wellington Garden Railway Group Meeting

Report and Photos - John Robinson.

WGRG June Hall Meeting

June is the start of winter and the start of Wellington Garden Railway Group's hall meeting season, though it's been quite ironic that in years past the Sunday we lay track down on the floor of the Tawa Baptist Church hall the sun shines relatively warm outside. This year though, while a fine day, the weather definitely was winter so the warmth of the wall was well received as were the cohort of the Wairarapa Garden Railway Group members who joint the fun.

Catering was BYO and certainly was ample as it was consumed during the afternoon with the accompaniment of barrister coffee. Yes proper coffee as Chris showing another of his skills on the hall's fancy coffee machine.

Trains run were all battery powered with the exception of Chris's Round House Billy later in the afternoon when he finished barrister duties and raised locomotive steam pressure instead. Actually at times there weren't a lot of trains running, like me folks instead heavily engaged in conversation (or nodding off on the comfy couches) excusing themselves from running to leave plenty of track room for other to run. But pleasurable all the same.

A bit of trading also taking place as often happens at these hall meetings we share with the Wairarapa Group.



Lloyd's Isle of Mann railcars ran most of the day.

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Looking down the hall, every man and his dog (ladies too) were there. Possibly the dog is the only one watching the trains intently and not chatting or eating!



Chris's Billy steaming past Paul's Shay.



Chris lighting up Billy.

Whanganui Garden Railway Gathering Waitangi Weekend 2027

Save the date, more information in upcoming Garden Whistle Newsletters

Christchurch Garden Railway Group Meeting

Report - Editor, Photos - As Credited.

Christchurch Garden Railway Group Meeting

With June normally a winter meeting with unpredictable weather this year we opted to run our own train display at Rolleston School Hall co-hosted with the Christchurch Marklin Model Railway Club, interesting enough the weather was well Unpredictable as Christchurch recorded a new national June maximum temperature at 26 °C but with that it brought gale force winds in the afternoon followed by a storm early evening it was like 4 seasons in a day that we were not expecting!

Group members arrived Friday afternoon to help setup for the display the following day, this included setting up multiple layouts for the Saturday display which you will see in the photos.

The display was well received by the public with over 370 people trickling throughout the day with doors open from 9am to 3pm with most being families with young children and those being able to use the CGRG and CMMRC interactive U-Drive layouts where the children can run their own trains.

A big thank you from the CGRG Committee to those that helped on the Friday setup, Saturday operating and interacting with the public and also those that hung around to help pack up at the end of the day as the storm started rolling in.



Bill setting up his New Regent Street scene - Photo Don Ellis.



Wayne and Lew setting up the floor layout - Photo Don Ellis.



Ray and Doug's trains pass each other - Photo Bill Stanley.



Bill's Train heading past New Regent Street - Photo Bill Stanley.



CGRG U-Drive layout - Photo Bill Stanley.



Doug's passenger train - Photo Bill Stanley.



Neil Steaming up his Climax loco on the Live Steam Layout - Photo Editor.



Children using the Marklin U-Drive layout - Photo Editor.



Overview of all the layouts within the hall - Photo Editor.



Marklin Club modular layout - Photo Editor.



CGRG floor layout - Photo Bill Stanley.



Another Marklin layout - Photo Editor.



Benjamin on the controls - Photo Bill Stanley.



Rays Fa1 rounding the bend - Photo Bill Stanley.

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Some of the door crew - Photo Bill Stanley.



Andrew's loco heads past - Photo Bill Stanley.



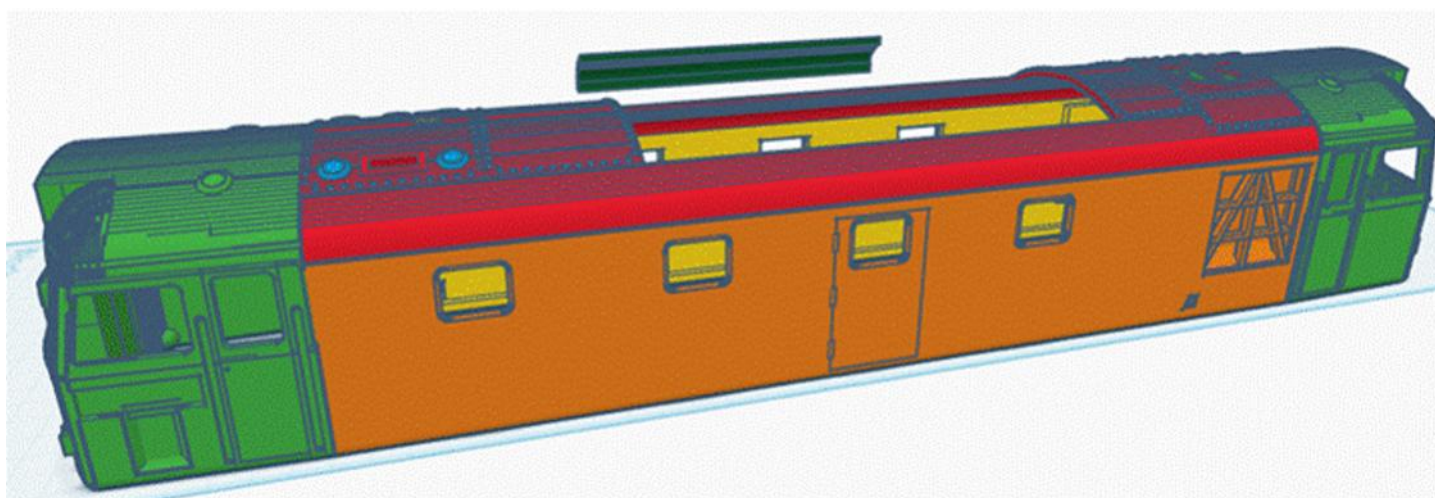
Iain's locomotive passes Liffey Cottage - Photo Bill Stanley.

Tales from the West Highland Railway in New Zealand

British Railways Class 27

5: Body Design

Author: John Boyson



The bodysell artwork nearing completion.

1. Introduction

Having created the master design for the cabs, the way forward was with the main body artwork. Whilst the profile of this was less complex than the cabs, there were still a significant number of challenges to overcome. These were mainly concentrated on the roof.

2. Design

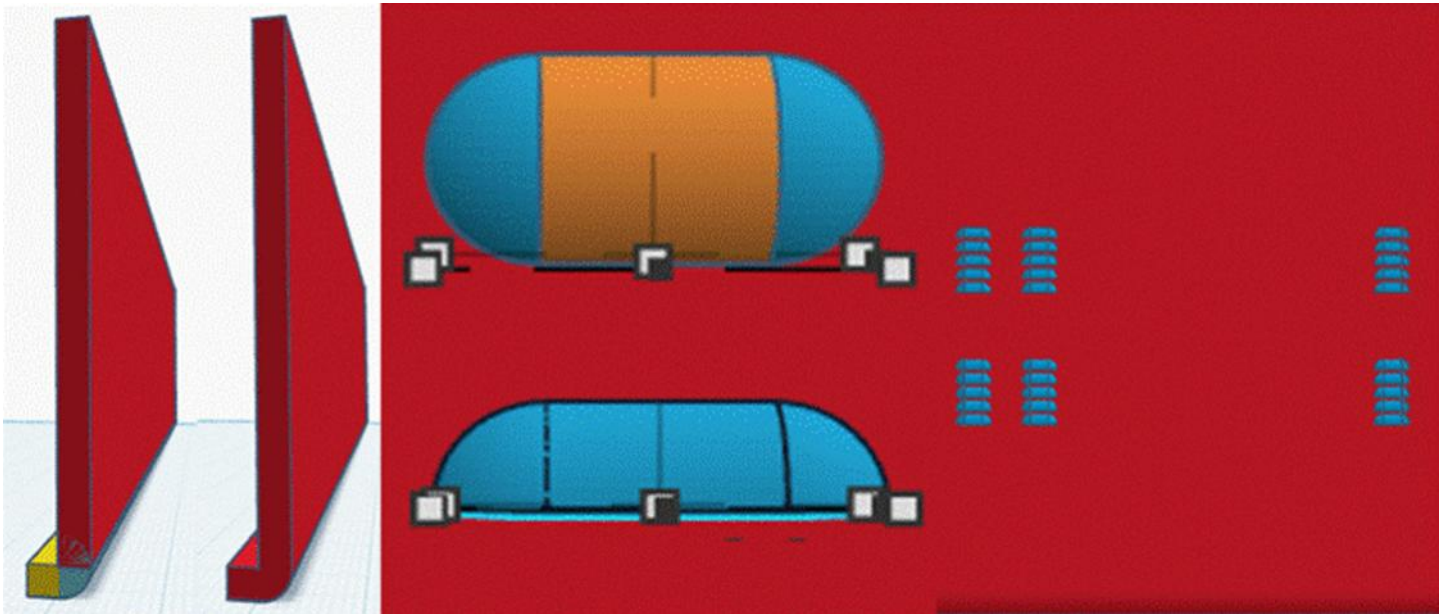
2.1 Body sides

These were relatively straightforward since the main profile is a flat largely unbroken surface. However, there were a number of features that needed to be incorporated. These included:

