



Canterbury Tales

From the President's Desk

Vol.39

August 2015

Hello everyone.

Summer is just around the corner. As I am starting to write this report it is 18 deg!

What's been happening?

We have had plenty of steam locos on the track lately, and we hope that continues. Our public are enjoying the smoke and steam! With every Sunday running there seem to be more and more people finding out where we are, the new car-park is just about full on a Sunday; our priority now is to get the crossing finished and bells working at each end of the clubrooms. Thanks to everyone for not parking on the grass as this has kept the ground from being cut up. I hope everyone has been watching the new fence going up as it is all finished and looks like a million dollars - although we are glad it did not cost that much. Thanks to our builders Ewan and John P and a bit of help from their friends. A great job! Ian and George are working on the points at the turntable, making more room for train parking. The track-gang members are working and are making good progress through the woodlands with the tree roots etc., and that section is very smooth now, thanks to Dave and Jim. The loco shed has a new set of hand-rails to protect locos from getting damaged. Please, at the end of the day's running cover all locos with sheets provided by



Alan, (who is watching!) Also remember to plug in all battery chargers where needed and check all doors and locks, **not forgetting the alarm.**

A reminder from Rob: please fill out track inspection and run sheets before leaving the yard. On a lighter note, the dinner at the Garden Hotel on the 31st was a great social night, not to be missed. Thanks to all who turned up; we'll do it again next year.

There was a good turnout of boats to entertain the public and it was great to see Dave, with his steamboat doing its thing. The ducks are still making the domain their home and spreading their poo all over the place. Our trolley shed's double-stacking job is coming along, thanks to Robin and Alan. The three winches have been installed and it all works well, with two ramps almost completed

and one more to go. The two drivers' trolleys are painted and ready for the bogies. The F7 loco body is ready to paint and should be finished soon.

At the last Committee Meeting the tunnel concept was discussed in detail, with the cost of each tunnel around \$12,000. This item will be on the agenda for the September 1st 2015 General meeting. Anyone wishing to sponsor the cost of a tunnel would have naming rights, or part of the cost could go on a sponsor's board at the tunnel entrance.

Keep on training.

John Howie

Subs are due for 2015/16 year. The discount applies until Awards night

Meetings & Run Days

First Sunday of the Month

Gauge 1 (45mm) mainly

First Tuesday of the Month

General Meeting

Second Sunday of the Month

Boats mainly

Second Tuesday of the Month

Boat Meeting

Third Sunday of the Month

Raised-track mainly

Third Tuesday of the Month

Chat Night

Fourth Sunday of the Month

Traction Engines mainly

Fourth Tuesday of the Month

Committee Meeting

CSMEE Committee Meeting

7.30pm Tuesday 28th July 2015

Reports

Loco Foreman.(see p.3)

Commodore (see p 7).

MEANZ (see p.3)

Halswell GLT

John Hamilton reported:

Old concrete has been dumped.

Double stacking construction is proceeding.

Kermit is fully operational again.

Driving trucks are progressing.

Boundary fence is almost finished.

Ian has installed a 'park up' track and a second track will come off Line 2.

F7 overhaul is almost complete.

Track maintenance continues.

The 45mm track has been extended.

Membership

Applications have been received from:

Wayne Johnson.

Robin Ward.

Their names will be posted in the usual manner.

Librarian

Dave presented Issue 35

2015 Magazines are available for viewing.

3 new DVD's have been added.

Russell has donated a copy of "Trustee from the Tool Room", a novel by Neville Shute. The story line focuses on model engineering.

Boiler Committee

The Committee is to operate a "rolling Chairman" system, (currently John Hamilton).

New Codes are on hand and are to be secured by Dave in the library. The test pressure gauge has been checked.

Documentation for new boilers



must follow the White Book sequence. The White Book has been scanned with a view to having duplicate copies.

The committee has devised test procedures for butane tanks.

A special vote of thanks was made to Jock who has contributed from his wealth of information and experience over many years. A sincere "thank you" Jock.

Rob added two Audit Items.

Documentation for the Pressure Gauge Test and a list of First-Aid personnel.

General Business

Signals. Robin will co-ordinate a group to progress work while he is away.

Tunnel: John Hamilton presented the proposals which he has made to CCC.

