



# Canterbury Tales

## From the President's Desk

Hello everyone.

With the AGM over and a new year to start, I would like thank all the members who played a part in keeping our club in such good health. Only a couple of changes have happened in the committee, with Dean retiring as Commodore and Andrew Gorman stepping into the job. Thanks Dean for all your work in dealing with the ducks and the grass! Well, it's all up to Andrew now to have a go. Good luck Andrew! Welcome also to Malcolm Cowie on to the committee. John Hamilton stepped down as VP and Alex Cowdell has taken the position. Welcome Alex! John will continue as Clerk of Works, which is a very demanding and necessary part of the club's future development and I'd like to thank John for staying on. Apart from that, not a lot has changed but we do have some vacancies. A Publicity person and Archivist are needed, and any members who would be interested in these positions please see a committee member. My thanks go to all those people who have helped on run days and who work throughout the year to make our club so successful.

What's been happening? The Sunday run days are still very good with the public supporting us in good numbers. With the weather getting colder, and the fire ban lifted,

the steam boys have come out in force! A couple of weeks ago there were no fewer than 6 to 7 steamers on the track. Well done chaps! The double stacking in the trolley shed is underway, two locos are being overhauled and two drivers' trolleys are being built. New flashing on the trolley shed and fencing along the edge of the steaming bay is in progress.



The point sets are near completion and track work is never-ending. Thanks to the Wednesday team for keeping up with the on-going work. All locos are being fuelled, oiled and checked on Wednesdays and this means that all that maintenance can be attended to. Tunnel construction is currently being discussed, and at the moment it looks like becoming **two** tunnels, each about 6 metres long with a gap between. The CCC has instructed us to use the new car park at the clubrooms. The entrance is

Vol.38

June 2015

off William Brittan Ave: **do not drive down the shingle road alongside the steaming bays**, as they are going to be planting grass along that area in the near future. The parking around the engine shed is still available for members.

On Sunday 31<sup>st</sup> May we had a night run with hundreds of people turning up,- thanks to Facebook, which really put the pressure on the system from 6.00 to 8.45pm.- it was a continuous queue. Thanks to all the staff for making it a great night and a lot of fun!

On a sadder note, one of our long-serving members, Ray Lawrence died this month.

**Security: Please, if you are the one locking up, make sure that all padlocks, gate-bars and alarms are on!** There have been some padlocks left open in the past.

Members will be pleased to see that our subs discount for this year has been increased. I hope this will encourage members to pay on time. Subs are due for 2015/16 year; the discount applies until Awards Night 2015. Drivers' licences are being renewed, so please see Rob Wilson to check if you are on his list. Well folks, that's all from me. Keep on training!

**John Howie**

## From the last Committee Meeting

### Reports

**Loco Foreman** (See p.3)

**Commodore** (See p.4)

**MEANZ** (See below)

### Halswell GLT

John Hamilton reported:

The double-stacking project is underway.

Flashings work is continuing.

F7 and Kermit overhauls are in progress.

### Membership

Welcome to new member, Jonathan Grueber

### General Business

#### Drivers Licences.

Rob will process the Response Sheet completed at the AGM and issue new licences shortly.

#### Electrical compliance.

Extension leads and appliances need to be tested and tagged. The boiler testing pressure gauge has been checked against a gauge at Ferrymead.

#### Safety.

Vigilance is called for re stub points in the steaming bay and also when operating the traverser. Operators need to be watchful of other personnel who may be caught unaware of movement of the traverser. There is a warning horn.

#### Tunnel.

John Hamilton has investigated a number of construction options.



Steel, timber and concrete are all possible solutions, with steel appearing to be most cost-effective. If the structure ‘stands free’ the need for balustrading is avoided. Appropriate planting will ‘hide’ the structure. John distributed a number of sketched outlines and made suggestions for positioning. It may be possible to install two short tunnels on the section of track prior to the trestle in the ‘cutting’ area. Gates at each end of the tunnels were discussed.

The meeting supported John’s suggestions and agreed he should continue shaping the project.

