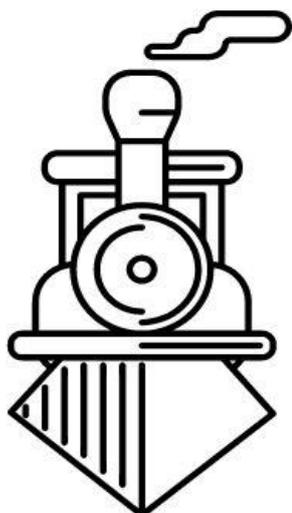


THE GARDEN WHISTLE

NEW ZEALAND LARGE SCALE NEWSLETTER



JANUARY 2023



THE GARDEN WHISTLE

NEW ZEALAND LARGE SCALE NEWSLETTER

January 2023

Contents

In This Issue

- [23 Readers Pictures](#)
- [24 Coming Events](#)
- [25 Advertisers](#)
- [26 Club Meetings
& Contacts](#)
- [27 Classifieds](#)
- [28 2023 Convention
Registration Form](#)
- [29 Palmerston North AMRA
2023 information](#)

This Months Features

- [3 Christchurch Garden Railway Group
Meeting](#)
- [10 Rockwood Gorge update](#)
- [13 Wellington Garden Railway Group
Meeting](#)
- [16 British Railway Mark One Carriages
2: Bogies Their Design and Printing](#)
- [21 Auckland Garden Railway Society
Update and Draft 2023 Convention
Programme](#)

[Cover photo](#) — Noel Collingwood's Mixed freight train on the Pirfic Railway.

Photo supplied by — Ian Galbraith.

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 - Editor, Photos as credited



Bill Stanley's warbonnet ABA Set - Ian Galbraith.

On the 10th of December the Christchurch Garden Railway Group had their Christmas luncheon at Bill and Margret Stanley's Pirfic Railway in Lincoln, many members attended and were treated to a yummy lunch and dessert followed by running trains in the afternoon when most took to the shade to watch on, chat with others and enjoy the day. Could not ask for a more Pirfic day!



Lunch enjoyed by many - Ian Galbraith.

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Always plenty to see on the Pirfic Railway - Ian Galbraith.



Ian Galbraith's FA1 passing over the bridge - Ian Galbraith.

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Mikado locomotive pulling the passenger train - Ian Galbraith.



Members enjoying the railway operations - Ian Galbraith.

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Wedding taking place at the church - Ian Galbraith.



Mikado locomotive just finished taking on some water - Ian Galbraith.



New Regent Street buildings - Ian Galbraith.



Dean setting up his NZR Drewry railcar - Iain Collingwood.

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Douglas Wall's U25B pulling a hopper train - Iain Collingwood.



Bill's coca cola train exiting the Pirfic Station storage shed - Iain Collingwood.

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Looking on from the shade - Iain Collingwood.



Andrew Wilson's Baguley Drewry pulling a mixed freight - Iain Collingwood.