John then presented these estimates to the meeting, noting the requirement that the club membership will have to vote approval of the expenditure. These figures are for the first of two tunnels.

Excavation (estimate)	\$1,000
Steel Pipe	\$2,800
Delivery	\$500
Hard fill	\$500

Wooden Portals	\$2,200
Paint	\$500
Documentation	\$700
Total (per tunnel)	\$10,200

Honorary Membership

Moved John, Sec. Rob

"that Stuart Harrop be offered a one year Honorary Membership."

Carried.

Vertical Boiler

Russell explained his progress with the vertical boiler which will be part of the mobile model display. The intention is to demonstrate both the principles of steam power and electrical technology. The display will be used at schools and other venues.

Testing & Tagging

Moved Neale, Sec Alex *"that a Tester (model PAT 150) cost \$1,185.75 + GST be purchased."*

Carried.

The testing and tagging will be an ongoing task and will require someone to accept responsibility for it.

Loco Foreman's Report

I had a very telling observation from one of our junior members last Sunday: "Today must be naughty kids visiting day!"

The member (and myself) had observed more "foot draggers" in one day than had been seen for many months.

To counter this:

Do we need to have our signs printed in a range of languages?

Do we need to alter the Safety Message?

Do we need to be more assertive with our messages?

Do we need "safety marshals" around the track keeping an eye on miscreants?

Clearly some new visitors to our shores have no idea where they should go or whether they should get their offspring clear of the platforms when alighting.

Paper work.

This onerous task should be one that is shared or at least completed by those that do the task ie; track inspectors.

On a positive note, I would respectfully like to suggest to the committee that a vote of thanks and a note of appreciation be passed to Jock, for the effort and dedication to his task that he has made to the Boiler Committee over many years of service.

Lastly, please let us not become a club of self-interested people charging along all doing their own thing. We will achieve and enjoy so much more as a collective, rather than as overworked individuals.

Rob Wilson
Loco Foreman.

MEANZ Report July 2015.

Not much to report this month apart from still waiting for the club's registration to be returned. It was couriered on Monday May 4th to Worksafe NZ who confirmed receipt on the following Wednesday 6th May.

Mosgiel club is in winter recess and getting on with track extensions. Tauranga is being difficult with meeting times for Convention.

Rob Wilson.
S.I.MEANZ Rep.

Proposed Tunnels

At the last Committee meeting the tunnel concept was discussed in detail, the cost of the two tunnels being approximately \$12,000 each. In accordance with our Constitution any single capital project which will cost in excess of \$3000 must be approved by the membership at a Special General meeting, for which seven days notice must be given. Approval for this expenditure will be sought at the next club meeting on 1st. September,

NOTICE OF SPECIAL GENERAL MEETING

Notice is hereby given of a Special General Meeting to be held at the Clubrooms, Halswell, on
Tuesday, 1st. September, 2015, at 7-30pm,
to vote on the following motion:

"That the Executive Committee be authorised to spend approximately \$24,000 for the purpose of building two tunnels on the Halswell track."



Galloping Goose No.6

By Barrie Doublesin



The full size Goose No.6 at the Colorado Railway Museum

Back in December 2012 I bought a set of aluminium castings from the US for the front section of a model of the original Galloping Goose No.1. The castings consisted of a radiator, hood, hood sides, firewall, 2 doors, windshield, 4-piece light set and 2 steps. When the castings arrived in February 2013 via surface mail, one of the castings was found to be damaged and unable to be used. This was replaced free of charge apart from the freight cost from the US. However, as this one was sent air-mail it ended up costing more than the original shipping cost for the whole set of castings!



Replica of Goose No.1 at the Ridgway Railroad Museum

A Brief History

The Rio Grande Southern Railroad (RGS) was a 3 ft (914 mm) narrow gauge railroad which ran from Durango to Ridgway in the western part of the US state of Colorado. A famed aspect of the RGS was its fleet of Galloping Geese. During the Great Depression increasing operational costs made it expensive to operate trains over the mountain railroad. The RGS devised a rail car constructed from Buick and Pierce-Arrow automobiles or bus front-ends and a boxcar rear end.

Seven Geese were built for the RGS, and all but one survives today. Goose No.1 was built in 1931 for \$800.00 using a Buick truck; it employed a 4-wheel front bogie, and a single axle at the rear. In 1934 Goose No.1 was scrapped and used to make Goose No.6, and this was used for track maintenance and occasionally for freight. The front bogie was retained but the single axle was replaced with a 4-wheel chain-driven bogie, as used on the other Geese.

