

THE GARDEN WHISTLE

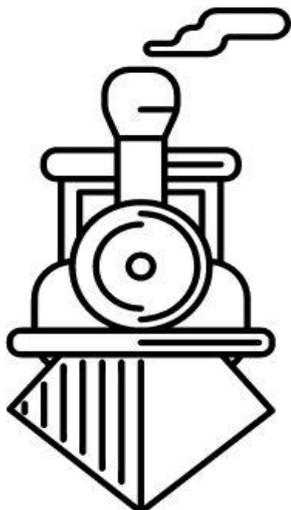
NEW ZEALAND LARGE SCALE NEWSLETTER



*Merry
Christmas*



DECEMBER 2022



THE GARDEN WHISTLE

NEW ZEALAND LARGE SCALE NEWSLETTER

December 2022

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[Cover photo](#) — Peter Milburns Alco RS3

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

A Tram for the Culcreuch Fold Garden Railway

Article and Photos Ian C Galbraith



Nostalgia, the Inspiration

Part 1

Mum, Dad, my sister, and I lived in Hastings and from the late 1940's through the 1950's, as a family, we spent our Christmas Holidays at the Waikanae Beach Motor Camp in Gisborne. Dad had his annual leave from Christmas Eve, so we had the ten days plus the four days. We were spoiled. Gisborne was a wonderful place for a holiday, swimming in the surf, fishing from the wharf, putting pennies on the railway track as the passenger train left the station. There was usually a gala at some stage during our stays.

What has this got to do with a tram for the garden railway? Nostalgia. Gisborne had a tram system from 1913- 1929. I know it was before my time, but.



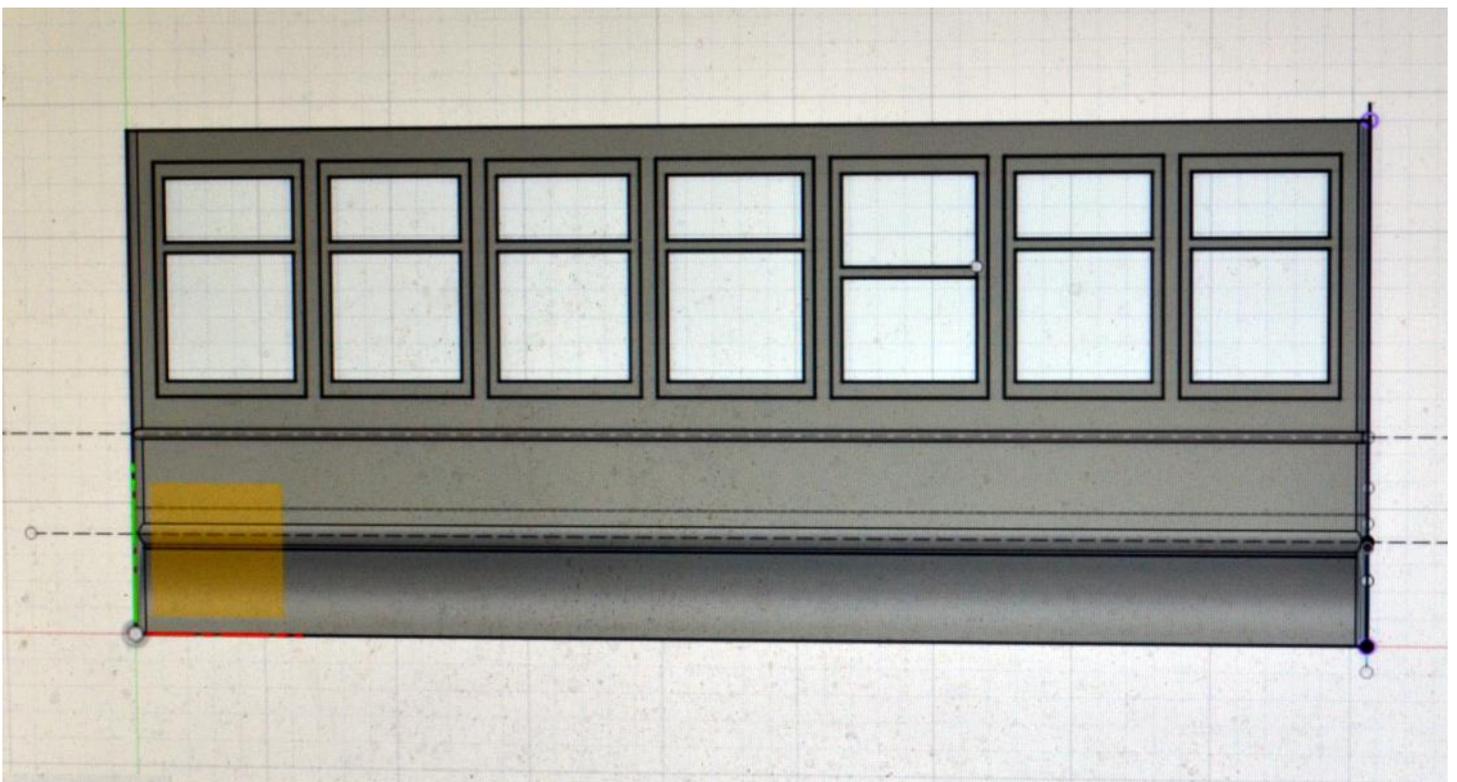
Original Tram

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Back in 2010, following a visit to Christchurch with friends, and riding the Christchurch trams, I made a tram for the friend's daughter who was intrigued with the trams. Unfortunately, I was not permitted to present the gift as I did not have anything for her sister. This tram had an occasional run on our garden railway in Masterton but spent much of its life on a shelf. Following our shift to Rangiora and the building of a new railway, a short tramline was introduced. This was track powered with a stop/reversing unit at each end. This was short lived as the tram was removed when the layout track plan was revised. During the recent NZAMRC Convention in Christchurch the CFGR was on the layout tours. While waiting for visitors it came to mind that the tram could be run on a loop passing down the middle of the main street in town.