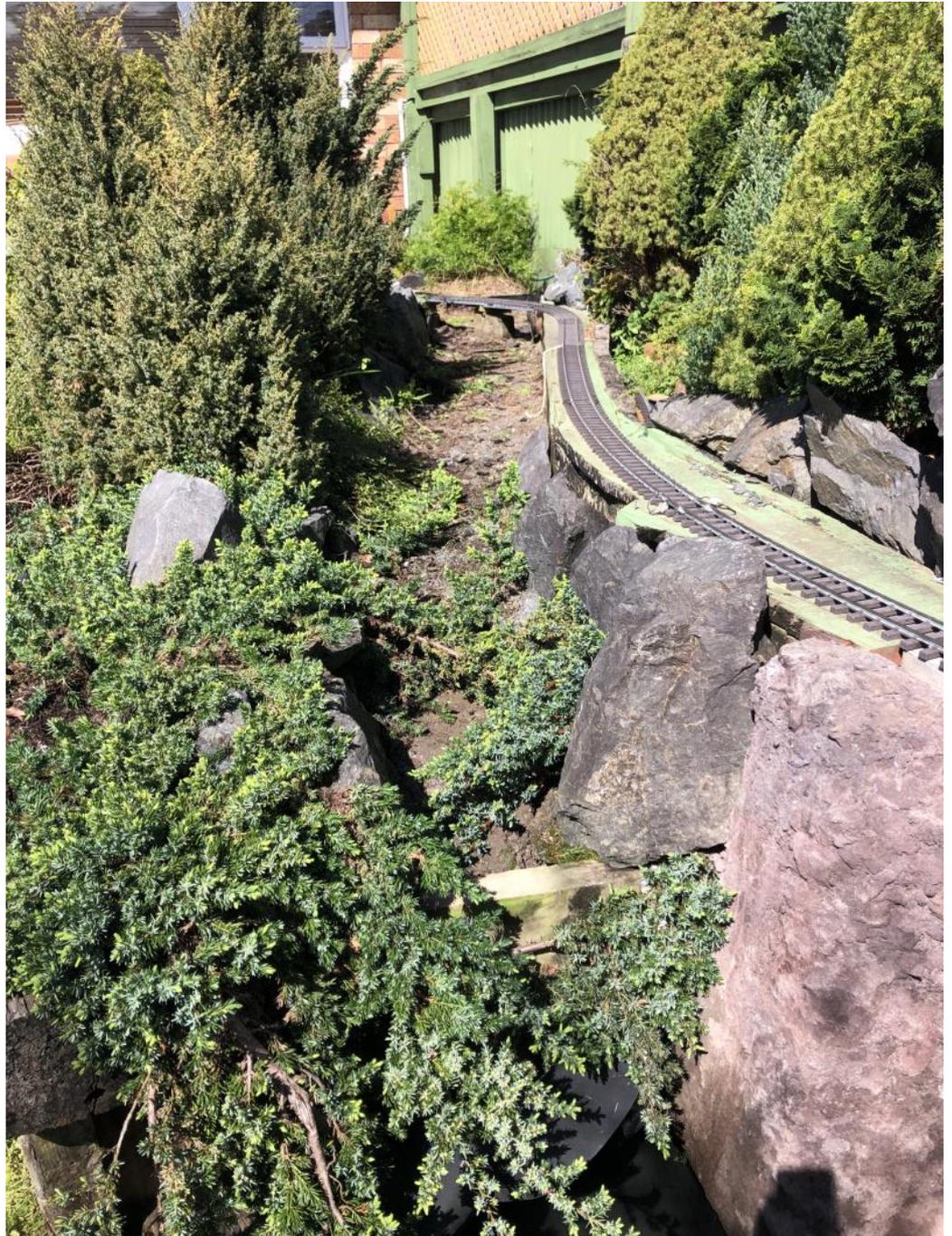
Rockwood Gorge update

Photos and Story, Michael Hilliar, Auckland

Just a progress report on the river section of the Rockwood railroad that I promised a while ago but as you all know we have suffered virtually continuous wet weather, which has delayed development of the river section for several months.

With the advent of the long-awaited fine weather and with the help of my daughter's partner, over the past week, we finally have running water; this dream has taken over thirty years. We don't rush things here. There is still some fine tuning to be done and I have just purchased some more gabion rocks to finish the detailing

The first picture shows the foundations. The rail line is laid on a solid foundation of wood piles as I learnt from the first scenic section I built, that the soil fill takes a long time to settle. The riverbed is on compacted soil but if it sinks it could add more interest. My intention was to have the river level up close to the railroad, so the recycled bricks was an easier way to raise the base level. I also built in low raised dams in the river to help with the ponding effect.



Rockwood river cleared for new version.

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The new Rockwood river. Now have to find a way to create white water in the chasm.

I have been collecting the materials for a good number of years for this project. I used long plastic grass strips laid upside down to cover the base bricks to help form the riverbed and to protect the pond liner from sharp objects below and then I laid grey/black plastic grass/mat over the top to protect it from the sharp rocks being placed on top. This river also serves as an access for maintenance, so I don't want to cause holes in the pond liner.

The picture showing the rock chasm, leading to the waterfall, doesn't show off the cascading water to its best effect but those who are attending the Auckland convention next month will observe the full effect. Hope to see you all at my place.

Michael Hilliar

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Right -

The new raised base with the shallow dams to help with ponding affect .



Left -

The upper reaches of Rockwood river. Now need to build a secure bridge

Wellington Garden Railway Group Meeting

Article and Photos - John Robinson

It has become a regular feature of the Wellington Garden Railway Group's calendar for the December running day to be hosted at Brent Thompson's Camborne railway, co-hosted by his parents Ian and Lesley. In addition to the usual running day attractions of trains to run and good company there is the added bonus of a panoramic view out over the Pauatahanui arm of the Porirua Harbour and Lesley's sumptuous catering. This year was a little cooler in the shade than some previous years but very pleasant sitting on the deck in the sun, chatting and watching trains go by.

There was the usual cross section of trains run including some of Brent's track powered locos. I thought Brent was spending ages using his iPad to video his trains, until I realized he was actually controlling his trains from the iPad. Clever really, he's got the iPad linked via Bluetooth to the controller. Sorry I should have asked more about how that works, guess I'll just have to ask more next year rather than pigging out on the dessert!

As you'll see from the photos the railway is slightly raised on concrete landscape retaining wall blocks that allows for a free flow shape, perhaps describable as a meandering loop, around the back lawn, the back lawn being the only flat area on an otherwise very steep section. I'll leave the photos of a sample of the trains run to fill in the rest of this report, rather than too many words, by suffice to say I'm looking forward to the December 2023 running day!



Brian Cashmore's train, the five NZR L wagons in the middle of the train were built by Wayne Haste a few years ago for Brian.

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Sorry I forget who's train this is, I was to busy chatting and enjoying the backdrop, bad form I know!



One of Brent's track powered trains, the loco having been painted in Kiwi Rail colours by Brent and Ian.



John Robinson's logging train.



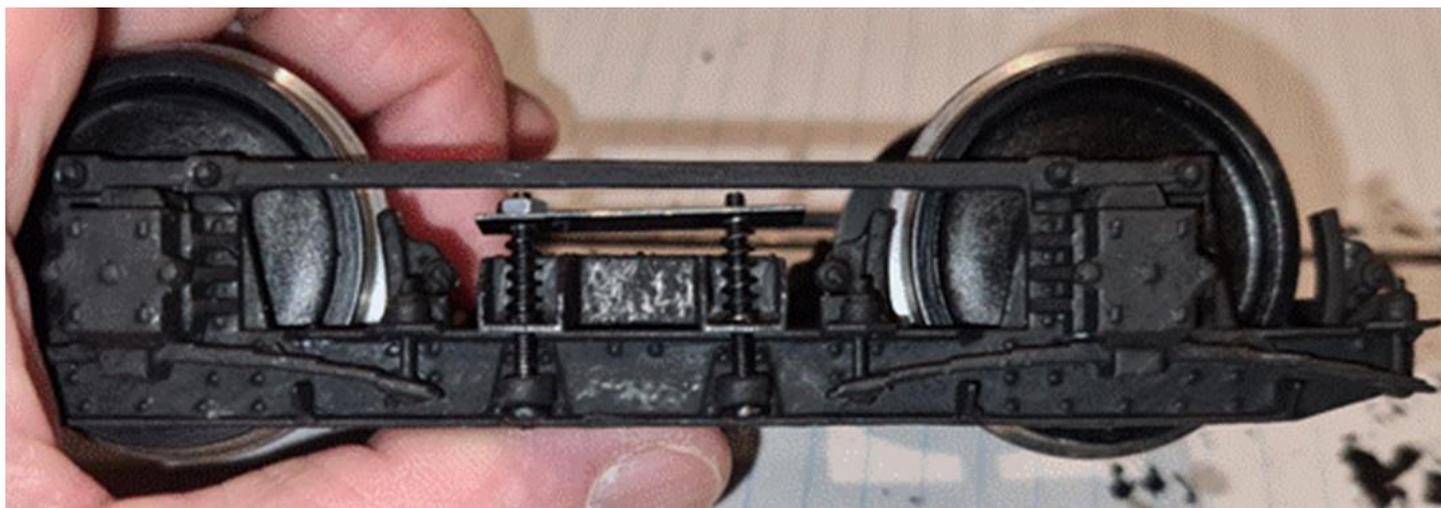
Chris Drowley's Katie, which now has a SloMo fitted.