The work begins

Having started working on my castings, and talked to Rob Wilson about the concerns I had with only having a single wheel axle, I decided to build a model of Goose No.6 instead. I have used a front bogie that my late father built for a 5" model he intended to build. I thought it would be great to have something that dad had made on my first model. I've had to widen the bogie from 5" to 7¼" and, with the assistance of Jock, the cast iron wheels have been machined down and steel tyres made and pressed on to widen the wheel treads.

The base for the front end consists of a steel frame under a plywood deck, I have used Rivet nuts to join the radiator, hood and sides to the firewall, as well as the windshield and doors. The head-lights have been machined all by hand (poor man's lathe) and fitted with LED lights.

After I had finished the front section (some of you may have seen this at the club near the end of 2013) I've had to redo this after my darling wife knocked it off the work stand with her car, as my workshop is in the rear of our garage (cursed a lot under my breath).

I will be using a 6.5Hp petrol engine driving an Eaton Hydrostatic Drive unit, which will of course need to be covered so no little fingers get caught.



The first driver?



Slowly coming together (for the second time)



I decided to keep the head-light setup that was used on Goose No.1, (as this was also used on No.6 for a short time before they replaced the two large head lights with three smaller ones), and to opt for the sloping cab roof instead of the flat roof used on No.6.

I would like to take this opportunity to thank Rob for his patience with the many silly questions I've asked him, Also Jock for his assistance, and for helping me with the machining of the rear bogie axles, and other work that needed to be done.



Bogie for Goose No.6

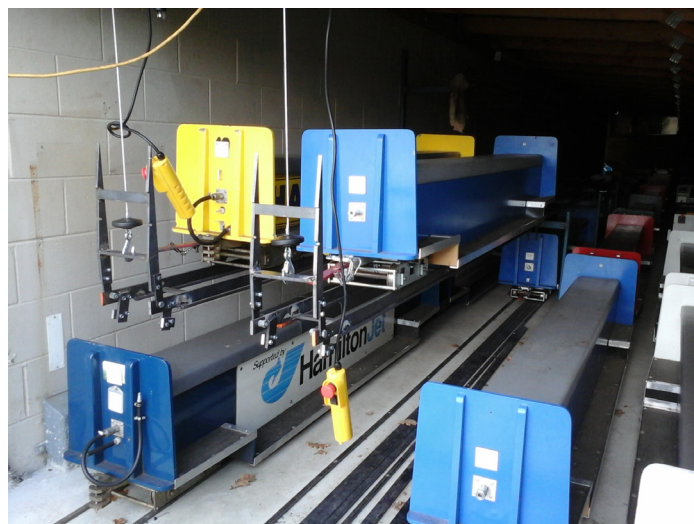
A Book Review.

May I enthusiastically recommend **“Trustee from the Toolroom”** by Neville Shute. It was a delight to meet up again with this story which I first read some 40 years ago. Neville Shute knows the inner secrets of traditional model engineering and manages to stitch together a very credible and wide ranging story. First published in 1960 his writing inevitably generates some nostalgia with references to DC 6’s and aspects of life in post war Britain. This book is, I think, the only example of a novel written with model engineering as the central theme. A jolly good fireside read. There are two copies in the General section of our library.

Russell.



Trolley Shed.
New double-stacking
arrangement



From the Dockside

Commodore's Corner

Boat Night was another great evening, with 9 members attending. Ewan's tug is coming along by leaps and bounds, with even more lighting on it than last time! He reports that there is still some more work with the lighting to go and then he is going to tackle the sound unit.

Mike gave a presentation on where he is with the Fast Patrol Boat. He presented drawings of the exhaust units and a couple of beautifully made items. This is going to be one very impressive boat once she is made.

David Pringle again gave us reason to believe he is on a one man vendetta against all things catamaran....having sent one to a watery grave he tried again, but this time in vain as it resisted the urge to become a submarine.