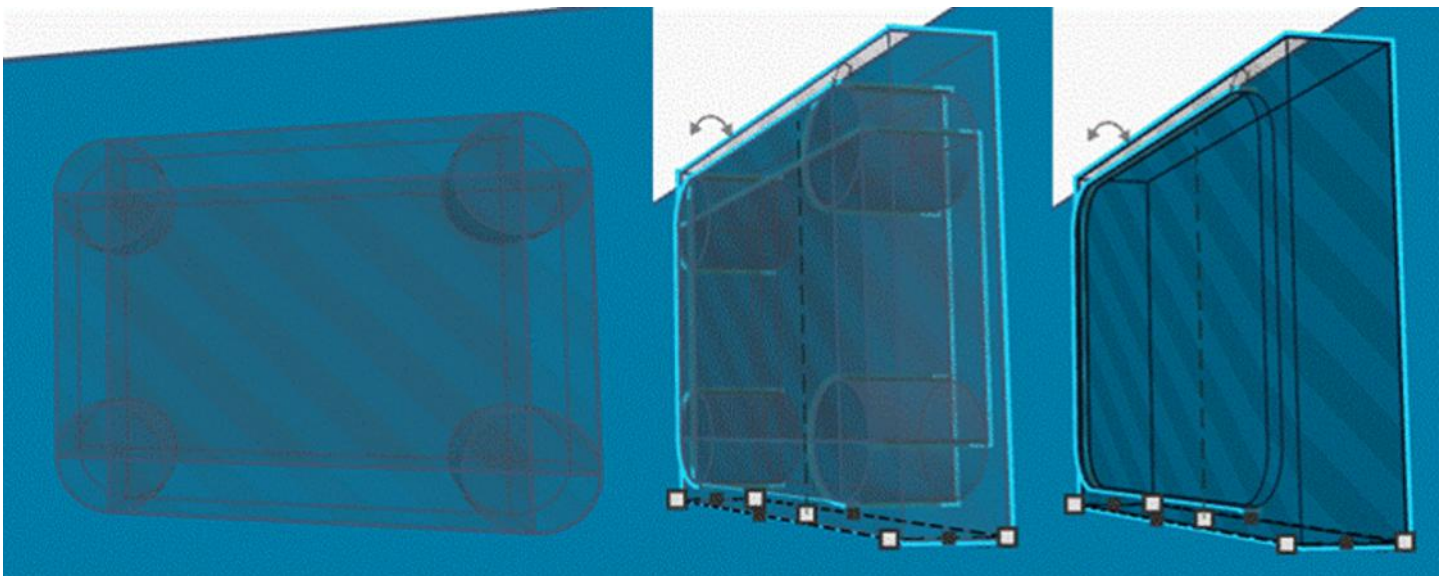
- An array of small grills on one side only.
- Four rectangle windows with beading.
- A central access door.
- A large air intake opening where the main extraction fan was located.
- Fire extinguisher activation windows (interestingly, the shape of these differs on each side to accommodate the body side frame).

The following suite of photos shows the design process for the body sides:

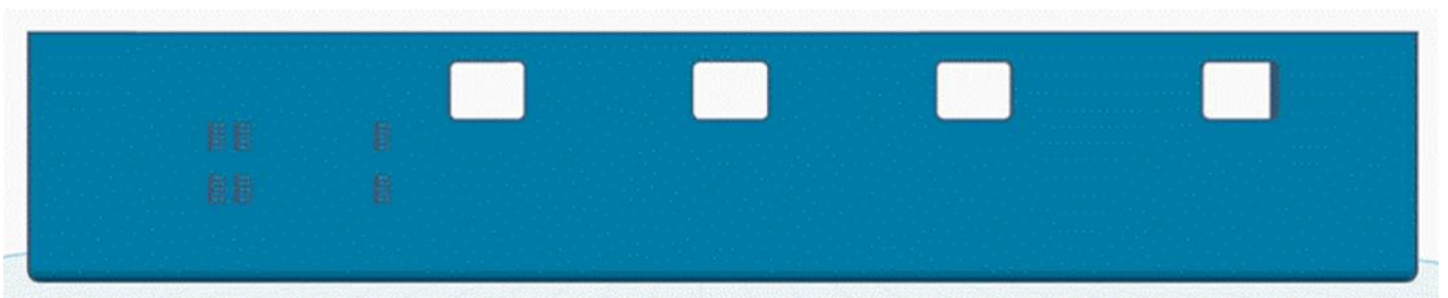
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On the left, a profile view of the sections forming the body side. Centre, an enlargement of the components for the small ventilation grills. On the right, the ventilation grill clusters that are present on just one side. I believe these are to provide ventilation to the steam heating boiler.

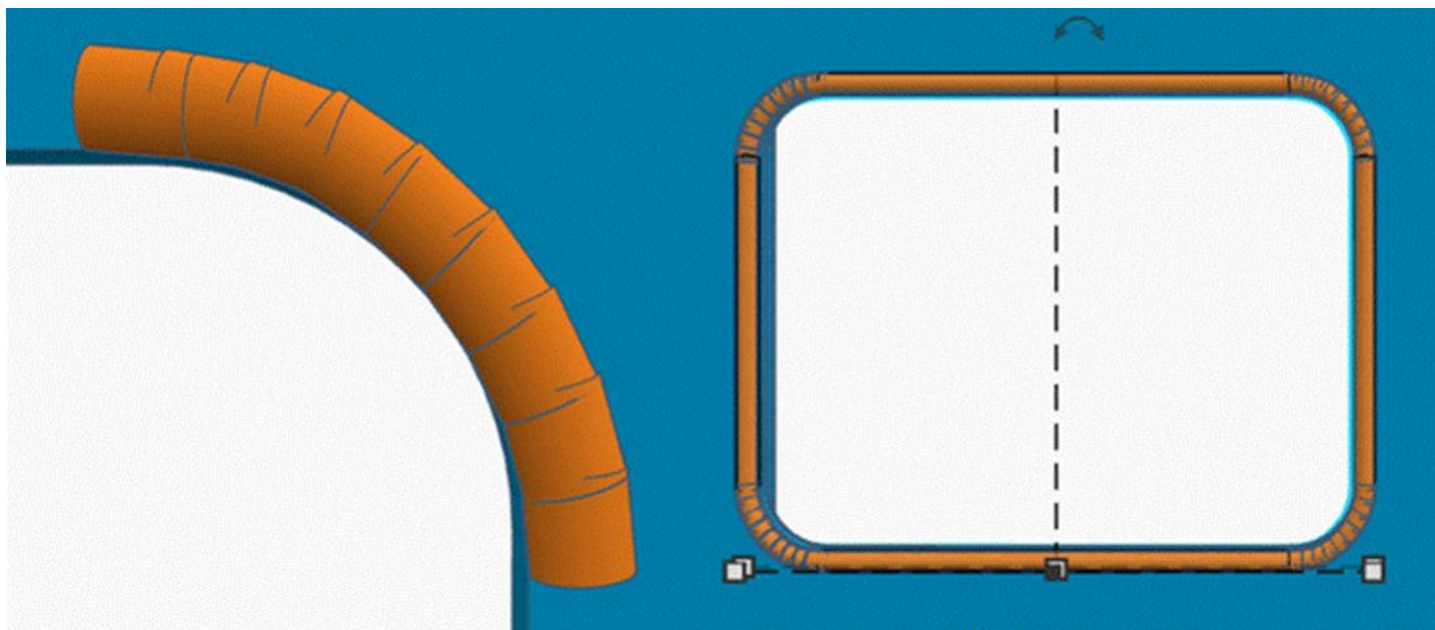


Creating the side windows complete with internal recess for mounting panes.

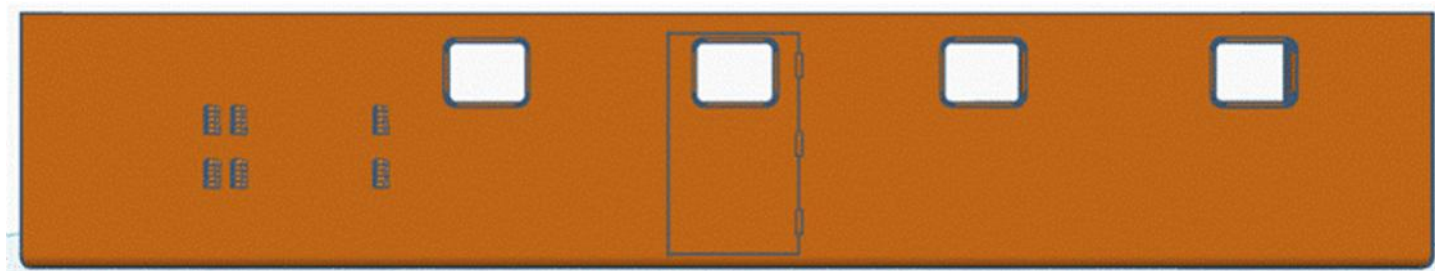


Side profile with grills and window openings added.

