



Canterbury Tales

From the President's Desk

Vol.45

March 2016

Hello everyone.

We have had some great Sundays over the last three months, and the weather has been mainly very good and hot. However, we lost three Sundays recently, due to rain.

What's been happening?

If you have been down at the club lately I am sure you have seen our new twin tunnels. And it's even better when you take a train ride through them! What a great effort by all the members, who designed and built these structures; a lot of fun was had along the way, too. We are intending to plant shrubs outside the tunnel walls and in the cutting. Lights will be fitted on the incoming tunnel just in case a train is stopped in the section. It looks a little open at the moment but in 12 months time it will start to close in and disappear into the landscape. We still have gates to fit at each end. The points box will be lifted on to a platform soon to give the operator a better view down the track. The Wednesday Team members are working very well with 15 to 22 people turning up each time. This massive effort by our members is keeping up with the work needed to maintain our high standard. With this number of people coming, we are now able to have work teams on the job. We are looking for a couple of people to try out the new very nice mobile scaffold and do some painting around the station area. Ian and George are making good progress on the track, finishing off the trolley lines close



View through the tunnels

to the coal shed, after which they are going to start on the traverser extension. Dave Campbell's team are fighting the tree roots and we have just got another six meters of track ballast, so that will keep them going. Russell Gifford has retired as Secretary. Thanks Russell for a great job well done, over many years. Russell was the instigator of writing the history of our club, from 1933 to 2016 - a huge job. Although he has made great progress in trying to gather all the information needed to complete the project, this is still a work in progress.

Rob Wilson has taken on the position of Secretary, having retired from the Loco Foreman's job. Rob held the latter position for a number of years, a massive undertaking involving a huge amount of paperwork. Thanks to Rob we now have a system that we can be proud of. Dave Campbell has stepped into the Loco Foreman's position. We are so lucky to have competent and experienced people

to fill these important areas in the club. Thanks Dave and Rob!

A warm welcome to our new members since our last newsletter: Anton Robinson, Gerry Marshall, Andrew Patterson, Calum Brieske, Graham Pulford and Alan Grueber. I hope you will enjoy your time with us.

A number of our new members are boaties and it's great to see the boat section in the club expanding. On any given Sunday the boats draw a good crowd to the pond's edge. The ducks are still enjoying the grass around the pond, and although the area was treated with the "magic grass" it still hasn't had much effect! I think we will give that a miss from now on.

There are still people around the area trying to derail us with stones and debris on the track. We are doing a track inspection every Sunday before the run so please keep a close watch on the track

ahead. With the large numbers of passengers we are coping with on Sundays, drivers need to be alert, and not block the passenger loading at the station. When platforms 1 and 4 are loading and you are on 2 or 3, please keep back to the end of the platform, proceeding only when trains on 1 and 4 are loaded and ready to go, unless you are instructed otherwise.

Our sign at the gate? If you see this still up at the end of the day please can you take it with you and bring it back on the following Sunday? This will save someone having to go back to do this job.

Progress on the engine shed extension is still in the hands of the CCC.

The 3D- printer's manufacturer is going to be replacing a component, from overseas.

Website. It is worth a look at the updates that have been done. Note that back issues of the club newsletters are now available on the members' page. The CCC fire ban is still in place and we will evaluate this on each Sunday.

Library. Dave Markham reports that there are a number of new magazines available. Thanks Dave for keeping up with this never-ending job.

Reminder. Special Sundays: 1st 'G' scale, 2nd Boats, 3rd Traction Engines, 4th Raised Track.

An important message from the Boiler Committee. Be aware when purchasing locomotives advertised without boiler documentation. If documents are not available the Boiler Committee may not be able to issue a boiler certificate and therefore you will be unable to run on some clubs' tracks.

The AGM is on 2 May. If you are thinking of going on the committee or would like to do other jobs on the list, this is a good time to step up!

Please put your name forward before the AGM.

Nomination forms are available at the clubrooms.

That's all from me.

Keep on Training

John Howie



CSMEE Committee Meeting

Tuesday 13 December 2016

LOCO FOREMAN

Rob Wilson thanked all who had given of their time over the 2016 year on Sundays, Charitable Runs and particularly the Wednesday work team.

Season's Greetings were extended to all.

COMMODORE

Andrew Gorman reported restricted boat activity recently due to scarcity of water and abundance of weed.

The weir has been reconstructed and currently the pond is full.

