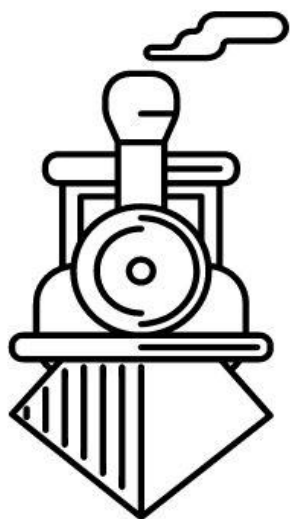


THE GARDEN WHISTLE

NEW ZEALAND LARGE SCALE NEWSLETTER



AUGUST 2026



THE GARDEN WHISTLE

NEW ZEALAND LARGE SCALE NEWSLETTER

August 2026

Contents

In This Issue

[35 Coming Events](#)

[36 Advertisers](#)

[38 Club Meetings
& Contacts](#)

This Months Features

[2 Christchurch Garden Railway Group Meeting](#)

[6 Garden Railway Gathering Whanganui 2027](#)

[8 Progress in developing the Motukaraka Point
Railway](#)

[13 Auckland Garden Railway Group Meeting](#)

[14 British Railways Class 27 - Part 6](#)

[26 Building the Iron Creek Outdoor Section](#)

Cover photo — CGRG U-Drive Layout at the Ashburton train show.

Photo supplied by – Bill Stanley.

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

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

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

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

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

Christchurch Garden Railway Group Meeting

Report - David Day, Photos Bill Stanley

Christchurch Garden Railway July running day

On the weekend of the 4th and 5th July we went down to Ashburton Model Train Show for the weekend at Tinwald, just South of Ashburton, at the Tinwald Memorial Hall, where we were made very welcome on arrival on Friday afternoon for set up.

There were 17 layouts, some of which have never been to the Tinwald Train show before and 10 traders scattered around the hall. Weather wise was quite good all weekend until come pack up time when the clouds decided to open up and release a whole lot of moisture to rain down and made it very wet to go from hall to vehicle, putting all the gear away and trying to keep it all dry.

We only took our U Drive down so the children can have turn at driving the trains. It is great to watch the children's eyes when they push that button and their eyes light up and they are actually driving the train, although we control the speed, for obvious reasons.

All in all it was a busy weekend with a steady stream of people coming through the doors, even when competing with sport and any other activity happening at the weekend. Being the first weekend of the school holidays there was a lot of grandparents with their grandchildren making an appearance and showing a lot of interest.

I had a walk around the trade stalls and found some N scale cars that will fit into my N scale in a suitcase very well, that I am building at the moment.

I must put in a special thank you to Douglas Wall for making his van available once again to transport the layout to and from Ashburton, even though he was not available to due to work commitments. Not many people would lend their vehicle to another driver to take the layout to a show.

Also a very big thank you to Bill Stanley and Iain Collingwood for packing and unpacking the van, driving to and from Ashburton and for the set up Friday afternoon and pack down Sunday afternoon.

The whole weekend was operated by Wayne, Faye and Jesse Lester, Pauline Day and myself with help from Steve, Sam and Claire Burnett, Ian Galbraith and Lew Henry for another very successful weekend.



Children having a turn and enjoying the U – Drive Layout on show.



Even Percy and James made the journey south.

THE GARDEN WHISTLE



These two wagons are Jessie's latest creations that were displayed on the U - Drive layout.



THE GARDEN WHISTLE



Donald and Mickey on the jigger.



Children again enjoying the layout note the phone holder in front of the stanz which allows you to use your phone for recording the train.

THE GARDEN WHISTLE

Program

Whanganui Garden Railway Gathering 2027

Waitangi Weekend – 6th, 7th and 8th of February 2027

Convenor: Paul Mahoney. Version: 27 July 2027.

Whanganui (base) - Hawera - Palmerston North - Otaki - 6 to 8 February 2027

This is the proposal as it stands at present. Additional ideas may come in to strengthen the program. We have picked a time that is typically good weather, and Whanganui is especially reliable.

Garden railways – Social gatherings – Sales – Other attractions

❶ Saturday 6th

Travel to Whanganui

Optional morning activities: River Market; Tram Barn; Waimarie paddle steamer

Gathering starts

11.00 Inspect Skunk 0-4-0T loco, buried for 106 years and now dug out.

12.00-2.00 Paul Mahoney garden railway & BYO lunch to this venue

2.30-4.30 Alan Morris garden railway

5.30 Group walk over Aramoho Railway Bridge

6.00 Aramoho café: event dinner in private dining area at with river and railway view.

❷ Sunday 7th

9.00 Travel Whanganui to Hawera

10.15 Geoff Hallam railway – option to bring live steam - BYO lunch – may need two groups

Additional activities ... fabulous Tawhiti Museum visit; a local garden train ride; Meccano Museum.

4.00 dep Hawera to Whanganui

6.00 Clubhouse evening optional dinner + social drinks + sales table in private area

❸ Monday 8th

8.30 Drive Whanganui to Palmerston North

09.30 - 11.30 Grant Allen garden railway

11.30 - 12.30 drive Palmerston North - Otaki

12.30 - 3.30 John Robinson garden railway & BYO lunch to this venue

Gathering ends ... travel to your homes

Participants at the 2026 Christchurch convention supported the idea of a smaller regional 'Gathering' in 2027, before the next full Convention. This Whanganui based Gathering implements that idea. A benefit of hosting a Gathering is it inspires garden railway owners to complete and improve. It also helps railway owners to find others in their region, and this is motivational. In recent times five garden railways have been dismantled in New Plymouth and Whanganui. Some of these might have survived had this Gathering been held earlier to build local networks and enthusiasm. Come and have fun, meet others in our hobby, enjoy new railways, and help build and sustain our hobby.

Paul Mahoney, convenor

We have tried to keep this simple to encourage others to organise similar gatherings

Registration

Garden Railway Gathering Whanganui 2027

Waitangi Weekend – 6th, 7th and 8th of February 2027

Convenor: Paul Mahoney. (Version: 27 July 2027).

<i>Gathering Event</i>	<i>Cost</i>	<i>Item</i>	<i>Details</i>
Basic three days	\$50	A	Morning & afternoon teas (4) Printed full programme Name cards
Partner	\$30	A2	
Skunk loco inspection Saturday	\$5	B	Recently excavated: buried since 1919. Proceeds to local railway Group You can also view their workshop area.
Saturday event dinner Affordable restaurant	\$10	C	Pre-dinner walk over Aramoho Railway Bridge Reserved dining area with view of river and railway bridge. Order your own meal and \$10 is deducted off the price.
Extra person	\$10	C2	
Sunday group dinner Affordable clubhouse	\$10	D	Reserved area for social drinks Reserved sales area. Order your own meal and \$10 is deducted off the price.
Extra person	\$10	D2	
Late registration	\$20	E	Runs from 20 November to 20 December 2026. Bookings are then closed. Covers revised programme changes Surplus funds to demonstration layout project
TOTAL			

Email this information to kiwiheritage@gmail.com

	Garden Railway Gathering Whanganui 2027
Name	
Locality	
Email	
Mobile	
Booked items	A2 B C2 D2 E <i>(delete what does not apply)</i>

Pay to: 38-9006-0567949-01

Account name: E OLeary P Mahoney

Details: Surname + Code A2B2C2DE *(delete what does not apply)*

Cancellations policy: specific personal circumstances will be considered

One aim is to keep the organisational demand as simple as possible.

