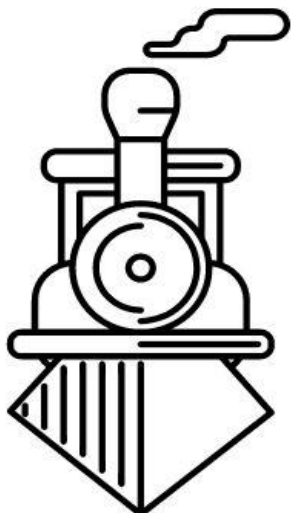


THE GARDEN WHISTLE

NEW ZEALAND LARGE SCALE NEWSLETTER



NOVEMBER 2023



THE GARDEN WHISTLE

NEW ZEALAND LARGE SCALE NEWSLETTER

November 2023

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[Cover photo](#) — Elm Grove Railway Dean Ellicock V200

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

Wairarapa Garden Railway Group Meeting

Report and Photos - Lloyd Dickens.

Murray Clarke's Elm Grove railway is very new but now well developed around a central village and two main lines running to the other end of the site, the two lines come together at one point at the village and the railway is completely raised over its entire length.

Murray had a good turnout to his running day partly made possible by the railway running DCC as the group has two factions, one DCC and one only Battery or Live steam. The photos tell most of the story on trains being run.

My Isle of Man Railcars with the baggage wagon between was actually how the railcars were often run. When the railcars were in use the railway was on the way out but still necessary to transport visitors to their hotels. The railcars were very old when the Isle of Man (IOM) received them and soon became uneconomical. The IOM government finally purchased the railway system closed most of it, keeping only one line for Steam trains. The tramways were also kept. Public transport being provided by buses. That is the situation as it is now. The IOM started restoring the railcars having made good progress on the mechanical side but not completing the total rebuild of the carriages. Recently the railcars were returned to Ireland. This railway will be seen on the convention tours in January 2024. Please send in your registration forms now.



Elm Grove Railway Brendon Clarke loads his train on track.

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Elm Grove Railway Lloyd Dickens Isle of Man Railcar set with baggage wagon.



Elm Grove Railway Murray Clake and his visitors.

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Elm Grove Railway Peter Murray GP30.



Wellington and Wairarapa members at Wellingtons Running Day.

Water Bottles for Live Steamers

Article and Photos - John Robinson

It probably comes as no surprise, that unlike the hope that all people are created equal, pump bottles are not all created equal. In the past I have had two pump bottles for topping up the water on my live steam locos while they are in use. Recently the one I use for my coal fired loco failed after several years of use, not helped by dropping it a couple of times, my error, so a replacement plus a backup spare were sourced.

The water pump bottle I bought from Regner when I purchased my first live steamer is my benchmark, and it's still pumping well. It functions well for my gas fired locos that are topped up either through a Goodall valve on some, or Regner's own top up valve on others, both require plain outlet ended hoses to be fitted to the water bottles.

My DJB Engineering coal fired loco is quite a thirsty wee beastie and a higher output bottle is preferable for this. So I purchased a "Jackson's Superior" water top up bottle from Jackson's Miniatures (www.jacksonsminiatures.com) in the UK. Cost was around \$45 landed which sounds a lot but not compared to the consequence of a failing pump bottle while your coal fired live steamer is in steam, and on your enjoyment. Delivery was very prompt too. These bottles are advertised to pump 3 to 4 times more per stroke than usual pump bottles, and in comparison to the Regner bottle that certainly is the case. And it has a nice positive feel about the pump action too.

To get a back-up bottle I trotted down to the local Mitre10 to see what was on offer and found a number in the garden spray section. There were some cheapies around the \$5-\$10 range and they felt cheap, there was one around \$15 but still just didn't quite have the quality in the feel or action I was looking for. The most expensive option was \$20 from Spraymaster which felt more like the feel of the Regner and Jackson ones so that is what I bought. Back home giving the output a test it pumps about two times more per stroke than my benchmark Regner bottle but less than the Jackson bottle. That gave me three bottles and the chance to compare the feel and output per pump stroke of the bottles when in actual use.

In a nut shell the I feel the Jackson Superior bottle is definitely superior and worth the extra expense for peace of mind, though the Spraymaster, assuming it matches it's 5-year guarantee, will also be quite satisfactory though the pump action doesn't feel quite as positive in use as I had hoped. A handy thing with the Jackson's bottle is they will fit to the outlet end of the hose a Rectus fitting that is needed for quick release valves that some live steamers have, including my DJB loco. I had my bodged a version connecting the Rectus fitting on my original Superior water bottle and it took me several goes to get a version that the hose didn't come off the fitting at the wrong time and spray me. Having a proper fitted one is worth probably as much as the bottle is worth to me, and I'll stay dry!

Oh and the last thing is that both the Regner and Jackson bottles come fitted with a hose. Luckily I could salvage the old hose off the failed bottle for the Spraymaster bottle as, being sold for spraying plants, it doesn't come with a hose which would be a problem if, like me, you don't have the skills to make the barb fitting required for the inlet end. A definite problem unless you have a kind friend like Geoff Hallam who turned me up a barb from brass so I have a spare hose as a further back up.

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Regner bottle on the left, Spraymaster centre and my favourite, the Jackson Superior, on the right.



Regner bottle in use with my Accucraft Plantation loco Ngahere which uses a Goodall valve for topping up the water.

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My new Jackson Superior bottle in use with Namu my DJB Engineer coal fired loco.



The spare barb Geoff Hallam turned up for me, the length of pipe posed with the photo was the wrong hose, opps.



The barb fitted into the Spraymaster cap and hose fitted. (The correct hose this time!).



**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
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Servo triggers for sound systems
Servo trigger Lyn & 3Chime Whistle modules



Contact Chris cdrowley@xtra.co.nz

Railway Update

Dean Ellicock, Wairarapa

Many of you who attended the Wairarapa gathering at the start of 2022 got a glimpse of Deans newly built layout room and his plan for building an indoor g scale layout, these photos will provide an insight of the work Dean has put into building his indoor layout which will be on display at the Wairarapa Convention 20th to 22nd January 2024.



