



# Canterbury Tales

From the President's Desk

Vol.42 September 2016

Hello everyone.

With winter on the way out, spring is just around the corner and we have been really lucky this year with no big storms so far. So keep your fingers crossed, as we are eight months into the year and our Sundays have hardly dropped off, unlike past years, when our winter months were quiet! This year most Sundays have been very busy, with the public keen to ride the rails. This is great, but it hasn't given our volunteers much time off, apart from about three Sundays when it was wet, and even then we had to turn some people away! My thanks to those members who turn up every Sunday, wet or fine to work or just sit and have a cup of tea and chat.

*What's been happening?*

The Wednesday team is still growing averaging about 15 to 20 each week. Some days not much work is done but plenty of chat which is great too! After all we are retired?! The track gang are working on maintaining all track and ballast to a very high standard. John and Keith are working on the raised track, cleaning and painting. So come on you guys get your 5" locos out ready for a run, and remember the raised track has G gauge rail too.

It's good to see the boating boys busy on the pond, enjoying some good days for sailing. Dave Pringle's steam launch



Home time, after a day's run. Phil Bellaney's *Tinkerbell* lets off steam

will be ready to hit the water soon. Thanks to Jimmy and little scoop (that's the digger), we have nearly completed the east side, although a decision needs to be made over whether we are going to plant or level the ground. We still have the south end to do. A big "thanks" to that team. The boat Show at Horncastle Arena was first class, according to our Commodore. Thanks to Andrew Wilson for his help and the team of boaties who worked on making it a success.

Ian is getting close to completing all the points required in the meantime, and will be moving on to the points in the yard. George and Richard are helping and the work is progressing well. We are going to fit sets of points between the two station areas so we can switch from 2 to 3 and 3 to 4, giving us more options as a result. All the consents for the tunnels are finally in and finished, so building work can go ahead ASAP.

There are concerns about

members using the club facilities outside our normal running hours. Overall this is fine - after all it's your club to use when it's convenient for you. However the committee has decided that if you are planning on running your loco on the track outside the yard complex, a committee member must be contacted beforehand, just for the record. And please make sure you fill out all the paperwork, which includes track inspection and day running sheets. If you are there on your own, make sure all doors are secured, both while you are there and when you leave!

Robin MacDonald has kindly offered to take on the role of Membership Secretary. We have set in place a membership committee to handle all membership matters. They have designed a new form with more details and prospective new members' forms will be placed on the notice board for your inspection and comments. Please make all new members welcome. Forms will be available at the club from J Hamilton, D Markham, R Wilson, R MacDonald, J Howie.

John Crampton has offered to take over the Duty Roster. Thanks John.

The club has invested in a 3D printer, and classes on how to operate this machine will be on the 3<sup>rd</sup> Tuesday each month. Please bring your laptop if you have one. We had our first meeting 16 August with a good turnout! It's amazing what one can do with it..

Lastly, thanks to everyone who kept up the good work running the club, while the two Johns

were away on holiday in Canada! After arriving in Vancouver we boarded the Rocky Mountaineer. The service was great, non-stop food and drink, amazing scenery and lots of fir trees on the way to Banff. Then on to Calgary and



**New Tank Stand**

the big event, the Stampede. I am not into rodeo much but they sure know how to put on a show. We left Calgary with our group of 23 from Travel 2U, via Lake Louise, Jasper, Sun Peaks, Whistler and back to Vancouver. We then boarded the MS Volendam for a 7-day trip to Alaska's inside passage, stopping at Skagway, where

we travelled the White Pass railway to the Yukon. Again we boarded the ship to Glacier Bay, Juneau, Ketchikan and back to Vancouver for 3 days, a lovely city. We had a look at Grouse Mountain, Stanley Park, had a ride on their miniature railway and a boat ride on the harbour. The holiday ended with a 3-day visit to Victoria on Vancouver Island. That's a place I could live!

But...I am always glad to come home, as we all are so lucky to live in NZ.

That's enough from me. Keep on Training.

**John Howie**

**Awards**

**Night**

**is coming....!**

**Tuesday, 6 October**

**Time to get cracking.....**

# CSMEE Committee Meeting

7.30pm Tuesday 28 June 2016

## LOCO FOREMAN

Rob reported that bad weather had noticeably affected attendance this month.

The work of the Wednesday Team is much appreciated.

Thanks to the group which has produced drafts of the new Application Forms for Membership.

On wet days the stairs on the gantry present a safety issue. Some "non-slip" solutions are being investigated.