Nostalgia kicked in and what better way to include this than to have a Gisborne tram. Little information was to hand, but an inquiry to the Tairawhiti Museum in Gisborne gave hope to the project. Christine Page, Archivist, at Tairawhiti Museum provided two PWD drawings, side, and front elevation along with a photocopy of an article from the NZ Railway Observer. Also in the reply was a link to DigitalNZ where photos of Gisborne trams, and many other images, were stored. These along with information in two Graham Stewart books, "Always a Tram in Sight" and "End of the Penny Section" provided me with enough information to prepare drawings to enable a tram to be 3D printed. The drawings were prepared in Fusion 360.

The overall length of the tram would be 348mm. This would be too long for my printer, so the model needed to be broken down into sections. These being the passenger compartment, the entry/motorman control section, roof, and floor. The sides, at 228mm were too long to be printed flat so were printed diagonally on edge, one at a time. The entry/motorman sections were printed as a pair. The two roof and two floor sections were each printed separately. The total printing time was 166 hours and used approximately 600grams of filament.

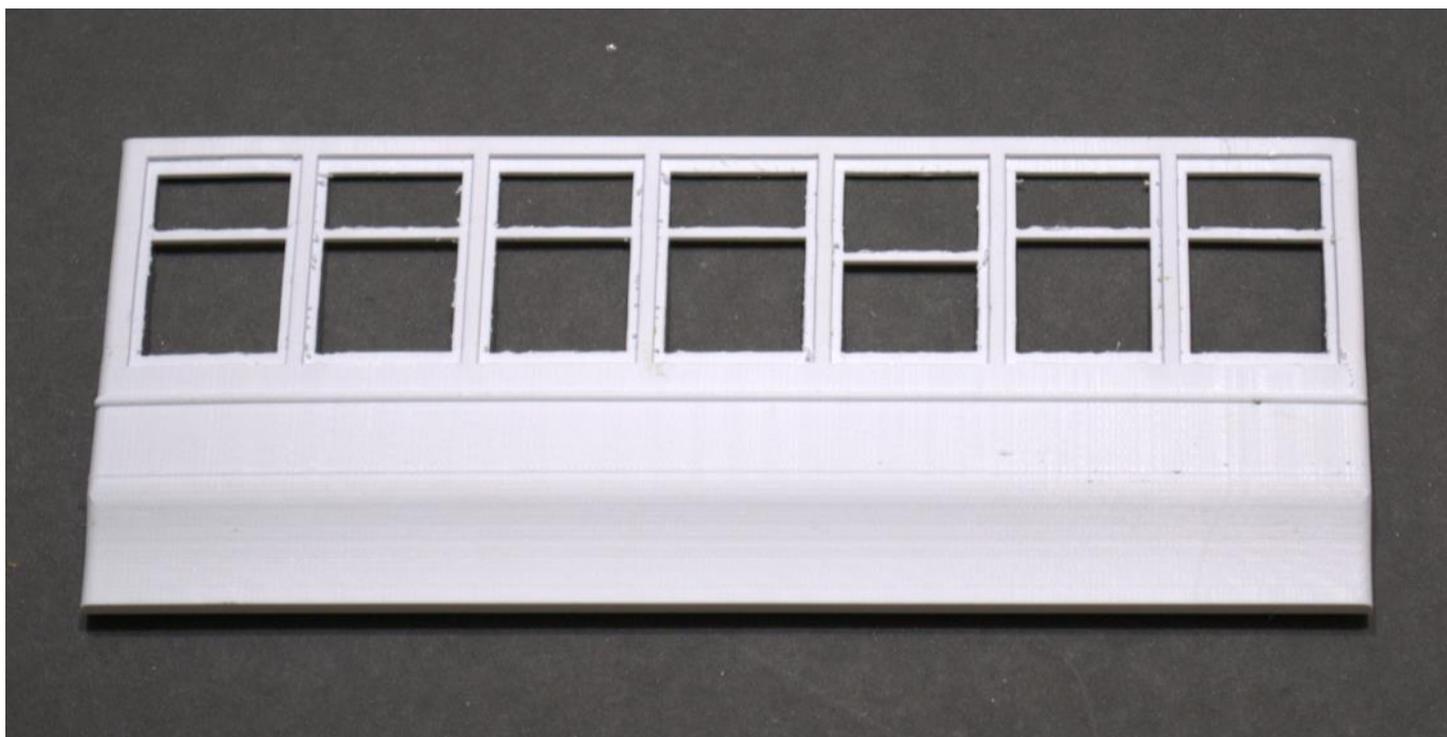


Drawing of tram side

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A little modelers licence will be invoked in that the running gear will be an LGB motor block. This unit has a wheelbase of 77mm. while the correct wheelbase should be 82mm. This should not be too noticeable as the side frames will disguise the fact.