A diver failed to find any sunken vessels but did produce an almost complete bike from the murk!

MEANZ

Rob commented on the recent update referring to the meeting with WorkSafe NZ in the New Year. He also cautioned drivers re: operating speeds.

CLERK of WORKS

Peter Grounds reported the completion of the Water Tower, apart from some "tidying" of the plumbing.

George Johnson has been busy modifying steaming bay rail arrangements in order to facilitate ash-dropping from larger locos.

The various Wednesday teams were thanked for their on-going commitment.

HALSWELL GLT

John Hamilton reported that the second tunnel was installed on 12 December (in inclement weather). Track to be tested on 14 December. Planting to wait until autumn.

MEMBERSHIP

Two new members have completed the application process: Welcome to Andrew Patterson and Calum Brieske.

WEBSITE

John reported that photos of Award Winners are to be added.

LIBRARIAN

Current magazines are available (but only until end of December.) There have been delivery difficulties with *Ship & Scale*

New titles:

Motor Tug

Top Railways of the World

Acetylene Welding
(donated by Peter Grounds)

ARCHIVIST

Russell tabled the "History". It comprises 25 pages and has taken 22 months to assemble. Russell explained some of the technical difficulties that were generated by different versions of his word processor programmes.

He thanked individuals who had contributed material and suggested John Pattinson be approached for final editing.

The current copy is draft only, and corrections are welcomed.

One printing company quoted \$466.00 +GST for 40 copies.

It may be possible to provide a PDF file copy to the Website.

Russell was thanked for his efforts.

GENERAL BUSINESS

The Committee accepted Ewan Allison's offer to make a "Presidents' Board"

He also wished to get a fresh supply of red metal hat-badges. Quotes for 50 and 100 requested.

Jock Miller requested that the Fielden Award issue be clarified. There was discussion as to the need for such an Award, and also on possible designs. Dave Markham was nominated to gather suggestions to take the proposal ahead for further discussion.

Russell Gifford also raised the issue of invitations to special guests to our end of year social. A list of appropriate people is needed.

AGM

An Invitation

for all CSMEE members

to the

Annual General Meeting 2017

of the

Canterbury Society of Model & Experimental Engineers Inc..

Tuesday, 2 May

Halswell Domain Clubhouse

at 7.30pm

Nomination forms for Committee can be obtained from Rob Wilson, or the Clubhouse notice-board

CSMEE Committee Meeting

Tuesday 17 January 2017

LOCO FOREMAN

Rob Wilson reported on the need to make all members aware of what are deemed acceptable activities at the club and the use of the club's facilities and equipment. He also suggested a minimum dress code be considered to curtail the wearing of onesies and furry tails by some members. Rob also advised he would like to see some form of track extension considered for 2017. He also gave a brief overview of a very nice new prototype housing signal that Peter Smith and George Johnson have produced.

COMMODORE

Dave Pringle reported that the weir is holding, but that cracks are showing up in the ground on the south side of the pond. John Howie asked Dave to investigate and let him know if he needed to arrange for the digger to return. John Howie also advised he is investigating means of controlling the flow from the exit pipe

CLERK of WORKS

Peter Grounds has indicated that he is no longer able to continue in this role, due to moving. It was agreed John Howie and John Hamilton are to continue to oversee this role until such time as a replacement person is appointed. Progress is continuing on the tunnels with work on the portals at present. There was discussion around the 3D printer night and John Hamilton not being

able to continue taking the class due to other commitments. The general feeling was that the night was worthwhile for those who attended – John Howie is going to send out an email once the printer is back up and running.

John Howie asked members to keep an eye on the cleaning standards of the clubrooms. Any concerns are to be brought to his attention.

MEMBERSHIP

Graham Pulford has applied to re-join the club and has been accepted. Alan Grueber was also confirmed as a club member, there having been some confusion over his application.

LIBRARIAN

Current 2016 magazines are away for binding

New 2017 magazines are in the library

Still waiting on back issue of Sept/Oct *Ships in Scale*

Two new items have been added to the library already this year – *TIG Welding Fundamentals* and *MIG Welding Fundamentals*; both are DVDs, donated by Peter Grounds.

SAFETY

John Howie reiterated the requirement for all members to be aware of the fire dangers. There was discussion around the effectiveness of the terminator wagon and its lack of performance. Several options for improving it were discussed. However it was agreed that the Wednesday team would have a look at it and advise what was required to improve its performance.