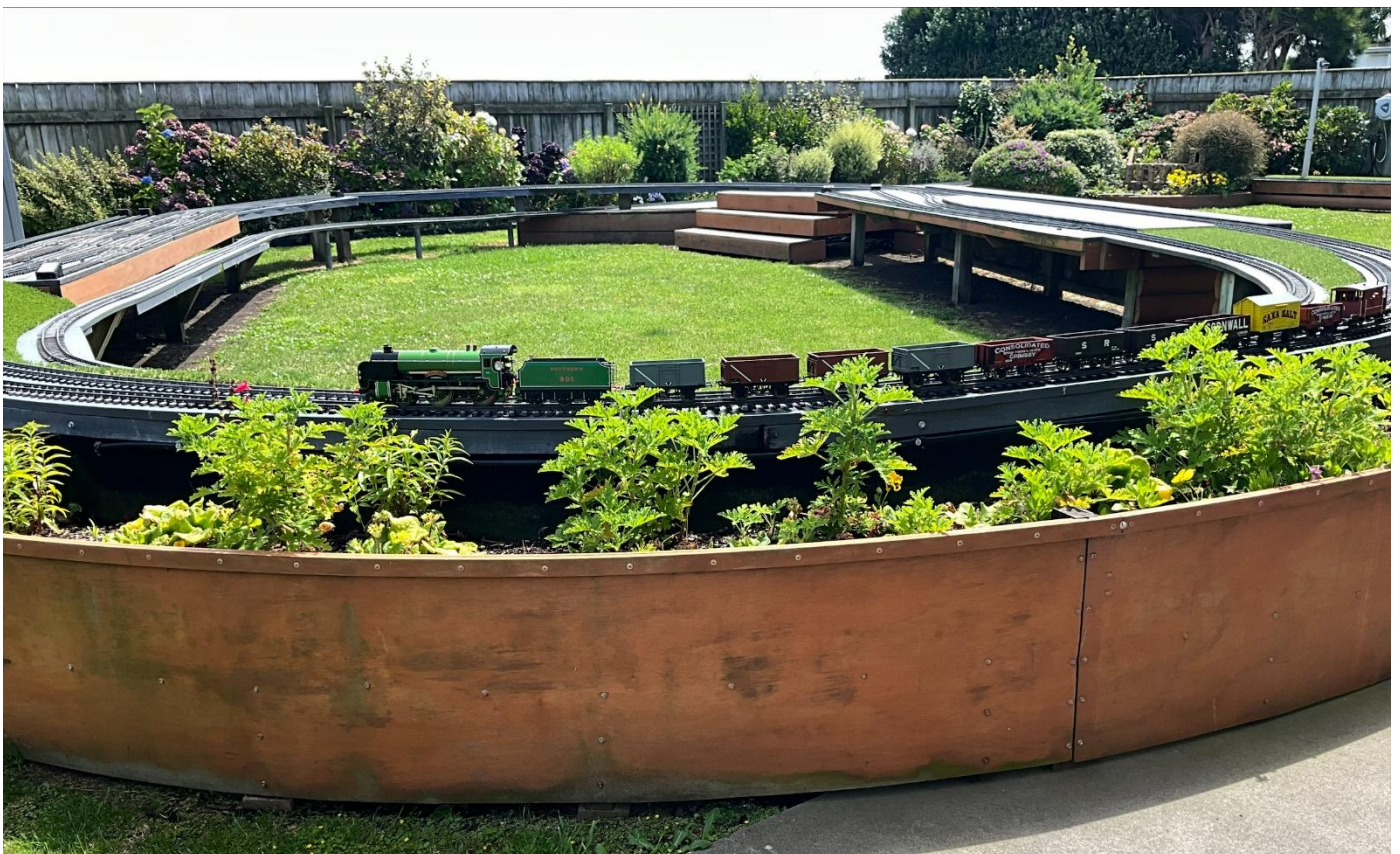
THE GARDEN WHISTLE

Weather and workings

This is the first ever garden railway event in Whanganui. I am new to this town and I can tell you it has NZs best climate. I have lived in Auckland, Rotorua, Wellington, Blenheim, Christchurch and Hokitika. A Nelson couple who moved here say it is better than Nelson. These are all new garden railways for most of you. This gathering is run by just one person with a busy life. I am keen on this but will keep organising minimal so maybe I can't meet specific variations. The potential is there for a great time.

Key Points

- Concept: A gathering rather than a convention ... administration is minimised.
- Motive: Have more gatherings in future by making them easy to organise and attend.
- Registration: \$50 per person – covers five morning and afternoon teas along with printing and name tags.
- Hosts: Layout hosts get free registration and a per head refreshment budget.
- Refunds: Generally, no cancellation or refunds simply because administration is minimised.
- Meals: Do your own DYO ... except for a restaurant bookings on Saturday and Sunday night which are at your own cost.
- Live steam: Bring and run your live steam locos at Geoff Hallam's Hawera Railway.
- Sales tables: There are two chances for sales tables on Saturday and Sunday.
- Weather: There is no wet weather alternative programme (Programme maybe be changed or other self-organised attractions could be visited if weather issues arose).
- Any money surplus goes to establishing a garden railway layout for Manawatu annual exhibitions and for future Gatherings.



Progress in developing the Motukaraka Point Railway

Article - Tony Christie.

After 25 years of assembling a large collection of Colorado USA narrow gauge G scale locos and rolling stock, I finally started laying track for the Motukaraka Point Railway in 2024, beginning with the Northeast loop at the back of the house. This was expanded across the deck in 2025 to develop the West Loops.



Location of major sections of track on a pre-track Google Maps image.

THE GARDEN WHISTLE



Location of the Northeast Loop and West Loops sections connected by track crossing the wooden deck (looking south).



Left - looking east at the Northeast Loop. Right – Looking south at the West Loops. These two areas each have several sidings awaiting establishment of industries.

THE GARDEN WHISTLE



Left – Western Loops outer loop following the driveway. Right – southern end of Western Loops showing the junction of the outer and inner loops (below centre of photo) and two tracks exiting the curve of the main loop and proceeding south through portals in the fence to join on the other side forming a Y.

Major advances have been made in 2026 with time available after I gave up my Emeritus Scientist position and geological research work at Earth Sciences NZ. Achievements in 2026 have included completion of the West Loops and an expansion around the south and east of the house to form a southern loop.



Southern end of the West Loops (left) with two tracks passing through portals in the fence to the Southwest Junction area where they join, forming a Y, and then split with one track proceeding up the left side of the stepping stone pathway and then around the southern side of the house, and the other proceeding down the driveway and along the top of the stone wall. These two routes are connected as a loop by a section or rack (cog) track. Pauatahanui Inlet is in the distance behind the urn fountain and the kinetic sculpture "Geometry Plane Fun".