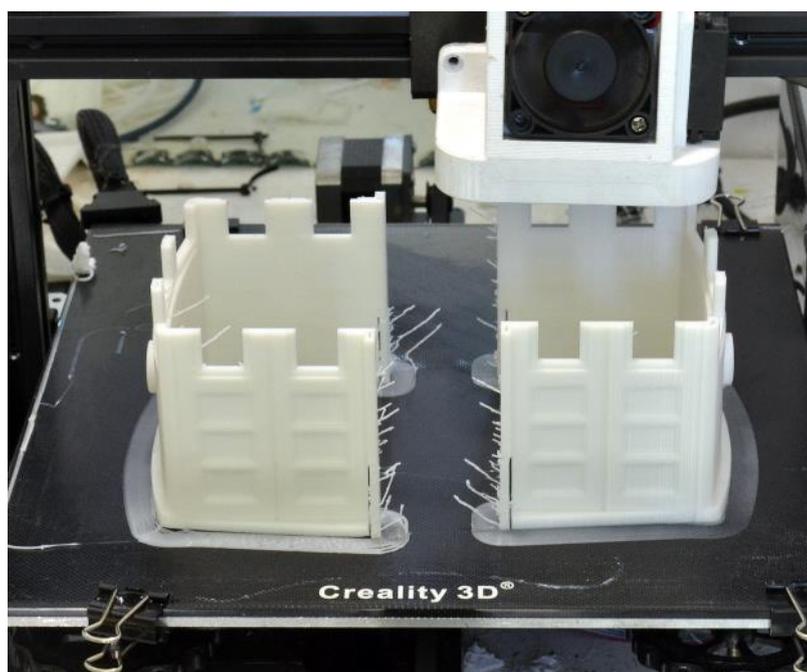
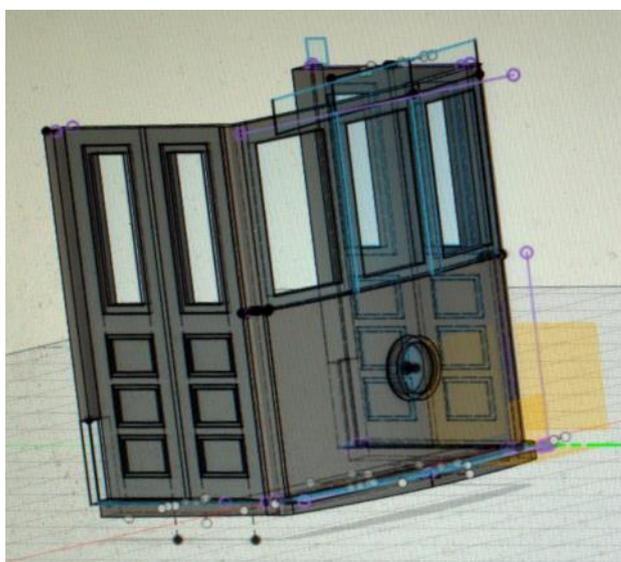
The tram will be battery operated using a Magnetic Critter Control from G Scale Graphics, Colorado, which will provide stops at designated places.