GENERAL BUSINESS

Tunnels

Graeme Chisnall offered to make the doors for the tunnels and advised he requires angle iron and small mesh for the construction.

Ice train

Neale Craighead reported that the work on the ice train is almost complete with just the electrics to go. The spare motor has been purchased and is now labelled and on the shelf in the train shed.

Skateboard Park

John Howie and John Hamilton met last Tuesday with a couple of the ladies from the Council, and were presented with some paperwork outlining some of the ideas around the skate park proposal.

Points Box Refurbishment

It was agreed that the points box be tidied up. The window, which is just tacked in at present is to be secured and raised slightly. It was agreed that this work should be undertaken, and a budget of up to \$1000 was agreed.

Clerk of Works

John Howie advised they were still looking for a new clerk of works and was trying to find someone from the Wednesday work team to take on the role.

Ross Fielden Award

Dave Markham advised he had been asked to work on the design of this award and presented the committee with his proposals for the **Ross Fielden Innovation Award**. Dave stated that this award would be presented on Awards Night and would be in recognition of any idea, design or innovation that is beneficial for the club. There was full

acceptance of the proposal by the members present and it was moved Dave Markham, seconded Barry Doublesin that this award be created and be available for presentation at the next Awards Night. Motion carried. Dave asked for suggestions on the design for the new trophy/award.

Big Little Train Show

John Howie to advise John Wilson of our requirement for a double stand this year.

CSMEE Committee Meeting

Tuesday, 28 February 2017

LOCO FOREMAN

Rob Wilson read his resignation report and handed the Loco Foreman's job and title to Dave Campbell. He thanked all who had helped him during his long tenure as the CSMEE Loco Foreman and wished Dave all the best in his new role.

MEANZ

Rob reported that he had completed the MEANZ Audit for Nelson, who were looking forward to hosting the Convention in January 2018. Rob also signalled his intention to not seek re-election as the S.I. MEANZ rep at the Convention and asked for expressions of interest from any CSMEE members.

COMMODORE

Andy Gorman reported on a "windy" boating day.

CLERK OF WORKS

Currently looking for new CoW. John Howie and John Hamilton are to cover. Completing retaining walls and



Early days - vegetation is expected to cover the new tunnels, in time.

landscaping between tunnels.

NEWSLETTER

Former "Bulletin" is now incorporated into "Canterbury Tales".

LIBRARIAN

Dave Markham reported that he may have to change the delivery address for two magazines.

2016 current magazines are away for binding.

Still waiting on a back issue of Sept/ Oct *Ships in Scale*.

New 2017 magazines are in the library.

Two welding books have been added to the library.

BOILER COMMITTEE Dave Campbell reported that the Committee met on Tuesday 31 January.

Four issues raised:

1. MIG welding of steel boilers is a non-complying procedure under the current boiler code.
2. Boilers with no construction documentation or certificates are facing difficulties.
3. Fusible plugs.

4. AMBSC boiler codes are due for 5-yearly review this year.

SAFETY

It was noted that miscreants had placed/jammed large rocks between the 5" and 7¼" rails. Also, some large, League Club-owned tyres have been rolled into the pond.

(see further safety issues in General Business).

PUBLICITY

John Howie to investigate "roller" sign for Halwell Road entrance, to avoid the dangerous putting-up and taking-down as at present.

MAINTENANCE

08 to return shortly from Trevor Gage. He has fitted a new motor and cut a fuel tank access hole in the roof.

GENERAL BUSINESS

Ross Fielden Award: Dave Markham provided a short presentation asking for a name for the trophy, and offered some designs. Information to be sent to committee members for perusal and further discussion. Agreed in principle.

Security Cameras: Dave Markham spoke of possible means of having camera interface with alarm so that those on “alarm list” can view site prior to attending. Various options were discussed – further information sought – general agreement. Chubb to be canvassed about available systems..

Track Extensions for Canmod 2022. Graeme Chisnall presented costings for future track extensions.

Club Shirts: Dave Campbell raised the idea of having club identifying shirts. All agreed good idea – Graeme Chisnall to research costs etc.

Tunnel Signals. Dave Campbell asked about these. Discussion ensued about which to install for tunnel safety. Dave and George Johnson to discuss Pete Smith’s prototype and/ or use of existing spare ground signal.

CSMEE Committee Meeting

Tuesday, 28 March 2017

LOCO FOREMAN

Cancellation policy was discussed. It was agreed that the Day Manager will decide on the day’s running at 11.00am, and will then contact the Loco Foreman.