THE GARDEN WHISTLE



Left - Looking west at the three-track yard along the driveway wall where a train from the West Loops can be broken up and some wagons taken onward up the steep hill to the right by an LGB rack loco via a section of LGB rack (cog) track. Right – terminus of the yard with the rack (cog) track proceeding north up the hill to loop around at the top (behind the garden furniture) to a yard by the east side of house (see next photo below).



Left –View south at a three-track yard on the eastern side of the house where wagons brought up the rack (cog) track swap their rack loco for a standard loco and proceed around the southern side of the house to the front door area. Right – view north of track along the eastern side of the house between the yard (left photo) and a passing siding on the southern side of the house, shown in the next photo.

THE GARDEN WHISTLE



Left – passing siding, southern side of the house, looking east. Right – track down (west) the right side of front path back to the Southwest Junction area and onward north (right) to West Loops.

The railway is all at ground level and consists mostly of Bachmann and LGB sectional brass track, some LGB flexible brass track, LGB and Piko brass points and a few Aristocraft stainless steel points. There is also a section of aluminium flexible track running along the top of the stone wall by the front (south) driveway. There are several passing tracks and many sidings for operation, but at present I have only a few structures, mostly Pola and Piko stations and water towers. I plan to add structures of industries to be served by the railway.

Ground preparation for track in the originally grassed areas of the Northeast Loop and Western Loops consisted of digging back to soil, laying weed mat and covering with stones: -20 mm for the Northeast Loop, whereas the Western Loops are mostly pea gravel with some -20 mm stone borders. For most of the southern and eastern areas, south of the Western Loops fence and beyond the stepping stone path to the front door, a trench, varying from 50 to 75 mm deep, was dug, weed mat laid and filled with -20 mm stones and track laid.

I use track power on the Northeastern Loop and West Loops, but running south beyond the fence at the southern end of the West Loops is a problem. It is out of visibility of the controller for track power and at present I don't have any radio controlled and battery powered locomotives. However, several members of the Wellington Garden Railway Group have run their RC & battery locos on these southern sections, being able to follow their trains as they proceed around that area.

THE GARDEN WHISTLE

I must acknowledge that I have had a lot of help. My landscaping and plantings have been assisted by my wife Diana, sons Daniel and Alister, and Daughter-in-Law Jackie. Some running operations are managed by grandson Alex (6 years old). I joined the Wellington Garden Railway Group in late 2022 and have had lots of encouragement and valuable advice from other members and by seeing other people's garden railways, including those at the 2023 Auckland and 2024 Wairarapa conventions.

Going forward, spring time will probably involve additional planting with the aim to cover most of the gravel areas in the Western Loops. I hope to move to RC and battery power later in the year, probably post-Christmas if Santa Claus brings me the appropriate presents! I also need to build some freight destination structures. I still have a collection of additional track that will enable a long-term plan to progress the railway to north of the garage.

The Motukaraka Point Railway is scheduled to host the November meeting of the Wellington Garden Railway Group, so expect a report in the December issue of this newsletter that will have photos of trains running on the day.

Auckland Garden Railway Group Meeting-

Report – Robert Graham.

Auckland Garden Railway Group July 2026

As has become a bit of a tradition for July we met up for a mid winter dinner at a local restaurant. This time we went to Bricklane in New Lynn. I would be interested in suggestions for other venues and one of my key selection criteria is that there is easy parking at or near to the venue. Let me know if you have any suggestions, North central or south. A group of 12 members turned up to the dinner and I think we can say we all enjoyed the evening with good food, drink and conversation. We'll look to do this again next July.

Our August meeting host has had to postpone due to building work going on next door, including building a new boundary fence. As the railway is beside this fence the meeting has been postponed until later in the year. I am currently trying to organise a visit to the Auckland Central Model Railway club at their clubs rooms 174 Penrose Road, Mount Wellington. I will send out emails once I have a confirmed date.

If you need to contact me my mobile number is 021 529 015 or you can email me at robert.graham@aucklandcouncil.govt.nz or grahamclannz@xtra.co.nz I hope to see you at our next meeting.

Robert Graham

Tales from the West Highland Railway in New Zealand

British Railways Class 27

6: Body Shell Printing and Assembly

Author: John Boyson



The Class 27 on the head of the recently constructed rake of mark one carriages. These were also largely 3-D printed.

1. Introduction

With the body design complete, the way was clear to commence printing. In reality, a number of trial prints were undertaken as the design progressed to ensure that things were printing as expected. This threw up a number of issues most of which were addressed whilst others were circumvented, but still await a full solution.

THE GARDEN WHISTLE

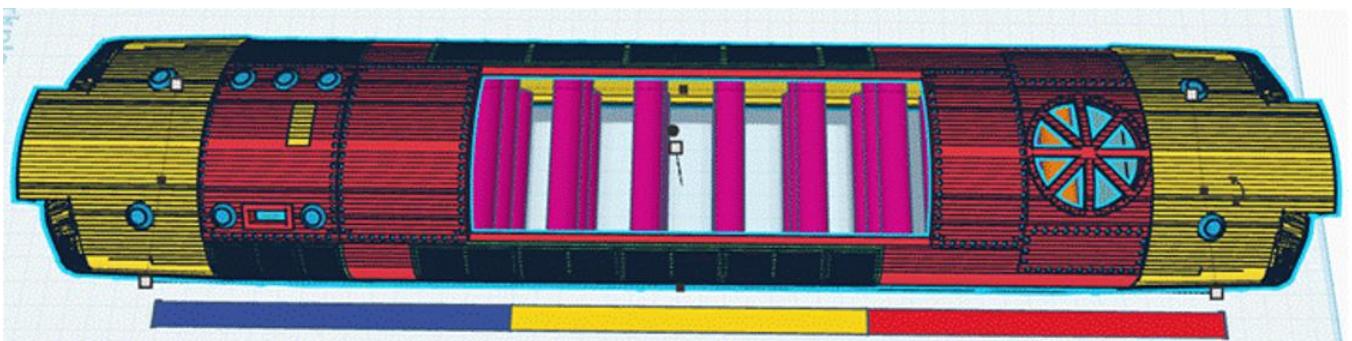
2. Printing

In order to fit the prints into the printer, the body had to be broken into four sections. Initial trials showed that the raised detail and the curved sections came out perfectly which was a blessing. However, the flat sides particularly around the cabs exhibited issues with deformation. Various printing angles were trialled. None were completely successful. However, the problem was narrowed down to the sides and ends leaning in towards and/or facing the build plate.