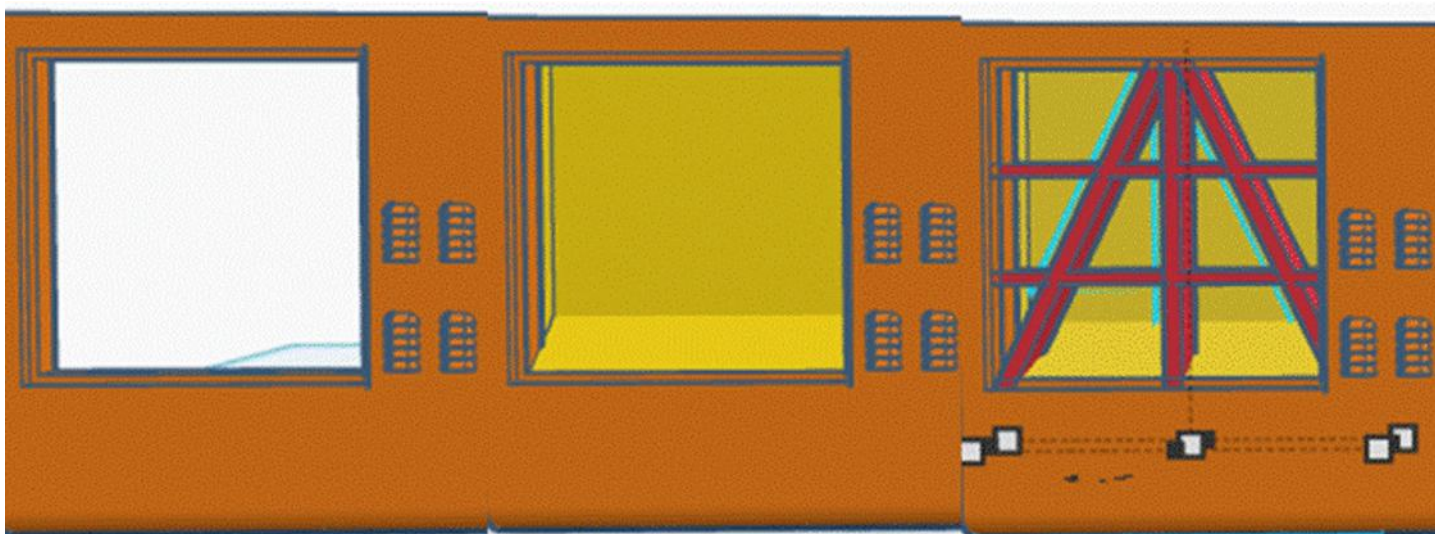
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Creating the beading around one of the side windows. These are somewhat cruel enlargements.

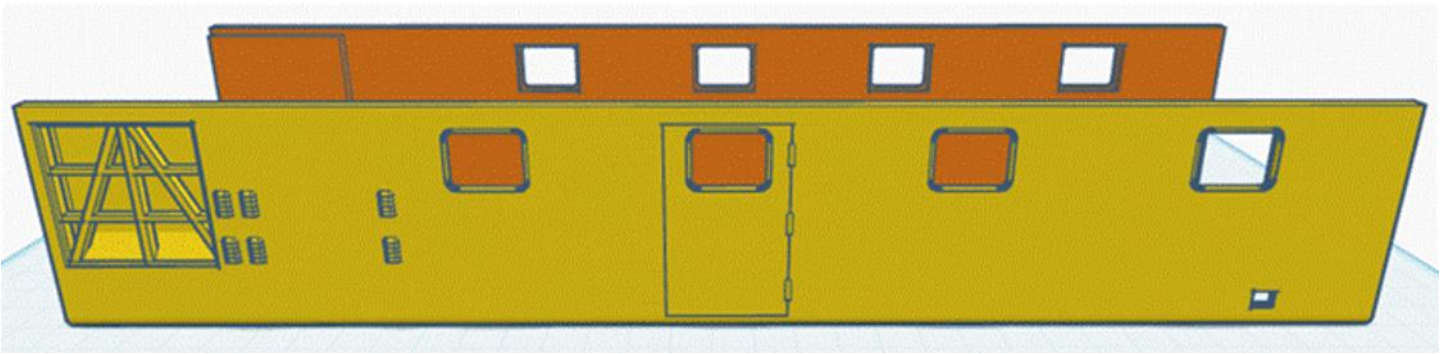


Beading and central access door added.



Steps in developing the main air intake opening. N.B. a covering frame and grill will be added as part of the detailing to follow the main assembly.

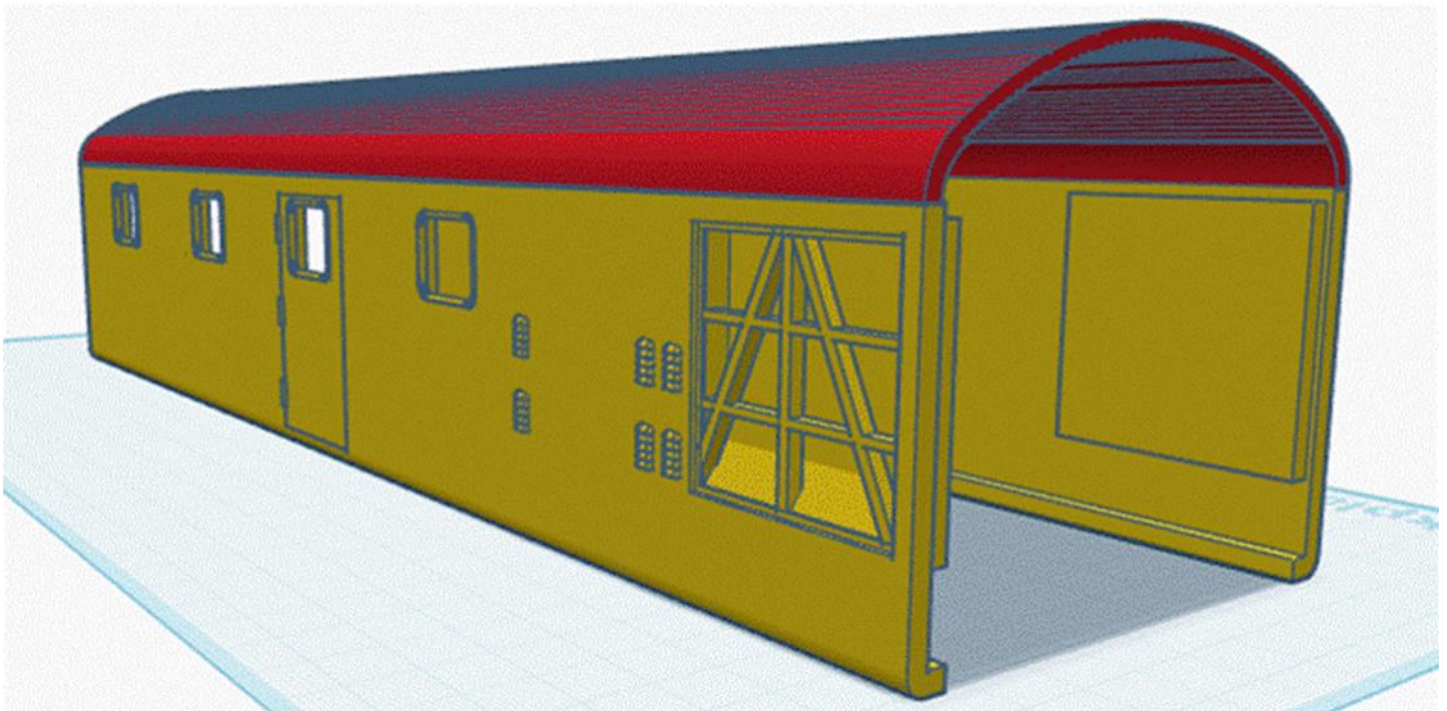
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Completed bodyside with fire extinguisher portal visible on the right. The side has been duplicated and mirrored. The second side (in brown) is slightly different in that it does not feature the small grills and the fire extinguisher portal is a different shape to this side to allow it to fit around the body frame.

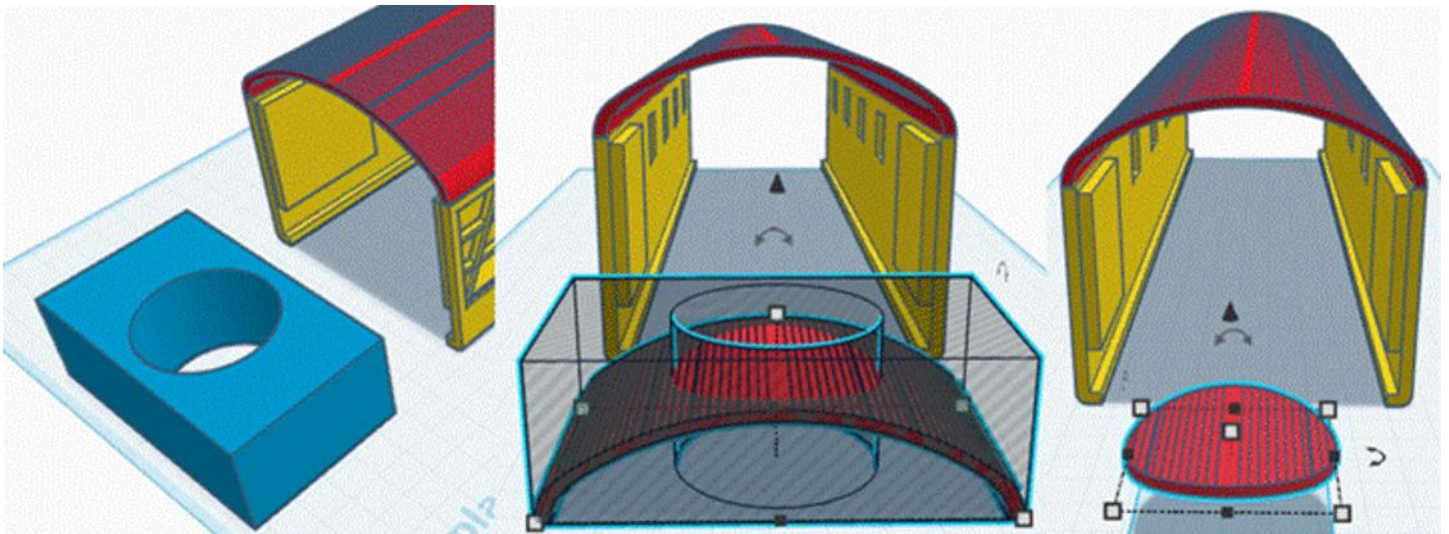
2.2 Roof

The half roof master, already created for the cab, was copied, duplicated, mirrored, aligned and merged to form a complete roof profile. This was then extended to match the length of the two body sides.

