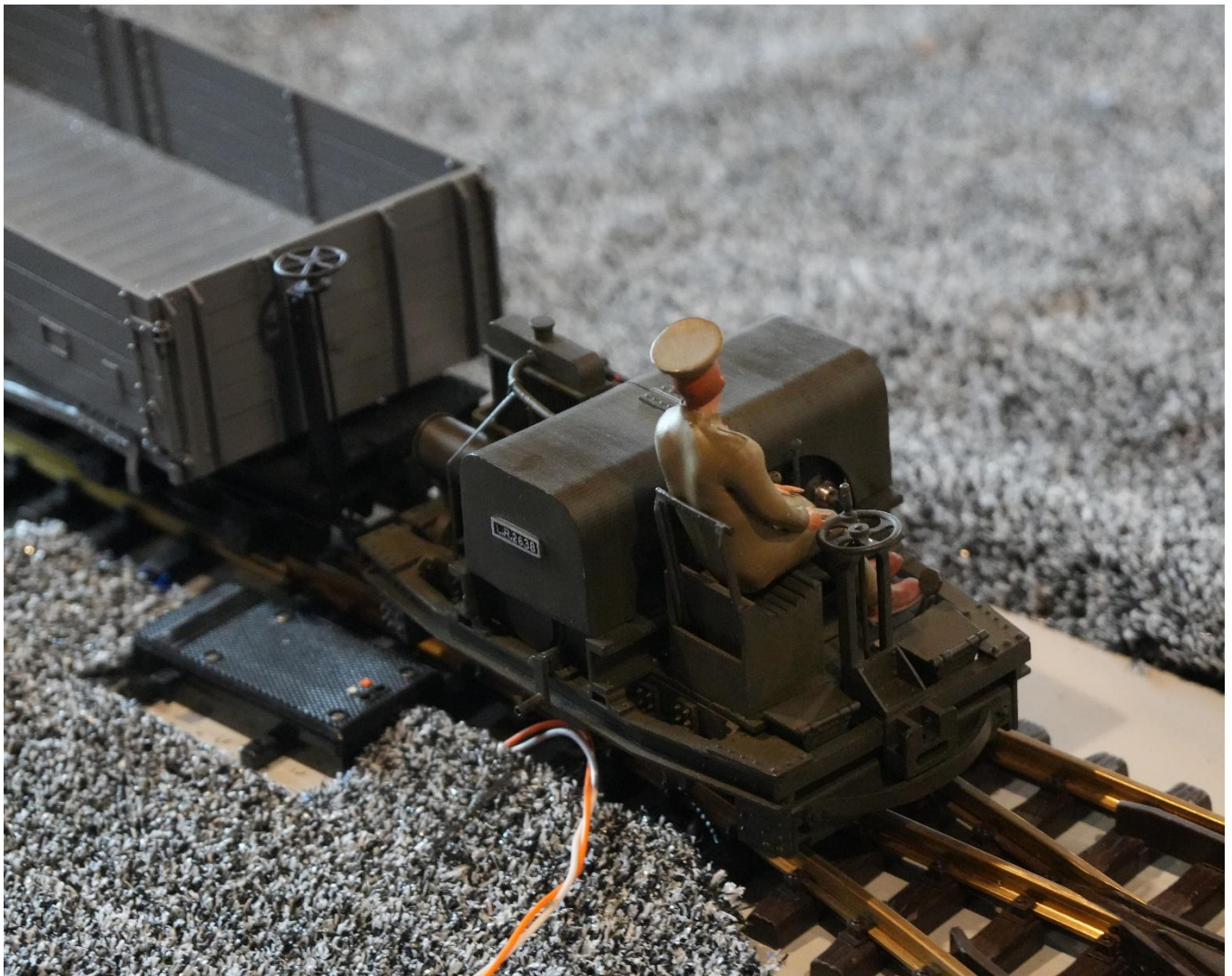
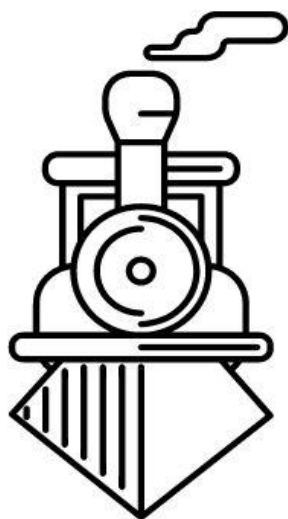


THE GARDEN WHISTLE

NEW ZEALAND LARGE SCALE NEWSLETTER



OCTOBER 2026



THE GARDEN WHISTLE

NEW ZEALAND LARGE SCALE NEWSLETTER

October 2026

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Cover photo — One of Gavin Sowry locomotives

Photo supplied by – Lloyd Dickens.

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 – Dave Day, Photos As Credited

Our club had a running day at Noel and Denise's home on the 20th of September. After a few showers in the early morning, it was scratch head time as to go ahead or not. But as it turned out it was all good to go ahead and have a very sociable afternoon running trains and having a good chat. The weather was a bit cool and the wind was a bit lazy and would rather go through you than around you.

Noels layout is very nice to drive on and you can see the whole track without moving or you can follow your train around the layout and through the tunnel. There is also a very active yard space going on and well laid out.

There was a bit of show and tell through the day with Neil Wiggins showing us his 3D printing of figures, all looking very nice with a great finish and ready for painting. This Ai is something else when you can take a photo and print, as in this case with people. Iain Collingwood brought along 2 Maintenance of way wagons and a flat car that he built from kit sets. All looking very nice with excellent details.

Dean Farrow had his railcar doing laps on the layout but had some minor issues with the radius, and after removing it from the layout, he removed the body from his scratch built unit to reveal an intricate electrical setup. I hope there is a photo to show this railcar in action as it is certainly worth a look. Dean also did all his own blow moulding on the body, (hours and hours of work) making the plug and blow moulding the body.

Also towards the end of the day Ian Galbraith presented me with an AI generated figure of myself, taken from a photo at the running day at Iain and Bon's home. All painted up by Claire Burnett, I must say I was very impressed with the finished item.

All in all another very successful afternoon and catching up with other members since our last running day way back in April. May was our A.G.M., June we had a train display at Rolleston School, July was the Ashburton Train Show and August was a mid year luncheon at the Richmond Club. A busy time for us all.

Many thanks to Noel and Denise for putting on another very successful running day, with a delicious afternoon tea and also all the helpers setting out, packing up and doing the dishes. They all do a great job and I think we should keep them all on.