To solve this, a number of practices were adopted:

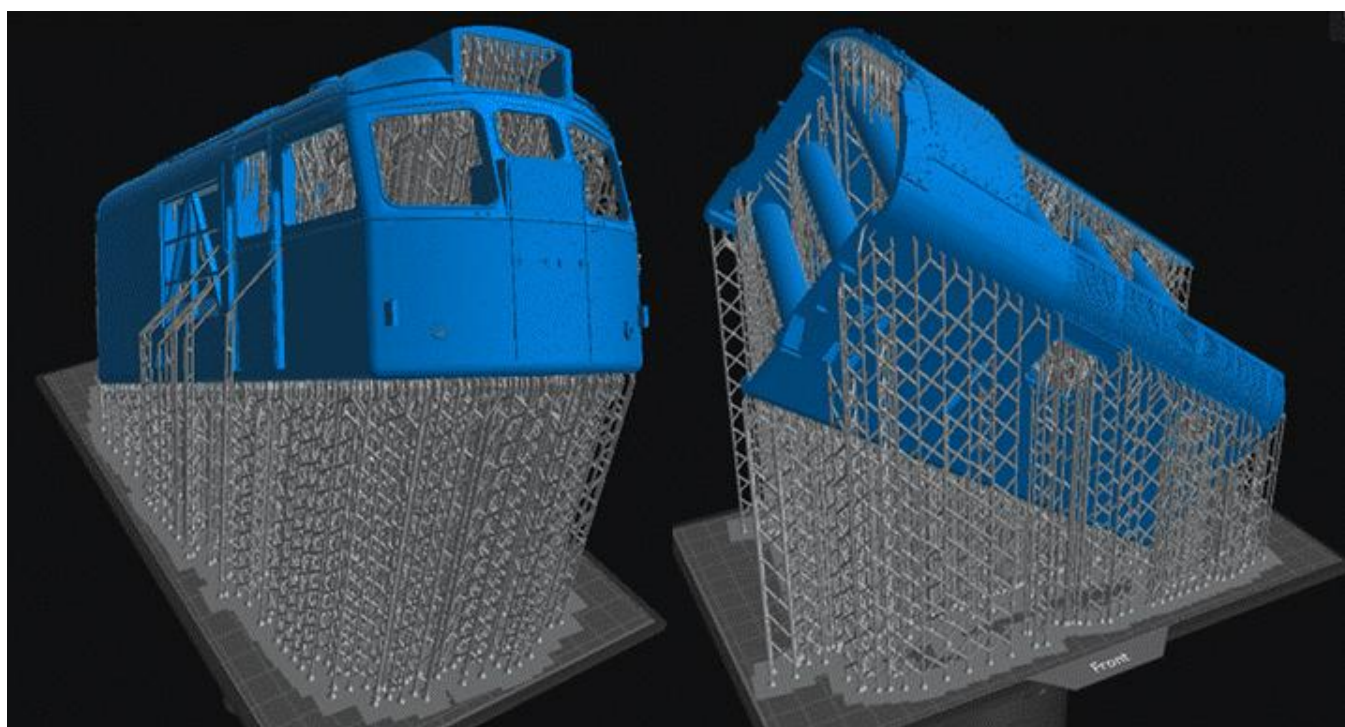
- Firstly, the affected cab areas were printed twice, each being oriented differently so that each print had a good side that could be used.
- Secondly, the cab fronts were always pointed away from the build plate so that they were printed last at a point where there was plenty of support and the print had stabilised. This also meant that there was no scaffolding in this particularly visible area. Likewise, the roof areas were always angled away from the build plate for the same reason.
- Thirdly, the first area printed (closest to the build plate, and seemingly not particularly stable and thus also liable to deform) was overlapped by the adjoining prints. Accordingly, any deformed sections could be cut off when the prints were cut to length.
- Lastly, to keep the bodysides in line until they could be assembled, temporary bracing was created with built in printed rods that were incorporated within the prints to hold them in place. As the prints were assembled, these were removed (see below).

By adopting the above approach, I gradually obtained sufficient prints to create a complete 'good' body.



The body artwork with the cross bracing visible through the main hatch opening. The third sections are nominally highlighted beneath the artwork. In the end I elected to break the body into four sections to ensure that joints were kept clear of windows and also followed roof panel joints as much as possible.

THE GARDEN WHISTLE



Downloaded STL files angled, fitted with scaffold and sliced ready for printing.

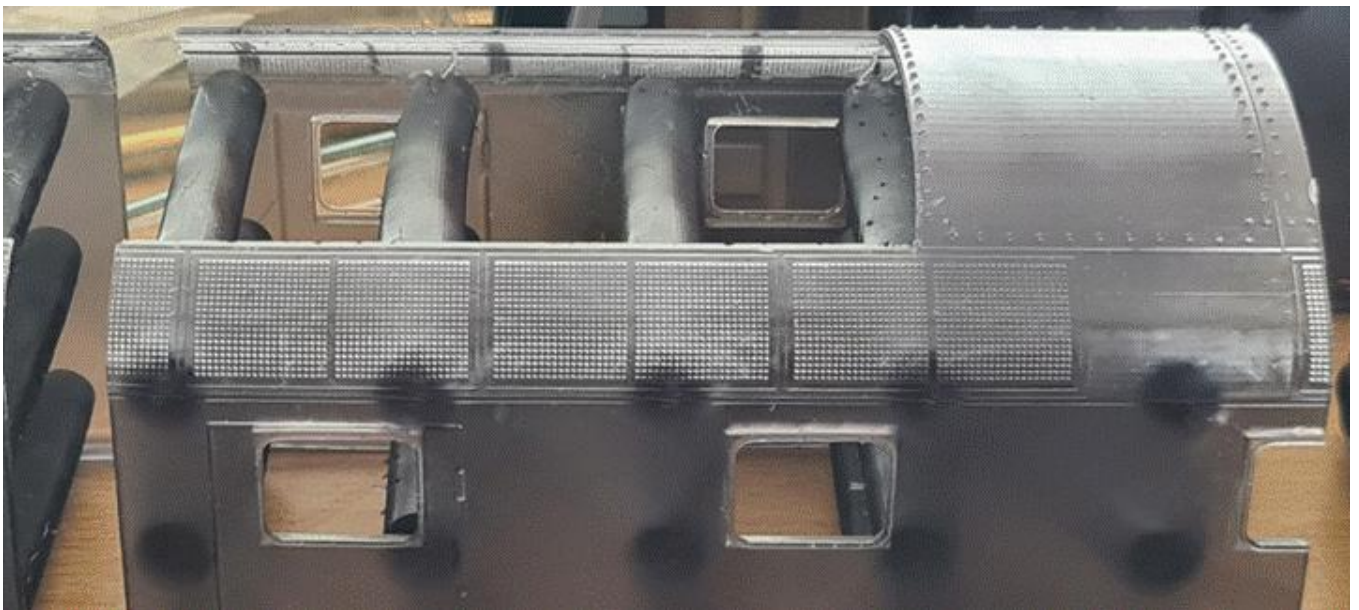


A suite of trial cab prints, each an improvement on its predecessor. There are still problems with the latest (closest) with the fan frame peeling off. This was fixed by creating a tube that passed through the roof and nestled into the frame. With 3D artwork, what appears to be a solid joint sometimes isn't!

THE GARDEN WHISTLE



The roof corners before and after sanding. Not too bad for a bodge job in this complex area of the design. The four corners took about an hour to sand to a reasonable profile following printing. N.B. One of the positives of the 'ABS like' resin is its ease of sanding.



One of the central sections showing the detail possible with 'ABS Like' resin. The planks are just visible on the roof section. These too, were gently sanded away following assembly.

THE GARDEN WHISTLE



The three sections originally printed. However, there were problems finding suitable connecting points along roof panel joints whilst avoiding side windows and other details. Hence, as noted above, four prints were ultimately produced so that the joints could be positioned in easy to manage areas.