Dave reported that major refurbishment of the raised-track trolleys is under way and that the couplings are being replaced.

MEANZ

Rob Wilson reported on his meeting in Wellington with members of WorksafeNZ (Richard Steel and Stuart Wright)

and the MEANZ President Richard Lockett. Changes/ updates to the Amusement Device Regulations with input from “industry” were canvassed by WorksafeNZ at a meeting held in Auckland. Attendance at possible S.I. meeting should be compulsory to enable us to have our say on the future of Registrations. Issues still surrounding the use or otherwise of Duplex as a boiler construction material were discussed with



Andrew Johnson finds himself a tyre-ing job...

Stuart Wright. Mr Wright is to issue a “Technical Bulletin” to make perfectly clear to all parties the proper requirements for the use of Duplex in boiler construction.

CLERK OF WORKS

Currently completing retaining walls and landscaping between tunnels.

PROJECTS MANAGER

A report from John Hamilton was tabled in which he outlined issues with CCC permits for Engine shed extensions and possible track extensions.

John Howie to fit a pneumatic

plug to the pond outlet. Overflow pipe(s) level to be decided.

COMMODORE.

No report from Andrew Gorman. Dave Pringle provided a brief overview of activities.

MEMBERSHIP.

Three new members welcomed. Tony and Angela Wessels, and Andrew Hawke.

WEBSITE

John Begg reported “Canterbury Tales” Archive now added, Day Manager roster added, Ticket Box roster pending.

LIBRARIAN

Dave reported 2016 current magazines away for binding.

New 2017 magazines in the library.

Back issue *Ships in Scale* has arrived at last, and will be bound at end of the year.

7 new informative items added to the library.

PUBLICITY

MG Car Club to visit at 11:15am on Wednesday 17 May.

30 people attending, (no charge for rides), plus tour of loco shed.

GENERAL BUSINESS

Canmod 2022. The CSMEE’s willingness to hold this National Convention will be canvassed at the AGM.

Mike James dropped off a sand blasting cabinet to the CSMEE

workshop for members' use.
Gratefully accepted.

Signals at the tunnels. Neale Craighead has 2 x track switches in hand and is constructing the relay controls. Will require buried cable plus mounting of switches, and either Pete Smith's 2-aspect light or the heavy-duty ground aspect light spare in the engine shed.

Night run at Easter discussed –



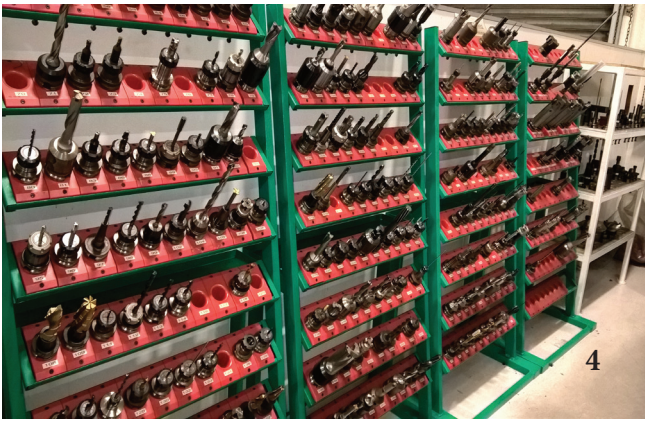
Visit to Victor Hydraulics

The first General Meeting of the year, on 7 February, broke with tradition, taking the form of a field trip to Victor Hydraulics. Established over 60 years ago, Victor Hydraulics is the principal manufacturer of hydraulic cylinders in New Zealand and a key supplier to the New Zealand, Australian and global markets. At their main hydraulic cylinder site, on Klondyke Drive, our sizeable group was met by Manufacturing Manager, Darryl May.

Starting with the raw materials store (pictured below), he gave us a guided tour through the various processes of tube and shaft machining, welding and assembly. The group then visited a second facility, situated a few blocks away. This turned out to be the scene of most of the CNC machining operations. It currently houses the bulk of their CNC machinery - comprising 4 vertical machining centres, 1 large horizontal borer, 3 horizontal CNC lathes

and 2 deep-hole drilling machines. “From stock cylinders to customised one-off projects, we can design and manufacture premium steel and stainless steel hydraulic cylinders for a range of uses and industries - in fact, application-specific custom-built cylinders represent over 90% of what we do.” (extract from website). This was an informative and enjoyable visit, - the first of a series, according to organiser John Begg.