Thanks to John Crampton for collating train inspection records.

## COMMODORE

No sailing on recent Sundays.

Some discussion on the appropriate planting around pond edge.

## MEANZ

New Update has been posted. On-going discussion re the non-compliance of Duplex boilers. OMES have completed their Safety Audit.

A recommendation that all members sign a form indicating that they are familiar with the club's safety rules.

Havelock North have their Registration!

## CLERK OF WORKS

There has been work on the pond, plus the usual track work and general tidying. The base has been poured for the water tower. The team often numbers 15 – 20.

## PROJECT MANAGER

John Hamilton said the Tunnel Project will be underway in August. CCC are currently working on the lease adjustment.

John Howie referred to recent

work at the pond. Boatie members to suggest the best way of finishing off the ground works around the pond.

It remains unclear whether the area has been reseeded.

## MEMBERSHIP

The application received from **David Edmonds** has been posted for the usual time. David is welcomed as a new member.

## WEBSITE

John is searching for a new feature model. He has a number of suggestions, including the K<sup>B</sup>, to follow up.

## LIBRARIAN

Current magazines are on display. Book donated by Justin Gruber, "All our Volts," plus 5 CD's

## SAFETY

On wet days the stairs on the gantry present a safety issue. Some "non-slip" solutions are being investigated.

The prohibition against 'facing backwards' to be publicised.

Neale reported a near miss caused by careless shunting within the shed. Chargers and power leads were at risk.

## GENERAL BUSINESS

### John Hamilton:

Skate Park. John mentioned that a meeting is being held in the 27<sup>th</sup> July at Halswell Library. The Council will make an immediate decision.

3D Printer. Suggest we purchase a kit version (made in China) for \$530 approx.

Warwick is prepared to instruct on use on 3<sup>rd</sup> Tues nights.

It may be possible to purchase a 2<sup>nd</sup> printer enabling members to manage lengthy 'prints' at home.

There was an overall positive response to John's suggestions accepting that this is a current and significant technology.

### John Howie:

Suggested that **Derek Gillies** be offered an Honorary Membership. The Committee was pleased to approve the suggestion.

Life Membership was also discussed and John shared his thoughts on a different approach to nominations. To be discussed further.

The suggestion that loops on the GLT be removed was discussed at length and it was agreed that the 'Siberia' loop be removed. Suggested that the work could be conveniently done at the time of the tunnels installation. Dave Campbell suggested a metal detector would help in locating the gate valve which controls water supply to the points of the 'car park' loop.

Extension to the Engine Shed. It was decided to 'test the waters' by making application to CCC to gauge their response either positive or otherwise. Moved John Hamilton, Sec. Graeme "that we apply to CCC for building consent to extend the engine shed." Carried.

### New Membership Form.

Dave projected the new format for discussion. Some reservations were expressed but there was overall agreement that the new form was ready for trialling. The Referee requirement is considered optional. Applicants would indicate their willingness to participate in club activities. Failure to respond to these obligations would nullify their application. The introduction of an interview was seen as a very helpful step in



the process. During the one month “posting on the board” period applicants will be able to function as observers only. Moved Dave Markham, Sec. Dave Pringle “that the new Application Form be implemented”. Carried. The new form will be added to the web site.

**Tyron Murrhy’s** application will be posted.

Rob described the 3-step structure for driving licences which is to be introduced

Suggested modifications to station track layout.

Ian’s drawing of the station cross-overs was examined by members. His suggestions were accepted as a worthwhile idea but the project was not seen as urgent.

Moved Rob, Sec. Alex “that the modifications suggested for the station area tracks proceed when time permits” Carried.

### **Russell:**

Exhibition. Russell suggested that there were a number of options for an exhibition, including observing, learning and participating. Opinions varied as to the size of the event and to the ease of gathering together a good range of exhibits. Russell with Graeme and Dave Markham and Jock are to discuss the possibilities further.

Junior driver Loco. Russell suggested that the prospect of driving an electric loco on the raised track would be of immense appeal to children. The following provisos would apply: The child would ALWAYS be accompanied by a licensed driver; the child’s controls would be totally ‘slaved’ to the licensed driver’s controls; steam drivers on the raised track would have precedence over the use of the track. A response from Minitrains (Aust) included a quote for A\$ 3,300.00. Graeme offered a chassis which might form the basis of a loco. Russell is to enquire into the cost of slaved controllers



only. Rob mentioned a MEANZ prohibition of children in front of adults.