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Tales from the West Highland Railway in New Zealand

British Railway Mark One Carriages 2: Bogies: Their Design and Printing

Author: John Boyson



A painted bogie frame assembly nearing completion.

1. Introduction

The British Railway Mark 1 carriage construction programme was a process of ongoing development over the 1950s and 60s. This improvement process included the bogie design. In the end three types were developed, each being an improvement on its' forebear. I selected the original least reliable option for my models. Despite its' issues, numerous examples remained in use on the prototypes for a significant number of years.

2. Function of a Carriage Bogie

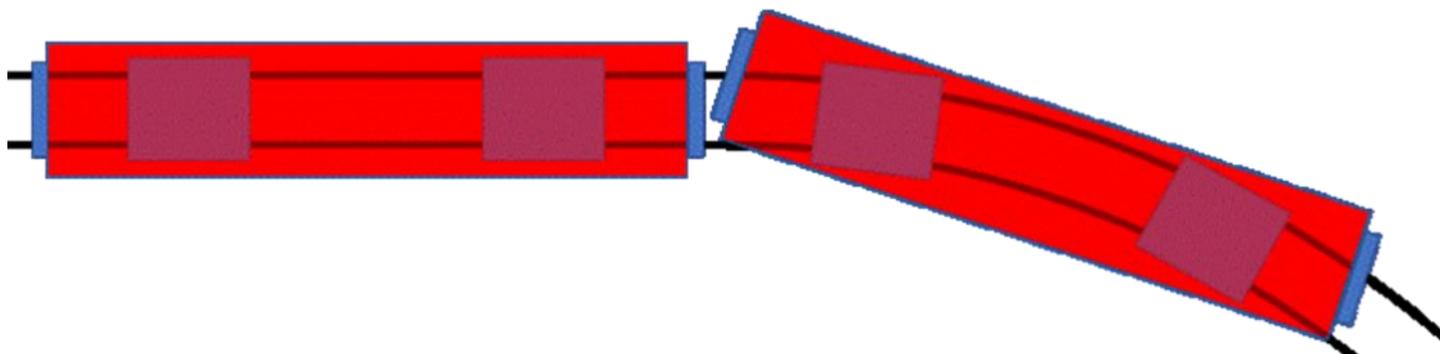
The main function of a bogie is to carry the load of the vehicle it supports down to the rails. By its nature, the bogie is also designed to rotate to provide operating flexibility for long vehicles around curves. However, in common with most rail vehicles, it must also ensure that this load does not generate too much impact loading, hence a springing system is used within the bogie to soften the blows.

For carriage bogies, going around curves brings in another issue. This is the alignment of the supported body with the bodies of adjoining vehicles. This is critical where corridor connectors are used to allow the safe passage of people between vehicles. In a straight line these will naturally line up. However, when starting to go around a curve, things get complicated. Bogies with a fixed pivot point will naturally force the ends of the vehicle to swing out causing misalignment between the two ends. The sharper the curve, the greater the misalignment will be. Clearly, when going around curves, this would be a major issue for people passing between carriages.

Furthermore, it is always good practice to connect vehicles directly via their frames so that their bogies are free to follow the track alignment as far as is possible. So, whilst the bogies take the vertical loading of their particular vehicle; as far as pulling forces are concerned, they are simply going along for the ride. N.B. Braking is another matter since the carriages have braking systems which are designed to (and hopefully do) act in unison to slow the train down in an even manner.

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Whilst our models do not replicate the prototypes' braking capability (being generally a step too far in most people's eyes), the misalignment of carriage ends has been an ongoing issue for a number of modellers over the years. This is accentuated by our generally unprototypical curves. I have commented on this point in the past, as a necessary evil we have to live with, even outside. As a result of this issue, which most modellers appear to live with, the infamous gap between carriages has been a feature of a lot of models as well as the typically unprototypical coupling of bogies rather than the underframes.