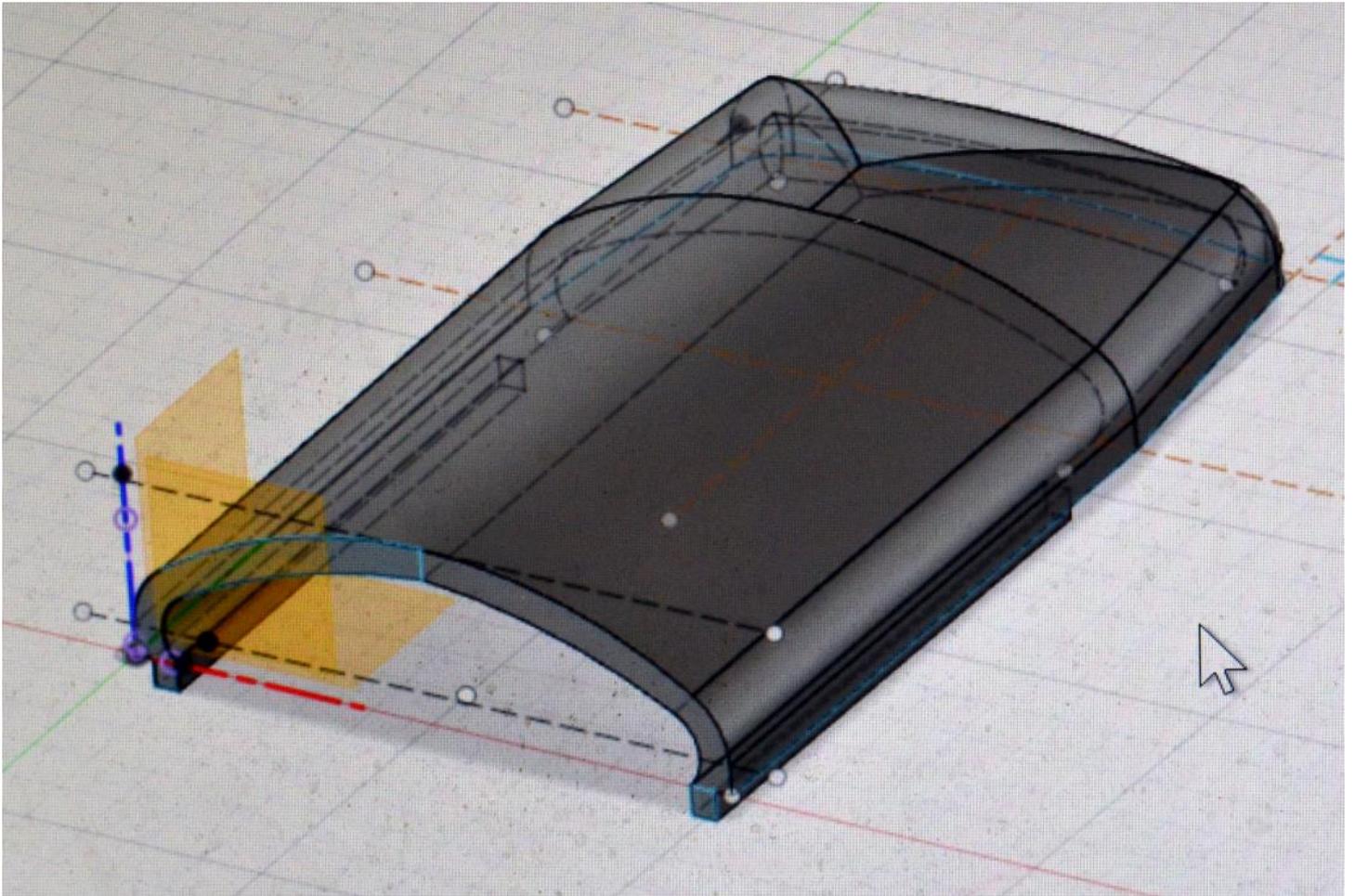
Above - Printed tram side

Below - Drawing of Entry/ Control end

Right - Two Entry/Control ends printing. (7 hours remaining)



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Drawing of roof



The roof (half) printed

Wairarapa Garden Railway Group Meeting

Article and Photos - Lloyd Dickens

Wairarapa Garden Railway Group running day for November

Murray Clarke has built over the last year a new railway. More recently he has added another loop and two remotely switchable points. Trains now have two possible routes round the railway. A new station area has yet to be completed so there is still some work to do.

The running day was wet. We had afternoon tea first then when the rain subsided we ran trains until another downpour ended the day.

Murray was running on DCC his German LGB 2-10-2 locomotive while Warren Stringer ran his 4 wheeler wagons pulled by a Stains.

Peter Milburn ran an Alco RS2 as yet unpainted aristocrat locomotive.

Lloyd Dickens



Murray's developing railway two loops now

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The village and Peter Milburn



The village with Warren Stringer and Murray Clarke looking on

Auckland Garden Railway Society Meeting

Report and Photos - Robert Graham



Ray Williams Bachmann ten wheeler

Auckland Garden Railway Society November 2022

Our November meeting was held at Robert Graham's Waitakere Light Railway and it was combined with our society's AGM.

The days leading up to the meeting had been wet so I hadn't managed to work on the track to get it ready for the meeting. I spent Saturday morning trimming line side vegetation and picking up leaves to clear the track for live steam or battery trains. Due to the wet weather leading up to the meeting I didn't manage to clean the whole track loop for any track powered trains but I did manage to clean a length of track for track powered trains to run up and down.

We started the meeting with our AGM and swiftly dispatched that. I wish to record my thanks to the departing committee and thank you for those who have either stayed on or joined the committee for the 2022/2023 year. Once we had finished the AGM we got down to the important business of eating afternoon tea. Thanks David and Louise for preparing and setting out the afternoon tea.

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*Right -
loaded wagon
from Trevor
Brooker's train*



After the tea break it was time to run some trains, Grant Alexander kicked off the running with his radio controlled battery powered 0-4-0 steam loco and train. If you look at the photos you will see the dog sitting in the cab which is a nicely added whimsical touch.

After Grant had finished running his train, Trevor Brooker fired up his live steam loco which is a modified Roundhouse Billy that runs with a four wheel tender and a rather nice train of freight wagons. Trevor has named the loco Basil after his brother and it is fitted with a set of etched name plates made by Narrow Planet in the UK. The freight wagons looked like Accucraft rolling stock with either loads or tarpaulins added. Trevor steamed up his loco and ran it round for several circuits but had to retire it early when it developed a fault.

The transformer and controller were then hooked up to the track and Ray Williams then tested his Bachmann anniversary 4-6-0 loco and passenger car. This has sound fitted but hasn't been run for a number of years so Ray wasn't sure how it would perform but once the connections between the loco and tender were made it ran sweetly up and down with good sounds effect.

The day was rounded out by Michael Brannigan who ran his scratch built bush loco which is built on a four wheel motor block.

I would like to thank everyone for coming to our AGM and running meeting.

Our next meeting will be our traditional end of year meeting and BBQ which once again will be hosted by Tim and Rosemary Auld's. Tim's railway is located at 748 Waitakere Road, Kumeu. The meeting will be on Saturday 10 December with a 2 pm start. After the afternoons running we will have a BBQ dinner so bring some meat to BBQ plus a salad or dessert to share. This is an event that should not be missed.