Operation Teabag. Russell has contacted Peter Gwynne of Age Concern with the suggestion that the first invitation happen in late July. 2 or 3 volunteers needed.

Russell has been invited to take the stationary models display to Middleton Grange. The boiler needs a Steam Accumulation Test.

Graeme has a pair of street lights at \$700 each. The Committee is to consider whether we have a use for them

## **CSMEE Committee Meeting**

**7.30pm Tuesday 26 July 2016**

### **LOCO FOREMAN**

Rob reported a pleasing increase in traffic on the raised track.

Members are reminded of the need to be ready to relieve drivers at mid-point on a Sunday Run Day.

It is “best practice” for drivers to keep hands on controls at all times.

### **COMMODORE**

Andrew Gorman alluded to topics serious and otherwise discussed on recent boat nights. He referred the ‘bowties’ involvement at the recent Boat Show at Horncastle Arena.

Both the static display and action from steam craft and fast boats on the installed pond were very well received.

Special thanks to Andrew Wilson for his commitment to the full three days and for his stamina in answering countless questions. Well done boaties!

### **MEANZ**



Rob reported that a duplex boiler has allegedly been registered for use but the MEANZ prohibition remains in place.

Rob also mentioned the frustrations being faced by the Nelson Club regarding the pond operation of their passenger boat.

## CLERK OF WORKS

Peter listed the following works in progress

- General winter maintenance.
- Tunnels will be installed in August.
- Work on points continues (Ian & George)
- The gas strut on F7 is not yet installed.
- On-going carburetion issues with 08 loco. (Lack of air the suspected problem)
- Steaming Bay issues for 7<sup>1/4</sup> steam locos. Need more track with removable rails in order to clear ash pans?
- Ian's Maintenance Schedules are about to be implemented.

- Locking tab on 'banana' needs inspection.
- Yard point-weights about to be painted.
- The water tower is nearly ready for installation.

## LIBRARIAN

Current magazines are available.

5 new books donated by John Marshall

8 boat drawings donated by Steve Gibson.

There are a number of overdue books and DVD's

## SAFETY

Neale reported that there is a danger presented by low-cost battery chargers left on for long periods.

Russell recounted the inherent dangers presented by petrol engines being returned to the clubhouse display after a running session. (Residual fuel and exposed battery terminals the issue.)

## ARCHIVIST

Russell raised the issue of suitable recognition for the work of Ross Fielden. The records testify to the very significant input Ross invested at the beginning of de-

velopment at Halswell. A named building, or a trophy, or a named structure were suggested as possibilities but there was general agreement that a tangible memorial to Ross would be appropriate.

The topic will be raised at a General Meeting for further feedback and Jock has agreed to discuss the proposal with Mrs Feilden.

## GENERAL BUSINESS

### Dave:

Skate Park. Dave encouraged members to show support at a meeting on Wednesday 27<sup>th</sup> at the Halswell Library (5.30pm)

There is some support for the Skate Park to be sited at Knight's Stream but the decision is to be made at the conclusion of the 27<sup>th</sup> Meeting.

Speaker 'slots' at the meeting will be pre-arranged.

### Rob:

Rob outlined a celebration to be held at Rolleston in mid October. The occasion will mark 150 yrs. of settlement at Rolleston, and railway operations are seen as a significant factor. Rob has offered to take his small scale display and suggested that Club models would be an important addition. A display will be mounted indoors and members recognised that we have a number of NZR models which would be appreciated by the public. Ross Fielden's K<sup>B</sup> would be the premier model in this part of the country and the ideal exhibit. Jock is to gauge Mrs. Fielden's reaction to the suggestion. It is understood that 'transport insurance' would need to be arranged.

**John Crampton** explained his decision to 'roll over' the duty roster for the next two months.



# CSMEE Committee Meeting

7.30pm Tuesday 23 August, 2016

## LOCO FOREMAN

Rob reported on the following issues:

We need to examine the control of the incoming points. The time delays between points change are important. Suggested that the signal should default to red after a set time and that points change be 'locked out' for a set period.

There is an on-going programme to refurbish the trolleys.

It is acceptable for an accompanied child to drive, providing the licensed driver has full control.

Drivers need to be more aware of the station master's task of efficiently loading trains. In general, wait for a hand-signal to move up into the station. Lengthy conversations with fellow drivers are not helpful on Sunday afternoons.

## COMMODORE

Andrew reported that both the recent boat night and boat day had been very satisfactory.