3. Assembly

Once I had sufficient prints to create a complete shell, each print was cut to size ready for gluing. Stainless steel rods were cut to length to reinforce the sides and provide good alignment as the gluing took place. These were placed along the body sides:

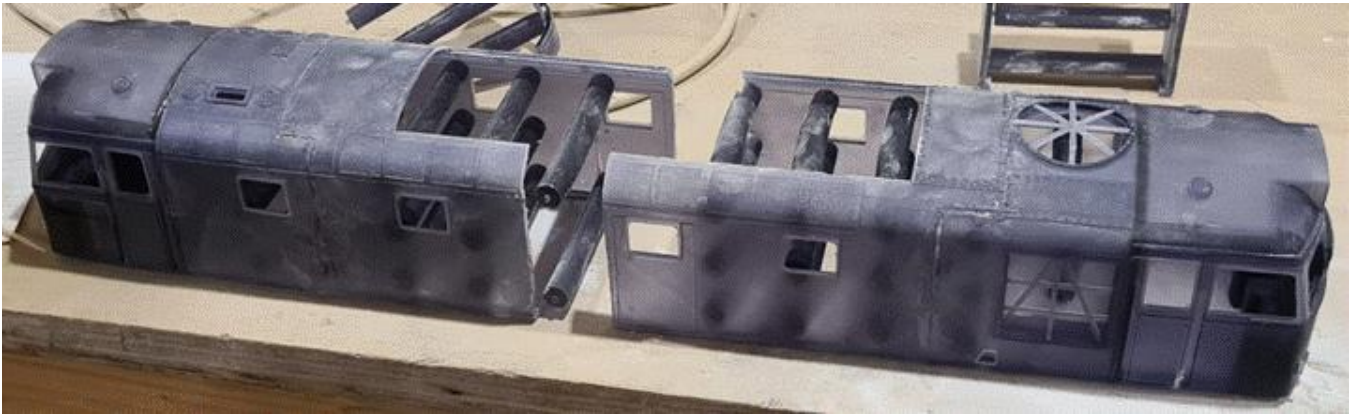
- at the tangent point of the roof where it meets the sides,
- midway down the sides and
- along the base.

Multiple clamps were used along the outside faces to ensure that the alignments remained true. As far as possible, joints were made at the edge of roof panels and on the sides between detail areas and openings with plenty of meat in between to allow for filling and sanding that followed.



Two sections cut to size and mated keeping the joint clear of grills roof panels and side windows.

THE GARDEN WHISTLE



The four sections cut to size.



Parts being glued together with stainless steel reinforcing rods added for reinforcement and to keep the sides aligned and straight.



One of the deformed cab sides. This was cut out following assembly, as shown on the right.

THE GARDEN WHISTLE



The replacement part cut from a second print, that had been angled the opposite way when being printed, being offered up to check the fit.



Replacement panel being glued in. N.B. a similar treatment was done for the diagonally opposed corner as well.

THE GARDEN WHISTLE



The last of the reinforcing rods being added and then, on the right, the joints being filled with araldite to maximise strength within the joints.

4. Filling and Sanding

Once the glue had hardened sufficiently, the joints were sanded and then washed. Following this, some minor imperfections were filled and sanded repeatedly to obtain a reasonable finish. Once I was happy with the initial preparation, the shell was spray primed. This inevitably produced more imperfections, as was to be expected, and so the preparation continued until I was happy with its appearance under a coat of primer.



The initial sanding done. This inevitably revealed many more flaws that needed attention so more filling and sanding!



Following sanding, the body was washed and allowed to dry, thus revealing more blemishes to fill and sand.

THE GARDEN WHISTLE



After repeated sessions of filling, sanding and washing, I felt comfortable enough to give the body a coat of primer paint. Inevitably this revealed more blemishes!

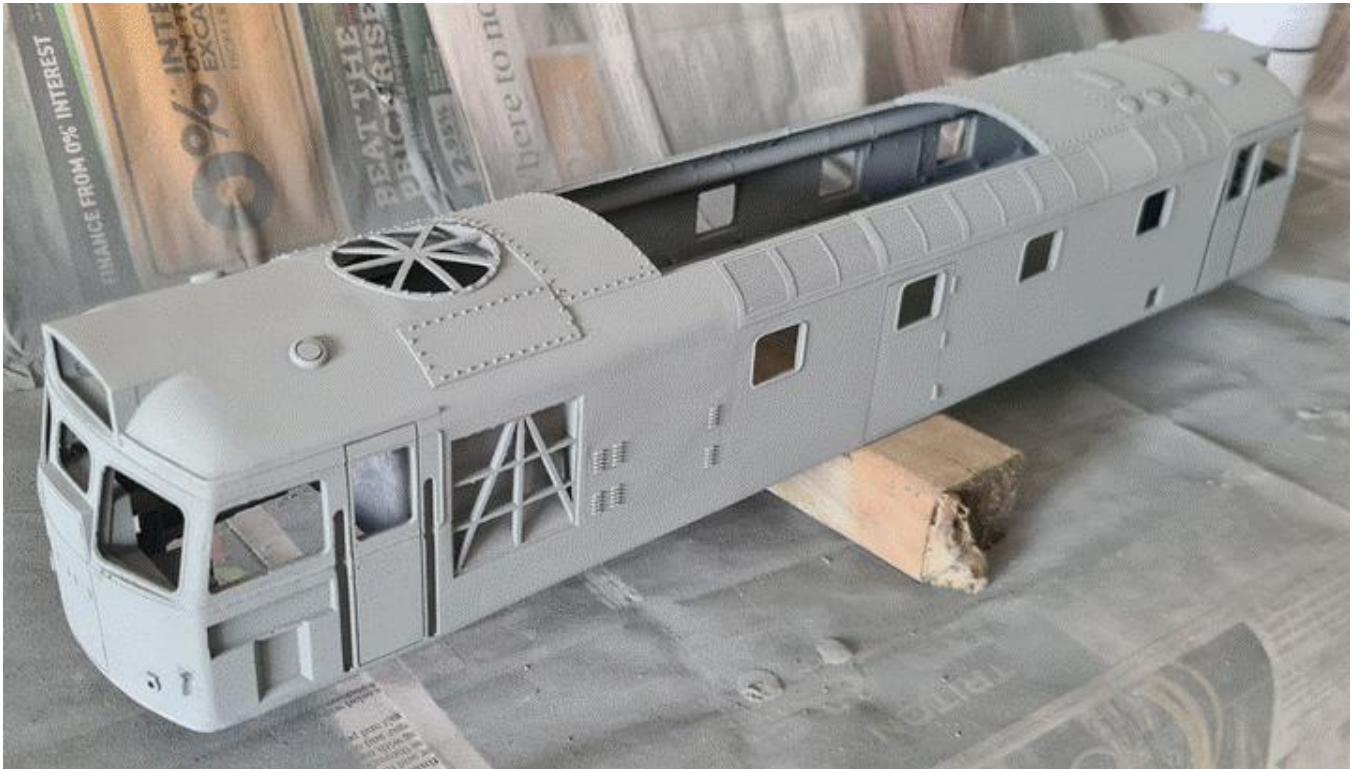


Unfortunately, my somewhat over enthusiastic sanding damaged some of the small bodyside vents. So, I cut out a spare section I had, removed the damaged piece and replaced it. The inevitable sanding and filling of the fresh joints followed. That'll teach me!