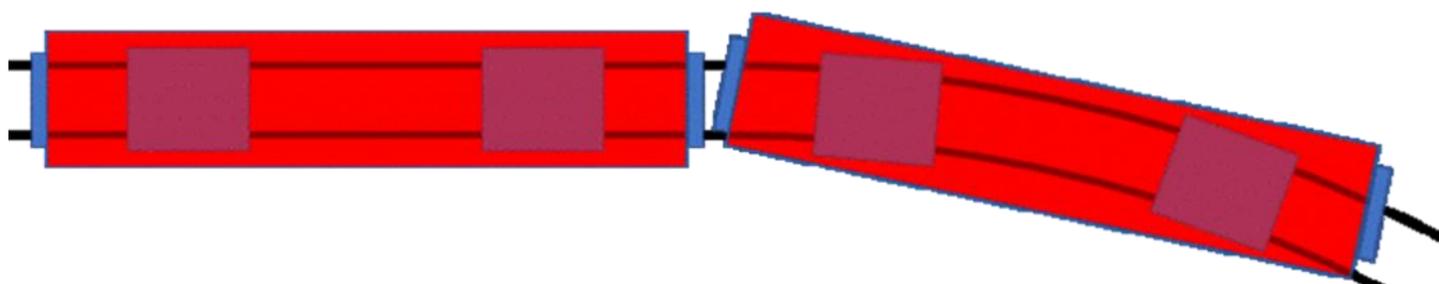


One carriage on a straight section of track and the second on a single radius curve both with fixed pivot points on the bogies. Result: ugly and a gap between the corridor connectors and bogie mounted couplings! Both are very necessary but unprototypical.

All of this creates a somewhat uninviting impression for the discerning viewer of such things. Having outlined the issue, there are solutions:

Firstly, as I have previously stated, make curves as large a radius as practical.

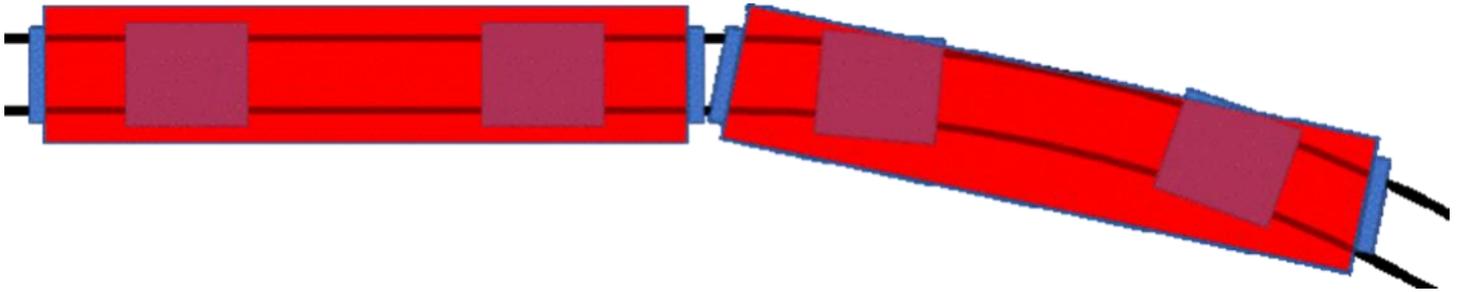
Secondly, create transitions at the beginning and end of curves so that a straight piece of track never goes directly into a single radius curve. This ensures that any carriage end misalignment is reduced. N.B. the amount of reduction that takes place will depend on the radius of the curve and the length of the transition section (Longer is always better). As an aside for those who rely on such things, this will also help reduce the potential for buffer locking as well.



Second carriage is on a transition curve whose radii varies from infinity (a straight line) smoothly down to the radius of the main part of the curve. The result is a significant improvement on the first sketch above. However, with the fixed pivot points there is still some misalignment.

However, none of these improvements will ever completely eliminate this problem, not even on the real thing. Hence the prototype carriage bogie includes another feature. This takes the form of an independent bolster. This sits between the bogie main frame and the carriage underframe. Its' function is to introduce some lateral flexibility within the vehicle to further reduce the unwanted outswing. To do so, the bolster connects directly with the carriage pivot point and provides the necessary rotation. However, in all other respects it follows the path of the carriage underframe and body. To provide the necessary lateral movement, the bolster is connected to the bogie frame by "swing links" complete with secondary springs. These allow the body and underframe to move sideways across the bogie. The bolster is restrained longitudinally for obvious reasons! Thus, the carriage ends can be kept in alignment with their neighbours whilst the bogies are free to follow the track as necessary. The additional springing also assists in absorbing some of the inevitable track undulations that naturally occur. A further benefit is that the carriage ride/passenger comfort is much improved through the swinging action and gives a floating/gliding sensation as the vehicle moves along the track.

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The bogies in this example are fitted with swing links and couplings mounted on the frames to deliberately hold the ends in alignment (vital for the connecting corridor). The swing links between the bogie and bolster allow the underframe and body of the carriage on the curve to move sideways in relation to its bogies to absorb the potential offset. N.B. I have exaggerated this in the above sketch to better illustrate the action being performed.

I have been surprised that commercial model manufacturers, with the huge improvements in technology and accuracy in recent years, have yet to incorporate this feature in their models to reduce/eliminate the quite ugly misalignment I have commented on above. Given my thoughts on the matter, I was keen to include this feature in my models to see how well it would work.

3. Printing the Bogie Frames, Axle Boxes and Bolsters

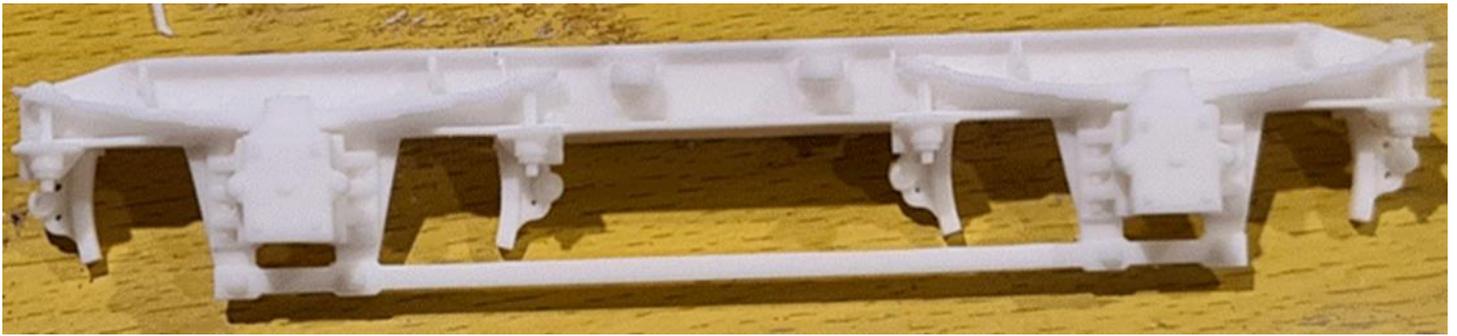
Those who read my article on the Festiniog slate wagons may recall, I had 3D printed the axle boxes for these vehicles. In doing so, I encountered problems with warping which I never fully resolved. Having designed the bogie frame sides for the current build, I printed these out with the axle boxes. I then assembled the frames onto sheets of brass to keep them in line which worked after a fashion. However, when I printed the first of the frame sections it was a disaster with warping and now spalling as well. The prints were also incredibly brittle.