Some impressive boat handling was mentioned along with a display of twin-screw steering.

Tyron trialled his new craft.

## MEANZ

Still waiting for WorkSafe NZ to accept the proposed changes regarding Duplex Boilers.

## CLERK OF WORKS

Peter reported:

Alan Barlow is keen to develop better arrangements for the 5 inch rolling-stock in the engine shed. It was agreed that such

suggestions were worthwhile but all was dependent on the outcome of our application for Engine Shed extensions.

Trolley WOF's fall due before November.

Steaming bay alterations are being considered.

The water tower project is progressing.

Some counter-balance weights are still to be painted.

There was discussion on the desirability of having a club water blaster.

There will be a delay of some weeks while the suppliers of the culvert pipes relocate. John has negotiated a very satisfactory quote for the supply of two pipes.

## MEMBERSHIP

John Hamilton described progress with the new Application Procedure.

Tyron Murrhy was welcomed as a Full Member.

The Committee gave full approval for the new procedure to be adopted.

## WEBSITE

Russell suggested that some key contact information needs to be added. eg: Email address for Newsletter Editor, updated Committee List, and Ticket Box Roster

## LIBRARIAN

Two new books added: *British Steam Railways* and *A History of Sailing*.

3 Technical Boat Drawings

DVD: *The White Pass Railway, Canada*.

## SAFETY

John Crampton reported a blatant case of foot-dragging by a passenger.

The practice of requiring members to sign indicating that they have read and understood the operating rules of the club was queried. Rob clarified the need to do this at CSMEE and suggested that we could meet the requirement at a General Meeting. (Date to be advised)

## ARCHIVIST

Russell mentioned that the History will need to be proof-read, which will attract a fee.

## GENERAL BUSINESS

Skate Park. Graeme quoted the experience of neighbours of a skate park at Prebbleton who had not experienced any anti-social behaviour.

Dave explained a number of options available to parties unhappy with the Council decision.

1. Do nothing
2. Contact a Solicitor with instructions to examine the procedures that were followed at the meeting.
3. Contact CCC with requests for CCV surveillance and appropriate notices.

Option 3 was considered the most viable.

Honorary Membership. It was decided to award a Certificate recognising **Derek Gillie's** long association with the Club.

Electric Loco John Hamilton recommended that we proceed with the purchase of a small electric locomotive and passenger trolley with a view to providing a supervised driving experience for young people.

John will seek advice from CCC regarding the correct procedure for an application to extend the Engine Shed.

He also reported on the initial meeting of the 3D Printer interest group, which was attended by 17 members. Meetings are to be held every "Natter Night" Tuesday.

Russell described the frustrations that arise from a lack of personnel for station-master duty on Sun-

days. He suggested at least two people be rostered on for station master duty. Discussion revealed that there were an unusual number of trains in operation inevitably reducing the number of people available.

## Bone-Anchored Hearing-Aid Fundraising

In 2010 I acquired an infection in my left ear and was placed on antibiotics. After two weeks on the antibiotics I was admitted to Christchurch Hospital in the Ear Nose & Throat ward and underwent my first operation. Upon discharge I was placed on stronger antibiotics but the infection failed to respond and I was readmitted to hospital.



The infection was now affecting the lining of the brain and I had to undergo an emergency operation, which left me deaf in the left ear. The Infectious Disease department of the hospital prescribed an antibiotic that had to be given via a PIC line that was inserted in my right arm and ended up in my heart. The long-term plan was to have reconstructive surgery to regain hearing, once the infection had been clear for a minimum of six months.

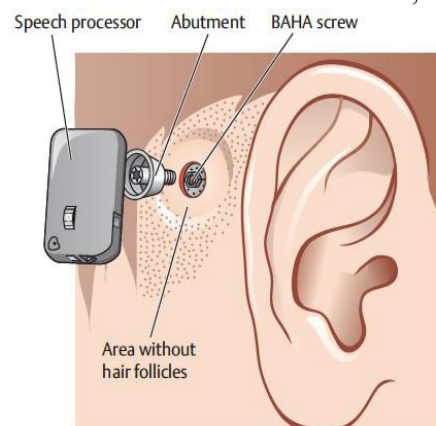
I required a total of ten operations and six PIC lines. The 10<sup>th</sup> operation was to remove all of the mastoid region behind the left ear, the ear drum, ear canal, nerves etc. and to have the ear completely sealed off, so no chance of now having reconstructive surgery. The only type of hearing aid I can have is a Bone Anchored Hearing Aid (BAHA), which requires a piece to be surgically attached into my skull. As the deafness was caused by an infection and I have been turned down by ACC for financial assistance, I'm trying to raise \$20,000.00 for the purchase of a BAHA, surgery costs, and the fine tuning of the BAHA after it has been activated.