Our next event will be the Big Train Show at Cowles Stadium, Pages Rd, on the 3rd and 4th October. I hope you have all put your name into a time slot to help keep trains running and keep the public entertained, as that is what we are there for, so please keep those trains moving.

Dave Day.

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Bill's train rounding the curve – Photo Bill Stanley.



Noel's Railbus awaits departure – Photo Tony Rothschild.

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Dean's Mahuhu railcar picking up passengers at the stop – Photo Tony Rothschild.



Doug's ore train exiting the tunnel – Photo Bill Stanley.

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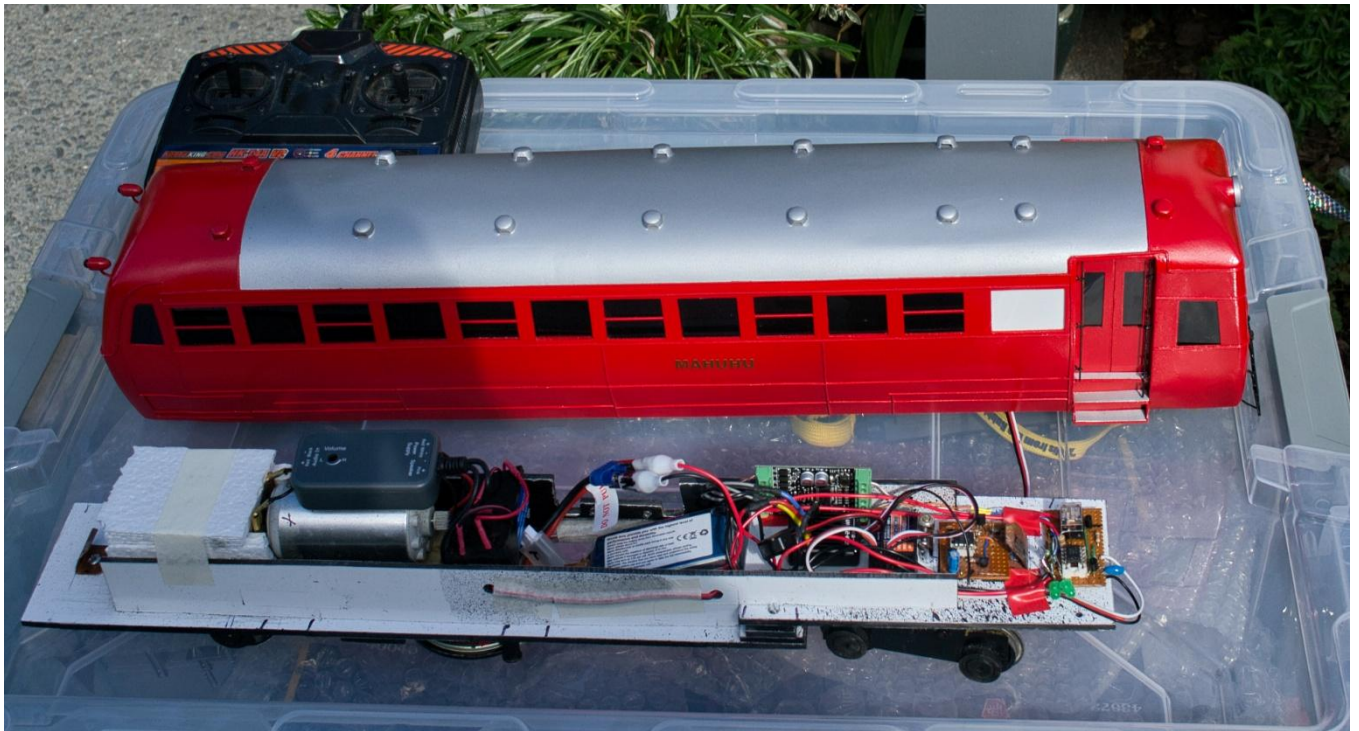


Dean explaining the internal workings of his railcar– Photo Tony Rothschild.



Bill's train passing the station – Photo Bill Stanley.

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Details of Dean's Wairarapa Railcar – Photo Ian Galbraith.



Noel's train arriving at the station – Photo Ian Galbraith.

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Member's enjoying the day – Photo Tony Rothschild.



Ian's work train– Photo Ian Galbraith.

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Jessie and Ian's trains in the yard awaiting clearance for the mainline – Photo Editor.



Dennis and Steve in deep discussion while waiting at the station – Photo Ian Galbraith.



Bill at the controls – Photo Tony Rothchild.



Doug's train rounding the bend – Photo Bill Stanley.

Christchurch Garden Railway Group Bingo Night

Report – Editor, Photos Bill Stanley

On the 23rd of September the CGRG held a bingo fundraiser to help build some funds for the group to purchase a new trailer and building of a new portable layout.

I believe we had about 12 members show up and also donate but the total number was closer to 50 playing on the night, many brought friends and family along to boost the numbers and a lot of people showed up early to have a drink and something to eat before the activities kicked off.

Raffle sold out very early on and prizes were flowing through the 8 games so people seemed to enjoy themselves over the night, we have a few more fundraisers booked for this year and next so please reach out to the committee to assist them where you can.

A big thank you to all that contributed to make this a successful night and the following photos show people enjoying the nights fun.



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Wairarapa Garden Railway Group Meeting

Article and Photos – Lloyd Dickens.

Wairarapa ANZAC Hall Events this Winter - "Old Men"

The first event this year at ANZAC Hall was largely a non-event with us spending a considerable amount of time assembling layout. This was caused in no small measure when I did not bring the Curves. Old Man! The turnout was also small.

The second event was prefaced by us assembling the layout the week before in the Kempton's Wool shed. Murray then worked on dressing up the layout ready for next year's Wairarapa Club RailX. So, this time the layout was taken from the wool shed to ANZAC Hall so nothing was missing.

There was a better turnout out also. Two from Wellington and half a dozen from the Wairarapa. Unfortunately, some did not come to run trains just to have a talk. That's ok but we needed more action. One member could not get his loco to run, partly I thought because the Driver decided to disappear. As it turned out the wrong transmitter was used and the Driver went AWOL before leaving home "Old Man!"

I did run Ivan's DC model on DCC zero along with other DCC models, which was new experience for me. Thanks to Gavin for bringing his own layout and very interesting models.

I can't talk because I picked up my camera which set to whatever I had previously used it for then shot way without checking the settings. "Old Man!"

By about 1:15pm everyone but me had had enough and started packing up. I stopped the pull down but as no one else was interested in running I also gave up. I was home by 2.30pm. Old Men!



Wairarapa Group layout with Gavin Sowry's layout in back.

