

FROM THE ENGINE SHED

Loco Foreman's Report

August takings were down on account of two wet Sundays, but maintenance work has continued unhindered. Dave and his track crew are thanked for their on-going upkeep of the GLT. Ian, George and Richard continue with their work on the lay-by area

Passenger demand on busy days requires both Alaska and Canadian Pacific diesels to run with four wagons. It is excellent to see so many steamers in action. However, a problem is occurring with steam locos pausing and waiting at the passenger set-down area rather than at the platform. It is appreciated that there are potentially more problems in managing a steamer, but all train operations are hindered when trains make a halt some distance from the platform. Unwelcome public access to the Steaming Bay is proving an issue. We need to keep gates and the far end door of the engine shed shut. The public crossing is nearly finished.

Barry and Dave have completed all wagon WOF's and Peter continues to "ready" locos for Sunday.

All Registration Documents, current until May 2016, are now in place

Rob Wilson
LocoForeman



Shelter at last! The new pointsman's box



The new crossing nears completion

MEANZ

Rob reported his decision to retire from his position of South Island Representative at the Tauranga Convention. He has agreed to function as Club Representative.

The promises made in Wellington regarding prompt processing of Registration have proved to be empty. We are still waiting.

Rob reported that the CCC Inspector has visited recently. John Howie clarified that communication from MEANZ is via the Secretary.

From the Dockside

Commodore's Corner

Tuesday nights continue to attract a good turnout, members braving the cold to share their stories. David Pringle talked about his new project, a Starlet hull, and mentioned details about the Powerboat 125th anniversary. Again Malcolm managed to save the night with videos of both scale boating and submarines.

Official Boat Day was put on hold due to snow, yup, snow.

While it looks nice in pictures and makes for a beautiful painting we of the Nautical Division, CSMEE, decided it was best to stay at home in front of our ECAN approved heating devices and warm our tootsies.



The next Boat Night was full of boat hulls, and what a fantastic sight it was. Mike displayed his progress on the Braveswordsman hull. Even in its current state it is very impressive!

Next up was David who brought along hulls of all kinds, including his Starlet hull (looking good already,) plus a jet sprint-boat in a colour that can only be called Kermit Green and, lastly, his cabin cruiser hull.

Ewan brought along a Voith unit that was very large, so I am wondering just how big this next project of his is going to be.... maybe we need a larger pond? Malcolm brought along both plans and hull to show off....It would

seem that winter has left folks with nothing to do but build boats, and it's great to see.

Dean has sent me an email telling me that he was in a camping ground in Kaikoura. The weather was nice and he was sailing his half M around the pond next to the camping ground. Priorities being what they are I'm sure it won't be the last time he sails in there.

Now, on to a more serious note. Having served for a number of years in the military as a proud member of the New Zealand Armoured Corp I thought I had seen everything, but on that cold boating Sunday I have been left with an image on my memory I cannot get rid of. It all started when David put his pretty 'cat' in the water, her twin hulls glistening provocatively in the water as she made her way into the larger part of the pond. John must have seen something we didn't and he proceeded to nudge her playfully when BOOM!!! He mounted her faster than Malcolm could raise his mast! Before I could get any photographic evidence of what had happened, it was over. I have always thought of the pond as



being a PG rated area, safe for all to pop on down and enjoy a day's sailing.....now I'm not so sure.

On a lighter note, David managed to capsize his 'cat' twice, once in the harbour area and then in the bigger pond. Mind you, after what John did I would capsize as well!

Official Boat Day 11 October 2015

The day started beautifully, warm with a gentle breeze. The usual members started arriving and put on a display of impressive vessels. Malcolm's award-winning DUKW

was there, and David had both his lifeboat and steamboat on show. Keith brought his yacht and Derek his electric-converted steamer, (the steam unit still being visible in the boat hull but the electric motor cleverly hidden so as not to break the illusion). Finally Lindsay displayed his wonderful "J" class yacht.

At one point Lindsay lost his mast overboard. Fortunately Andrew Sullivan (winner of the boat section award) had brought his trawler, and pushed the yacht safely to shore. He also managed to stop our president from making any advances of a romantic nature towards the now dismasted yacht, so I am happy to report there were no mountings on the pond that weekend.

A gentleman brought an RC boat along that his father had built many years ago. He wasn't a member but the usual attendees made him feel very welcome, so we may have a future member. It is because of this friendliness that I joined the CSMEE Nautical Division, and that I am eager to promote this part of the club to any future members. Since I was unable to attend the official Boat Night meeting I cannot comment on what transpired on that occasion. There were no deaths reported that I am aware of, so the night must have gone well.



That's me for another month, I hope to see you all at the pond.

Andrew

I met Jim about 15 years ago. We were both widowers and shared mutual interests in engineering, model engineering and machine tools. As a retired professional engineer, born in Timaru, we had a lot in common and I have great admiration for what he has done over the years.

He admitted to me that when he left school at the age of 12, his school teacher said “Well, Jim, you haven’t done very well here but I know you can drive tractors” Well, he finally parked up his Caterpillar D8 when he was 83, - unfortunately to the detriment of his hearing.

When he applied for his 80-year driver’s licence, the issuing clerk wanted to cross out “heavy road m/c, heavy traffic” etc., but Jim protested that he still needed them! I understand that he did a lot of work for the Catchment Board, or today’s equivalent, and that he regarded both the Waitaki and Rangitata rivers as his, to maintain stop banks and groyne. One job on the Rangitata that some of you will not know about went like this: At the end of a spell of stop-bank maintenance, one groyne on the south bank, about 100 metres or so above the railway bridge needed to be rebuilt, but there was no money left. The following

year, a heavy snow melt or high rainfall in the Alps caused the river to flood and took out the end of the groyne. The river then impacted directly on to the 1876 embankment on the south side of the rail bridge. A large lens of sand under the embankment was flushed out by the river and part of the embankment slumped into the river. Not long after, a long, heavy southbound goods train with two big diesel locos plunged into the river, becoming fully submerged. Fortunately, the loco driver was a white-water canoeist and was able to escape from the submerged cab.