One of the prints of a bogie frame side using the water based resin. Not good!

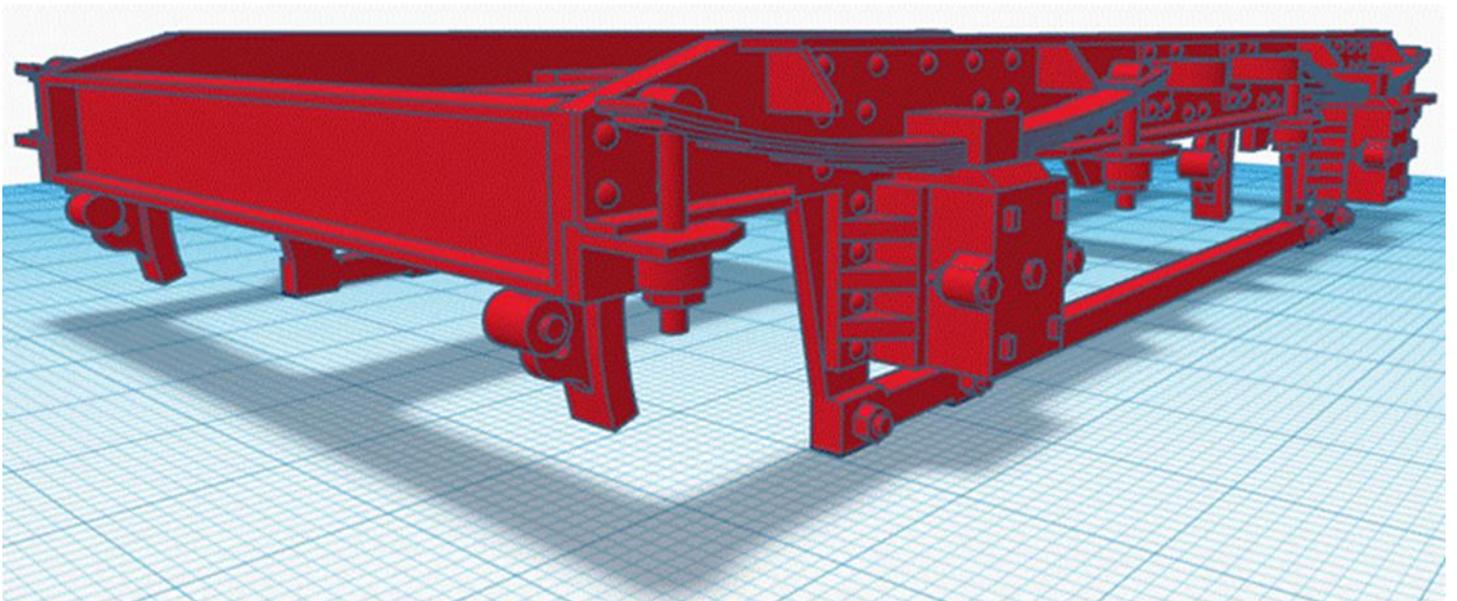
I purchased a cleaner and curing machine to see if this would improve things but to no avail. So, I went back to my supplier to have a chat with him about the problems. Geoff Hallam, who was aware of the difficulties I was having, made me aware of a G1MRA member who was having similar difficulties. It turned out he was using the same printer and water based resin as me. Further research indicated that this could be the source of my problems. So, I tried some ABS type resin instead. What a difference! The prints came out straight and were much more resilient. So, the bogie frame was redesigned as a single unit and a print was made. Again, it was perfect.

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A trial print of the same artwork using the ABS resin. Much better!

Having used the ABS resin for a while now, I find that it gives off far less fumes and, whilst the washing process using the IPA needs to be done with more protection, it does a better job. Furthermore, there is no contaminated water to deal with either which bizarrely seems to be better for the environment. N.B. at regular intervals the IPA is subjected to UV light to cure any accumulated resin. This is then filtered to remove the detritus. Thus, whilst I needed a fair bit of IPA to start with to fill the washing vessel, it is now proving quite economical with the recycling being done. The other advantage is that it evaporates quickly. Thus, drying time between washing and curing decreases significantly. This speeds up these processes.