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Gavin Sowry Layout being examined by (from left) Ivan Burgess Paul Mahoney and John Seward



Some Old Men from left Phil Dittmer Warren Stringer and Phil Smith

GRG 27 Update

Whanganui Garden Railway Gathering 2027

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

This event is now fully booked and registrations have closed.

- One space is still available for anyone that has \$1500 or more of attractive pre-owned equipment to sell. This is because the appeal of this event will benefit from sales opportunities additional to those advised so far.
- We are running a “wait list”. If you particularly want to participate then ask by email to be wait listed.
- I hope all this might lead to a future Waikato / Bay of Plenty event Garden Railway Gathering

Paul Mahoney – GRG 27 Convenor

kiwiheritage@gmail.com



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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

Tales from the West Highland Railway in New Zealand

British Railways Class 27

8: Body Final Details

Author: John Boyson



The completed Class 27 running on the outdoor line.

1. Introduction

With the body painted, it was time to finish it off and thus complete the locomotive.

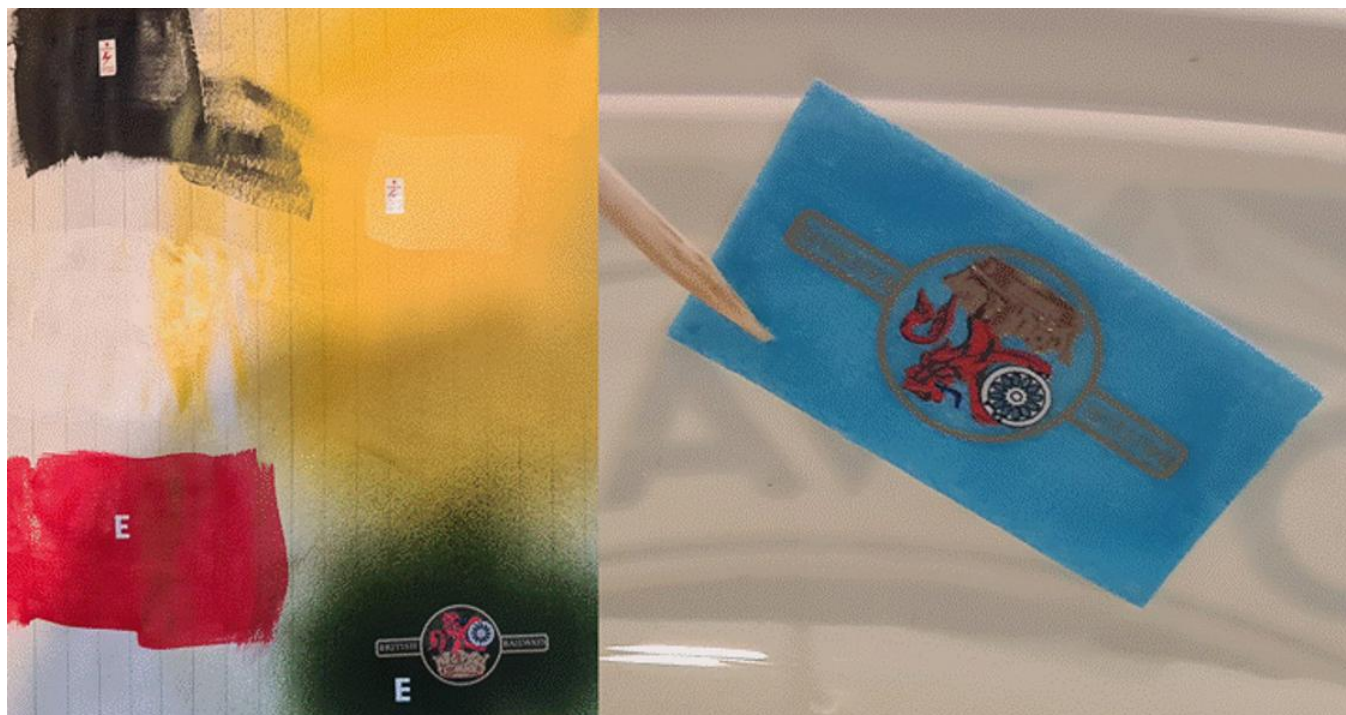
2. Decals

This was the first job following painting. I followed my usual policy of trialling the process first before the painting was done as described in the previous instalment. This proved useful in establishing a suitable system that ensured the varnishes used did not attack the paint applied underneath and the decals that were consequently fitted.

To start with, I pre-sprayed the various trial paints with a gloss varnish. Some of these were attacked by the spray and thus were not used for the actual locomotive. This demonstrates the importance of pre-testing.

The application of the decals was relatively straightforward; with numerals, the British Railway insignia and electrification warning signs needed. Thus, a gloss varnish was applied to the body first. Once the decals were applied, a satin varnish was sprayed on at the end to complete the job. For the whole procedure, the roof was completely masked off so that it would retain its generally matt finish.

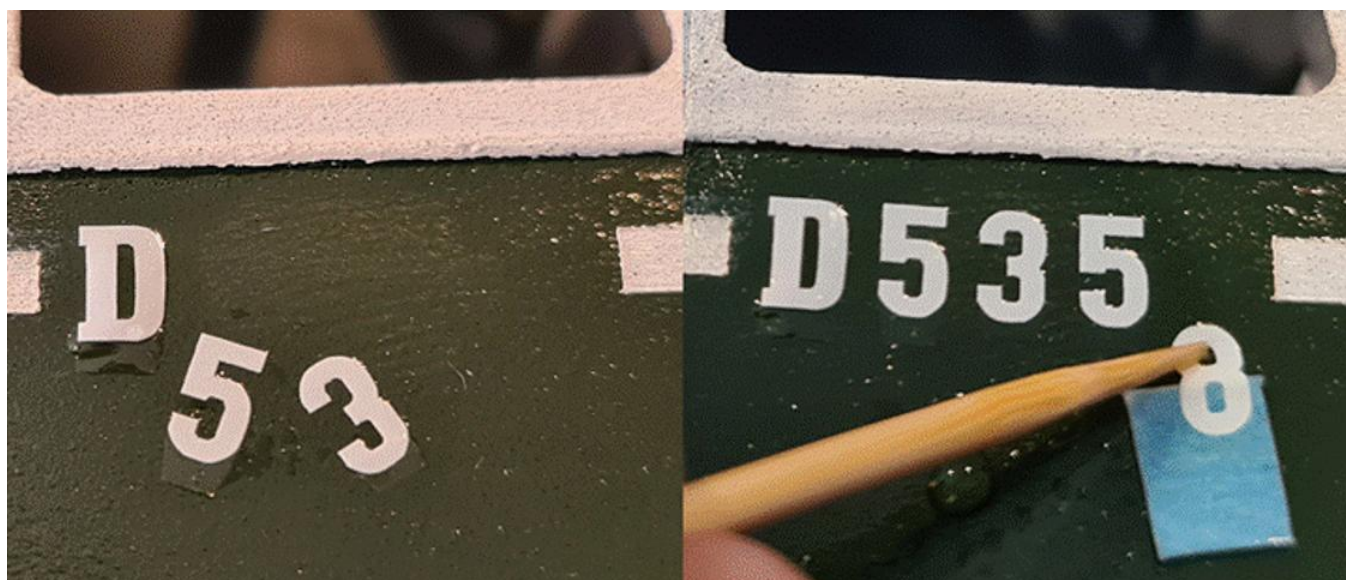
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Trialling the decal types to be used with the background paints and varnishes. On the right, the first decal being removed complete with backing paper from water container.