The opposite side also receiving attention. On a positive note, the ends and roof were reasonably good and didn't require much attention beyond a gentle rub down to remove the planking effect caused by the design.

THE GARDEN WHISTLE



Finally, after many coats of primer, filling and rubbing down; I ended up with a body I was happy with.

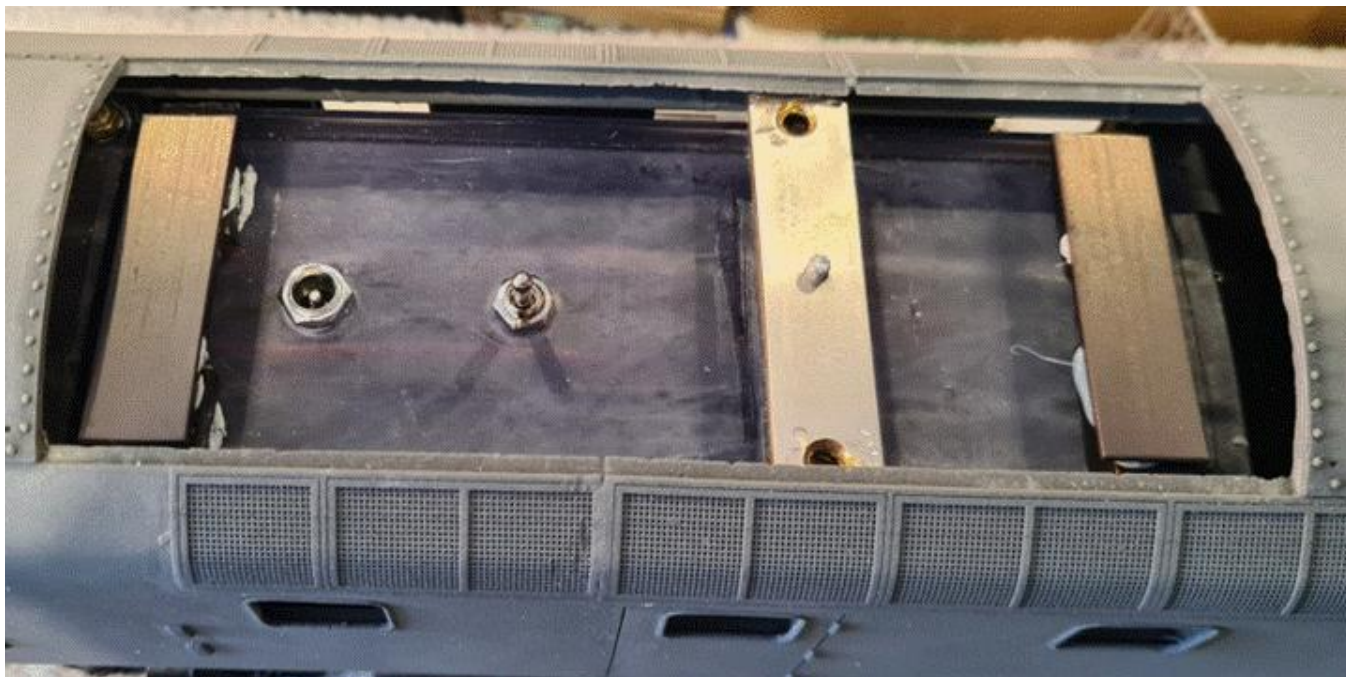
5. Connecting the Body to the Chassis and the Removable Roof Panel

With the body shell completed to priming stage, it was time to make the connections between it and the chassis, and also to mount the removable roof panel.



Creating fixing points to connect the body to the chassis. There are two at each end formed from aluminium angle glued to the base of the crew desks in the cab with bolts that connect to the underframe. In the centre, a brass bar is being glued in place with a hole in the middle that fits a bolt mounted to the control box (which is in turn glued to the chassis below).

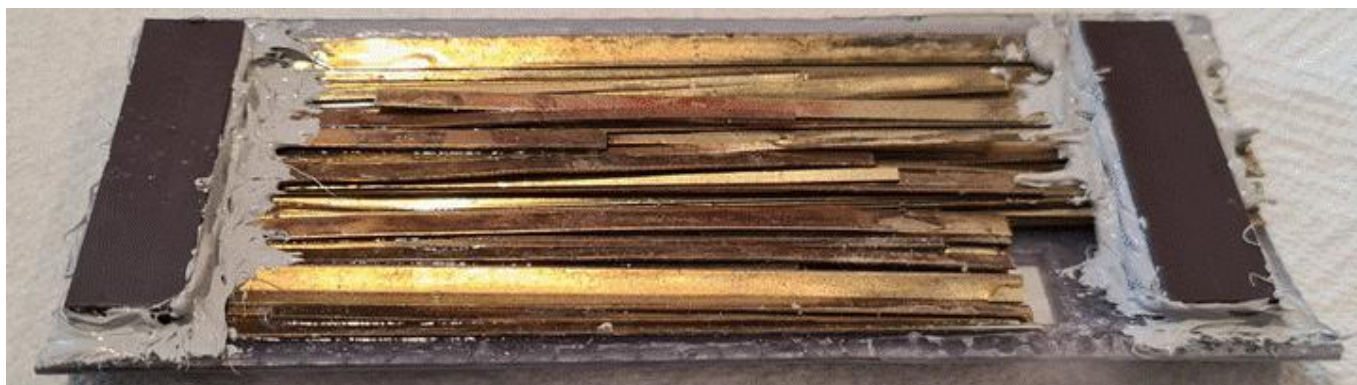
THE GARDEN WHISTLE



Magnetic strips added to top of the control box to secure the removable roof panel. They are glued in place with sealant to give some resilience to the connection.



A second pair of magnetic strips were placed on top of those glued to the control box and sealant placed on top of these. The removable panel was then carefully positioned on top of the sealant and gently squeezed down until it fitted into the roof recess.



Once the sealant had set, the panel was removed and brass strips were added between the magnetic strips. The brass adds weight and gives reinforcement to prevent deformation. More sealant was also applied around the magnetic strips to beef up their connection to the panel.

THE GARDEN WHISTLE

6. Conclusion and the Next Stage



The class 27 with its bodyshell fitted. N.B. The removable roof panel still needs to be primed.

Completion of the bodyshell was a real milestone. However, it took me to a stage I have always found intimidating: painting and decals. Before that challenge, there were a number of details that needed to be added along the way. More on this in the next instalment.



The painted and decaled locomotive.

Building the Iron Creek Outdoor Section

Article - Editor

The Starting point was back in 2024 at the Wairarapa after Christchurch had a successful bid to hold the 15th New Zealand Garden Convention when Bill Stanley said to me are you going to have your layout on the convention tour at the next convention, I always had a thought that I would like to have an extension to the existing indoor layout that I had been working on but always thought I would have been further along with the indoor before starting the outdoor section.

After returning home ideas and designs were bouncing around my head so I thought I should sketch some ideas down and mark up a bit of a plan before going any further, I also measured out the space to make sure I had enough room for my plan.