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Christchurch Garden Railway Group Meeting

Report - Editor, Photos as credited

The Christchurch Garden Railway groups October meeting was a display at the annual Christchurch Big Model Train Show at Cowles stadium, this was the second year held at this venue. Firstly a great big thank you to all the members who assisted over the weekend in the various roles of getting the layouts and equipment to the show, setting up of 2 layouts, running trains, assisting with the U-drive operation, interacting with public and finally packing up the layouts and taking them away to storage. There was a steady stream of people over the weekend and at times the show was fairly packed with the public wanting to view layouts on offer, with even a couple from the North Island. The following photos show the CGRG layouts and also some of the other layouts that were on display over the weekend.



CGRG Displays, U-Drive layout left and portable layout right - Photo Ian C Galbraith.



Double Header on the Group layout - Photo Ian C Galbraith.

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Noel's Train rolling by the church - Photo Ian C Galbraith.



Brian's (CGRG Member) Meinvasse Swiss layout - Photo Editor.

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Tram on the main street - Photo Ian C Galbraith.



The U-Drive layout setup - Photo Editor.

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Bill's New regent street display on the group layout - Photo Editor.



Tonys layout Right (CGRG Member), one half of the Twin Peaks layout - Photo Editor.

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Neil's logging train passes Bill's Freight train at Mt Catt Station - Photo Editor.



One Track Minds NZR Layout - Photo Editor.

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One Track Minds NZR Layout - Photo Editor.



Lawrence Boul's Rewanui Module - Photo Editor.

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9mil NZR Layout (Ex Chch layout now from the North Island) - Photo Editor.



9mil NZR Layout - Photo Editor.



Southern Layout (another North Island layout that was displayed) - Photo Editor.

Wellington Garden Railway Group Meeting

Report and Photos - Brent Thompson

A good time was had by all at our latest club meet. Hosted by Brent Thompson, club members ran a combination of track power, battery power and live steam. Although a little cool with a slight breeze, members were able to run a variety of engines and rolling stock.



Brent's Aristocraft U25B Painted in Kiwirail Colours.



Tony's LGB Colorado & Southern Mogul.



Richard's LGB Santa Fe A-B-A Set.



Rodney's Custom Painted Radio Control Aristocraft Diesel.

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Chris's Bachmann Radio Control Shunter with Custom-Made Hopper Wagons.

*Right -
New Addition to Layout
Ex NZR Railway
Crossing Sign*



Tales from the West Highland Railway in New Zealand

British Railway Mark One Carriages 12: Preparing and Priming the Sides

Author: John Boyson



1. Introduction

With the bodies assembled, the next task at hand was to prime the bodysides. In conjunction with this, a few details needed to be fitted.

2. Priming

Firstly, the brass floor was brush painted with a white etch primer. Then the exterior was sprayed with a rattle can primer from our local hardware store. As expected, this showed some more minor flaws. These were dealt with further araldite filling, sanding and washing followed by another coat of primer after the shell had dried. This process was repeated until a suitably fine finish was obtained. Typically, this took about six coats for each side to obtain a finish I could live with. Once I was happy with the surface and the fittings described below were fitted, each body was set aside ready for the top coat.

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Applying the white etch primer.



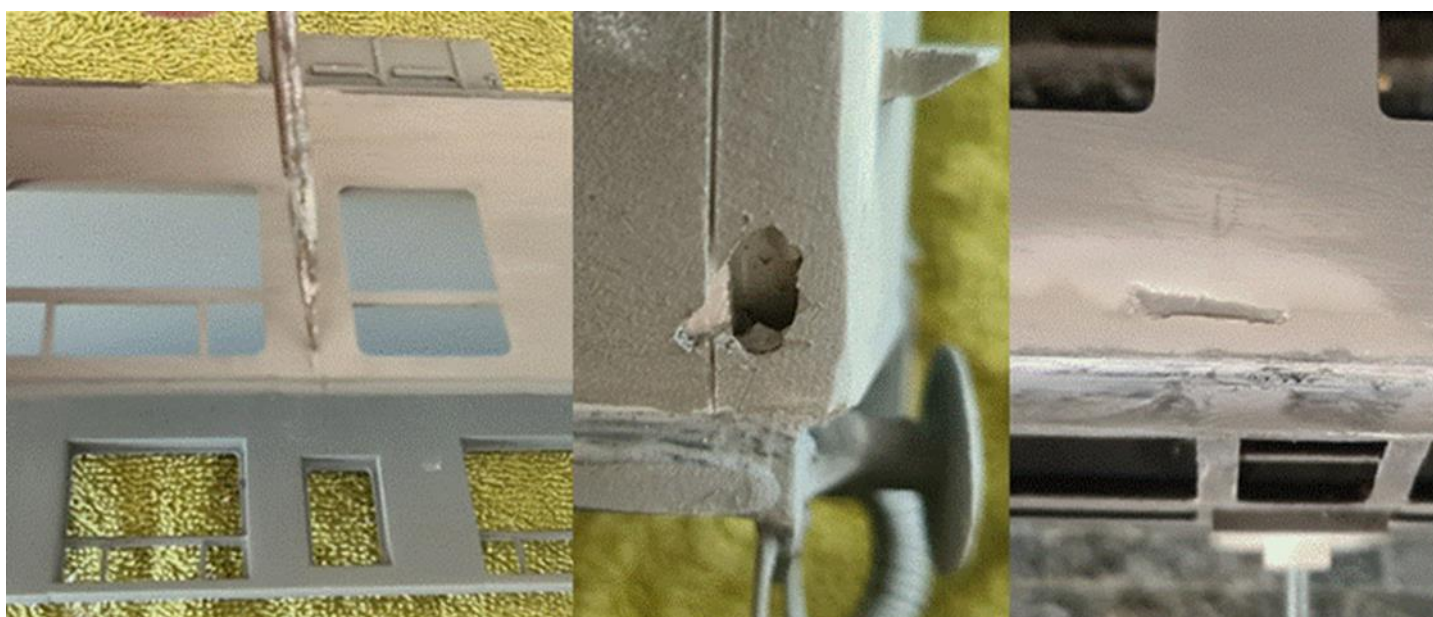
The white etch primer applied and the shell set up in a make do spray booth made up of old newspapers.



Four shells primed with their first coat.



Rubbing down the first primer coat.



Some of the flaws discovered when rubbing down.

3. Adding Some details

This task was dealt with as the priming and preparation continued. In writing about them, rather working through the various jobs in a strict chronological order, I have dealt with each task in a more logical and structured manner to provide a more organised description of the various activities covered.