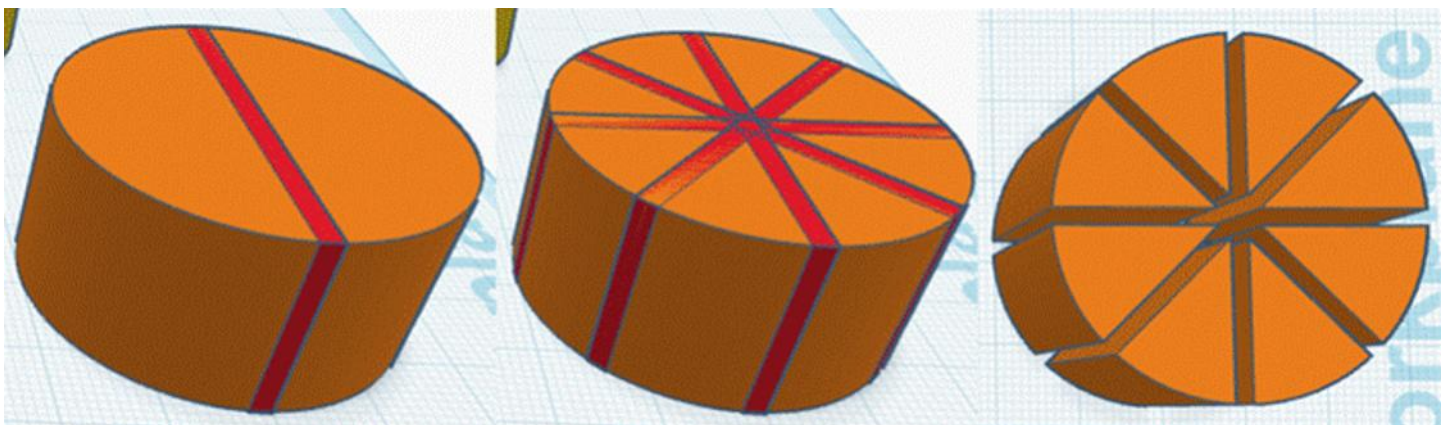


The two sides connected by the roof profile as described in the text.

The fan housing frame was created from a raised roof section with openings formed from wedges with a circular outside edge, chopped through the section. Its circular external profile was likewise created by creating circular hole in a large square. This was then turned clear and merged with the frame leaving a circular rim. Bolt heads were then added at the appropriate points on the rim. A clear circle punched through the main roof section then created the opening for the fan below. N.B. prior to performing this last action, I added some extra material below the roof in the vicinity of the fan so that the opening had a bit of depth as per the prototype.

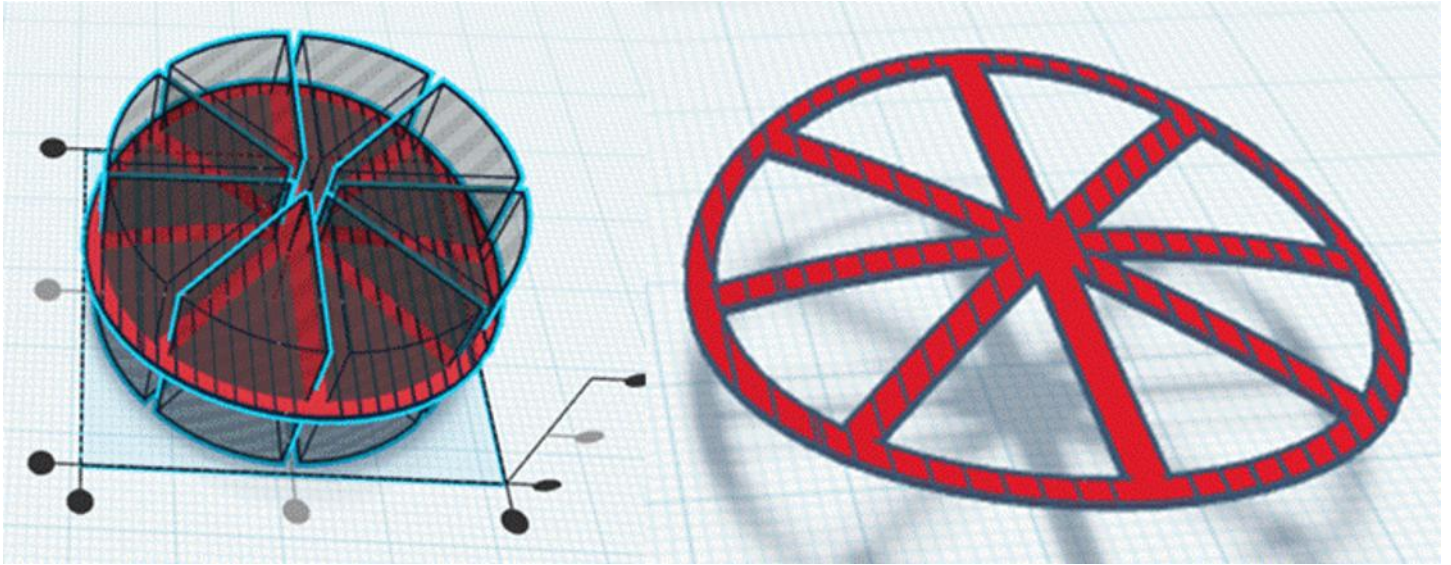


Creating the fan frame outline. Left: A rectangular block has been pierced by a cylinder with a width to match the outside diameter of the frame. Centre: the block has been made clear with a roof section copied and placed within the block. Right: By merging the two shapes most of the roof section has been removed leaving the circular frame outline which perfectly matches the arc of the roof.

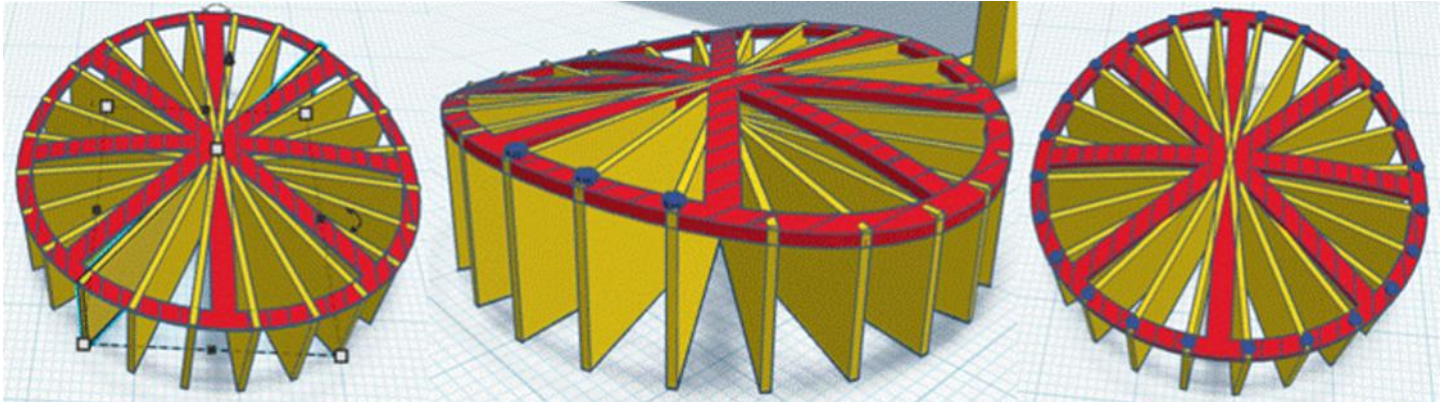


Creating the fan frame ribs 1. Left: A cylinder matching the internal diameter of the frame has been intersected with a red rectangle matching the width of a rib. Centre: the red rectangle has been duplicated and spun through 90 degrees. Both have duplicated again and spun through 45 degrees to create the sections shown. Right: The rectangles have been made clear and merged with the cylinder to form the cheese slices shown.

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Creating the fan frame ribs 2. Left: The cheese slices have been centred on the frame disc and made clear. The software makes centring two objects straightforward by bringing up the alignment command and then clicking on the appropriate spots shown in the photo (grey). Right: The slices have been merged with the cylinder to form the eight openings with the ribs in between. Again, all of these are following the correct roof profile.