My designing started and I wanted to use the 'Keep it Simple' method by not over complicating things as I wanted it to be fairly simple to operate and user friendly for visitors to the railroad, so key aspects were:

- Elevated, I have had a ground layout before and didn't enjoy it that much (I like looking into the scenery instead of down on it hence the high indoor layout).
- Simple to construct but robust enough to have some life, also easy to dismantle if the time came for a change too.
- Broad curves to allow for my large locomotives and rolling stock my Accucraft coaches struggle unless they have extremely relaxed curvature.
- Within arm's reach, problems happen so being able to reach the train is a bonus and all the turnouts are manual and at close proximity.
- Track power was a must for me as I predominantly run DCC locomotive but also Battery and Live Steam for visitors.
- Also I wanted it to be at presentable standard for the impending convention not necessarily finished but worthy of displaying on tour.

Also having built my own outdoor layout previously and also help build numerous other layouts for other people I felt like I knew the things I wanted but also importantly the things I didn't want for my layout.

So, with this all in mind I had 2 years to build plenty of time, right? Well not when you procrastinate for a year because you have a garden shed that you need to relocate it was now March and only give yourself 11 months along with all the other tasks like helping organise the convention, do monthly newsletters and also do that thing we do called work.

THE GARDEN WHISTLE



A Shot from my previous outdoor layout from 15 years ago, where there was a lot of I wouldn't do that again on my next one.



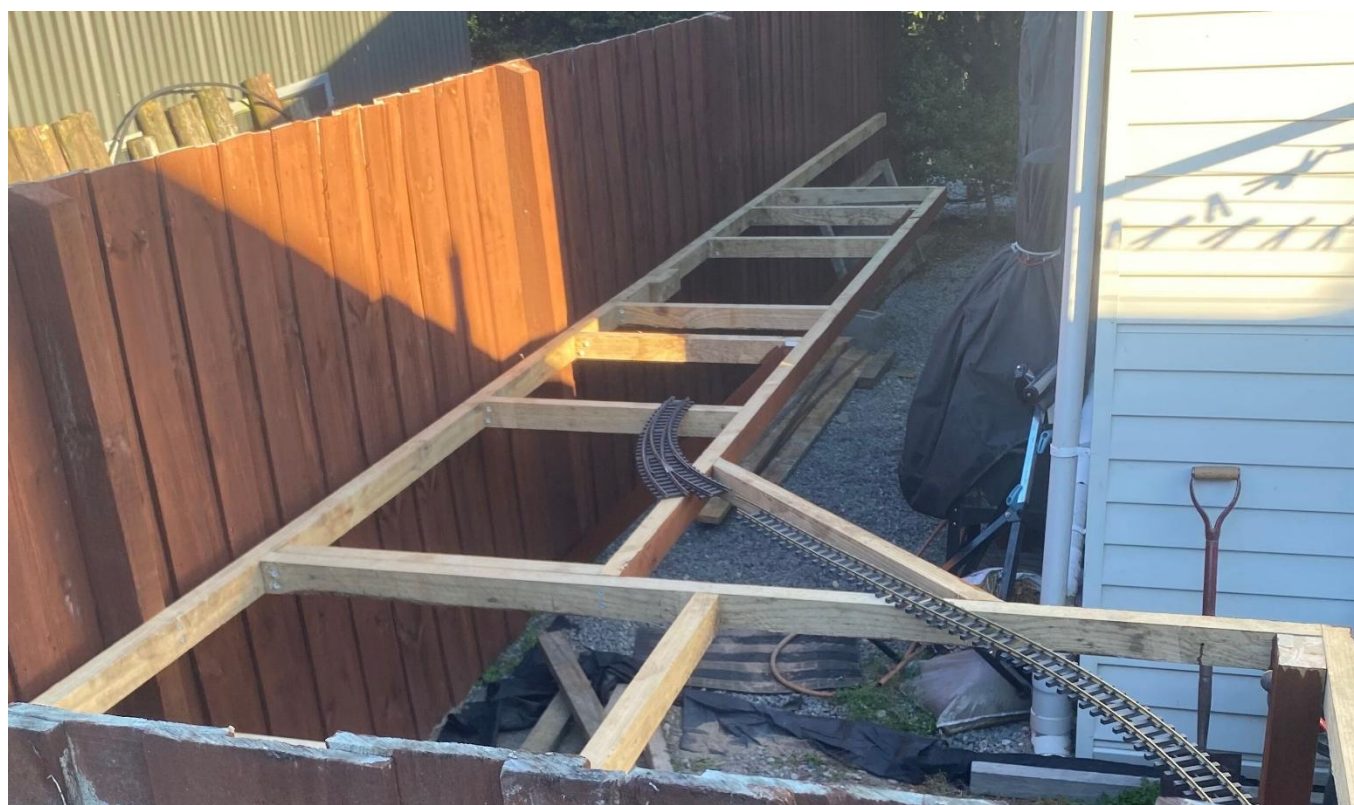
Garden Shed moved so the layout build could start, at this point the convention was only 11 months away.

THE GARDEN WHISTLE

Timber fence railing was used to frame out for the layout, note square hatch added for access to back of layout if required.

This part of the layout is supported off the existing fencing and by the use of timber fence posts as legs, the ground here is extremely stoney so instead of digging holes and concreting in the posts they are on top of brick to provide a level base and a waratah is driven into the ground which secures it solid

Lower photo shows it cantilevered back to the existing fence; it was also stained to blend into the surrounding timber fencing.



THE GARDEN WHISTLE



Here the old garden shed concrete floor was left so legs were bolt directly into the concrete.



Weeds were nearly as tall as the layout here before I started as it was tucked away behind the sheds which wasn't utilized, there was a mound of dirt down this side which was used to even out the ground around both sides. A pile of bricks was placed here from the house build which required finding a new home, some brush fencing was added down this side to tidy up the fence line.

Cement board was used on top of the layout; I was told this was not necessary but I painted the top surface of this with a 3 in 1 primer / sealer / Stain blocker which I found repelled the water a lot better than unpainted which soaked in to the cement board. The cement board was drilled and countersunk to reduce the risk of cracking and breaking especially close to the edges then screwed into the framing below, everything was screw together for ease of removal if required.

THE GARDEN WHISTLE



Track was laid out on top of the cement board to my track plan design, tunnels portals were also added (Thanks Dennis that was one less job ticked off I didn't have to do!).



With the track laid some test running was done to check the curvature of the track and also clearances around the tunnels and fence line.

THE GARDEN WHISTLE



The artificial grass was purchased from Mitre 10 Mega and this was one of their more premium products where the colours and length varies to look more realistic and not so fake, it comes in 5metre x 2metre rolls and was cheaper than buying in 2metre x 1metre rolls. The large rolls worked well on the curved ends of my layout and the narrow sections of my layout are 1metre wide which worked well cutting length ways to give me 5metre x 1metre sections to work with.

At this point sections of track were disconnected to allow to artificial grass to be laid underneath, a lot of people questioned me of why I didn't do this before laying the track. The answer is I wanted to test it before I committed, as it was, I had to tweak some curves and change a few turnouts to different locations and also alter some framework on some of the corner sections.

At the same time another similar question was asked, why not just cut the sections of artificial grass and drop into the gaps? Well, this was easier to cut this way in my mind and more accurate.