Trialling the decal types to be used with the background paints and varnishes. On the right, the first decal being removed complete with backing paper from water container.



Adding the locomotive number decals.



With the decals in place, the roof has been masked to allow the top coat of varnish to be applied.

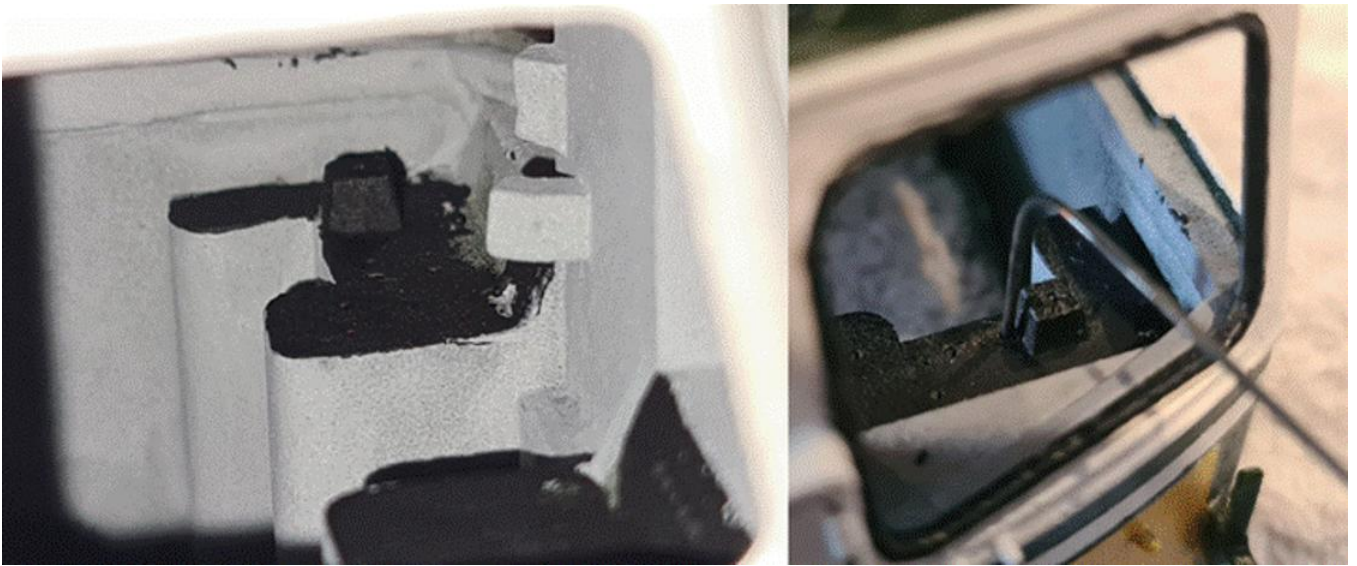


The completed decals on this side of the body.

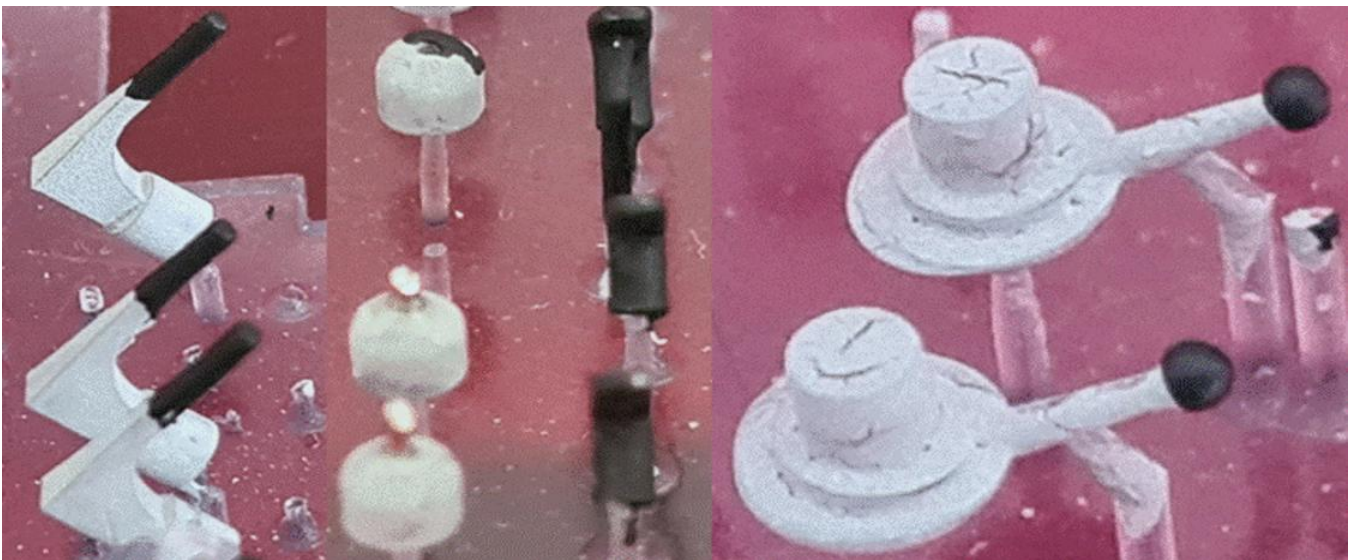
3. Cab Details

The first job was to carefully paint the cab interiors (grey for the walls and black for the control desks). Various control handles were printed as shown and with a bent piece of wire their locating holes were opened up within the two desks in each cab. Tweezers were then used to locate and glue the control handles and buttons in place through the cab windows. Finally, instrument dial surrounds were cut out using the Cricut machine. These were glued onto a clear plastic film which was then cut to size. The back of the film was painted white and, once dry, these were glued in place at the back of the desks.