**Coal Wagons.** Jock has asked for volunteers to assist with the completion of two wagons.

#### Miscellaneous.

Peter announced the formation of a Facebook-based model engineering group. Information about items for sale is one function of this group’s

activities. John Howie thanked all who assisted with the clean-up at John Beauchamp’s residence. John is thanked for a number of donations he made to the club. Rob explained the need for “Yearly Fixed Equipment Maintenance Check Sheets.” These are a further necessary procedure to ensure compliance and cover all equipment within the buildings and all track constructions on our site.

Subscriptions Reminder		
2015/16	Full Price	Discount Price (if paid by Awards Night)
Town	\$100	\$50
Associate	\$70	\$35
Retired	\$100	\$40
Junior	\$25	\$20
Subs can be paid online (Westpac 031703 0032951 00) or by Cheque: CSMEE, PO Box 37307, Christchurch 8245		

### MEANZ Report, May 2015

I am pleased to report that our application for Registration has been accepted by WorksafeNZ. We are in-line behind the following, all of whom are now “in-process”: Nelson Society of Modellers, Hamilton Model engineers, Palmerston North ME Club, Thames Small Gauge, New Plymouth Society MEE, Manakau Live steamers, Tauranga Model

and Marine EC, Maidstone MES, Gore MES, CSMEE. Jock and I also completed a MEANZ Audit for South Canterbury Model Engineers in Timaru. They will also join the list above. The person handling the registrations is no longer Maurice Flood but a woman seconded to the department to sort out his mess. Russell has raised the issue of the Maps, Mops, BPG’s, acdc’s,

PTO’s etc., etc. I have explained as follows. MEANZ executive are required continually to update the MEANZ Administrative Policies (MAP’s) so they remain current. These are the “rules” to which MEANZ member clubs must adhere in order to remain within the MEANZ umbrella. These MAP’s have been updated and distributed to all the clubs. The MEANZ Operating

Procedures (MOP's) are also being updated as the original English document (*Passenger-carrying Miniature Railways: Guidance on Safe Practice*) is now out of date and has many unwanted references. Again, if clubs would like to offer any suggestions for inclusion in the new version then they are welcome to do so.

Executive will in the fullness of time distribute the new MOP's. The Executive understands that Worksafe NZ are hiring a further 200 Inspectors. We are not sure what this means. However, all clubs are asked to continue with safe, documented practices. The question of braking systems

allowed at the National 3. convention to be held in Tauranga next January, have been answered clearly in a letter from Peter Jones, the President of the Tauranga club. There is no issue or concern with visitors' choice of braking systems, so long as they work!

Rob Wilson S.I.MEANZ Rep.

## FROM THE ENGINE SHED

### Loco Foreman's Report

The month has seen again excellent returns from the Sunday Run-days for the club coffers. A sincere thanks for all the club members who respond every Sunday to help in whichever way they can. The Wednesday working party still continues to get through a tremendous amount of work at several places around the tracks and in the steaming bay. The decision has been made on how the double stacking in the wagon shed will progress. This is now needed more than ever. The repair work on the F7 continues, as well as some mods to Kermit. Alan and his team continue to keep the loco shed in great nick. Well done to them! I was away with family and MEANZ responsibilities for 2 Sundays this

month, but Dave and Patrick handled all issues with ease.

I noted Phil's steamer at 45° on his return to the steaming bay. Not sure of the reason, but clearly derailed on one of the stub points. How do we stop this happening?

I must say it is excellent to see so many steamers operating now. I have one request however: could they be brought into steam a bit earlier if at all possible?

We are scheduled to have a night run this coming Sunday evening. Are the exterior lights going to be ready or do we need to fit temporary lights again, especially for the ticket seller?

Before 6pm (the posted start time), we must have as many 3-4 carriage trains ready for service as we can muster. If possible, (numbers allowing), guards should be on the longer trains. We will need to get all

the locos that have run during the day back to the steaming bay for refuelling, ready for the night run.

I would also suggest that we try to adhere to the following methodology:

Load platforms 2 and 3, then 1 and 4. This way, as we load 2 and 3, trains can quietly sneak up the outside ready for loading. When loading 1 and 4, the next two trains into 2 and 3 can be poised to advance as soon as the train on their side moves out. If the numbers are like they were last time then we have to get a train loaded and moved out even if not completely full. Wish us all luck!