Which brings us to Jim’s involvement. Leading a team of three large bulldozers (his D8 plus another D8 & a D9 from Hoods) Jim managed to shift the river back north, to flow under the bridge instead of against the embankment. I understand that the leading DX loco was recovered, to run again, but that the second DC loco was scrapped. Jim was on-site for 3 or 4 weeks, working 12 hours a day,

6 days a week, - commuting from Timaru towing a 1500 litre diesel tank trailer behind his pick-up. Not a bad effort for somebody in his late seventies.

Jim amassed an extensive machine shop and workshop, with lathes, milling machine, welders etc., together with a host of small tools, some of which might have been listed as spares for his D8. His last major hobby project was the designing and building of his 7¼ gauge “Santa Fe” diesel loco (see below). This had three outings on the CSMEE track at Halswell. It’s worth noting that on the second outing, Jim sat behind it for 68 circuits of the 1 kilometre track without getting off for tea or other relief! Earlier, he had built a 5” gauge NZR DX, which did sterling work on the South Canterbury M.E’s portable track. His “Santa Fe” is now on display in the Geraldine Vintage Car Museum.

In matters of business he was of the old school, where his word was his bond, frequently much



to his disadvantage. A recent example concerned the hire of a patrol scraper, (used in the maintenance of country roads) He rented it to a N. Canterbury small-time developer simply on the basis of a handshake.

Galston, NSW

While in Australia recently, Anneke and I visited the Galston Model Engineers just outside Hornsby, Sydney NSW. They were having an inter-club weekend. It took us about 20 min to drive there from where we were staying.

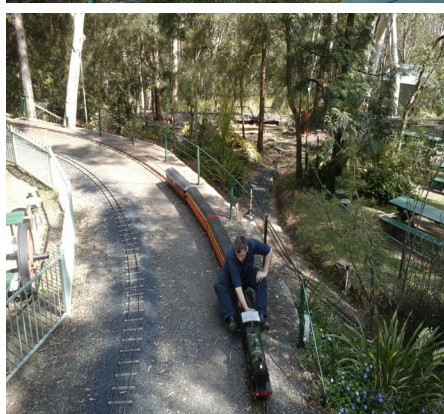
The Club owns the land, which lies in a wooded area surrounded by large gum trees. The railway is all 5" gauge, comprising a large layout over 1 kilometre long with multiple tracks and trains going both ways, lots of signals and points, two signal boxes with track layouts in both. They are in the process of computerising the system and it looks very complicated. The station has 4 tracks and the whole site is on 3 levels with a climb of about 30 to 1 in parts. It makes the steam engines work! They have one tunnel, two bridges and there are a number of cuttings. Additionally, there is a large setup for 45 mm gauge with live steam.

They run one day a month for the public and the other weekends they just play trains! We were treated very well and were given a tour of the complex, with lunch provided. The clubroom is open to the weather but can be closed in when wet and there is a nice seating area outside to have a picnic. The membership stands at just over 100, fees \$50 pr year, gate charge \$7.50 per family plus \$2.00 pp a ride. I had several rides and a very enjoyable day.

John Howie

After some time, having received no hire payments, he managed to recover the machine to find it had been damaged to the tune of several thousand dollars. Sadly, the "legal eagles" offered no comfort, Jim being unable to produce a written hire agreement.

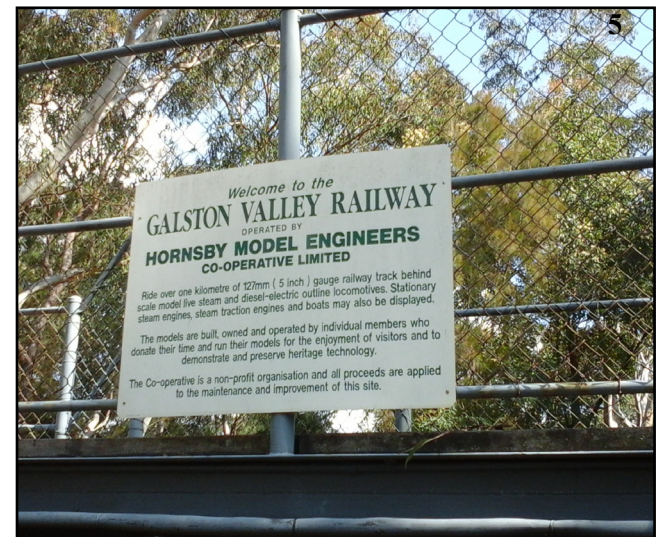
Jim Rooney passed away on 22 August 2015, at the age of 90. He was a hard-working, honest, industrious man, who preferred working on his own. In the few years I have known him, I enjoyed his company, and he will be sadly missed by us all



Gallery



1. Russell Gifford with Tom Peters (Christchurch Boys' High School), winner of the Model Engineer's Prize for Excellence in Engineering Workshop Skills.
2. George Johnston's traction engine & new driving seat
3. Brian Rollinson's train set leaves the station
4. Dean Farrow's *Half 'M'* at Wairoa R. mouth
5. GalstonValley Railway information



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

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



<u>Subscriptions Reminder!</u>	
2015-2016	Fee
Town	\$100
Associate	\$70
Retired	\$100
Junior	\$25
Family	\$105