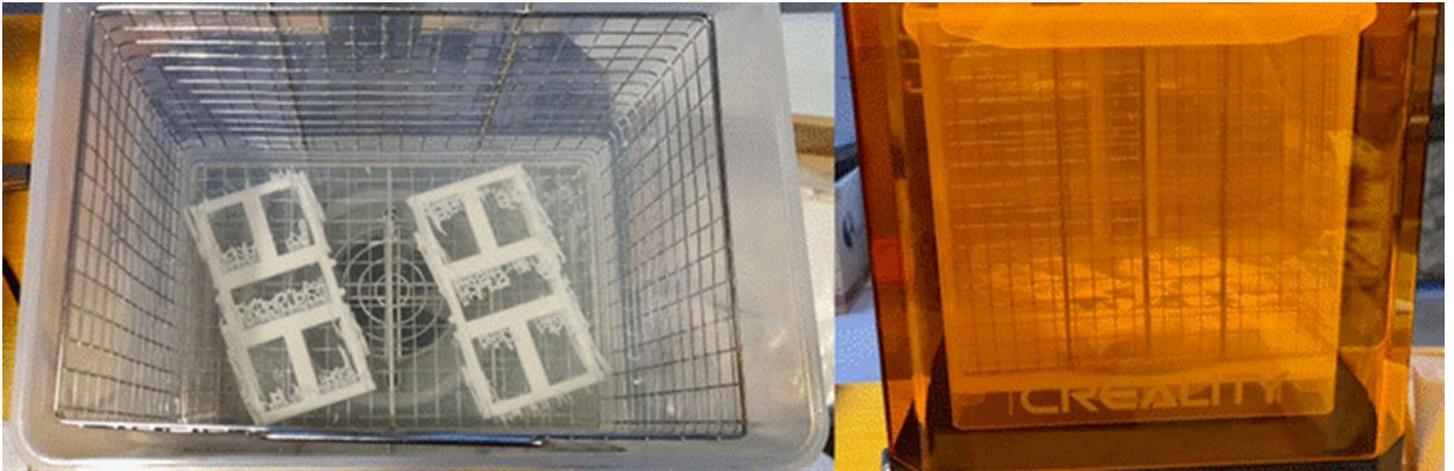
Final development of bogie frame artwork ready for batch production

With confidence restored, batch printing restarted and with the frames done, the bolsters were also created.



Finished print of two frames on tray and being cut out in workshop

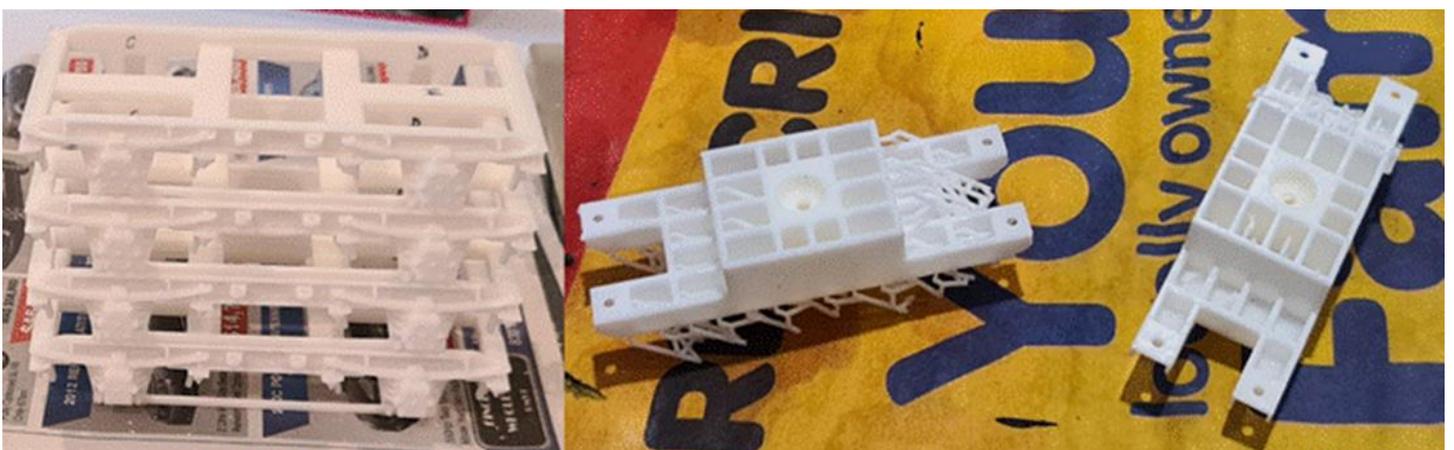
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Then washed in IPA for 30 minutes



Following washing, they were allowed to dry and then cured for two minutes, turned over and cured again for two more minutes on the other side.



With the cured frames put to one side, the bolsters followed.

4. Conclusion

The construction of the bogies has been a journey of discovery with many problems encountered, not least with the earlier attempts with the water based resin. However, ultimately the results were successful and I have learnt a lot. In the next article I will cover the assembly of the bogies to bring this stage to a conclusion.

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.

Auckland Garden Railway Society December 2022

I don't know about the rest of the country but in Auckland we had a very wet December right up to about a week before Christmas when at last summer arrived. This meant that the end of year meeting and BBQ that had been planned to be at Tim Auld's place was unfortunately washed out by heavy rain.

There won't be a meeting in January and the first meeting for 2023 will be the convention over Waitangi weekend so make sure you sign up to attend the convention. We have heard from Peter Lucas who was coming from Australia to give a presentation on the "My Loco Sound" system is not able to get here as his passport renewal will be not through in time. However we are lucky that Ian Galbraith is the New Zealand agent for My Loco Sound and he is going to give a presentation in place of Peter.

A draft programme is now out so you can see what is planned. We hope you can come to the convention and ask if you can register as soon as possible. NOTE if you want a convention shirt you have to get your orders in by 6 January 2023.

I will remind anyone coming to the convention that if you have any special dietary needs please note them on the registration form.