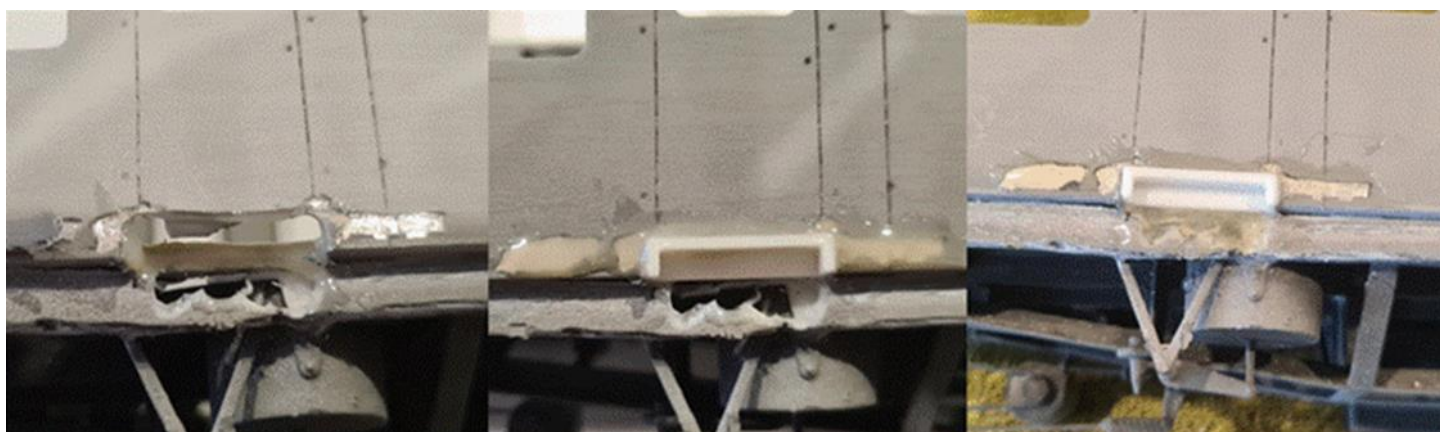
3.1 Guard Instep

The two brake vehicles which incorporate facilities for the guards have insteps below the guards' doors, which open inwards to allow access from ground level. These had been included in the original prints. However, with the remedial works detailed in part 11, these recesses had been filled in. Furthermore, the angles connecting the sides with the underframes interfered with these as well. The solution was to drill out openings to accommodate the recesses. Prints of the recess outlines were made. These were then glued into the rough openings created. After the glue had set, the edges were sanded down and the remaining rough areas were filled and sanded down to create a flush finish with the rest of the bodyside.

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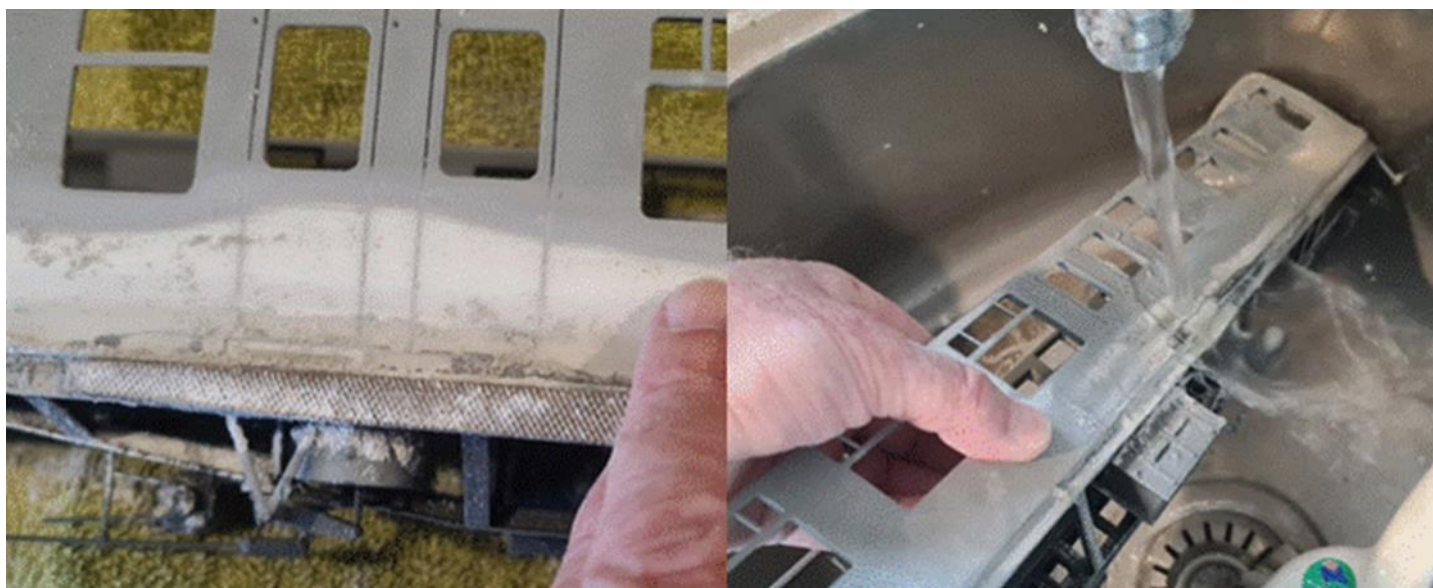
Drilling out the recesses. This was a challenging and traumatic, but necessary job.