The official boat day had a cold breeze that would have put most nautical types off sailing but not our boys! They thumbed their noses at Mother Nature, and to some extent common sense, and provided us with a great spectacle of sailing. Captains Malcolm and Keith once again tried to see who was the better sailor by trying a tricky course of buoys, pond-weed and ducks! At one point Malcolm reverted to piracy and tried to mount Keith, (his boat.....), and snagged him. Whilst trying to drag him back to shore Keith was saved by a fellow sailor and managed to free him before things got worse!

All in all another great day.

Andrew
Commodore....still.



Mike Harrison's *Brave Swordsman* under construction



David Pringle's Steamer

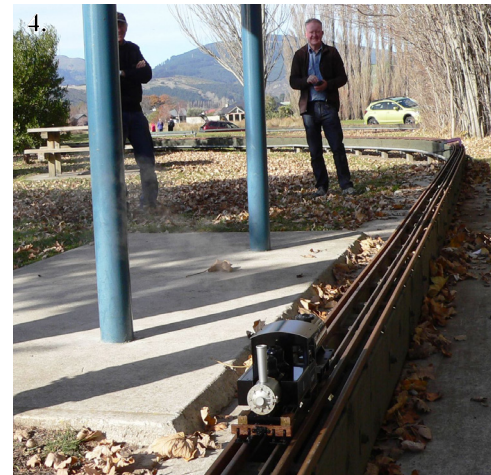
Gallery

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1. Ewan Allison surveys the new boundary fence

2. Engine graveyard, near Bangkok. (Photo: Dean Farrow)



3. - 6. Trying out the new 45mm gauge track



7. The new “park-up” track

Estate of the late Ray Lawrence

The Club has been asked to assist in the disposal of Ray's workshop. There are four major items:

1. Myford ML7 c/w feed gearbox, mounted on Myford "lookalike" stand, in fair condition, with standard accessories (3 chucks, vertical slide etc.)

\$1,000 o.n.o.



2. Small Drill-Mill on rough stand, complete with "Posilock" collet chuck and accessories. \$800 o.n.o.



3. 5" gauge Stirling "Single", 4-2-2 rolling chassis (incomplete), with copper boiler, tender tank, cab, smokebox, tender chassis components etc. Unpainted. Generally good workmanship.

\$1,000 o.n.o



4. 3 1/2" gauge "Britannia", 4-6-2 Rolling chassis + tender chassis components etc., not painted.

\$500 o.n.o.



Subscriptions are due!

Subscriptions 2015 - 2016	Full Price	Discounted Price, (if paid by Awards Night, 2015)
Town	\$100.00	\$ 50.00
Associate	\$70.00	\$ 35.00
Retired	\$100.00	\$ 40.00
Junior	\$25.00	\$ 20.00
Family Member	\$105.00	\$ 55.00

Items 3 & 4 will be on display in the Clubrooms in due course. Items 1 & 2 will remain in his workshop until sold. Those interested please contact John Hamilton or Jock Miller.

Officers for 2015/2016

Patron: Glenn Martin

President	John Howie	328 7549
Vice-President	Alex Cowdell	03 318 1908
Secretary	Russell Gifford	358 3365
Treasurer	Mike James	322 4588
Loco Foreman	Rob Wilson	960 4305
Commodore	Andrew Gorman	339 2456
Librarian	Dave Markham	322 7524
Boiler Committee	John Hamilton	322 4574
Safety	The Committee	

Committee

Graeme Chisnall	03 313 1781
Malcolm Cowie	027 430 4784
Neale Craighead	960 8796
Barrie Doublesin	385 7327
Peter Grounds	343 1443
Robin Shand	338 2111

Boiler Committee

Dave Campbell	326 5585
Ian Fanshawe	942 2937
John Hamilton	322 4574
George Hodges	385 8928
Mike James	383 4985
George Johnson	338 5928
Jock Miller	332 1614



The Sunday Gang

Constitution and Rules Committee

Sam Farr	326 6910
John Howie	328 7459
Kelvin Lewis	358 5377

Volunteer Positions

Assistant Librarian	Jim Rosanowski	332 1370
Project Manager	John Hamilton	322 4574
Archivist	(Vacant)	
Webmaster	John Begg	339 8448
Publicity	(Vacant)	
Visiting Speakers	John Begg	339 8448
Membership	John Howie	328 7459
Bulletin	John Pattinson	329 4441
Engine Shed Foreman	Alan Barlow	344 0244
Roster Reminder	George Maylam	324 3469
Facebook	Patrick Whillis	382 6452