I am looking for meeting hosts for the rest of 2023 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



Draft 2023 Convention Programme

Saturday 4 February 2023

8.30 am Crew arrive and set up

9 am doors open and registration commences

9.30 Karakia and opening welcome, safety briefing, divide into two groups

9.45 Ian Galbraith presentation about the "My Loco sound system and time for questions

10.15 30 minute Tea break

10.45 Chris Drowley presentation on fitting radio control

11.15 30 Minute break for looking at trading tables

11.45 Chris Drowley presentation on using a Cricut machine for making transfers and stencils

12.15 One hour lunch break

13.15 – 14.00 Travel time Depart to Ray Williams 5 Broadview Place, Howick

14.00 – 15.00 Ray Williams (afternoon tea)

15.00 – 15.30 Group A travel to Michael Hilliar's and group B travel to Chas Hoskins

15.30- 16.15 Group A at Michael Hilliar's and Group B at Chas Hoskins

16.15 – 17.45 Groups switch over with Group A going to Chas Hoskins and Group B going to Michael Hilliar's. After Group B has visited Chas Hoskins railway, they will return to Michael Hilliar's for the Saturday BBQ dinner. Michael's railway will be available for running trains during the evening and BBQ

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Important Note - Saturday we will clear the room at the RSA and any display or sales table material will be moved into a locked storeroom until Monday

Sunday 5 February 2023

Sunday attendees will go direct from their accommodation venues to first layout

9 am Group A goes to Andrew Stevens 24 Mason Street, New Lynn

9 am Group B goes to Robert Graham 14 Milwaukee Place, Glendene

Note Morning tea break at Robert's

10.00-10.20 The two groups swap over so group A goes to Robert's and Group B goes to Andrew

10.20 – 11.20 Layout visits at Robert's and Andrews

11.20 – 12.00 Travel to go to Tim Auld's

12.00 – 14.30 Visit Tim and Lunch at Tim's

14.30 -15.00 Travel time from Tim's to John Reinecke's place 81 Te Wharau Drive Greenhithe

15.00 – 16.30 visit to Johns including afternoon tea

16.30 – 18.00 free time

18.00 – 20.30 Meet back at New Lynn RSA for dinner

Monday 6 February 2023

9 am open venue and time for trading tables

9.30 to 10 Presentation by Mathew Graham on painting figures

10 – 10.30 Morning tea break

10.30 – 11.30 Presentations

11.30 – 11.50 Discussion and voting on location for the next convention

11.50 – 12.50 Lunch New Lynn RSA

12.50 - 14.00 Visit to MOTAT rail section and finish



New Zealand Garden Railway Convention

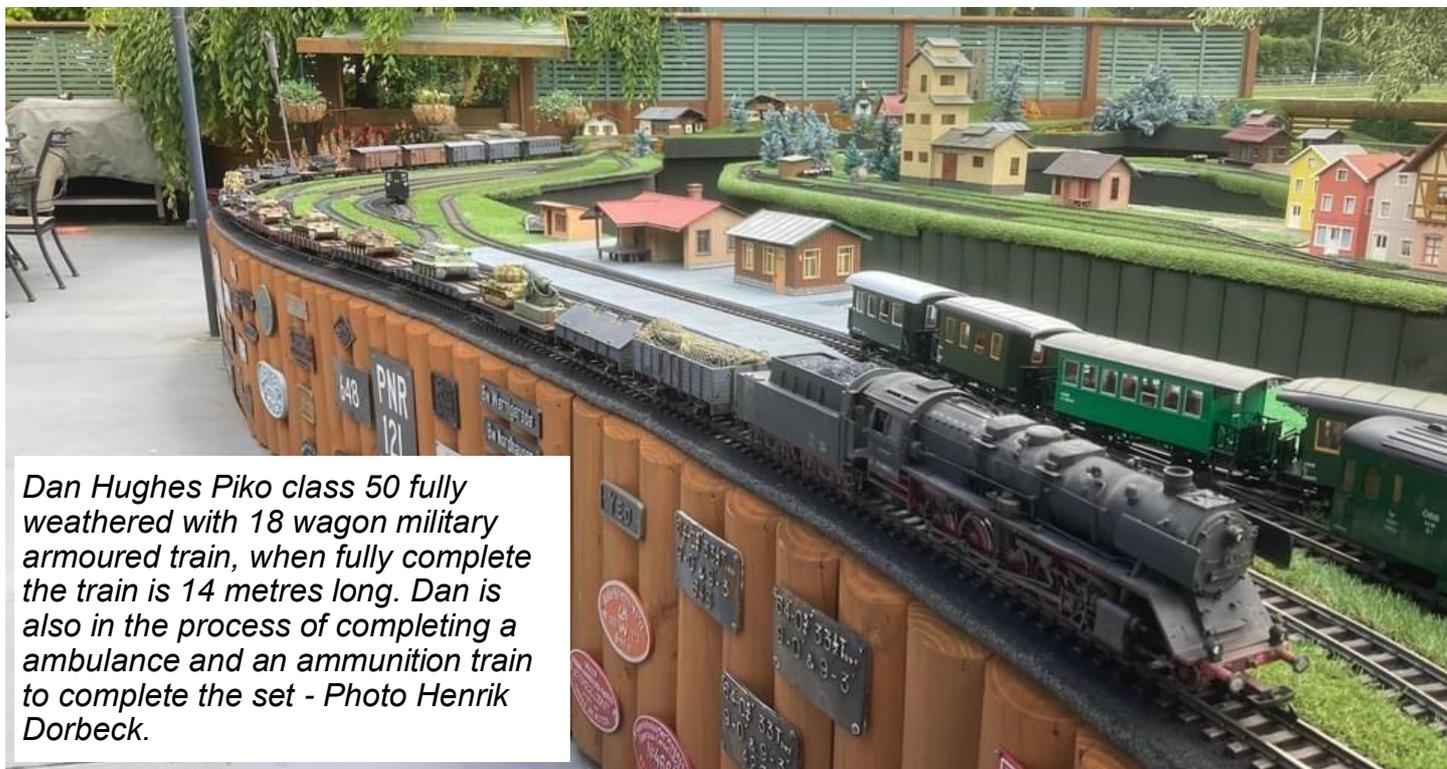
Auckland, New Zealand

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

Readers Pictures



Dan Hughes Piko class 50 fully weathered with 18 wagon military armoured train, when fully complete the train is 14 metres long. Dan is also in the process of completing a ambulance and an ammunition train to complete the set - Photo Henrik Dorbeck.