I am always looking for meeting hosts so if you can host a group meeting please let me know. I can be contacted on 021 529 015 or 09 836 0900 or send an email to me at robert.graham@aucklandcouncil.govt.nz or grahamclannz@xtra.co.nz

Take care and keep on steaming

Robert Graham



Michael Branningan's bush loco



Grant Alexanders train

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Trevor Brooker's Roundhouse loco



another loaded wagon from Trevor Brooker's train

Tadbroke Hallow Railroad Update

Photos and Story, Iain Collingwood - Editor

Update on Noel Collingwood's Tadbroke Hallow Railroad.

With November being planned for the Christchurch Garden Railway Group meeting Noel has been busy preparing the railroad. This work has been carried out over previous months. Firstly Noel has laid decking timber within the raised bed section to stop the sagging and undulating track, also filling the centre section to create more space. After the timber was laid and a new track configuration was decided on it was time to create a mountain with a tunnel passing through. The mountain has been made from high density polystyrene, rock faces carved and the top covered in artificial grass. As Sunday the 20th approached the decision was made to postpone the meeting by a week due to rain, on the following Sunday weather was not any better so the meeting was cancelled hopefully to be rescheduled in the new year.



Shape of new mountain



Weights placed on top until liquid nails glue is set

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View showing access panel removed to allow access for any maintenance



Access panel installed

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Buildings in place, still some painting to inside tunnel and artificial grass to finish



Close up showing the road up the mountain to the carpark

Tales from the West Highland Railway in New Zealand

British Railway Mark One Carriages 1: Background

Author: John Boyson



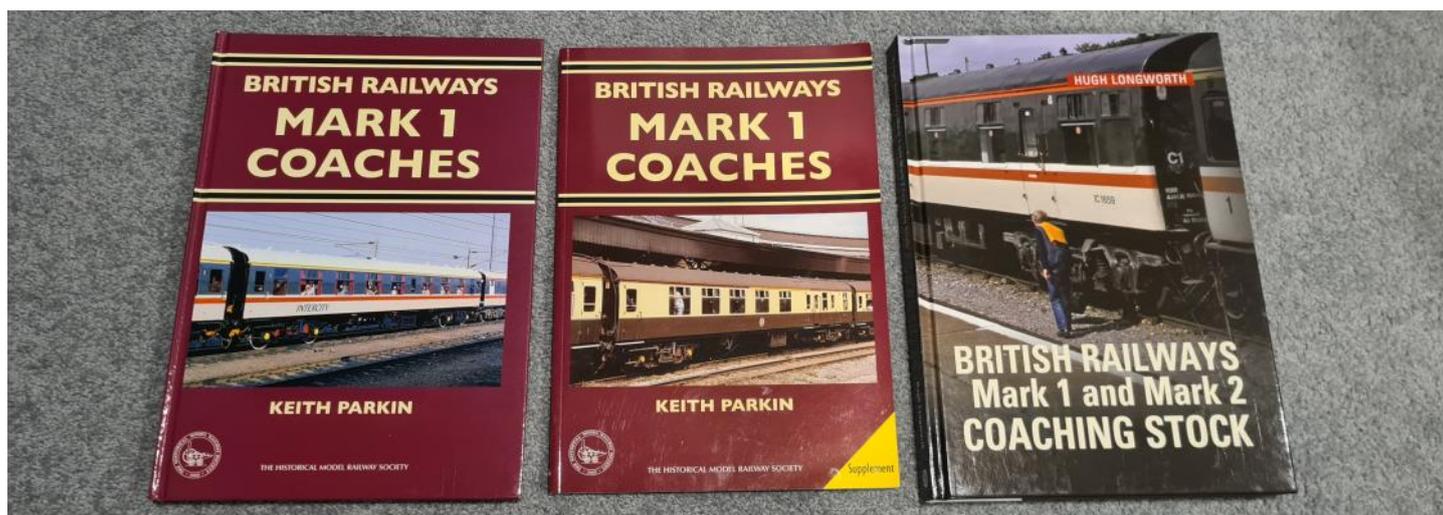
Typical West Highland train of Mark One carriages replicated by the Jacobite service from Fort William to Mallaig crossing Glenfinnan Viaduct: Photo Nicolas de Benutzer via Creative Commons with permission.

1. Introduction

Having refurbished the class 27, I needed some more stock for it to haul. My two original carriages were somewhat inadequate and have some issues in terms of accuracy and running. Thus, a fresh start was considered to be the best approach. In addition, new technology such as 3D printing has allowed major improvements to be made.

Since making those carriages, more information has also come to light and the Keith Parkin standard references: Mark One Coaches and Supplement published by the Historical Model Railway Society were purchased. These provide a lot of useful information and are a must have to model these vehicles. Lately, I have also bought BR Mark 1 and 2 Coaching Stock by Hugh Longworth. This was helpfully published in February this year. This book catalogues the history of each individual carriage along with their diagram reference and allocations. Thus, it gives me a reference of types that would logically have appeared on the West Highland during the period I am modelling.

One of the areas of the hobby I enjoy is researching for the models. Frequently I find, as I have outlined below, interesting anecdotes that in today's social environment beggar belief! This investigation proved to be no exception!