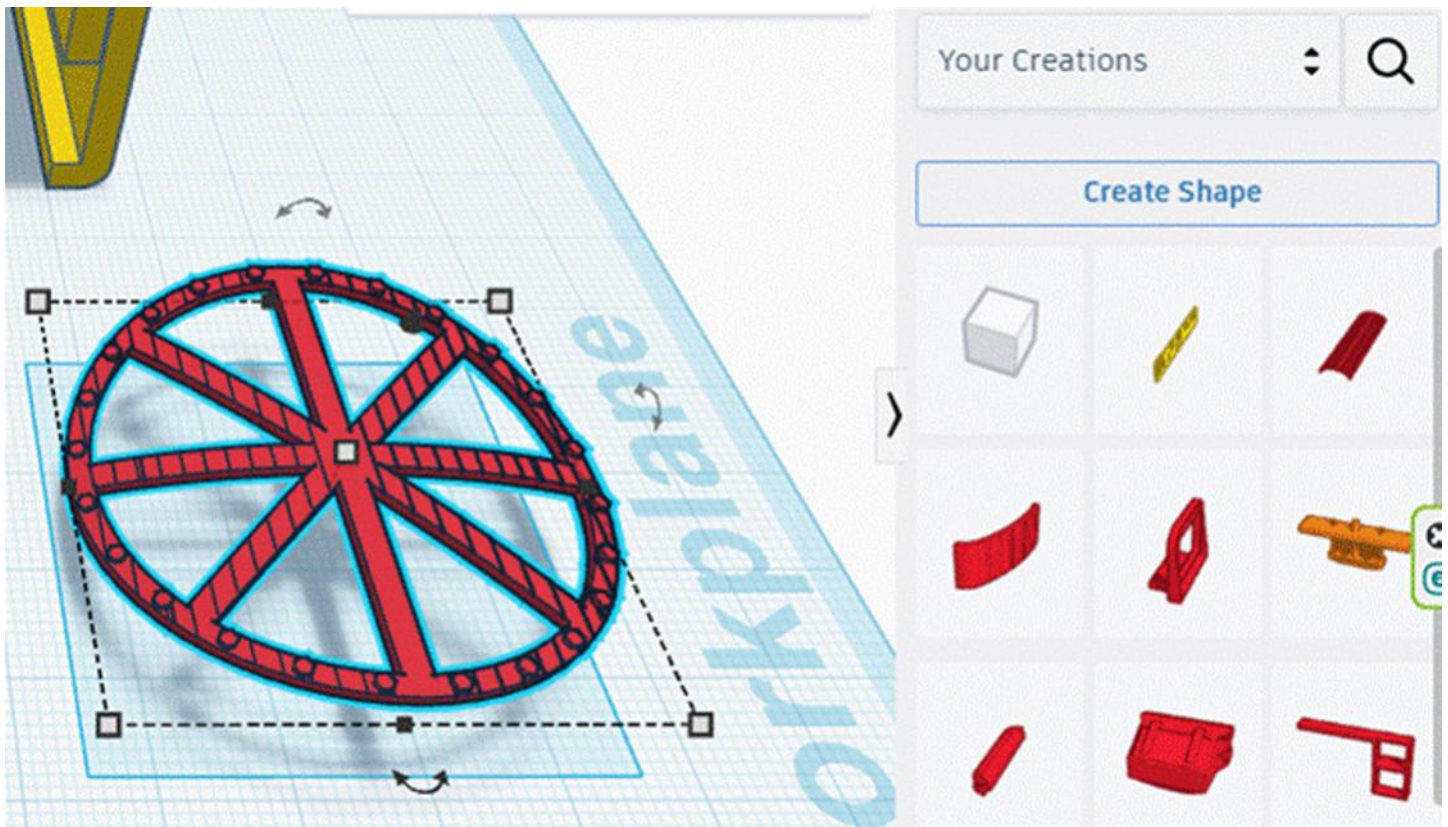
Adding the bolts.

Left: temporary locating points marked with yellow rectangles duplicated and turned by the appropriate number of degrees: i.e. 24 bolts spread over 360 degrees gives 15 degrees between bolts.

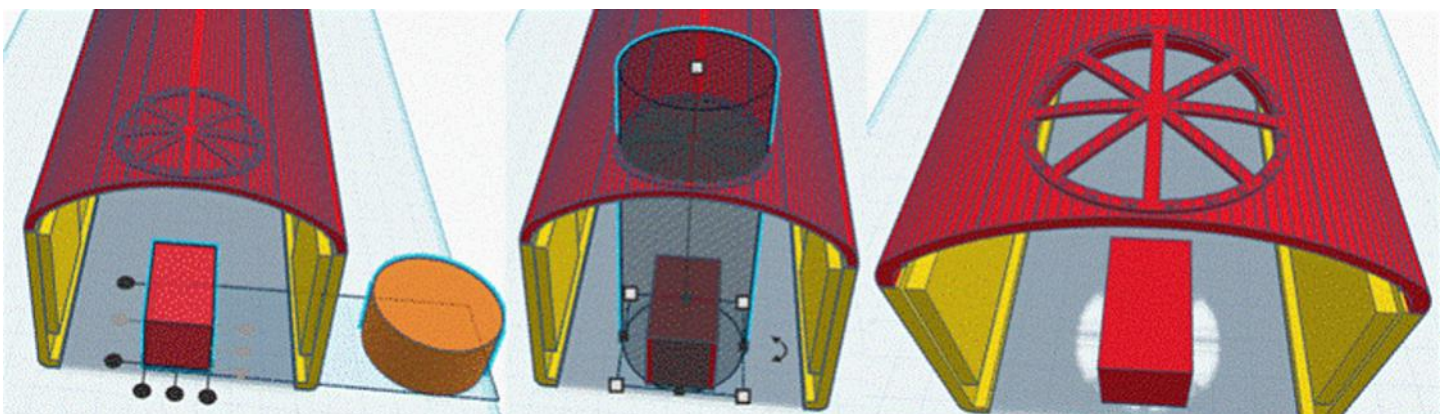
Centre: Starting to add bolts using a hexagon shape. The software allows a developed bolt to land squarely on the object it is being placed no matter what the angle. They can then be nudged precisely into position using the computer's arrow keys.

Right: Once a complete quarter had been placed, the rest can be added by duplicating the completed quarter as a group and then mirroring them. It's a simple matter to move the second quarter into place to form a half set and then repeating the process again for a complete suite of bolt heads.

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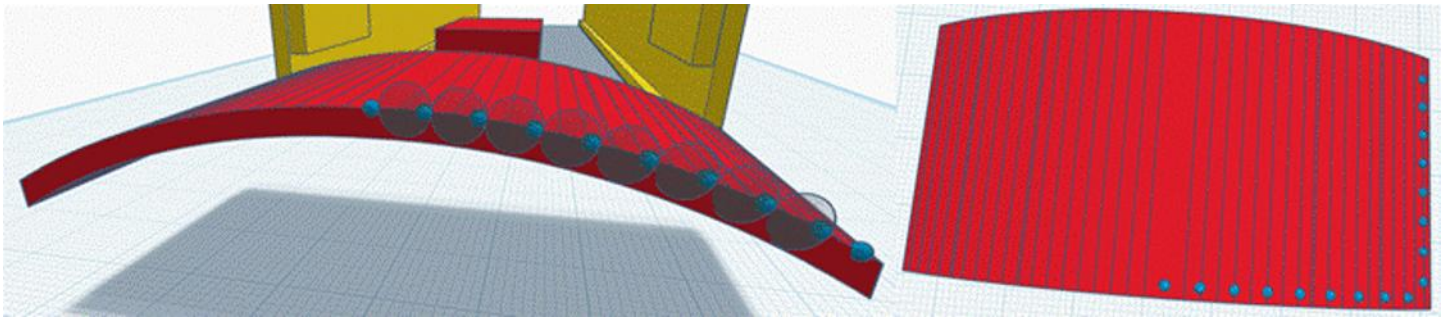
As will be clear, this is a complex piece of artwork with many facets. Compounding this is the software remembers all the components used to create the artwork. Because of this, even though it is a relatively small component, it nonetheless chews through memory. A way around this is to use the feature shown on the right. This part of the software allows a designer to save any shape created as a solid object. This has the advantage of removing all the additional stuff that isn't visible and just having the stuff that is. This potentially saves a reasonable amount of memory. In the suite of these items there are some from the earlier parts of the build. However, it is wise to keep a master of what has been created as a separate file in case it needs to be tweaked later. Nonetheless, for the main build artwork, this forms a useful tool to keep the file size down as much as possible.



Placement of the fan grill frame on the roof using a temporary block to place it accurately. The brown cylinder on the left was moved into position and extended vertically before being made clear (centre). It was then merged with the main roof panel to punch a hole through directly below the installed frame.