Rob Wilson, Loco Foreman



### 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

# The O8 SHUNTER (*The Frank Curry*) 08443

As some time has passed since this 7 ¼" / 5" 0-6-0 loco was built, I thought a little history was in order for the benefit of new members. When CSMEE was contemplating a GLT (with no site in mind) a demonstration loco was desirable especially if, in the interim, it could operate on the Andrews Crescent raised track.

Incidentally almost nobody in CSMEE had seen a 7 ¼" track then (Otago 7 ¼" raised-track only in the South Island.) The late Ross Fielden and the late Alan Orwin and I decided that the British '08' Shunter was a feasible prototype to follow. Ross built the cab and machined the wheels and con-rods. I designed and built the transmission and commissioned it. Alan Orwin contributed drawings for the 1/8 full size loco and a 3.5hp Briggs and Stratton petrol engine was 'shoehorned' into the body. It has been reasonably successful, despite some engine problems. It was regularly demonstrated at Andrew-WWWs Crescent and was the first loco on both the ground track and the raised track at Halswell (note it has double wheels).

Trevor Gage was currently fitting a replacement engine with, I believe, a better governor system and it now has air brakes replacing the original vacuum ones.

## 08 Shunters in the U.K.

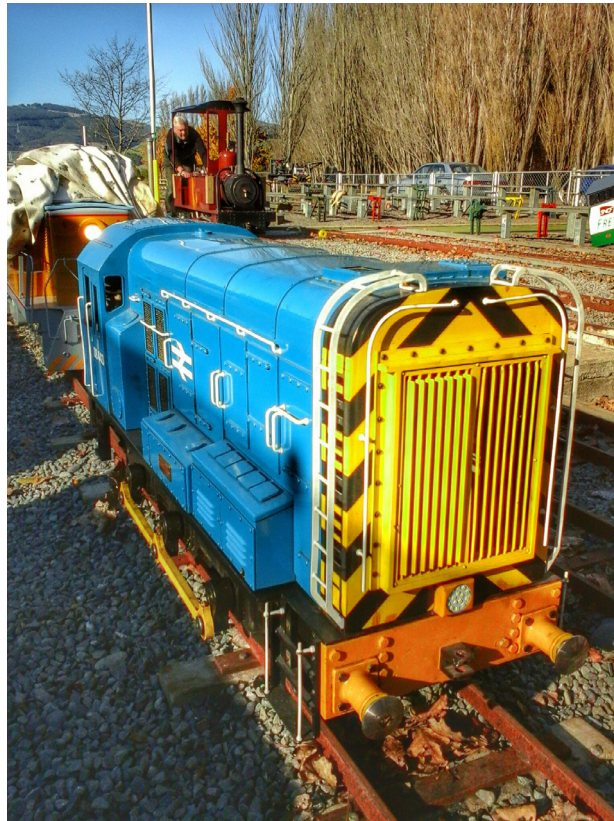
After WWII British Railways were left with hundreds of small worn-out

one or two designs of a 350 horse power engine 0-6-0 arranged as a diesel electric before WWII. After the 1947 amalgamation of the big railway companies a number of small batches of such a loco were produced and finally B.R. workshops were commissioned to produce over 1,100 '08's with an English Electric 6-cylinder 350 HP engine and twin traction motors. All the little worn-out steam locos were scrapped. (This from about 1960 onwards.) Today I believe about 300 have survived in operation, many of them at vintage railways. One of these was 08443, which is in pristine condition and located at the Boness and Kinross Railway near the Forth Bridge west of Edinburgh, Scotland. In 2000 I was in Scotland and visited this railway and spent ½ hour in the cab of 08443. As it was "Diesel Weekend", we shunted carriages and locos up and down the Boness Station. Photos were taken, so the details of the outside of our '08' are as near to the well-restored prototype as Ross Fielden could make.

steam shunters, some 60 years old and older, and at the same time had problems with the supply of good-steam coal. Both Great Western and L.M.S railways had been looking at

Thus, the '08' has some history in CSMEE, and the full-sized 08443 is a well-restored remnant of a very large class of locos.

**Jock Miller**



# From the Dockside

## Commodore's Corner

Conditions were ideal on Sunday, other than a lack of wind for yachties. A variety of craft ranging from paddle-steamer, DUKW and a jet-boat entertained visitors.





Above: Paddle-Steamer

Left: Detail

Right: DUKW

Below: Ferry



**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	Jock Miller	332 1614
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

**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