The books used as references for the design and construction of the models

2. The Prototype

When British Railways was formed in 1948, it inherited a largely worn out set of assets that needed urgent replacement in a period of serious financial difficulties following the second world war. As a result, in the rush to get things moving, almost inevitably, some serious mistakes were made. However, their coaching stock replacement programme is generally considered to be a significant success and the Mark One carriage's that resulted, are considered to be iconic today. This is apparent with the construction programme of this stock, which went on for some 20 years before the Mark Two and Three types finally took over. N.B. there was an overlap in Mark One and Mark Two construction programmes in the sixties and early seventies.

The Mark One programme brought in a significant level of standardisation of coaching stock, whilst the all-steel construction improved crash worthiness. However, despite the standardisation, there were a significant number of variations within the type to suit the market needs. In all there are 51 different codes and within these, there are different lot numbers each with their own sub variants.

The quantity of variations came about partly as a reflection of the changing culture of Britain. At the start of the build programme in 1951, Britain was in an almost Edwardian lifestyle coupled with the severe austerity conditions that followed the Second World War. During the build period, this culture evolved into the much more hip sixties and seventies. Nothing reflects these changes more than the style of catering provided by these vehicles. This started out with dedicated kitchen cars and first and second class dining cars with full service meals offered at fixed times. As lifestyles changed, buffet cars were introduced as an alternative. These offered a more casual at seat dining option. Unlike the dining cars, this service was available on a more or less continuous basis throughout the journey and offered lighter options. Another later alternative was the griddle car which offered a more significant catering option to the buffet car but without the trimmings (and price) of the full sit down service of the restaurant car.

Another modern innovation was a single bar car which provided a pub type atmosphere for those interested (the griddle cars, being multi-purpose, also had a section fitted out in a bar style as well). At the extreme end of the variations offered, were horse carriages in the earliest batches. Later, a single vehicle variant was a disco coach without windows or seats but with a record playing and sound system together with disco lights to boot! I am not sure how successful dancing would have been in a moving train. Maybe the movement helped! Passing passengers making their way through the train past the dancers would also have been an issue as well. Nonetheless, a sure sign of the changing times.

Following the great train robbery in the early sixties, a number of carriages were converted into high security bullion carriers to better protect such traffic. These vehicles were equipped with a single compartment for security guards. For obvious reasons, they were not fitted with gangways!

One of the quainter things I discovered, whilst undertaking research on the prototypes, is a real testament to the social structure of Britain as it existed when the carriages were in production and use. This relates to the compartment stock

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and the regional influence on the detail design of these. All first class seating was rightly and naturally equipped with armrests amongst other comforts. However, the Southern and Western Regions (being the main bastions of upper and middle class residency in Britain) stipulated no arm rests were to be fitted for the second class compartments on their stock. This was done on the basis that the seats could then fit eight passengers per compartment instead of six with the arm rests down. However, the clearly more benevolent Midland, Eastern and Scottish Regions did specify armrests which could be lifted out of the way if more capacity was required. The term "second class" also speaks volumes about prevailing social attitudes of the times and country.

Further research has shown that when the carriages were transferred from the latter regions to the former, any second class armrest fitted stock had the armrests fixed in the upright position so they could not be used even when loadings were light! Talk about being vindictive! Guess which social group would have been responsible for these decisions! To cap it all, the British Railway design group who controlled the designs for railway stock back in the day, created parallel drawing sets and codes for each group of stock with the only variance being said armrests! Bureaucracy and discrimination all mixed up together. So much for national standardisation!

3. The Models

The first decision was made well ahead of the construction programme. This was the number of carriages I wanted. The load limit for the class 27 on the West Highland was eight coaches. Thus, I used this as the basis for the quantity to be built. As with the Festiniog slate wagons built earlier in the year, I felt that this number was a reasonable balance between efficiency and boredom.

I also wanted a reasonable representation of a typical West Highland train. I quickly ruled out modelling the well-known sleeper train at this point (possibly a project for the future). Research showed that trains on the line were anything but standardised in formation. However, there were some must haves. These included the Tourist Second Open (TSO) and Second Compartment (SK) which proliferated much of the British Railway network being some of the largest groups of the variants built. Two of each of these were therefore included.



TSO M4840 at Keighley on the Worth Valley Railway: Photo Andrew Riley via Creative Commons with permission. The SK has roughly the same external outline as the TSO

The West Highland did provide some first class accommodation. However, it was not a major feature of the trains. Typically, only one or two carriages provided this accommodation in the sets used. This normally took the form of either the corridor composite (CK) or the more obscure brake corridor composite (BCK). I selected the former.



CK W16237 at Bodmin on the Bodmin and Wenford Railway: Photo Geoff Sheppard via Creative Commons with permission

Brake cars were an obvious essential and typical West Highland formations included at least one and more often than not, two and occasionally, even three!

Apart from the previously mentioned BCK, there were four other variants:

- Brake second open (BSO)
- Brake second corridor (BSK)
- Brake first corridor (BFK)
- Brake Guard (BG)

I selected the BSO and BSK since they represented the more usual variants used on the trains traversing the line.



BSO E9316 on the Great Central Railway: Photo: "DuchessofSutherland" via Creative Commons with permission

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BSK S35329 on the Mid Hants Railway. The external differences between this vehicle and the BSO shown above are just four passenger windows and a larger brake/parcels area. The other difference is the position of the battery box on this side which is left of centre. Its normal position on other carriage types, is right of centre. Here it would clash with the guards' access step. This is a point where a few of the commercial suppliers of gauge one coaching stock have got it wrong: Photo: Bradley Wurth via Creative Commons with permission.