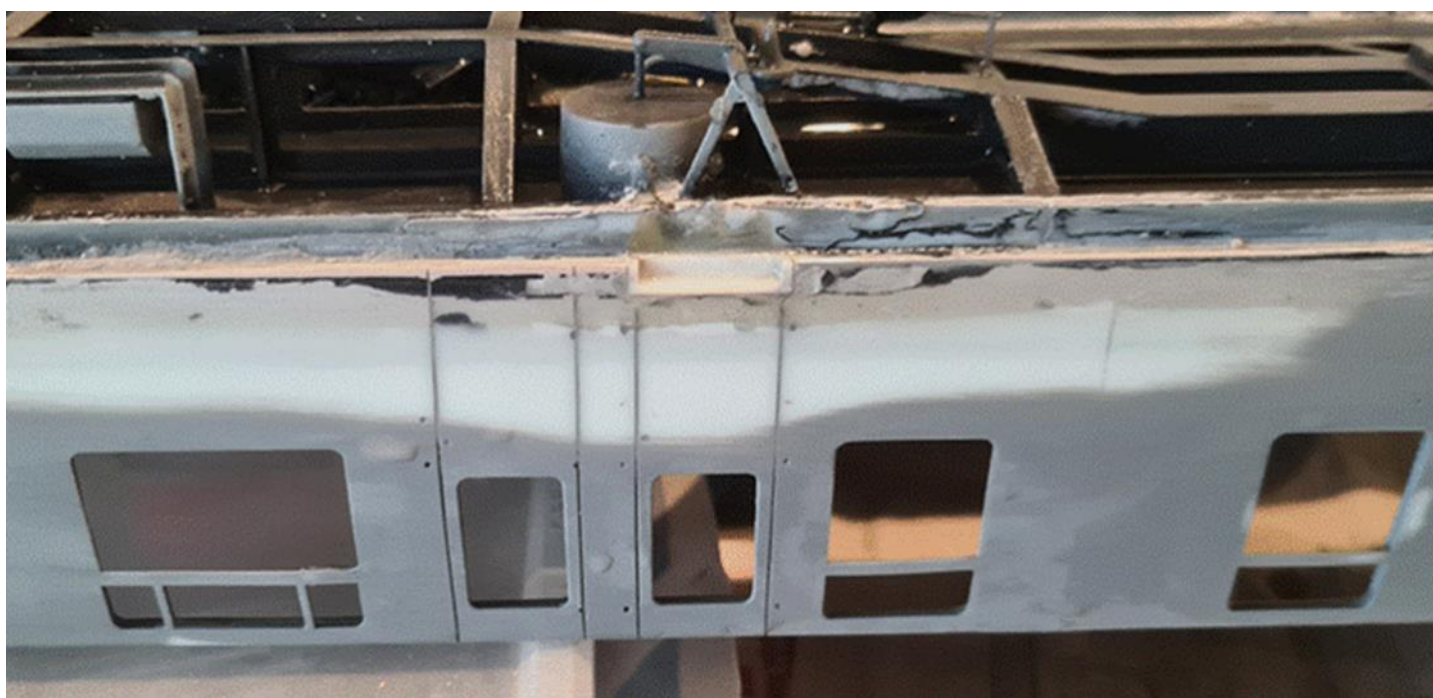
From left to right: araldite applied to the opening to receive the instep with more glue then applied around the surrounding damaged areas.



After two days to allow the glue to harden, the area was sanded down to the correct profile.



Filing down the repaired section of solebar below the recess and then washing the detritus off.

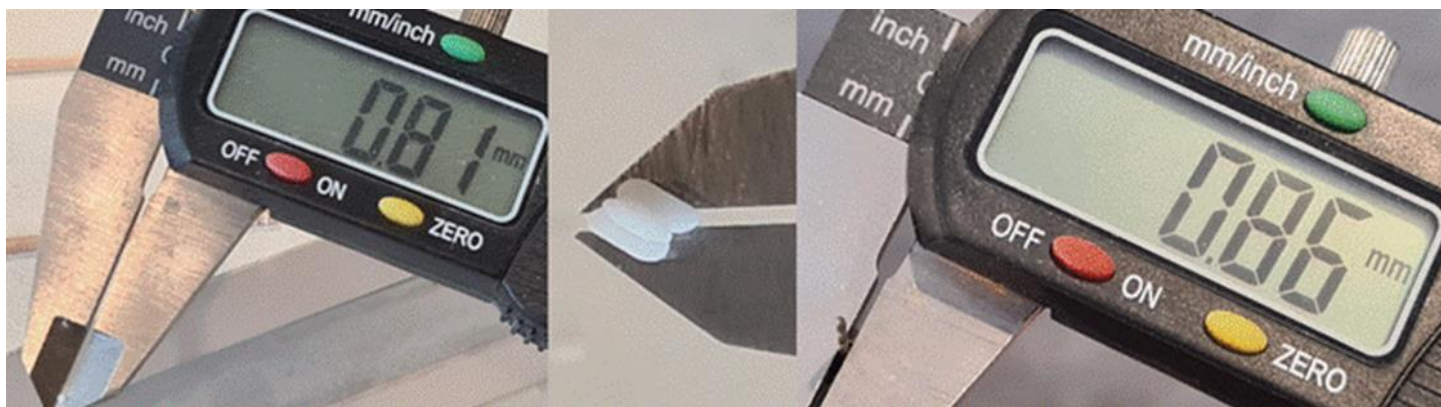


The completed instep following washing.