The only good thing to come out of this was that on the 2<sup>nd</sup> of November 2010 after a MRI scan, they picked up a brain tumour that is the size of a pea on the right side of my brain. Luckily this is benign but still needs to be checked every twelve months by MRI scan.

If anyone would like to donate to my cause, please cut and paste the following link.

Thank you

Barrie Doublesin.



A. Principal assembly of a BAHA onto its abutment.

<http://givealittle.co.nz/cause/helpforbarriesboneanchoredhearingaid/donate>

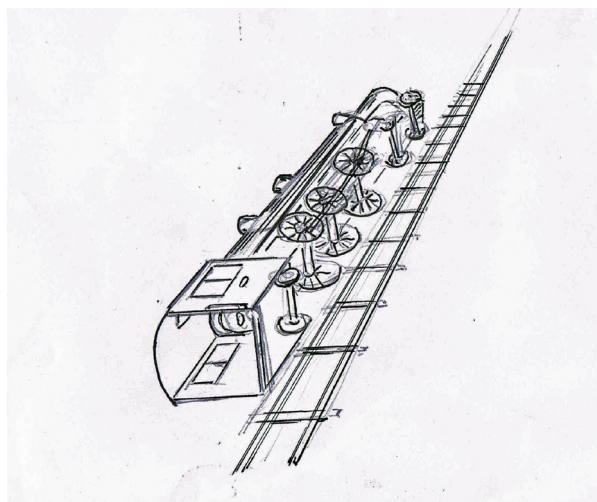


# From the Engine Shed

## 3ft. 6in.

There she was.

Poor old 611 lying on her side.



All sorts of comment, obviously, but the most common was: “look at the distance between the wheels! How does she stay upright? It’s such a tiny distance”.

Well, that’s our railway gauge. Always has been. 3 feet 6 inches. We are slightly irritated when visiting overseas and they introduce their scenic line with “Oh, this is our narrow gauge line.” Narrow gauge! That’s all we’ve got. We seem to get

along with it OK. In the good old days J<sup>A</sup>s would pound across the Canterbury plains at close to 100kph without mishap and to this day freight trains rumble up and down the country delivering the goods.

You don’t get to see a locomotive on its side very often. There must have been some kind of accident. It happened thus:

The lowest ranked University Mens’ Hockey team were to play out at

Kaiapoi. We were outclassed and the final score was not discussed on the way home. But I did persuade the driver to pull over at Chaney’s. We clambered over fences and long grass and there she was. A<sup>B</sup> 611 lying on her side. On 10th June 1960, A<sup>B</sup> 611 was heading the overnight “Cabbage” train from Christchurch to Picton. Once clear of Papanui, the regulator was opened up. There might be a halt at Amberley but that’s some distance ahead.

From a siding at Belfast, a cluster of wagons had made their way unaided and unobserved out on to the main line. How could it happen? Clearly a number of procedures had been overlooked. Why weren’t the wagons braked? Were the points left wrongly set?

But there they were. In the darkness of a winter’s night, poor old 611 didn’t see them until it was too late. It was a full-on collision. The loco reared up and toppled. The crew survived, but it took a few days for cranes to arrive and lift the loco clear. She was never repaired.

**Russell Gifford.**

## Subs Reminder

### 2016/2017

Town \$100/ \$50\*

Associate \$70/ \$35\*

Retired \$100/\$40\*

Junior \$25/\$20\*

Family \$105/\$55\*

\* Discounted rate if paid

by

**Awards Night,**

**6 October 2016**

Westpac 031703 0032951

or

CSMEE, PO Box 37307,

Christchurch 8245



# The Long Road To The Halswell Engine Shed

(or Planes, Boats and Trains)



“Number 8” on her home turf at Cambridge

**I was asked if I could provide some information for the Club Bulletin on “Number 8”, my electrically driven steam Loco.**

Maybe starting at the beginning would be of interest to some of you.