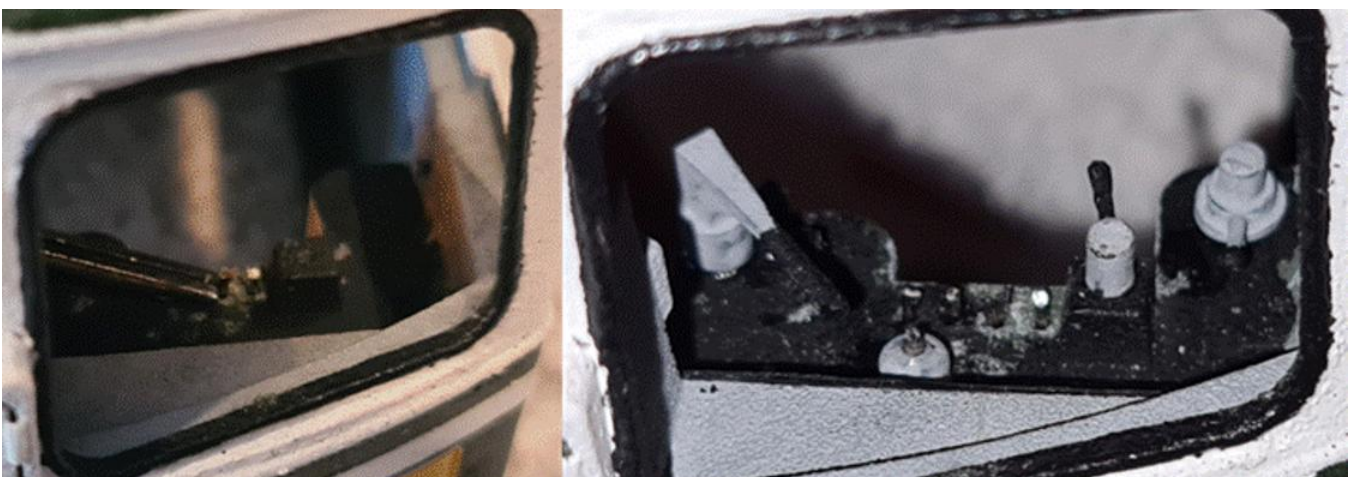
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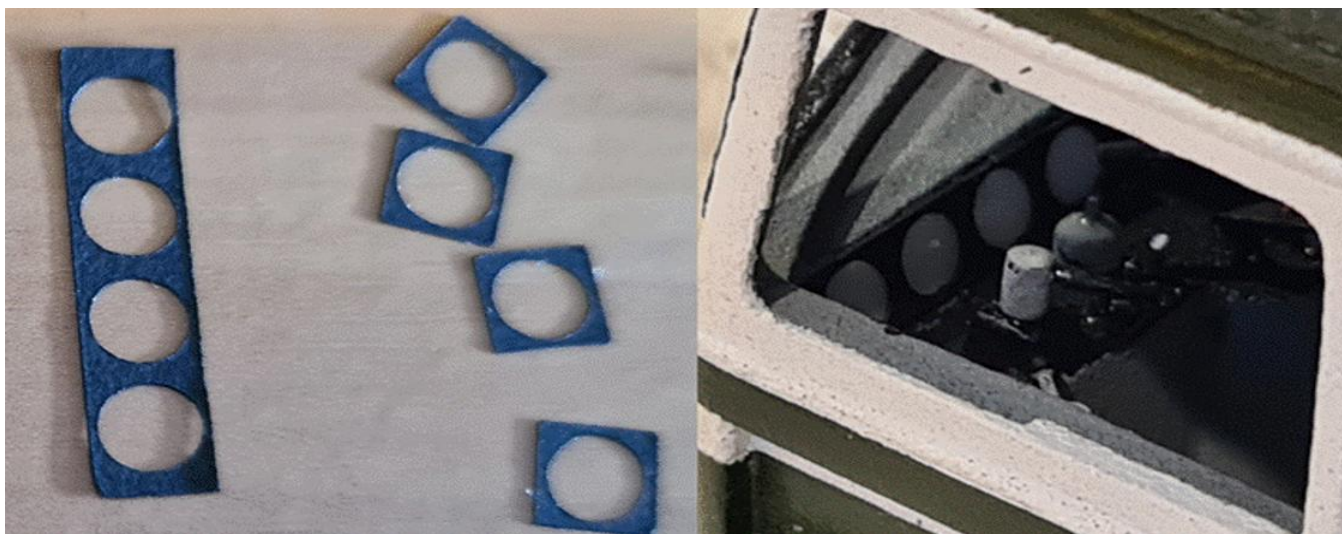
Painting the cab interiors (left) and opening up the receiving holes for the control handles and buttons on the driver's desk.



Various control handles for the driver's desk.



Adding the driver's controls.



Instrument dials formed from paper rims cut out by the 'Cricut' machine mounted on plastic film with the rear painted white and glued in place at the back of the control desk.

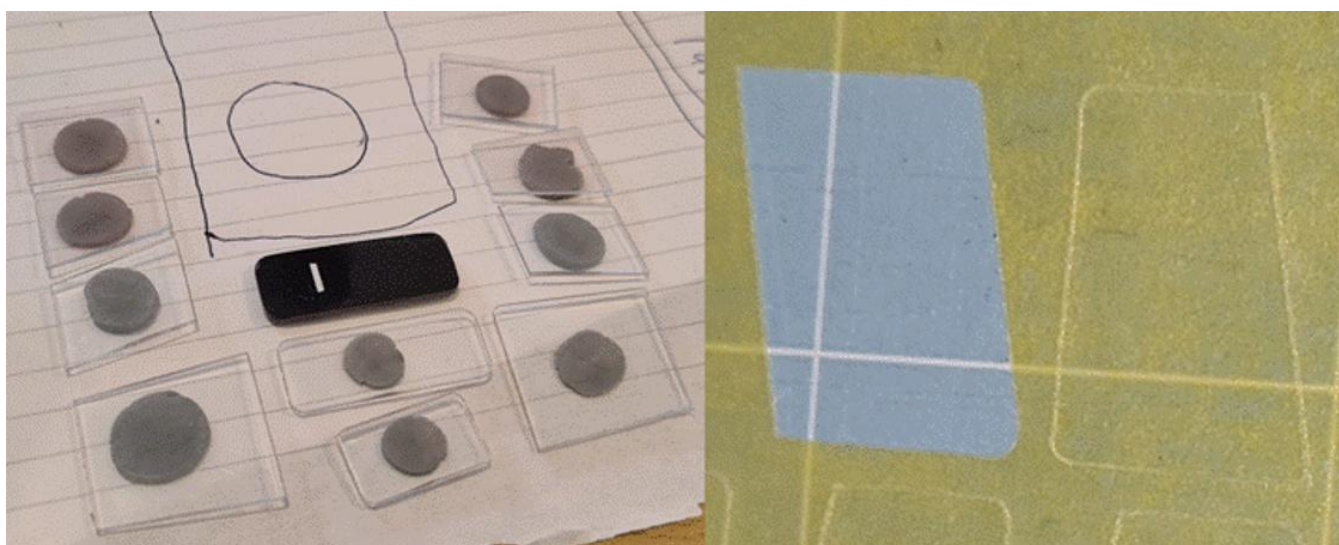
4. Glazing

With the cab interiors finished, glazing was added using 1mm polycarbonate sheet sections cut with the 3 in 1 cutting machine.