Finally, I needed a catering vehicle. Once again there are a significant number of variants including a number of quite esoteric and sadly unsuitable vehicles as mentioned above. The most typical variant used on the West Highland was the miniature buffet (RMB) which adequately catered for the inner person needs on the slow journey from Glasgow to Fort William. Three diagrams existed for the RMB: 97 (the prototype), 98 and 99. Diagram 98 was the diagram used for the Scottish versions. These had one less window and passenger bay than the other diagrams as can be seen in the photo below. This was to accommodate more storage space.



RMB Diagram 98 E1836 at Keighley on the Worth Valley Railway; Photo Andrew Riley via Creative Commons with permission. Note the additional box beside the battery box. The missing window on the far side of the central door is obvious.

4. Construction

Having dabbled with 3D printing with the slate wagons built at the beginning of the year, this was to be the way most of the build was going to be done. I will deal with this in much more detail in later parts of the series. Suffice to say at this point, the ease of producing accurate repeat models with this technology is significant. However, being my first major project using this technology, I was on a huge learning curve. As a result, I was feeling my way along for a large part of the build particularly in the earlier stages.

Given the complexities of the vehicles, I broke the construction programme down into the following significant stages:

- Bogies
- Underframes
- Roofs
- Sides and ends
- Interiors

Thus, in the build programme, each of the components were made in batches for all eight of the vehicles at one time.

Whilst the bogies are standard for all the types being built (there are variations for some of the heavier vehicles), the same cannot be said for the remaining items. It is a sad reflection on some of the commercially manufactured gauge one models that, in a number of cases, they do not always replicate these variations. This reflects the situation in the sixties and seventies when the somewhat complacent OO and N gauge suppliers did much the same thing. These days, the manufacturers in these smaller scales offer much more accurate models at commercially attractive prices. This belies the comment made recently by one manufacturer of these in gauge one that, for the price they are being sold at, one should not expect museum quality models. Fair point, but there really is no excuse for not getting the basics right. The prices themselves do appear to be on a par, size for size, with their smaller cousins where the detail is largely accurate.

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5 Conclusion

Going forward in this series, I shall deal with each of the stages identified above showing how each item was built and the design work and functions that each needs to perform where relevant. First off will be the bogie construction.

I am grateful to the various photographers named for the use of their material which they have made freely available through the Creative Commons facility on the internet. Obtaining suitable prototype photographs myself, particularly in recent years, would have been pretty much impossible with the various travel restrictions in place.

This very much a work in progress and at the time of writing (August 2022) the bogies and underframes are complete. The roof sections have been printed and are awaiting assembly and painting.

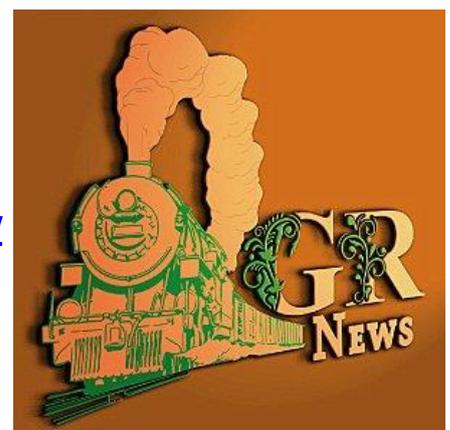


A completed set of underframes and bogies.

This article has been prepared for joint publication in the Garden Whistle and G1MRA NZ newsletter.

Photos and plans provided by the author except where stated.

The November / December Garden Railroading News is available to read online, this can be found at www.GRNews.org or [Click here to view the current issue.](#)



Readers Pictures



Spring flush has been trimmed to allow trains to pass - Photo Andrew Wilson



First time weathering and distressing a locomotive - Iain Collingwood - Editor

COMING EVENTS

January 21-22 2023	The Tauranga Model Railway Club Show
February 4-6 2023	13 th New Zealand Garden Railway Convention, Auckland
February 25-26 2023	Hobby & Craft Expo , Levin Showgrounds
March 18-19 2023	Cromwell Train Show
March 19 2023	Toy Collectors Fair, Heretaunga Upper Hutt
April 7-9 2023	15th Australian Narrow Gauge Convention (Melbourne)
April 15-16 2023	Kapiti Express Model Train Show
May 6-7 2023	Dunedin Model Train Show
July 8-9 2023	Alpine Model Railway Expo, Timaru
July 1-8 2023	38 th Garden Railway Convention, Santa Clara CA, USA
October 7-8 2023	The Big Train Show, Christchurch
October 2023	Great Little Train Show , Invercargill

Garden City Model Railroad Club Inc Annual Open Night

We'd like to issue an invitation to members of kindred clubs and organisations in the model railway community to attend on Monday 12 December.

If any of your members would like to attend, if they could please contact me on gcmrc.secretary@gmail.com Please note that as we are located within the Ferrymead Heritage Park, prior registration is essential to allow access to our clubrooms. The evening will commence at 7.30pm and supper will be provided.