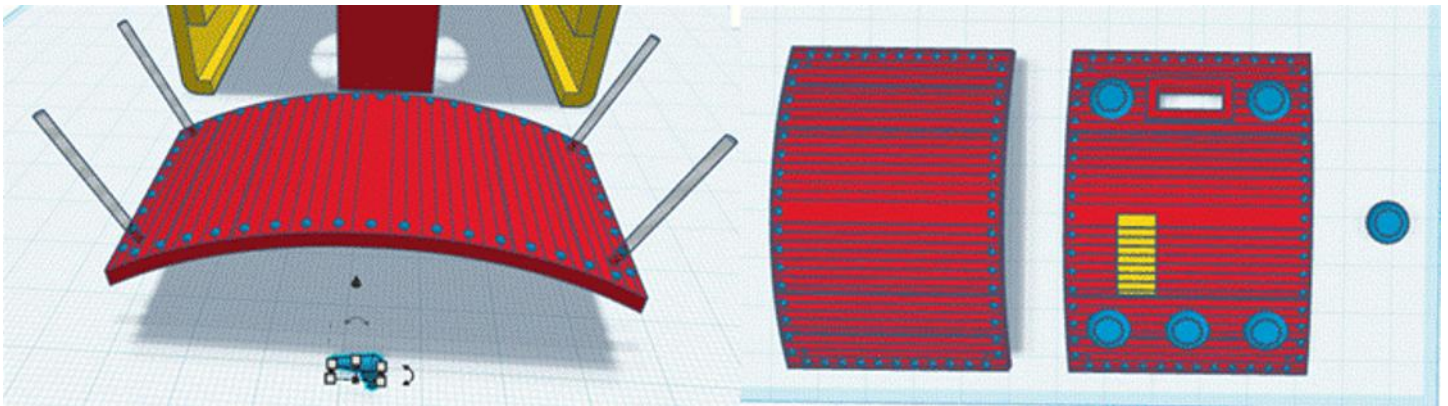
Sections of the roof profile were likewise duplicated, trimmed as necessary, and raised slightly to create the various panels that proliferate the roof. To these, rivets were added using spheres taken from the basic shapes template.

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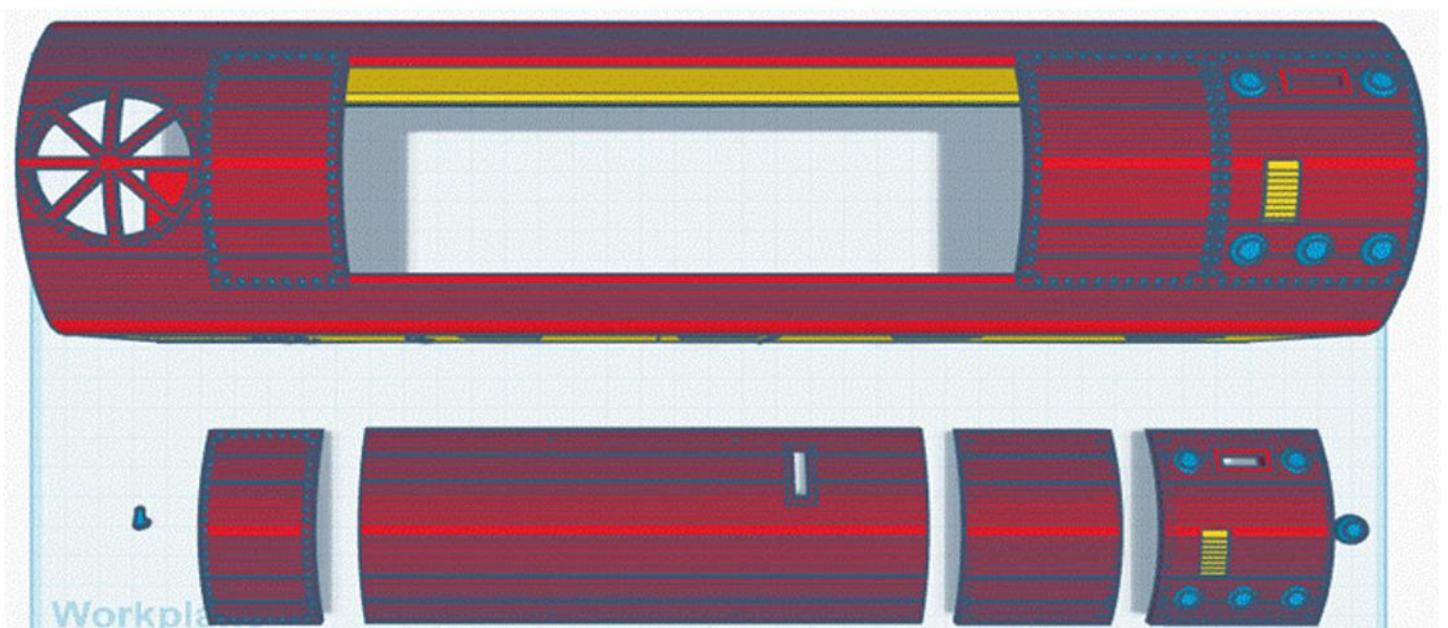
Creating a roof panel with rivets. NB the circles spacing out the rivets are temporary to ensure that they are evenly spaced. These were deleted once I was happy with the spacing.

A number of small ventilation hoods needed on one of the panels were formed with a group of concentric circles. These were duplicated and positioned on the relevant panel section as necessary. A number of these were also added to the cab design discussed in the previous instalment. Various other openings for exhausts (engine and steam heater) were also created.



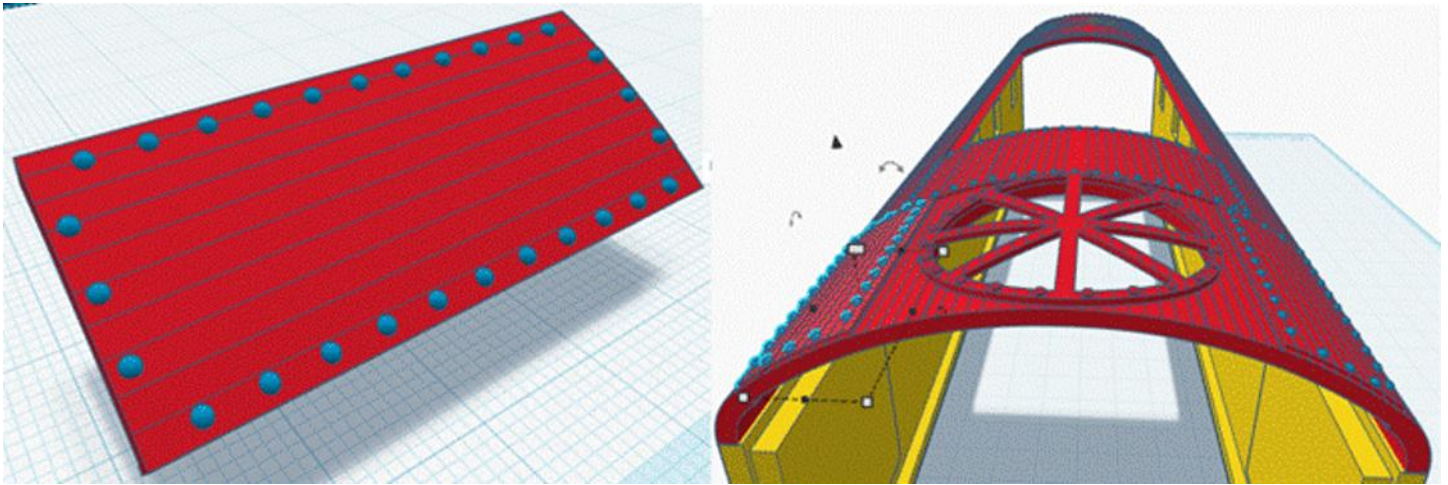
On the left, locating holes for roof catches to be added later. A sample catch is visible bottom centre. On the right, a pair of completed hatches. The small ventilators mentioned in the text are the blue circular objects.

To access the electrical controls described in the third instalment, a removeable central panel was created. A rectangular hole was cut into the main roof section to receive this.



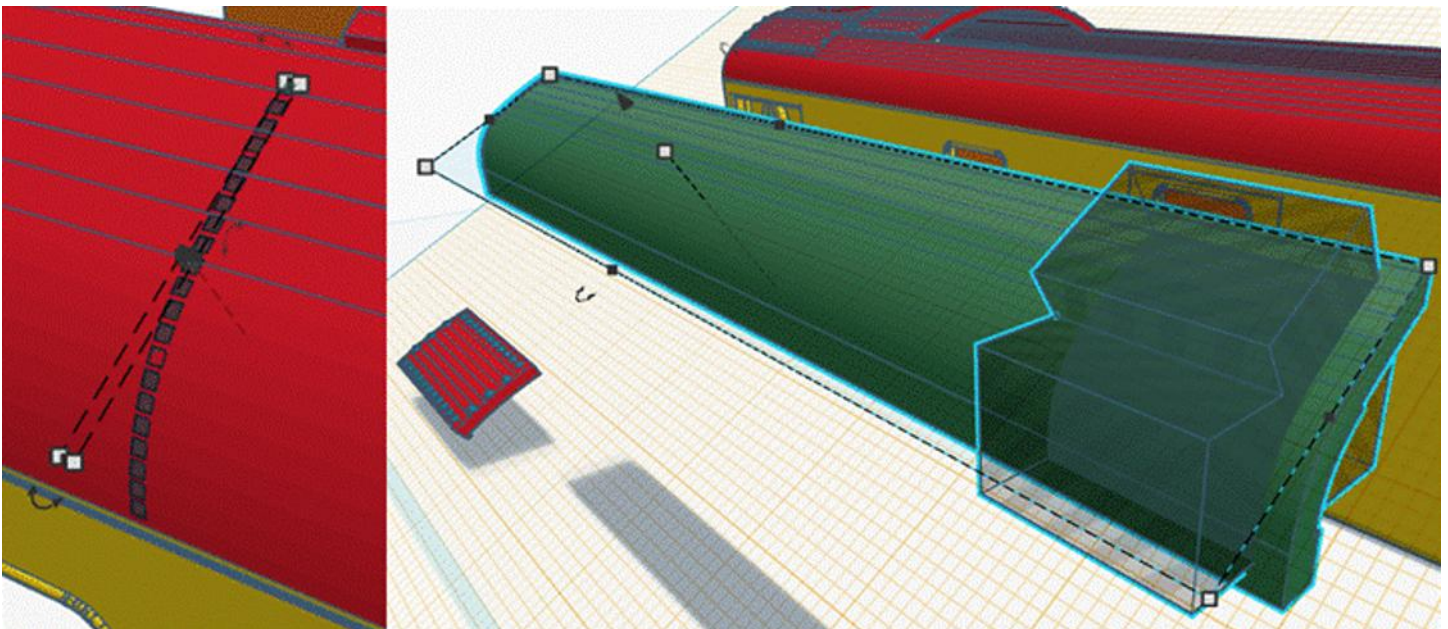
The main body roof with central opening and master panels below.