All the window openings had been designed and printed with recesses on the inside faces to allow the panes to fit within the walls of the body as flush as I could get within the limitations of the resin being used. Previous trialling for the carriages had shown that I could get away with a 0.5mm thick lip but no thinner.

A few of the panes needed a bit more work:

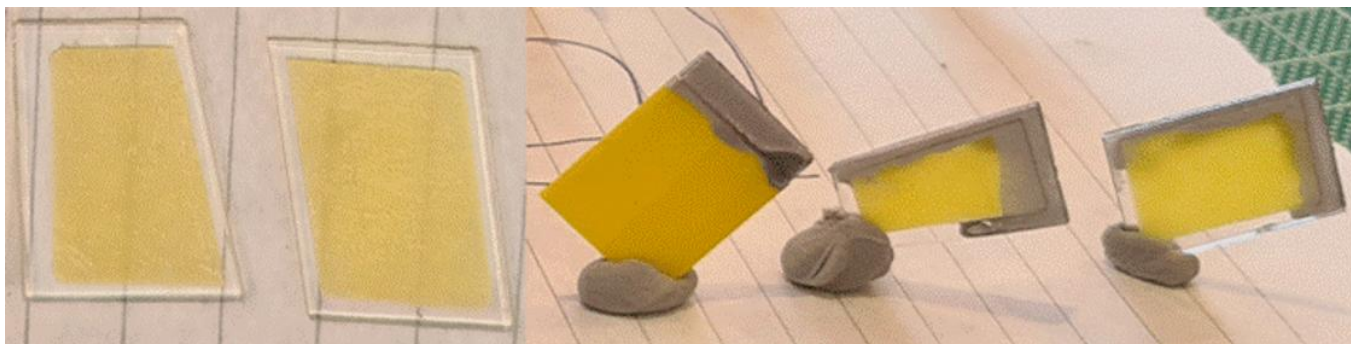
The head code box display was formed with a second backing plate painted black with a 'one' numeral painted on. Thus, the clear pane was inserted first and the backing plate was then glued in place behind it with the numeral facing out.



The prepared cab panes on the left and stencils for the side windows on the right.

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The main side windows had aluminium frames which were replicated with Humbrol matt aluminium paint. To obtain clean lines, I cut out stencils replicating the visible part of the panes from a strip of wide masking tape. These were carefully applied to each pane on both sides before painting the exposed rims.



The cab side windows fitted with the stencils and being painted with aluminium paint.



Panes with painted rims and on the right the door window with its top bar



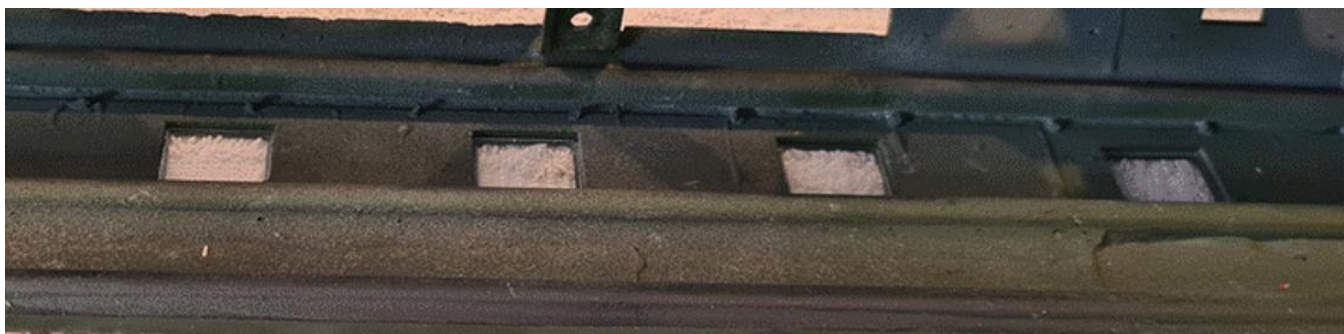
The glazing fitted to the cabs.

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Since there were two of these panes for each side window (they overlap to allow the rear pane to slide sideways when opening/closing these windows), I took care when fixing them to ensure that the aluminium overlapping sections lined up.

The cab door windows likewise needed an aluminium rib at the top which, when pushed, allows this window to drop down to access the door handle.

Finally, the eight window panes along the body side, once glued in place, were painted black on the inside face to disguise what really lies beyond.



Panes fitted to the interior of the body window openings.



Painting the rear of the body side window panes.

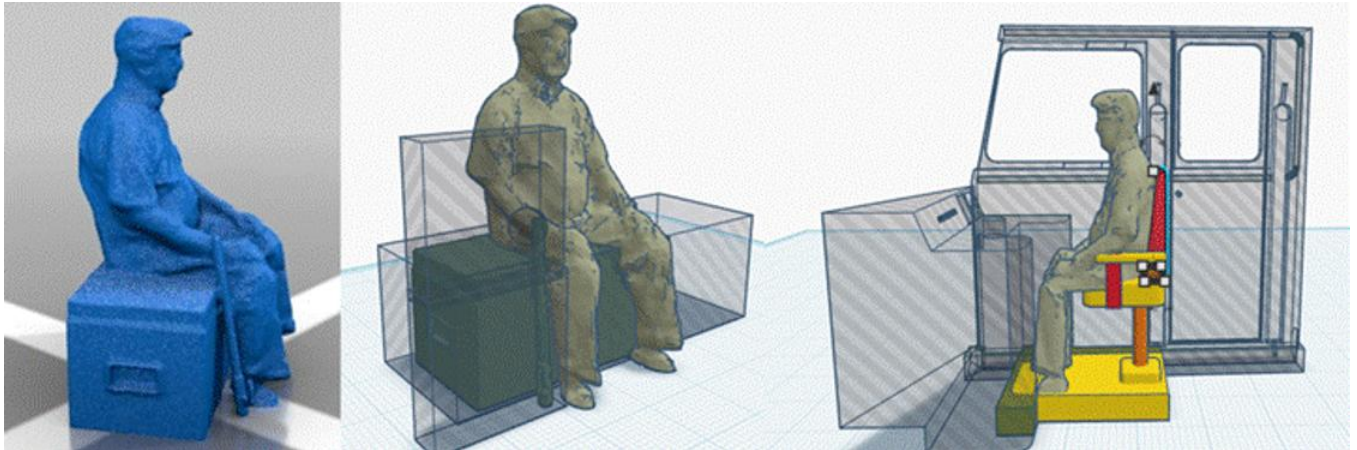


The finished body side glazing.