I grew up in the 1940's living adjacent to the Waterloo Station on the Hutt Valley Suburban railway Line. From about the age of five, trains became my passion and I became an avid train spotter. To this day I can remember the numbers of most of the Wab, Ww, A and Ab locos that served the Hutt Valley lines, and C's that did the shunting in Wellington yards during the 1940's. My Mum was in Hospital for many years, so I was sent off on my own to the cuzzies in Auckland every school holidays from about the age of nine. At every

engine change on the way up the Main Trunk I would go up to the engine and gaze wistfully at it, pleading to the driver for a ride in the cab. By this means of juvenile subterfuge, I managed a ride in the cab on every sector of the NI Main Trunk from Paekakariki to Frankton Junction over about five years.

Rarely did the driver close the cab door and you stood at the back of the footplate hanging on like a limpet. (Health and Safety, take note); If you've never stood on the wildly pitching footplate of an express locomotive at speed you have never experienced unbridled power

In January 1954, I turned 15, and cycled from Waterloo to Rongatai Airfield on my new birthday bike. (It had all the gear and cost the equivalent of \$56. Dad got about \$16.00 a week in those days). On the spur of the moment I asked how to get a job on aeroplanes and

they told me to go and see NAC (or TEAL, as Air NZ was then). It was a bit far to bike to TEAL in Auckland so I pedalled into Customhouse Quay in Wellington instead. I was told to go away and bring my father back. A few days later I was bundled into a DC-3 and flown to Christchurch, interviewed and told I had a job starting at Three Pounds a week plus 30 shillings Boarding allowance. This was the start of a wonderful career as an Aircraft Engineer with NAC who were a brilliant firm to work for. 28 Years later in 1983, I had progressed to Air New Zealand's Management Training Superintendent. I left the airline which had then been taken over by Air New Zealand. I have some doubts whether the same career path would be open to a little fella with only two years secondary schooling today.

I went into business at this stage,

importing and exporting and accidentally becoming involved with NZ defence Forces. I spent ten enjoyable but highly stressful years importing equipment for the Defence Forces and the New Zealand Police. With the Government clampdown on Defence spending my company became less than profitable, so we moved back to Wellington to work.

After a year in Wellington, I was asked to make a proposal to set up a company to overhaul turbine engine components for Air New Zealand under contract. The proposal was accepted and Air NZ were a great company with whom to do business. Over ten years, my Company grew to 28 staff at its peak.

Back in 1975, I was seconded by NAC to Malaysian Airlines for two years; as part of a team helping the Malaysians to establish their own National Airline. Whilst there, I bought my first boat, a 5 metre inflatable with a 40HP motor. I changed boats four times over 35 years and they each got bigger and more expensive to run. I caught a lot of fish over the ensuing years, but my wife Jean, figures out that each fish probably cost about \$500 a Kilo. Ill health forced me to sell my share in an 11M launch at Havelock about 2009.

So there you have it. After a lifetime of Planes, Boats and Trains, I have finally returned to my first infatuation.

Early this year I decided to apply to join the CSMEE and, upon acceptance, I thought it would be a great interest to have a locomotive of my own. I scoured the country for one that was within my budget, and finally purchased "Number 8" from Grant Alexander in Hamilton. Grant is a consummate loco builder and had two steam and one F7 as well as "Number 8". (Alex's GP39 is also from Grant's stable). Grant's farm property near Cambridge is

home to The Squirrel Valley Railway, his own private railway which must be about the same size as our installation.

Grant spent about 150 hours building "Number 8" for his wife Donna, (You definitely have to be keen to build your wife a locomotive; seems it's a lot easier to buy a bunch of flowers). Donna who is lovely and a delightful hostess obviously shares Grant's interest in model railways.

"Number 8" is a model of a Baldwin Consolidation 2-8-0 built for the Brazilian railways around the turn of the 20<sup>th</sup> century. Grant scaled it up off an 00 gauge model which gives you some idea of his ability and attention to detail. The idea of powering it electrically for his wife must have been to avoid all the hot, smelly and sooty bits – something that appealed to me too. The downside is that you miss the boyhood memories of the smell of smoke and oily steam, which was so much a part of my young life,

"Number 8" is built largely of wood and plastic on top of the steel frame, wheels and motion. The locomotive itself is free running and pushed by the tender which is where the motive power unit is situated. The power unit consists of two 450 Watt, bogie

mounted, geared electric motors driving all four tender axles via a chain and spigot arrangement. The four axle drive arrangement ensures delivery of maximum tractive effort and reduces the incidence of wheelslip on wet rails.