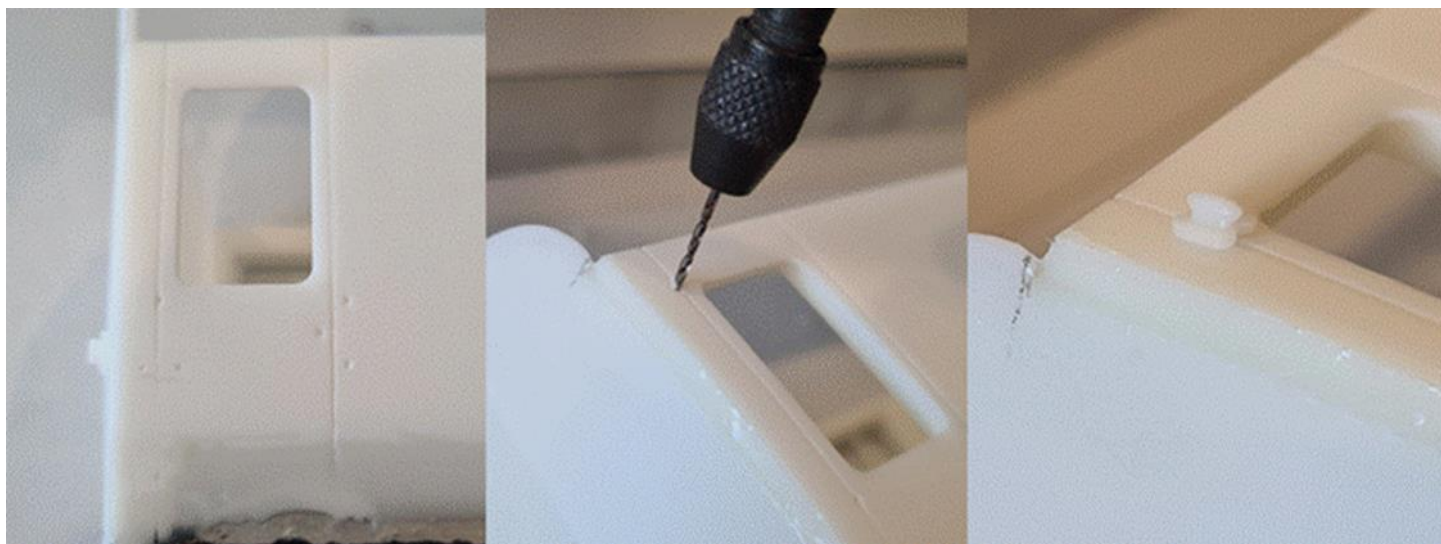
3.2 Door Hinges

The pre-printed holes for these and the other fittings were all opened out and/or redrilled where they had disappeared following the reshaping of the side bases described in part 11. The grooves outlining the doors were also re-scribed as well. A dot of araldite was deposited in each hinge hole before inserting the appropriate hinge.

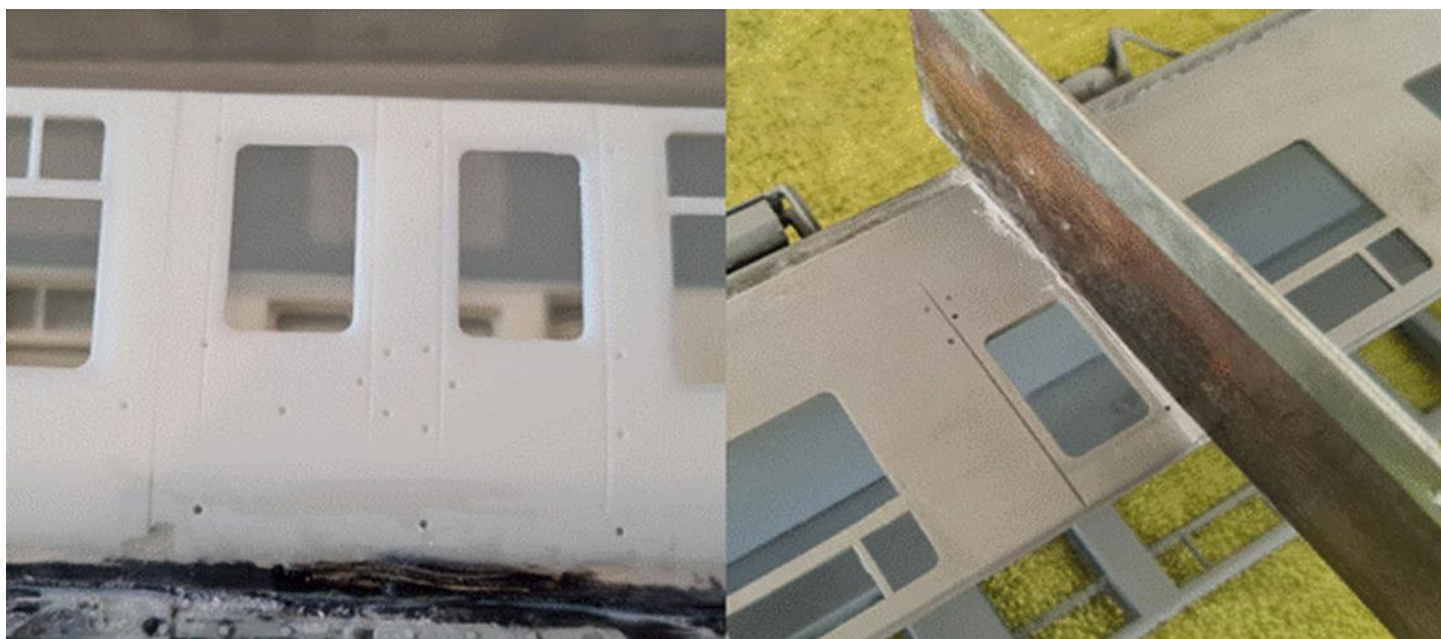
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Verifying the drill bit needed to open out the detail locating holes. Given the spigot diameter for the prints was set at 0.8mm, I reckon that they have printed reasonably accurately!