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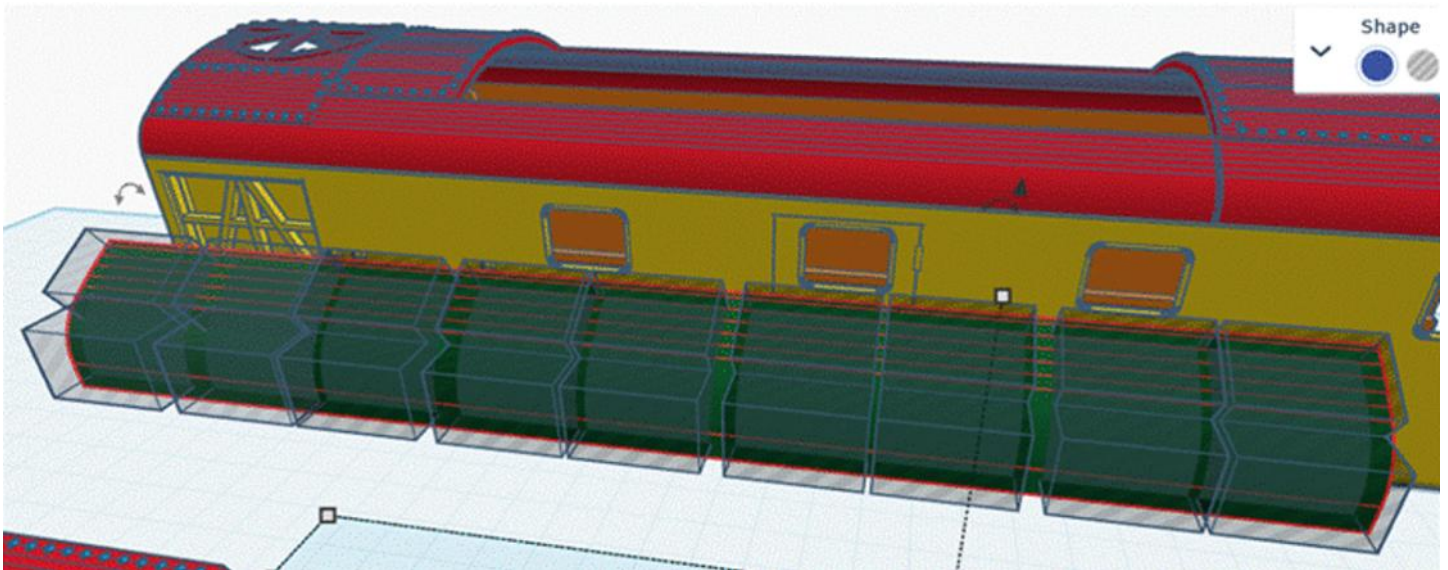
The development of two side panels around the fan opening.

The final items for the roof were a series of side grills. These were formed with tiny clear cubes cut into the relevant section of roof. A row of these was firstly created that followed the roof profile across the affected area. Once complete, the row was simply duplicated repeatedly to create a mesh. Rims were formed around these using a raised segment of the relevant cross section of the main roof with the grill areas cut out with clear rectangles. These were then duplicated as necessary to form all the necessary openings.

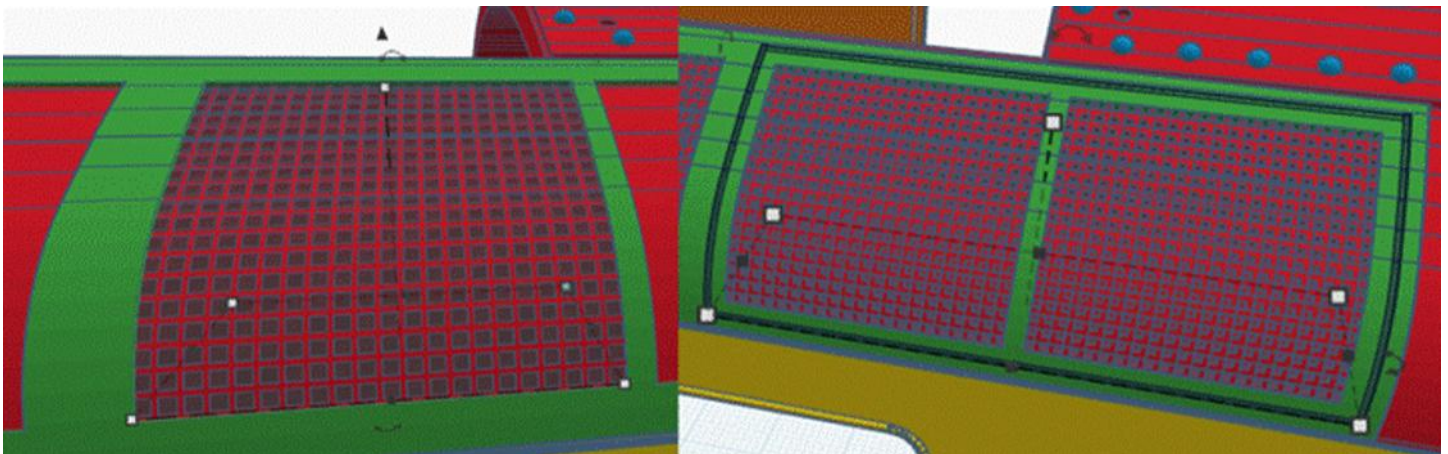


On the left, a master row of cubes to replicate the mesh with these panels. On the right, a curved edge section of roof formed from a copy of the main roof panel with inserts created to form the openings for the mesh.

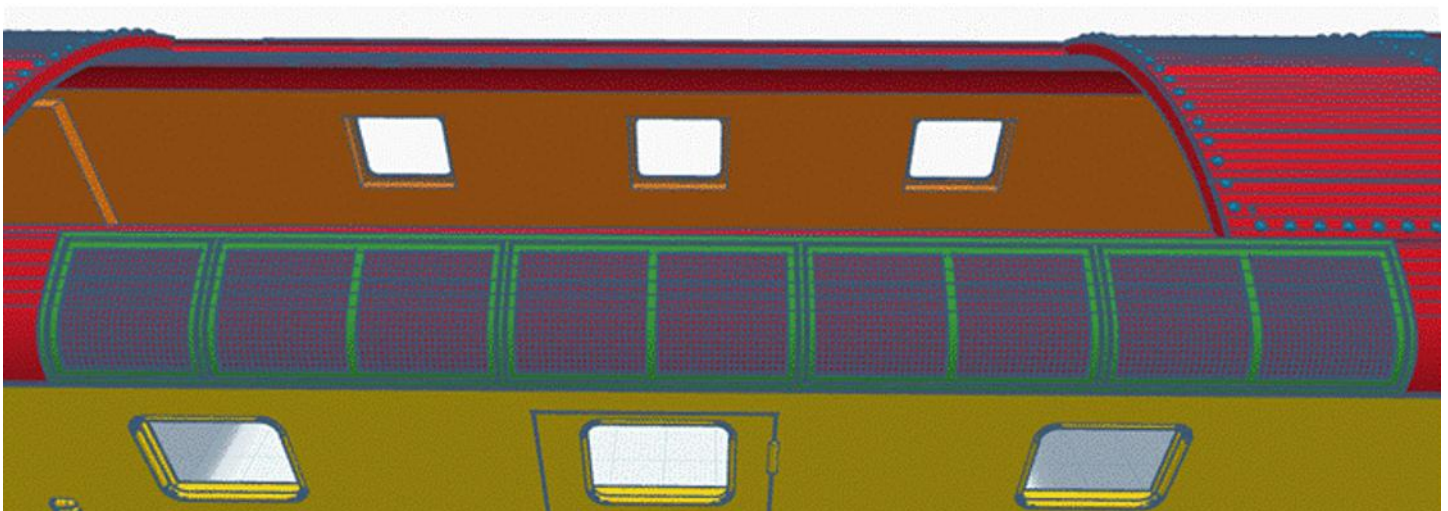
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A set of grill frames ready to be moved into place.