The loco has a sound-card installed and a speaker in the front of the tender where it can't be easily seen. This gives added realism when the loco is in operation. The controller is a DNO-10 which came from 4QD in the UK

The motors are powered by two 12 volt deep-cycle 100 a/hr batteries, connected in series to give 24 Volts. This will give at least three hours continuous running pulling three passenger cars and still leave the batteries about 75% charged. I tend to pull only two cars due to the limitations of my vacuum braking system. If I ever need to replace the batteries 120a/hr batteries will considerably increase the locomotive's range. Top speed, downhill, with a tail wind is about 15kph.

## Where To From Here?



Underframe cylinders and motion

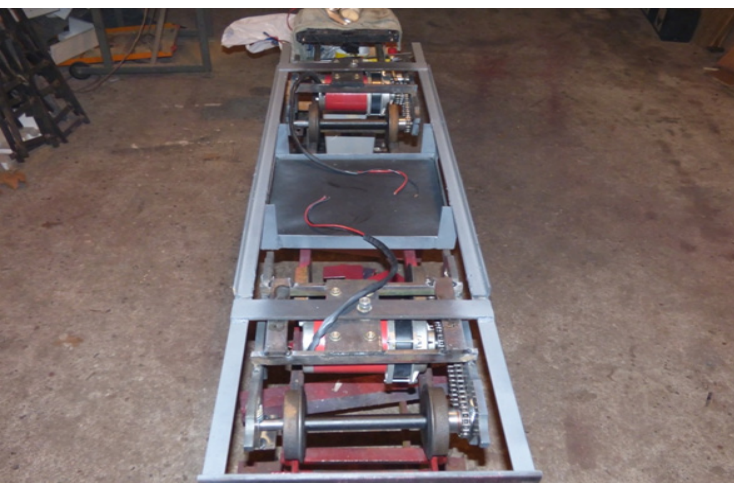




**Ready for the cab to be fitted**



**Building the cab**



**Typical 4-axle drive utilising two 4 volt/750 watt electric motors**

I am about to start building a driving car that will allow me to interact better with the passengers and I will also install a pressure braking system at the same time. "Number 8" is almost identical to the NZR "O" class which originally were operated by the Wellington and Manawatu Railway Company. A few very minor modifications will convert it to an NZR "Oc". I have a problem with my whistle, (it's not loud enough for the conditions at Halswell). So that's another mod that is needed. "Number 8" has been a great investment and has given me, and I hope others, many hours of fun.

### **Joining the CSMEE**

A word about joining the CSMEE. I am very grateful to the many people who have befriended me since I joined the Society and for the help I have received,. People have given me the opportunity, - and have taught me how,- to drive the Halswell circuit. They have given me advice, parts for my driving car, information on sources of products and drawings and suggested what is best to use. My thanks to all of you who have made my first six months in the CSMEE so enjoyable.

**Dave Holland**



# Answering the Questions



What's that black stuff?  
Where is all that steam coming from? Can you make the whistle go again? What's that big engine for? What is that propeller for? Who made all those engines?

That was the scene on a sunny afternoon at Middleton Grange School. Two classes attended, some endeavouring to get a clearer understanding of "Pressure" as their set topic.

We had about 30 psi on the gauge and the engines obliged (albeit some a little intermittently).

We had a bike pump and a section of old bike tube and the innards of an old pressure gauge and a big impressive gauge (thanks to the generosity of John Beauchamp)

We talked about James Watt and coal miners, and engines,

and traction engines, and marine engines, and locomotives. And I managed a wee plug for

Sunday afternoons, so all in all I think it was a worthwhile event.  
**Russell Gifford**



Derek Gillies receives Honorary Membership



# Commodore's Corner

## From the Dockside

### Commodore's Report 26 July

Official boat day coincided with the official boat weekend. We were asked to put on a display at the Motor-home and Boat Show held in July. Over the weekend we displayed our boats both on and off the water. The boats on static display showed the level of detail and skill to the extreme.

Those who sailed had a great day on the Saturday, with many spectators taking photos and commenting on the skills of the captains and the detailing of their ships.

It was a great weekend and I wish to thank all those members who participated. A special thank you to Andrew Willis who lasted the full three days and answered many questions.