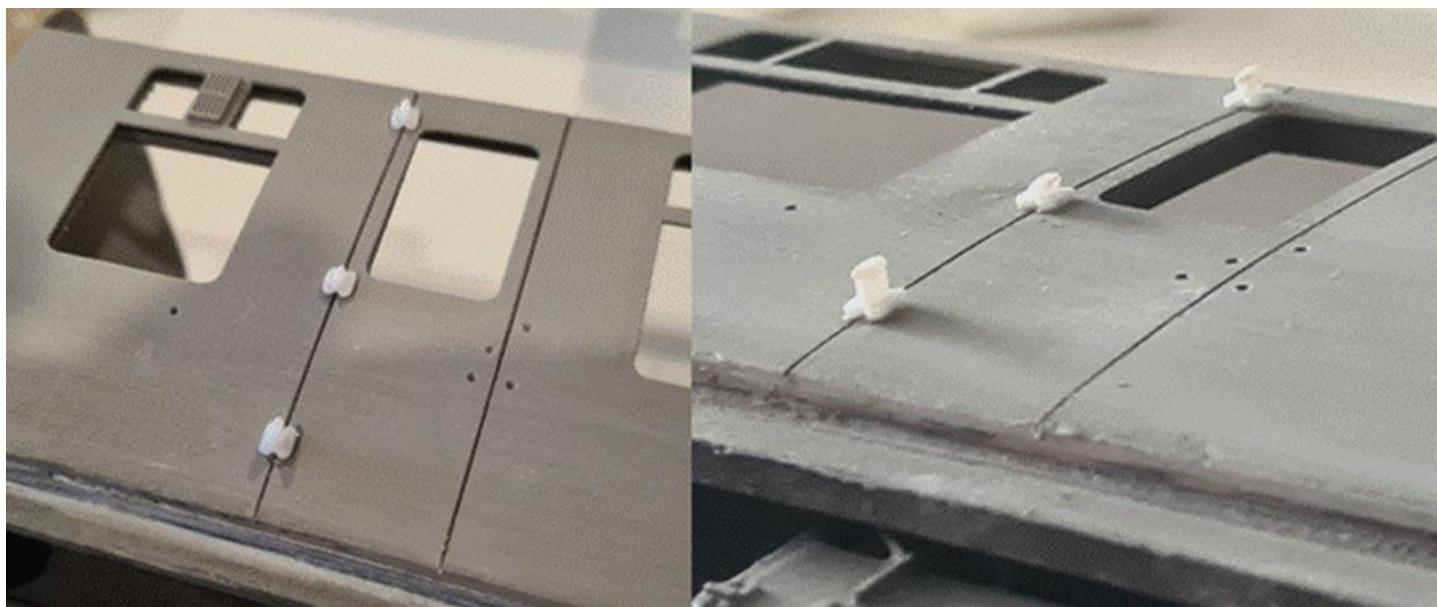


Drilling out the pre-printed holes to receive the door furniture with a test hinge fitted on the right to check the fit.



The myriad of holes around the guard's van for the various fittings that will be added in due course. On the right, the door grooves are being restored following the reshaping of the base area of the sides.

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Two views of a set of hinges fitted. These were only fitted after all the filling work on each side had been finished after initial priming. A final coat of primer was sprayed following this to complete the preparation for the top coat.



The BSK (Brake Second Corridor) fitted with hinges. Note the old sheet folded underneath to make a soft cushion for the hinges on the other side. Also note the instep under the guard's door in the centre of the carriage.

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A final flaw filled and, on the right, another coach ready for the top coat.

4. Conclusion

The preparation works took a lot of time with much repetition as more faults were discovered. However, it was pleasing to get the carriages to a point where I felt the top coat could be applied which forms the next part of the series.



Top coat application underway.

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.

What's on the workbench

Lew Henry, Christchurch

Mountain for my indoor layout.

The framework is made from 9mm custom wood onto which high density polystyrene is glued using exterior wood glue. I have therefore named it Mount Styrene. Tunnel portals were also made from 9mm custom wood with the block effect created using a small triangular file. The Styrene in the form of 100x50 x2400 long offcuts was obtained free from a supplier in Riccarton.

The polystyrene was easily shaped although the profile was changed several times before that which looked right was decided upon.

The small lake, stream and waterfall were made more realistic using Water Effects although the waterfall is still not quite finished. The imitation grass covering the upper surfaces was purchased from O40 in Ashburton while the scrub and ferns are Scenic Textures items. Pine trees are Noch brand from Acorn Models. The wind turbine was a clearance sale item from Toyworld. Exposed rocks and cliff faces were painted in several shades using Resene test

Right - Initial form showing how strips of polystyrene were used.

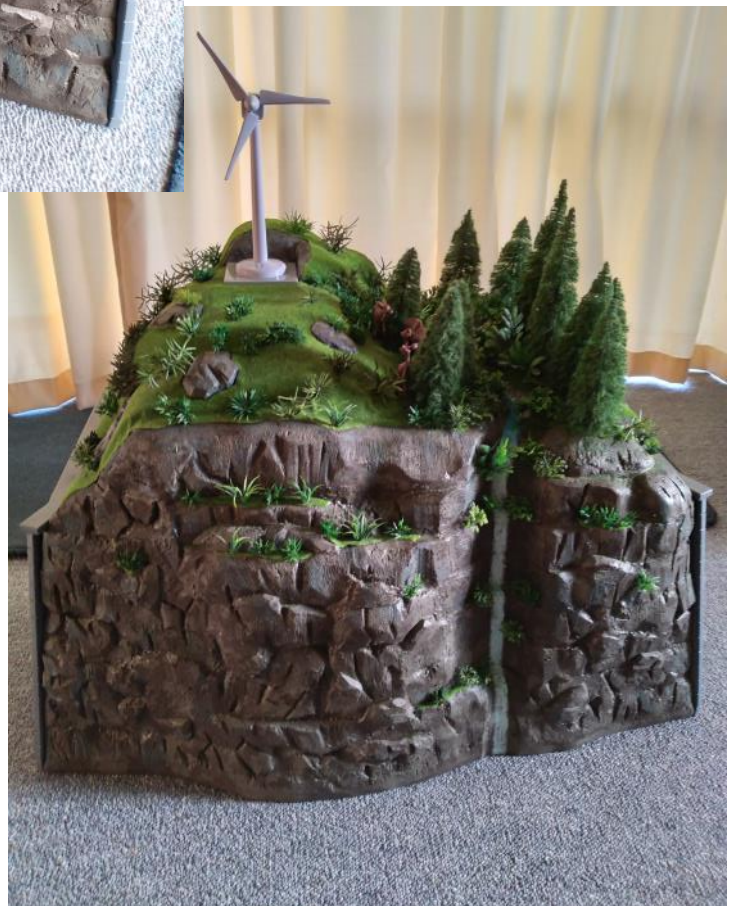


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Left -

Final form painted using Resene colour pots note the Scenic Textures items added and water effects in place before more planting was added.



Right -

Final form with completed planting note the Noch brand pine trees added.

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Above -

View from above showing, note the resident deer and goat added to the top.



Left -

Snug clearance for the Bobber Caboose heading into the tunnel opening.

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NEWS UPDATE

Hello folks, now that it is getting warmer here in the Wairarapa our local modellers are getting back in to the spring cleaning, weeding, and freshening up work on their layouts. We are keen to get our displays in top shape by the time the convention comes around.

When it comes to cleaning up my own railway I am particularly prone to inertia, so the boys have volunteered my layout for a running day in December in an effort to force me into action...

On Labour weekend Murray hosted a running day at his Elm Grove railway and we were all impressed with the work he has put in over the winter. He has now set a high bar for the rest of us to match his efforts on our own railways.

To manage our catering orders and to purchase our shirts in time for printing we want to get a handle on our numbers. For this reason we are keen to have your Registrations in to us by 20th November.

Our registrations have been trickling in slowly and there have been some thoughts about possibly cancelling the show if we do not get enough interest. I am confident that we won't get to that point but if you are coming then Lloyd would love you to get those registrations in to us right now.

I too have also had a 'gentle' reminder to get my own Convention registration form and payment in to Lloyd...