Many Thanks and Kind Regards

Arthur Redditt
Club Secretary/Treasurer

Do you know of an event?
Contact the Editor to include in the next Garden Whistle newsletter
gw.editor@outlook.com



NEXT ISSUE PREVIEW

The British Railway Mark 1 carriages 2: Bogies: Their Design and Printing

By John Boyson, Pokeno



ADVERTISERS



Quayle Rail track now available in three metre lengths

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Mike Hilliar, Auckland

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Ian Galbraith, Rangiora

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Club Meeting	Club Contact
<p>December 10th (Saturday) 2pm</p> <p>Tim and Rosemary Auld's 748 Waitakere Road, Kumeu</p> <p>BBQ dinner so bring some meat to BBQ plus a salad or dessert to share.</p>	<p>Auckland:</p> <p>Auckland Garden Railway Society Inc</p> <p>Club Contact:</p> <p>Email: grahamclannz@xtra.co.nz Robert Graham, Ph: 09 600 2157</p>
<p>Running Days/Meetings cancelled until further notice</p>	<p>Waikato:</p> <p>GROW: Garden Railway Operators of Waikato.</p> <p>Club Contact:</p> <p>Email: sandnlipse@gmail.com</p> <p>Stefan Lipsey, PO Box 612, Waikato Mail Centre, Hamilton, 3240, Ph: 07 859 3650</p>
<p>December 18th (Sunday) 1.00pm</p> <p>Peter Milburn 365 Upper Waingawa Road Kaituna Masterton</p>	<p>Wairarapa:</p> <p>Wairarapa Garden Railway Group.</p> <p>Club Contact:</p> <p>Email: Lloyd.dickens@wise.net.nz C/- Lloyd Dickens, 55 Titoki Street, Masterton. Ph: 06 370 3790.</p>
<p>December: TBA</p>	<p>Wellington:</p> <p>Wellington Garden Railway Group.</p> <p>Club Contact:</p> <p>Email: bilthompson@xtra.co.nz Coordinator: Brent Thompson, 6 Bodmin Terrace, Camborne, Ph: 022 619 4006</p>
<p>December 10th (Saturday) 11.00am</p> <p>Bill & Margret Stanley Pirfic Railroad 23 Grangewood Drive Lincoln</p> <p>Please RSVP to Dave Day with attendance numbers for Christmas luncheon by the 5th.</p>	<p>Christchurch:</p> <p>Christchurch Garden Railway Group:</p> <p>Club Contact:</p> <p>Email: 2days61@gmail.com Secretary: David Day, 61 Carnarvon Street, Linwood, Christchurch. Ph: 03 981 4424 President: Bill Stanley, Ph: 027 282 4244</p>



2023 Convention – December Update

Hello everyone, the registration form is now available (see the newsletter). If you need a copy emailed to you or have questions please email Robert at grahamclannz@xtra.co.nz

We have secured a supply of 30 shirts so if you want a convention shirt get your registrations in as soon as you can.

Thanks to an offer by Michael Hilliar we have adjusted the convention program and the Saturday night BBQ will now be held at Michael's railway. Michael is going to make his railway available during the evening for anyone wanting to run a live steam or battery powered train, so when you pack your bags to come to the convention don't forget to pack a train.

We will have trading tables available at the New Lynn RSA which is our convention venue, for displaying items for sale or trade. These tables will be made available free of charge we only ask that you label your items so we know who is selling them and what the price is.

If you have any special dietary requirements please let us know on the registration form so we can make provision for you.

We look forward to seeing everyone next Waitangi weekend.



New Zealand Garden Railway Convention

Auckland, New Zealand

4, 5 and 6 February 2023 (Waitangi Weekend 2023)

email: nzgardenrailwayconvention@gmail.com

Our facebook page can be found at [Auckland Garden Railway Society Inc - Home | Facebook](#)

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New Zealand Garden Railway Convention Registration Form.

New Lynn RSA, 2 Veronica Street, New Lynn Auckland

4, 5 & 6 February 2023

Name

Partners Name

Mail Address

.....

Phone Mobile.....

Email

The full registration fee covers the cost of morning tea, lunch and afternoon tea on Saturday, Sunday plus the Saturday night BBQ and the formal convention dinner on Sunday night. Morning tea and lunch will be provided on Monday.

The Saturday BBQ dinner and Sunday convention dinner are also available to partners and spouses that have not paid full registration. Please let us know if you have any special dietary requirements.

A convention polo shirt will be available to order with your registration. Shirt sizes are S, M, L, XL, 2XL, 3XL and 5XL.

Note: We have secured 30 shirts so if you want a shirt make sure you order early. Monday the 6th of January 2023 is the last day that we can accept orders to ensure that the shirts are ready by Waitangi weekend.

REGISTRATIONS CLOSE FRIDAY 20 JANUARY 2023 and full payment will be required by that date.

Preferred name on name tag

Preferred name on name tag

Full Registration 175-00 No. Attending \$.....

Partners/spouse

Saturday BBQ Dinner \$15 No. Attending \$.....

Sunday Dinner \$45 No. Attending \$.....

DO YOU HAVE ANY SPECIAL DIETARY REQUIRMENTS?

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.....

Convention Polo Shirt \$40 \$.....

Shirt – number required Size/s.....

Total: \$.....

Please make payment into our convention bank account, which is ASB 12-3274-0112513-00 and include your name plus keyword “convention” when making payment.

Please email your registration forms to grahamclannz@xtra.co.nz Any questions email Robert at grahamclannz@xtra.co.nz or phone him on 021 529 015