1. Darryl May welcomes the group
2. Materials store
3. Group at large
4. CNC bits galore
5. Darryl explains
6. One of the vertical machining centres at work
7. Hefty, but by no means the biggest cylinder
8. Newly-machined hydraulic pistons

From the Engine Shed

Maid of All Work: Remembering the AB

The AB was a very useful engine; it fitted the NZR network admirably. “Maid of all Work” would have to be the description. One hundred and forty of them from the 1920’s to the 1960’s kept the country moving. They could cope with the demands of express passenger services or settle to the more humdrum tasks of running modest freight services to any point of the extensive rail network in the earlier part of last century. Those that operated in tank-engine mode (WAB) were always considered efficient and sprightly, and they operated suburban runs in and out of Auckland. A mural in Katikati captures the poignancy of an AB-headed troop-train taking soldiers away from their homes. There is a shot of an AB running alongside Lake Forsyth with a token consist on the Little River run. Photographs from yesteryear show them operating from one end of the country to the other.



But time caught up with them of course, and as the steam fleet was retired, we lost the familiar voice of the AB’s whistle.

There was a deeply appreciated reprieve when 795 and 778 kept the *Kingston Flyer* going for all those years at Wakatipu. There is, at this time, a slim hope that they may operate again in Southland. No. 695, fired on willow wood, survives to run the short length of track at Pleasant Point. Mainline Steam’s 663 continues to run excursions when called upon. And now 608, with a colourful life story ranging from heading Royal trains to being stationed at outpost Cromwell - to retirement in the Ferrymead Sheds, has now been fully restored and holds great hope for many years to come.

So, devoid of the power statement of the K’s and lacking the racehorse *persona* of the J’s the AB rested content with the totally admirable name of “workhorse of the NZR.” Never an elegant design, (it was said the driver’s cab was designed on a Friday afternoon!), the AB’s distinctive outline was part and parcel

of the landscape. The Picton yards used to house a handful, Linwood likewise, and they were a familiar sight on the West Coast. They were born at A&G Price's at Thames, at Addington and at the North British works in Glasgow, - all to drawings produced in the Wellington Drawing Office. And they were complex drawings. It takes more than a little concentration to visualise actuality from the intricate cross-sections of the frames around the firebox for example. But it all worked well 80-90 years ago, for locomotive builders of the era knew their stuff. There didn't appear to be the need to send off an email querying the detail of Part E106/B on Sheet F24!

The working lives of thousands of NZR staff were, to a degree, shaped by the AB. Surfacemen, shunters, clerks, station officials, maintenance fitters, shed staff, coal suppliers, refreshment-room staff, and of course drivers, firemen and guards had their working days framed by the arrival and departure of the AB.

Of course, there were a multitude of other engines, but to lineside communities up and down the country, the beat and rumble of a train headed by an AB, punctuated by whistle-blasts at crossings, came to be a familiar and irreplaceable feature of the landscape we call home.

Russell Gifford

An Interesting Postscript

Our treasurer, Mike James, has had some correspondence from his counterpart in the British 2½" Gauge Association, Ian Hawkins. It seems that, some years ago, during a visit to NZ one of their members secured a deal whereby their Association could sell copies of our Walcott-Wood AB designs, held in the CSMEE library. A royalty of 50 pence per sheet would be paid for each sheet sold, and in 2009/10 we duly received the first payment.

Recently, we were notified that a further payment in respect of several sets of both AB and KB drawings was being made. The consensus among CSMEE Committee members was that this amount should be retained by the Association as a donation. In notifying them of this decision, Mike took the opportunity to invite photographs of any completed NZR models. This turned out to be a bit of a tall order for, as Ian Hawkins explained, the Association is not a true club in the physical sense of the word, but rather acts as an agency in support of those interested in



2½" gauge. Although boasting a membership of 300 members, with a small number in Europe and the US, there are obviously no opportunities for them to meet *en masse*. and swap pics, etc. Even so, he has valiantly managed to come up with one example of work in progress. Pretty close to the real thing!





APOLOGY

In the last edition, the accompanying photo was entirely wrongly captioned! A rightly-aggrieved Ian Fanshawe has pointed out that “the bloke helping himself to coal is Noel Wilson”, and that the 5” gauge loco is *Sir Christopher Wren* and the 7¼” gauge loco is *Pentland Firth*.
Mea culpa - I was using “alternative facts”.