Weed mat and stones were also placed on the ground to tidy around the layout area.



I used No More Nails to hold the artificial down to the cement board, here some timber off cuts are adding weight until the glue dries, track was then screwed occasionally into place where timber was located below. All the track joiners are USA trains with grub screws holding the rail joiners in place, the joint has conductive grease added and to provide a quality electrical connection and to minimize corrosion.

A Bus wire was added for power connection and dropper wires were connected from the track to the bus wire, testing was completed before the next stage of adding the ballast to the trackwork. With testing done ballast was added to the track with extra care around the turnouts to not create any fouling of movement, I wanted to secure the ballast in place and came up with two options either cement or a glue.

I decided to try glue option, Selleys exterior PVA was purchased. I started with soaking the ballast with water (much like you do with indoor layouts) then exterior PVA that was diluted with water was added to the ballast to secure it into place. This was purely a trial situation to see if it would work and well much to my surprise it worked. To date it is so far so good, the only minor negative is when it rains it can have a slight milky white colour but I don't tend to run my trains in the rain and after discussing it with others I believe there is another product that's similar which doesn't have the milky colour if wet.

In the middle of this build during the winter time when I couldn't work on the outdoor layout I thought I would change my indoor layout yet again not like I had much else to do..... so I removed the duck under section and created a gap to allow access to walk in, I also added boards underneath the layout to create a lower section.

THE GARDEN WHISTLE



So, a new yard was created on the lower section under the existing layout at the same height as the outdoor layout, lighting was added to make it easier to see.

A new top yard was also created on the reformed upper section, not to mention when the weather was bad 14 additional buildings were also made for the layout!

The ultimate plan is to link the upper and lower sections by the outdoor layout, this will be the next stage hopefully in the next summer. The lower yard and the outdoor layout are at the same height so link them should be fairly easily via a drop in section between the two, the upper section will be more challenging as it will come out the shed and will have a drop in bridge but will have to work its way to the lower level.

THE GARDEN WHISTLE



it was now November, 9 months after starting I felt the layout was at a level acceptable of presenting for the convention.



Readers Pictures



Chris Drowley's latest build, a new bridge for his layout.

The first edition of 'Garden Tracks' has been released.

It contains 5 How-To articles from 5 different clubs.

Click the banner below or QUICK LINK TO GARDEN TRACKS #1

<https://dl.orangedox.com/GardenTracks1>



COMING EVENTS

September 5-6 2026

October 3-4 2026

October 24-25 2026

October 31-1 2026

November 21-22 2026

January 23-24 2027

May 1-2 2027

May 31-5 2027

July 2027

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

Alpine Model Railway Expo, Timaru



Pirfic Station is on
Youtube find it here:

www.youtube.com/@PIRFICSTATION

Do you know of an event?

Contact the Editor to include in the
next Garden Whistle newsletter

gw.editor@outlook.com



Blue Mountain Models New Zealand's Authorised Stockist of TCS Decoders & Accessories

Sound & Non Sound Decoders
to suit G-Scale locomotives.

G-Scale
Decoders



G8 Non Sound Decoder

- 4 amp (continuous power).
- 8 Light functions (20 lighting effects).
- Quiet-Drive



WOW 501 Sound Decoder (steam & diesel)

- 5 amp (continuous power).
- 16 Bit sound quality.
- 8 Light functions (20 lighting effects).

Audio Assist

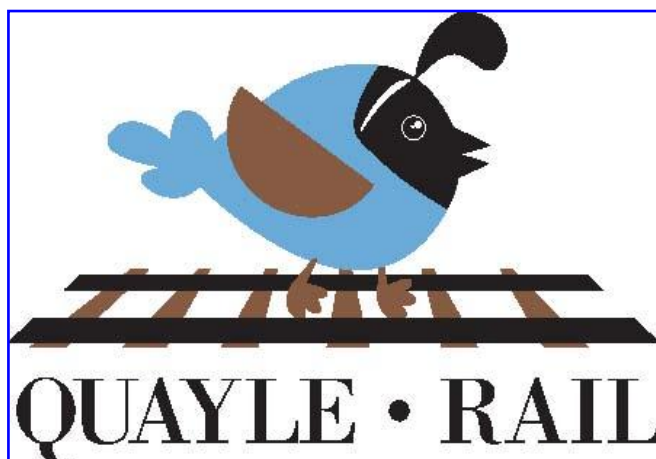
WOW Sound

Keep Alive



info@bluemountainmodels.co.nz
www.bluemountainmodels.co.nz

Rolleston, Christchurch
Ph 027-211-2133



Quayle Rail track now available in three metre lengths

It is available from Auckland, Masterton and Rangiora

Mike Hilliar, Auckland

mhilliar@orcon.net.nz

Henrik Dorbeck, Masterton

dorbeck@xtra.co.nz

Ian Galbraith, Rangiora

cfrms@culcreuchfold.org.nz

ADVERTISERS



Tereina - Deltang DMS2 2.4GHz Radio Control back available

Available now (direct replacement to RCS)
Dual Use centre notch both Ch1&3 plus F2,F4 & F5
controller for battery and live steam control
Manual & Autobind Receivers
Cobra160 3A & Cobra260 6A ESC
Servo triggers for sound systems
Servo trigger Lyn & 3Chime Whistle modules



Contact Chris cdrowley@xtra.co.nz

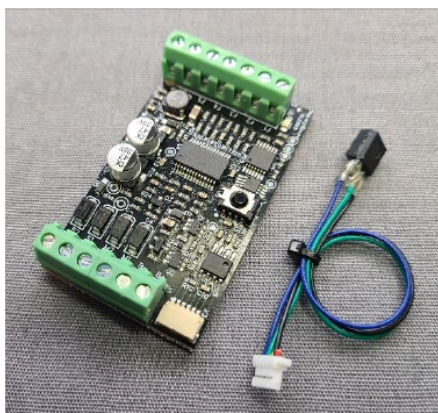
CULCREUCH FOLD GARDEN RAILWAY MODEL SUPPLIES

MyLocoSound Bring Your Trains To Life !

Steam, Heavy Diesel, Light Diesel

Available Now !

Tram, Goose, Electric



Return your existing sound board to us
for **FREE** reprogramming with the latest sound
files. Send the board only, no remotes or IR
cables needed. **You only pay for return S/H.**
Contact us via e-mail.

You can also change from Diesel to Steam,
etc. Just specify below which file you need. We
can only update the newer Universal Sound
Cards (Black, Blue, or Green).

All MyLocoSound cards are supplied with latest sound files. Cost: \$139.00 + NZPost Tracked \$7.20

3 Church Street, Rangiora 7400 Email: cfrms@culcreuchfold.org.nz Ph: 021 264 6945

ADVERTISERS



Your local supplier of Top Quality G Scale model railways:



PIKO



USA TRAINS

USA Trains, 662 Cross Street, Malden, MA 02148 • 781-322-6084

THE GARDEN WHISTLE

Group Meetings

August TBA Date and venue will be confirmed by email	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
No August Running Day	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
August 16th (Sunday) 12pm Mid-Winter Luncheon Richmond Club 325 Stanmore Road, Richmond Email or phone Dave on 2days61@gmail.com or 0274341749 to RSVP.	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