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5. Crew

I found some free artwork for figurines in 'Thingiverse'. Most of these were fantasy type creatures. However, there were a number that, with some work, could be used to form reasonable representations of a locomotive crew. Thus, I imported a somewhat well-proportioned gentleman sitting on a packing case into 'Tinkercad' and set out removing the extraneous detail. Once I had cut the model down to just the individual. I created the standard crew seat used in these locomotives and then sat him in it.



From left to right: the original free 'Thingiverse' figure, cropping the figure to remove the cane & packing case, and positioning the figure in a mock-up of the cab area on his seat having repositioned his body to a suitable size and shape.

With an outline of a half cab used in the original design of the locomotive in place as a template, I then adjusted both the seat and crew members proportions to suit the cab. Thus, he became a lot less portly and somewhat taller as well.

For his mate, I simply duplicated the artwork and mirrored it!

There followed a dilemma: Did I just have one crew at one end of the locomotive and accept a crewless cab when operating the other way around, or did I populate both cabs which would have been equally unlikely. In the end I opted for the latter. I guess I could always argue there were a spare crew heading out to another job or returning home no matter how unlikely this scenario might be!



The duplicated and mirrored artwork printed.

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The design was mounted on a (prototypical) plinth which then interfered with the unprototypical tail light wiring in the cab floor. So, I dismantled the chassis and cut out much deeper recesses in the cab floors to accommodate the wiring, resulting in a much tidier arrangement.



On the left, a trial fit of the crew and, on the right, the newly channelled out troughs for the wiring for the tail lights.

Once I was happy with the fit, the seats and figures were painted and glued in place within the body so that when lifted away from the chassis, the aforementioned wiring remains accessible.



The partially painted figures.

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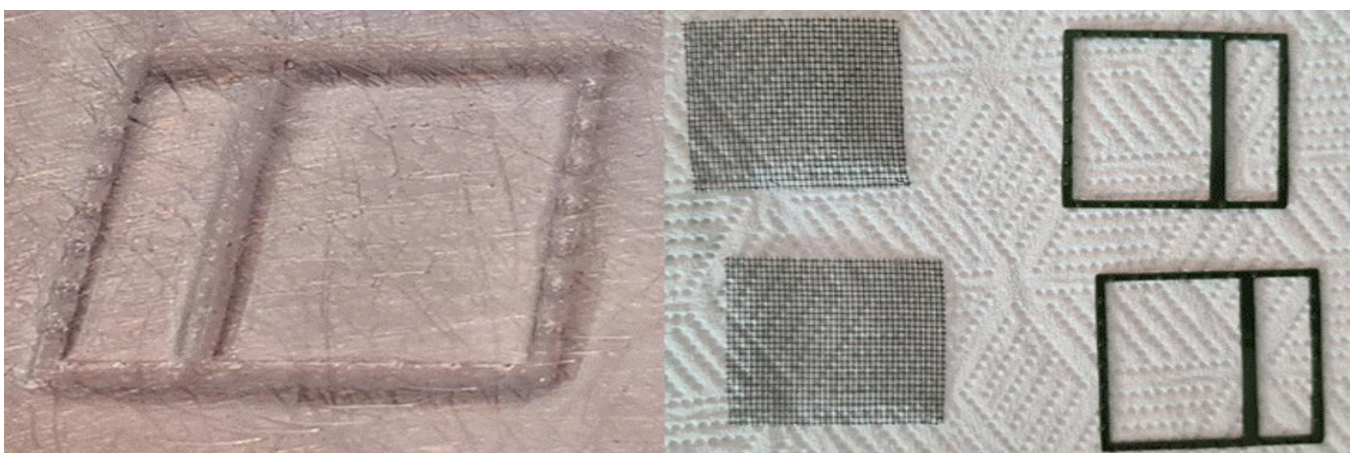


The crew installed in the cab. Note, I had also fitted the windscreen wipers, handrails and door handles at this point (see below).

6. External Details

These consisted of:

- The mesh screens covering the air intakes on the body sides.
- Builders and shed code plates.
- Door handrails.
- Door handles.
- Red rim around second fire extinguisher port.
- Front handrails.
- Windscreen wipers.
- Electrical cable from buffer beam port to cab front.



The air intake mesh and frame assemblies.

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The air intake grill and frame painted and mounted.



The door handles & rails and builders & shed code plates all fitted.



Creating the second fire extinguisher port.

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Left: test trial of a printed windscreen wiper and right: the last pair of cables formed and painted.



After reapplying a bit more black to the centre of the roof. The result seems to reflect the impression the prototype photos of Scottish locomotives show for the era.

7. Conclusion



The completed class 27.

This completed the locomotive. I am reasonably happy with the result and I now have a suitable locomotive to pull the carriages. In terms of cost, it has set me back about \$NZ2,000 including the Fosworks systems and the R & D work. I could probably get that down a few hundred dollars if I were to do another one with the extra resin used in the trial prints. In terms of build time, it took just over 12 months (non-continuous since we were overseas on a couple of occasions whilst it was underway) to build it. Without the R and D and with the design work largely complete, I estimate it would need about 6 months to do another.

The result is certainly far better than the first hand-built attempt I made which is encouraging.

Was it fun? Absolutely, with numerous scary moments interspersed with some frustration when things didn't go to plan. However, when I surmounted these hurdles, the sense of achievement and satisfaction was even greater.

To finish, I have included a few photos of it running on the railway at home:



Leaving Mallaig and somewhat improbably crossing Craigenarden Viaduct (prototypically located alongside Loch Lomond many miles to the south!).

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About to enter the tunnel under the footpath on the south west return corner



Emerging from the tunnel onto Tulloch Viaduct.



Slipping discretely behind the trees over Borrodale and Gleann Viaducts with Glenfinnan in the background.