For those of us with any special dietary needs, we would like you to flag this with a note to us on your form.

For those not bringing their own cars transport can be arranged to and from the railway station or bus depot. Please advise your requirements with a note on your registration form.

And for those who need to talk to us please feel free to contact Lloyd on (06) 370 3790.. Or if you are really desperate to talk to someone else you could talk to me (Warren) on (06) 379 6411

Please return your completed registration forms by post to L Dickens, 55 Titoki St, Masterton 5810, or by email to Lloyd.dickens@wise.net.nz.

Please make Direct Credit payments to 'LH Dickens Garden Rail' account BNZ 02 0520 0171110 97 with your name in the reference field.

Your Registration Form is included with this newsletter.

CURRENT CONVENTION PROGRAMME

Friday 19th January Pre-Programme:

Meet-and-Greet (& BBQ) from 4pm at Henrik's place if you are in Masterton on Friday.

Saturday 20th January Programme:

Registration Opens at 8am at St Marks Church Hall, Richmond Rd, Carterton.

Sales Table Setup at 8am.

Morning Tea, Welcome and Housekeeping from 9am.

Layout Tour party organisation 9am to 9.30

Layout Tours (in Greytown and Carterton)

Visits to two layouts (Murray Clarke, Warren Stringer).

Lunch back at St Marks Hall

Visits to three layouts at two venues (George Watt, Christine Collett)

Afternoon tea and Late afternoon Clinics at St Marks Hall.

Buffet Meal at St Marks Hall

Evening train running (Bring Your Own Trains), at Carterton and Masterton.

Sunday 21st January Programme:

Assemble at St Marks Church Hall at 8.30am

Sales Table from 8.30am

Morning Tea and Housekeeping from 9am

Layout Tours in Masterton

Visits to two layouts (Henrik Dorbeck, Peter Milburn).

Lunch, and visit to Dan Hughes' layout

Layout visit to Brendon Clarke

Afternoon Tea and visit to two layouts at Wayne Haste's.

Barbecue meal hosted by Wayne and Diana.

Evening train running (Bring your own trains), at Wayne's outside layout.

Monday 22nd January Programme:

Assemble at St Marks Church Hall at 8.30am

Sales Table from 8.30am, concludes at 9am.

Morning Tea and Housekeeping from 9am

Next Convention Hosting Discussion

Layout Tours in Masterton

Visits to two layouts (Lloyd Dickens, Henrik Dorbeck)

Lunch, and visit to Dean Ellicock's two layouts near Masterton.

Formal Closing address at Dean's.

Auckland Garden Railway Society Meeting

Report and Photos - Robert Graham

Auckland Garden Railway Society October 2023 meeting

Our October meeting was combined with our AGM. The meeting was held at Robert and Louise Graham's house in Glendene and I can report a good turnout of members so we had no problem getting a quorum.

The meeting commenced with the AGM. We followed the usual format and I can report that Philip Sharp has been elected as President, Robert Graham as Secretary and Simon Sharp as treasurer. Congratulations to Philip our new President and thank you to Simon and Robert.

Robert ran through the events of the last year, with the biggest event for our society being the hosting of the national convention over Waitangi weekend. We had amazing good luck with the weather with the January 27th floods the weekend beforehand

and Cyclone Gabrielle the weekend after. Robert thanked everyone involved with running the convention, from people who hosted visits to people who gave workshops and the others who helped out at the venues. Robert made particular note of the work done by Simon Sharp and John Reinecke and he thanked them for the efforts.

There was some discussion about possible club activities and ways to promote ourselves to attract more members. We also discussed the forthcoming changes to the Societies rules and it was decided that over the next year the committee will explore the implications of letting our registration lapse so can make a decision at next years AGM.

At the AGM we also welcomed a new member Bruce Murdoch who drove up from Hamilton. Bruce is looking at setting up an OO gauge garden railway which I have seen done in the UK model railway magazines but can't recall seeing it being done in NZ. This could be an interesting layout to visit in the future. Welcome Bruce and please ask for help if you need it, we have a good range of skills and expertise in the club and I know people would be happy to help.

Following the AGM we had a lovely afternoon tea and I would like to thank Louise for the preparation for this. Following the afternoon tea people seemed quite happy to stand around chatting and there was not much in the way of train running (the cold southerly wind may have also had a bearing on people not wanting to go outside to the railway).



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Michael Brannigan ran his LGB Forney which as been recently repaired and then John Stephenson ran his live steam Roundhouse Linda loco. Philip Sharp has acquired an older LGB Schoema Diesel loco and he had sent out a message asking if anyone had a suitable transformer so he could test it. Bruce Cropper kindly brought along a model railway transformer and the loco was tested and found to be working OK. Next step for Philip is to build a garden railway and I understand he is looking at building an elevated railway rather than ground level. Good idea Philip and elevated railway is much easier on the back and knees.

Our November meeting will be Michael Hilliar's railway but the date hasn't been set yet so an email will be sent once I know the date. Our end of year meeting and BBQ will be at Tim Auld's railway in Kumeu on Saturday 9 December. Bring your trains and bring some food to share at the BBQ.

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



Philip Sharp's LGB2060H Schoema diesel.

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John Stephenson live steam Linda.



Michael Brannigan's LGB Forney.



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Pirfic Station is on Youtube find it here:

www.youtube.com/@PIRFICSTATION

NEXT ISSUE PREVIEW



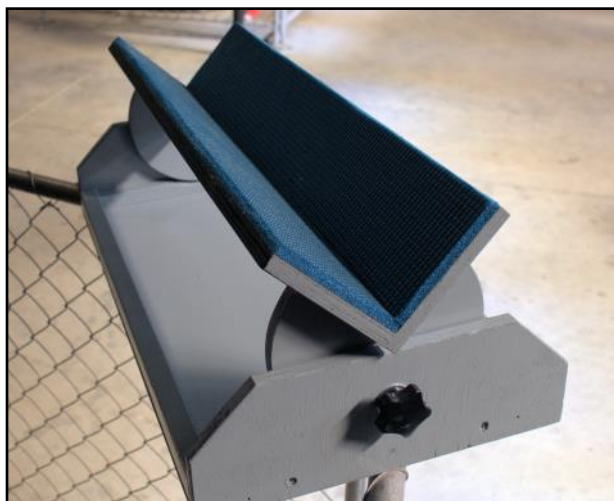
The British Railway Mark One Carriages 13: Painting the Sides

By John Boyson, Pokeno

NEW

Servicing cradle for locomotives and rolling stock now available.