Editor.

Steam Boiler Fusible Plugs

An incident worth recounting occurred in the UK in 2014, at a well-known 7¼” gauge track in the south of England. The local Health and Safety authority endeavoured to prosecute a boiler inspector, an action entailing three full days in court. The case concerned a reasonably-sized loco with a steel boiler whose fusible plug in the ceiling of the firebox blew out - (ie; the **whole**

plug, not just the fusible material). This resulted in the driver suffering extensive burns to his legs and “other parts”- (it was a “sit-in” loco design) - from the ejection of hot coals, boiling water and steam. The lawyers managed to fudge the technical evidence, so it is not clear what exactly happened, but it appears that the plug had been brass, not bronze, and could therefore have suffered dezincification ie; gone spongy, and that the steel thread was extremely corroded. The inspector was exonerated.

P.S. I always used to think that dezincification of brass was an “old wives’ tale” until 2 or 3 years ago. George Johnson and I pressure-tested a Timaru 3½” gauge “Britannia” which had a sliding disc blowdown valve on the lower front of the copper firebox. After a successful test I decided to empty the boiler, and reached between the frames to operate the blowdown valve, and..
.....*itfelloffinme’and*

The brass original was promptly replaced with bronze!

Jock Miller

A New Addition

A couple of photos of Rob Wilson’s new loco. It is a just over 1/3 full-size version of D1, a single-man shunting tractor for the Zillertalbahn in Austria. The miniature has a 6.5 HP electric start ohv engine and an Eaton hydrostatic drive. The 0-4-0 wheel arrangement makes for a lot of overhang due to the long body on a two-axle wheelbase. The loco is, surprisingly, very powerful, easily pulling three fully-laden wagons. .

[#14 in a continuing series of loco builds.]



Gallery



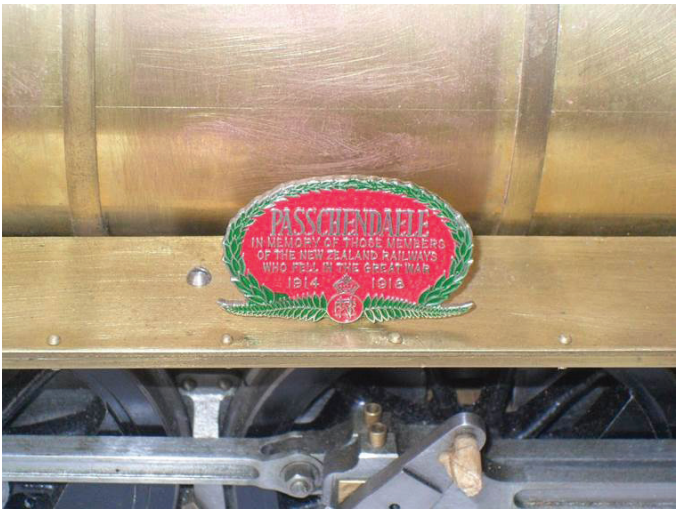
Mission complete - new points-box floor ready for installation



Wayne's new toy...



Wednesday maintenance



Commodore's Corner

From the Dockside

Official Boat Day

It was a very windy day, so windy that it stopped many boaties from sailing, - all except a brave few. One such gallant boatie was a certain Mr. Cowie, (no, not Howie but Cowie.) The wind that day was so strong it blew his transmitter into the pond! On the plus side he concluded that the sea-trials went perfectly. The new "vessel" has been named "HMNZS Trans Mitter" I hope to see this new addition to Malcolm's fleet in the near future.

Official Boat Night

I heard it went well.

And so ends my report. Please note I was never actually at these 2 events, names and places have been changed to protect the innocent and witness protection plans are underway, in case of any mistaken identities.

Al Achma El Sarim (name changed to protect the innocent-ish)

Commodore

Boat Meeting

14 March 2017

Some members showed off their current projects.



1. Dave Pringle's 26" Fairley Marine *Huntsman*, powered by Outrunner brushless motor & Lipo battery.



2. Billings steam pinnace hull by Chris, scaled-up x 5 from kit dimensions. Plywood ribs & planks.

3. Outboard motor (electric). Cabin cruiser, designed & built by new member Andrew Hawke, features a fine varnished finish.



CSMEE Officers for 2016-17

Patron: Glen Martin

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

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