Do you have an article for the Garden Whistle Newsletter?

Do you have a workbench project that might be of interest to the Members; or recent pictures of your layout improvements; or even running of your trains? Then you have material that may make a great submission to the Garden Whistle and the Editor wants to hear from you!

For help in submitting pictures or text articles to the Garden Whistle, contact the Editor.

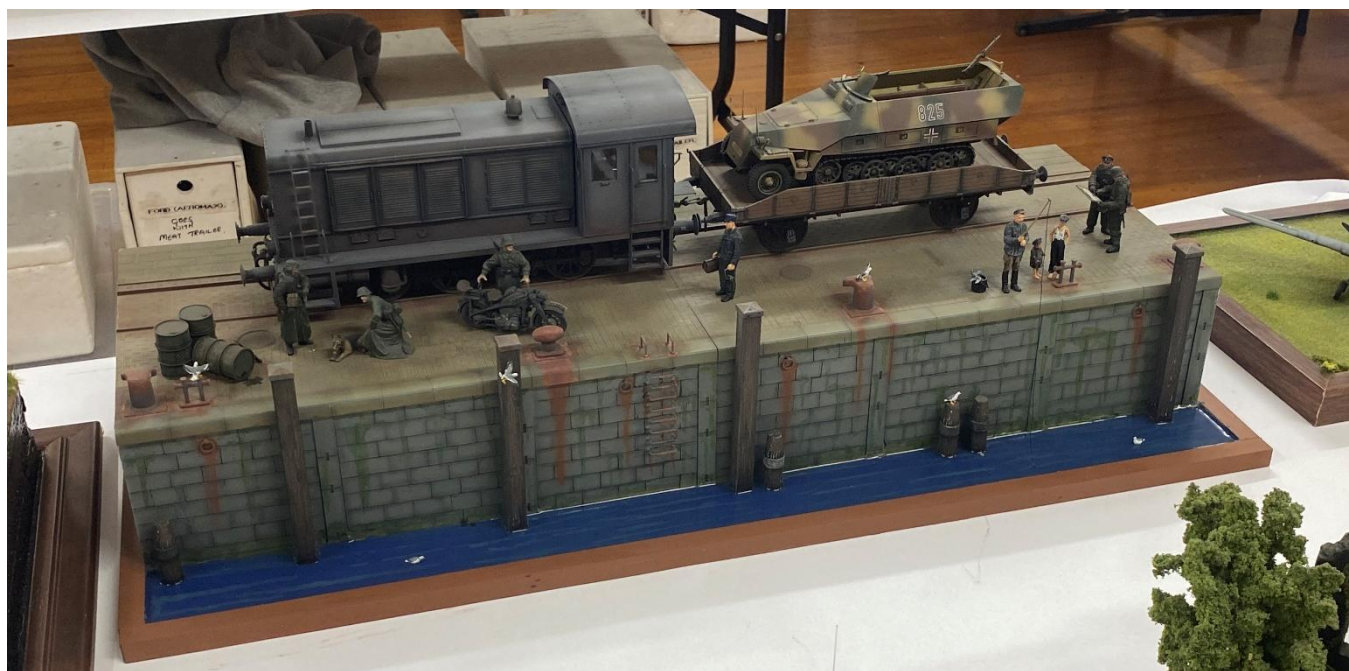
gw.editor@outlook.com

Readers Pictures

While I was in Blenheim last weekend, I was fortunate to stumble across a Model and Hobby Expo put on by the Nelson – Marlborough Truck Modellers Club out of pure luck just travelling past. I stopped in for a look and thoroughly enjoyed looking at some of the very well detailed models and especially the small dioramas, the following photos are a selection of what I took on the day – Editor.



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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>



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COMING EVENTS

October 3-4 2026	Christchurch Model Train Show, Christchurch
October 3-4 2026	Mercury Model Railway Club Annual Model Show, Whitianga
October 24-25 2026	Great Little Train Show, Invercargill
October 31-1 2026	Model Railway Exhibition, Hamilton
November 21-22 2026	Rail Ex, Lower Hutt
January 23-24 2027	Tauranga Model Train Show, Tauranga
February 6-8 2027	Garden Railway Gathering 2027, Whanganui
May 1-2 2027	Dunedin Model Train Show, Mosgiel
May 31-5 2027	2027 National Garden Railway Convention, Nashville, USA
July 2027	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
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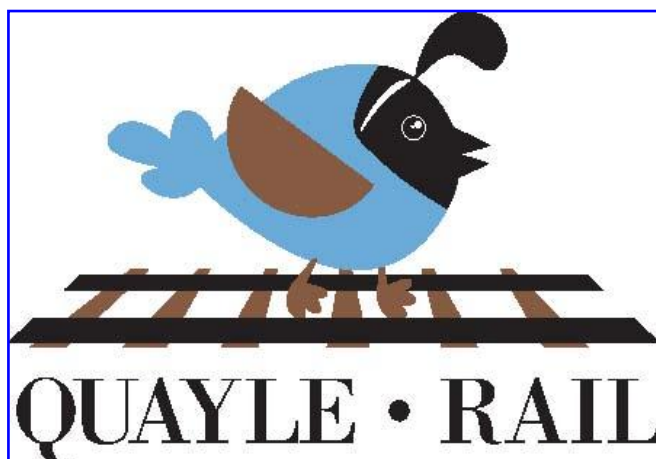
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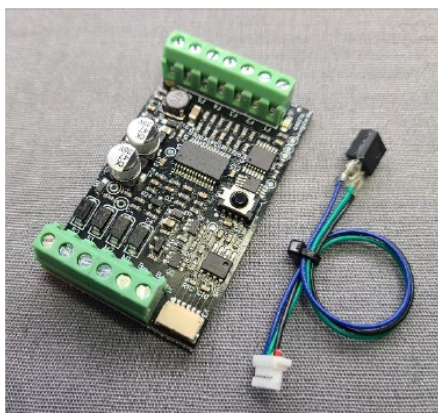
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Group Meetings

October TBA Venue and time 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
October 11th (Sunday) 1pm Brendon Clarke 6 Alton Grove Masterton Battery / Live steam / DCC	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
October 3rd and 4th (Saturday / Sunday) Christchurch Model Train Show Setup Friday from 3pm Saturday 9.30 - 5pm Sunday 9.30 – 4.30pm then pack up	Christchurch: Christchurch Garden Railway Group. Club Contact: Email: cgrg.secretary@gmail.com Secretary: Wayne Lester Ph: 027 421 3360 President: Bill Stanley, Ph: 027 282 4244