Made by a professional cabinet maker, this versatile tool makes servicing of locomotives and rolling stock a pleasure.



Available from Culcreuch Fold Garden Railway Model Supplies. E: cfrms@culcreuchfold.org.nz

Price \$75.00 + Freight

COMING EVENTS

November 18-19 2023	Rail X Model Train Show, Taita
January 20-22 2024	14 th New Zealand Garden Railway Convention, Wairarapa
January 20-21 2024	Tauranga Model Train Show, Tauranga
March 23-24 2024	Nelson Model Railway Show, Stoke Nelson
April 27-28 2024	Northeast Large Scale Train Show, West Springfield MA USA
May 4-5 2024	Dunedin Model Train Show, Mosgiel
May 30-2 2024	Midwest Garden Railroad Gathering, USA
July 6-7 2024	Ashburton's Model Train Show, Tinwald
August 23-25 2024	Southern Regional Garden Railroad Get-Together, USA
October 7-8 2023	The Big Train Show, Christchurch
June 18-21 2025	40 th Garden Railway Convention, Sacramento CA, USA

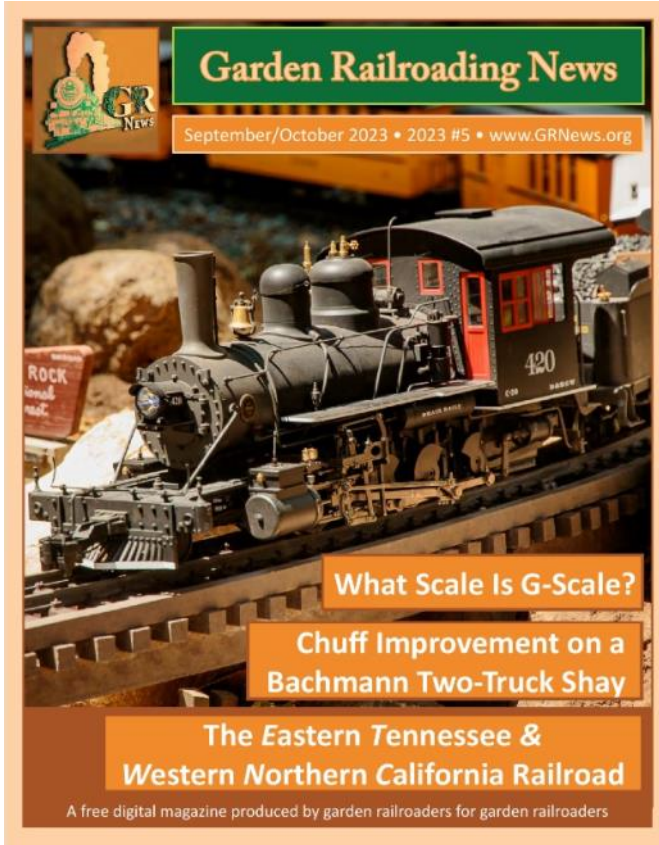
Do you know of an event?
 Contact the Editor to include in the next
 Garden Whistle newsletter
gw.editor@outlook.com

**NATIONAL GARDEN RAIL CONVENTION
 2025**



Coming the Summer of 2025
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The September / October Garden Railroading News is available to read online, this can be found at www.GRNews.org or [Click here to view the current issue.](#)

ADVERTISERS



Quayle Rail track now available in three metre lengths

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Mike Hilliar, Auckland

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Henrik Dorbeck, Masterton

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Ian Galbraith, Rangiora

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Masterton: Dorbeck@xtra.co.nz

Rangiora: cfrms@culcreuchfold.org.nz

Culcreuch Fold Garden Railway

Model Supplies

cfrms@culcreuchfold.org.nz

Ph: 021 2646 945



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Club Meeting	Club Contact
<p>November (Date and Time TBA)</p> <p>Michael Hilliards Time and Date will be advised via email</p> <p>December 9th (Saturday) End of year meeting at BBQ Tim Auld's Kumeru</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>November 19th (Sunday) 1pm</p> <p>Brendon Clarke 6 Alton Grove Masterton</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>November: 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>November 12th Sunday</p> <p>Noel and Denise Collingwood 10 Tutton Mews Rangiora Park on Tripoli Street, No track power and small radius curves.</p> <p>December 10th (Sunday) 11am Bill & Margaret Stanley's, BBQ lunch</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>

CONVENTION REGISTRATION FORM

14th NZ Garden Railway Convention,
Wairarapa
20 – 22 January 2024

Personal Details

Name _____ nametag name _____

Partner Name _____ nametag name _____

Address _____

Phone / Mobile _____

Email _____

A Full Registration Fee is \$150.00 per registrant if paid by 20th November 2023, and covers all activities including the Saturday evening buffet meal and Barbecue meal on Sunday evening.

Late Registration Fee is \$165.00 if paid after 20th November 2023, and covers all activities including the Saturday evening buffet meal and Barbecue meal on Sunday evening.

For **Partners / Friends** attending only the Saturday evening Buffet Meal the cost is \$45.00 per person.

For **Partners / Friends** attending only the Sunday evening Barbecue Meal the cost is \$15.00 per person.

Drinks for both evening meals are BYO and are at your own cost.

A **Convention Polo Shirt** is available to order with your registration. A full range of shirts in both men's and lady's sizes are available. To give us time for ordering and printing please order and pay for your shirts in full by 20th November 2023.

Costs

Full Registration	\$150.00	No Attending	_____	\$_____
Late Registration	\$165.00	No Attending	_____	\$_____
Buffet Meal only	\$45.00	No Attending	_____	\$_____
Barbecue Meal only	\$15.00	No Attending	_____	\$_____
Polo Shirt(s)	\$46.00 ea.	No Req'd	_____	\$_____
#1	Mens / Ladies	Size	_____	
#2	Mens / Ladies	Size	_____	
		TOTAL		\$_____

Please return your completed registration forms: by post to L Dickens , 55 Titoki St, Masterton 5810, or by email to Lloyd.dickens@wise.net.nz

Please make Direct Credit payments to "LH Dickens Garden Rail" account
BNZ 02 0520 0171110 97 with your name in the reference field.