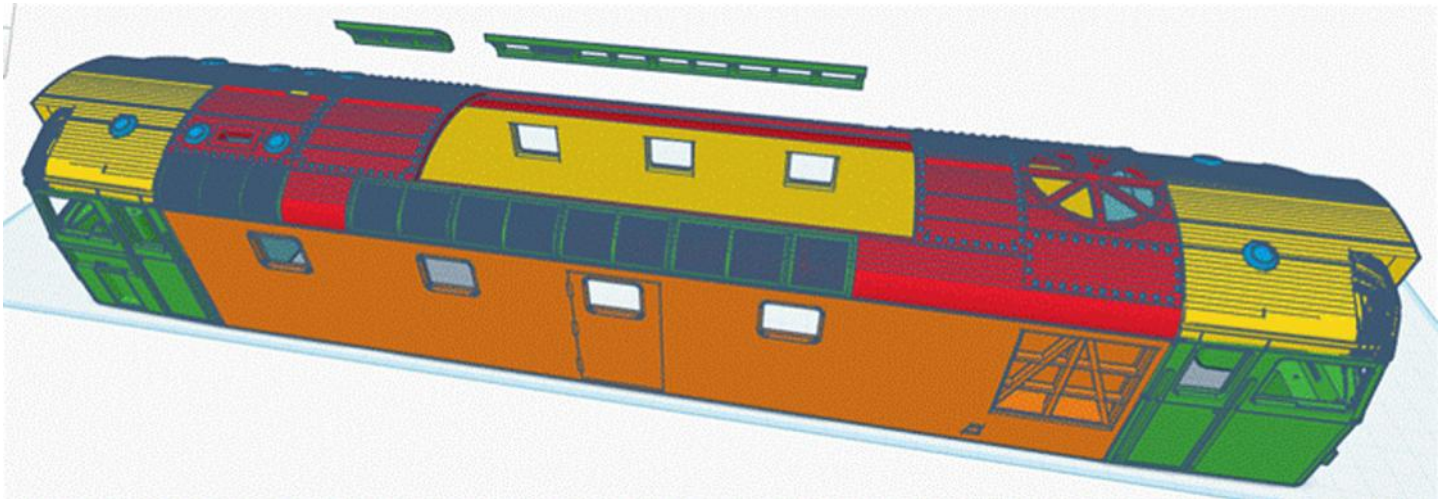
On the left, the frame for the mesh has been fitted to the roof with the clear opening blocks merged to form the openings. The row of cubes has been multiplied many times to create the mesh grid within the opening. On the right, these were then multiplied again to fill all the openings within this part of the roof. Finally, a groove was added around pairs of openings representing the opening hatches to allow access behind the mesh for maintenance.



A completed mesh ventilation unit.

3. Conclusion and the Next Stage

One of the advantages of using Tinkercad and the Cloud was that I was able to do this work virtually anywhere and indeed some of the design work was done in various locations within the UK, Norway and Singapore whilst more was carried out later in Australia. All this included time waiting at airports etc. as long as there was a reliable internet connection.



The completed artwork. Note the shorter second set of side ventilators on the left. Both sets have been duplicated, mirrored and positioned on the far side as well.

Completion of the body artwork allowed printing to start followed by assembly, each of which brought more challenges.

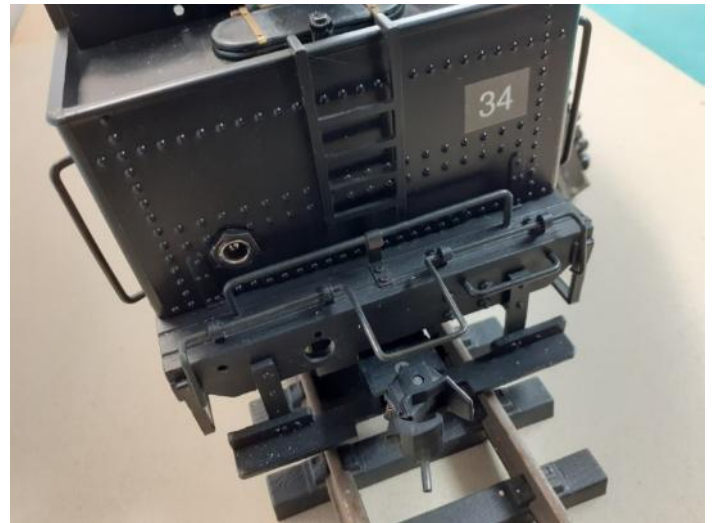
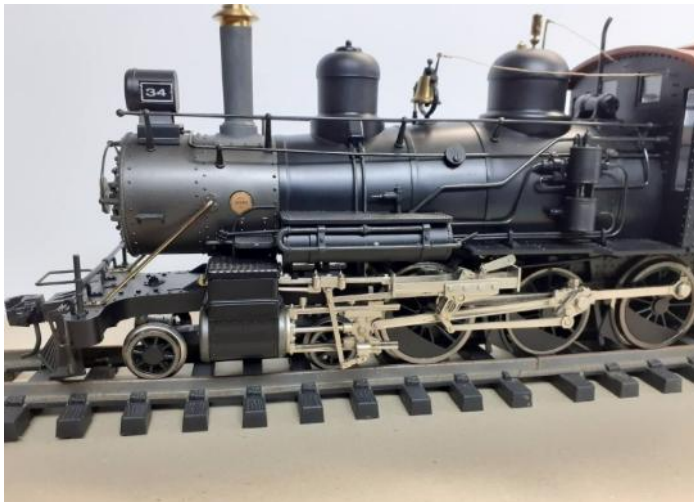


Three raw prints forming a complete body shell. N.B. 1, they have printed over length and will be cut to size for assembly before gluing together. N.B. 2, in the end I needed four sections!

CLASSIFIEDS

For Sale

The items on the following pages are available please contact - Rob den Boestert
thedens@slingshot.co.nz or (021 682 820 message only please)



Bachmann 4-6-0 Loco and Tender plus the extra battery box \$500

(This loco last ran in Dec 2012, so I don't know if it still works. Batteries are Nickel Cadmium with chargers included).

CLASSIFIEDS



Bachmann passenger combine with metal wheels and kadee couplers \$80



Bachmann boxcar with metal wheels and kadee couplers \$70



Bachmann reefer with metal wheels and kadee couplers \$70

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LGB Red Crown tankcar / Bachmann Sasol Oil tankcar (metal wheels) both with kadee couplers \$70 each



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Qty 12 New Peco SL-800 Track \$30 each



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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.](#)

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MOW Toolbox Box Car

Club Corner: Club-Operated Public Permanent Displays

**David Peerbolte's Dutch Valley Railway
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A free digital magazine produced by garden railroaders for garden railroaders

COMING EVENTS

July 4-5 2026
 July 4-5 2026
 July 11-12 2026
 July 12 2026
 September 5-6 2026
 October 3-4 2026
 October 24-25 2026
 October 31-1 2026
 November 2026
 January 23-24 2027
 May 1-2 2027
 May 31-5 2027

Ashburton Model Train Show, Tinwald
 Rail X 2026 Model railways and Trade Show, Palmerston North
 Hobby Expo, Taupo
 TRACT Live Day, Taumarunui
 Nelson Model Railway Show, Stoke
 Big Model Train Show, Christchurch
 Great Little Train Show, Invercargill
 Model Railway Exhibition, Hamilton
 Rail Ex, Lower Hutt
 Tauranga Model Train Show, Tauranga
 Dunedin Model Train Show, Mosgiel
 2027 National Garden Railway Convention, Nashville, USA



Pirfic Station is on
 Youtube find it here:

[www.youtube.com/
 @PIRFICSTATION](http://www.youtube.com/@PIRFICSTATION)

Do you know of an event?
 Contact the Editor to include in the
 next Garden Whistle newsletter
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Contact Chris cdrowley@xtra.co.nz

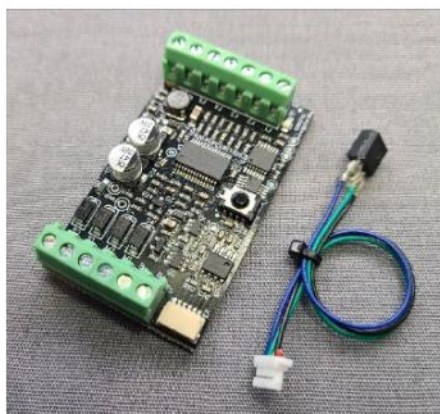
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Club Meeting	Club Contact
July 12th (Sunday) 5.30pm Bricklane Restaurant 5 Clark Street, New Lynn Please RSVP mid winter dinner with Robert by July 10th. robert.graham@aucklandcouncil.govt.nz or grahamclannz@xtra.co.nz	Auckland: Auckland Garden Railway Group. 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
July TBA	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
July 4th / 5th (Saturday / Sunday) 10 - 4pm Ashburton Model Train Show, Tinwald Memorial Hall 10 Graham Street, Tinwald U-Drive Setup Friday, U-Drive running Saturday / Sunday. Pack up Sunday Afternoon	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