This small LGB 0-6-0 tender tank loco has been decaled for an Austrian 798 class loco. It started of life as a German Military Field Railway loco working in Russia and the Ukraine on various HFB lines. At the end of the war it was one of 4 stranded in Austria, all were in service for a number of years on various lines. It is fitted with a Loksound sound unit - Photo Henrik Dorbeck.

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
June 3-5 2023	Palmerston North AMRA
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 Whistle Newsletter archive

Over the last few months I have been gathering Garden Whistle Newsletters from the past with the help of others, these newsletters have been archived in Dropbox for club members to access. If you would like access to these newsletters or shared overseas newsletters this can be done by being added to the access list if you have Dropbox or a direct link can also be shared to view these files. Please email me at: gw.editor@outlook.com and state if you have Dropbox or not for access.

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



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



38TH NATIONAL GARDEN RAILWAY CONVENTION
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NEXT ISSUE PREVIEW

The British Railway Mark 1 carriages 3: Bogies: Painting and Assembly

By John Boyson, Pokeno



ADVERTISERS



Quayle Rail track now available in three metre lengths

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Mike Hilliar, Auckland

mhilliar@orcon.net.nz

Henrik Dorbeck, Masterton

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Ian Galbraith, Rangiora

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operation? Our comprehensive system is simple to install and
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components, not plastic. Nearly every product made in the USA



Club Meeting	Club Contact
<p>No January Meeting</p> <p>2023 New Zealand Garden Railway Convention 4,5 and 6 February.</p>	<p>Auckland:</p> <p>Auckland Garden Railway Society Inc Club Contact: 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. Club Contact: Email: sandnlipsey@gmail.com Stefan Lipsey, PO Box 612, Waikato Mail Centre, Hamilton, 3240, Ph: 07 859 3650</p>
<p>January 15th (Sunday) 1.00pm</p> <p>Warren Stringer 187 Park Road Carterton</p>	<p>Wairarapa:</p> <p>Wairarapa Garden Railway Group. Club Contact: Email: Lloyd.dickens@wise.net.nz C/- Lloyd Dickens, 55 Titoki Street, Masterton. Ph: 06 370 3790.</p>
<p>January: TBA</p>	<p>Wellington:</p> <p>Wellington Garden Railway Group. Club Contact: Email: bilthompson@xtra.co.nz Coordinator: Brent Thompson, 6 Bodmin Terrace, Camborne, Ph: 022 619 4006</p>
<p>January 29th (Sunday) 1.00pm</p> <p>Kabita and David Whale's Collins Creek Railroad 81 Collins Rd east, R.D. 7672, Lincoln</p> <p>No Track power, Battery or Live steam only.</p>	<p>Christchurch:</p> <p>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</p>

CLASSIFIEDS



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LGB R1 turnouts
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Contact Editor:
gw.editor@outlook.com

or
021 111 8692



It's time for some of the live-steam locomotives in the Sidestreet Bannerworks collection to find new homes. I've posted the engines for sale on my website. You can find them at the link below. Please feel free to pass this link along to anyone who you might think might be interested.

<http://www.sidestreet.info/Usedpages/usedintro.html>

If you have any questions about any of the engines or would like to see more pictures, please drop me a note at bannerworks@comcast.net

**Thanks and Happy Holidays,
Marc Horovit**

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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



Palmerston North AMRA 2023

King's Birthday Weekend

3rd to 5th June 2023

The Scale Rails Model Railroad Club invite fellow model railroaders to save the date for the 2023 AMRA to be held in Palmerston North.

The AMRA program will run from the evening of Friday 3 June to the morning of Monday 5 June 2023.

The AMRA will be based at Newbury Hall. Newbury Hall is a short 5 to 10 min drive (6km) from the square. There is plenty of off-street parking at the site.

For those that receive Highball, it was previously advised that the AMRA would be held at the Stadium. Unfortunately, this venue became cost prohibitive, and we had to find an alternate venue.

Newbury Hall:



THE GARDEN WHISTLE



AMRA Banquet Dinner.

The Sunday night Banquet Dinner will be held at the Distinction Hotel, 175 Cuba Street, Palmerston North. The hotel is a short walk from the square. A buffet dinner with dessert will be served. The hotel is fully licenced, and a cash bar will be available for the evening.



AMRA 2023 Banquet Dinner Quest Speaker.

Scale Rails is privileged to announce our guest speaker for the AMRA Banquet Dinner, will be Brendon Deere. Brendon Deere will present the amazing story of RNZAF P51 Mustang NZ2423.

Some of you may recollect that Brendon did a similar presentation at our 2013 AMRA on his Spitfire PV270.

The story of Mustang NZ2423 is an amazing story of a very special aircraft in New Zealand. It was rescued by the late John Smith in Mapua, Nelson back in the 1950's and stored for many decades together with a Mosquito, a Kittyhawk, and many other ex RNZAF aircraft. Brendon acquired the Mustang about 2 years ago. His team at the Biggin Hill Hanger at Ohakea Airforce Base has been extremely busy with the full rebuild of the aircraft to flying condition which is expected to be next year. It even has a connection to USA railroading with the engine being rebuilt in Tehachapi. Join us for this amazing story at AMRA 2023



Regards from the Palmy AMRA Team

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