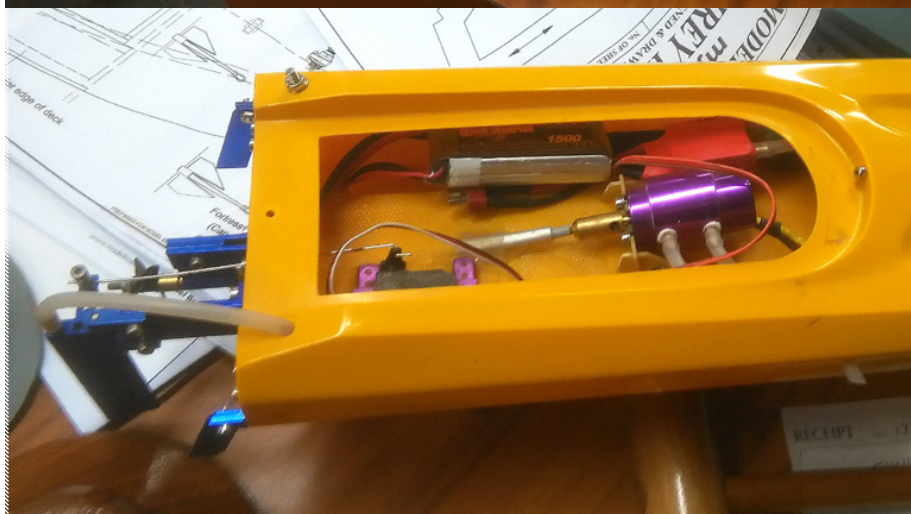
## Commodore's Report 23 August

Official boat night was fantastic and went without a hitch. I wasn't actually there but I know someone who knew someone who went and they said it was great!

Official boat day was great also. I attended the first part and saw both J and M class yachts having a tussle in the harbour. After they sorted out who was better, they made it into the pond where they suddenly started performing synchronised manoeuvres more akin to a Russian Ballet than the usual pond antics.

It was a day of maidens, voyages that is, not the other type! We witnessed a first sailing by our latest member, Tyron. He had bought a boat so new that the manufacturers wanted feedback on how it handled! From what I saw it was very responsive and had a good turn of speed..

Next up was Andrew Willis. He brought his "work in progress", an LCT6 Landing craft. This craft has no rudders but uses twin screws run by separate motors. These motors are controlled via two separate channels on his transmitter. I have always had my doubts about this type of control, but after seeing Andrew turn both left and right (port and starboard for the boaties out there....), virtually on the spot, was impressive. It was also incredibly stable in the water.





# CSMEE Officers for 2016-17

Patron: Glen Martin

<b>President</b>	John Howie	328 7459
<b>Vice President</b>	Alex Cowdell	03 318 1908
<b>Secretary</b>	Russell Gifford	358 3365
<b>Treasurer</b>	Mike James	322 4588
<b>Loco Foreman</b>	Rob Wilson	960 4305
<b>Commodore</b>	Andrew Gorman	339 2456
<b>Clerk of Works</b>	Peter Grounds	343 1443
<b>Librarian</b>	Dave Markham	322 7524
<b>Boiler Ctte. Chair</b>	Dave Campbell	326 5585
<b>Safety</b>	The Committee	

## Committee Members

Graeme Chisnall	03 313 1781
Robin Shand	021 217 3601
John Crampton	322 4915
Dave Pringle	384 5235
Barrie Doublesin	385 7327
John Begg	339 8448
Neil Craighead	960 8796

## Boiler Committee

Jock Miller	332 1614
Ian Fanshawe	942 2937
Mike James	383 4985
John Hamilton	322 4574
George Johnson	337 1137
George Hodges	385 8928
Dave Campbell	326 5585
Peter Grounds	343 1443

## Constitution & Rules Committee

Kelvin Lewis	358 5377
John Howie	328 7459
Sam Farr	325 7280

## Volunteer Positions

<b>Asst. Librarian</b>	John Crampton	322 4915	<b>Asst. Visiting Spkrs.</b>	Russell Gifford	358 3365
<b>Asst. Loco Foreman</b>	Dave Campbell	326 5585	<b>Membership</b>	Robin MacDonald	376 5529
<b>Asst. Clerk of Works</b>	John Hamilton	322 4574	<b>Canterbury Tales</b>	John Pattinson	329 4441
<b>Projects Manager</b>	John Hamilton	322 4574	<b>Shed Foreman</b>	Alan Barlow	344 0244
<b>Archivist</b>	Russell Gifford	358 3365	<b>Roster Reminder</b>	George Maylam	324 3469
<b>Webmaster</b>	John Begg	339 8448	<b>Facebook</b>	Patrick Whillis	3826452
<b>Publicity</b>	Vacant		<b>Ticket Box</b>	Jim Rosanowski	332 1370
<b>Visiting Speakers</b>	John Begg	339 8448			