



Canterbury Tales

Vol.50

July 2018

AGM Report 2017/18

Another year has come and gone. Each year it just seems to get busier, - the Sunday crowds are getting larger and more parties keep turning up to have an enjoyable day with their families and friends.

I am sure that we can take credit for this as we are providing something for families to enjoy at a reasonable price. Thanks to our members giving up their time to come every Sunday and Wednesday to work and play.

This great network encourages our club members to build their locos and rolling stock; who said model engineers are dying out? We have an amazing place to play trains.

Hopefully our new trolley shed will be built this year to take some of the new locos and rolling stock. The CCC has decided to split the trolley shed and the track extensions into two parts, making the trolley shed number one priority. The track extension has to fit in with their overall parks and reserves plans, so this could be another two years away.

What's been happening over the past year?

The night run at Easter was very popular, with hundreds turning up. This put all of the workers under a lot of pressure and although we were short-staffed we had a great night!

Show weekend went off well, with large numbers attending, and



Farewell to the old ticket box

with many members and visitors coming to enjoy the fun and fellowship.

The CCC is still planning to build a skate-park close to our clubroom and this is currently going through the planning stage.

The end-of-year social was well attended by around 87 members. Our January picnic was also well supported.

The new tunnels have proved to be a great success with our public and an attractive addition to the railway experience, as will be the new signals.

The water in the lake has stayed at its normal level throughout the year, - except when a large hole next to the weir appeared and emptied the water out. It's amazing what a bag or two of concrete can do. The boat section has done

a great job in providing lots of entertainment and interest for the public. The club's boating membership has been steadily growing all year, with a good number of new folk and new boats. Thanks, for holding it all together.

The Wednesday work team is well established, and averages 15 to 23 willing helpers. We are so lucky to have these members turning up week after week. This adds up to thousands of hours, so it's little wonder we end up having such a great venue.

I thank all members and friends who make the effort every week so that we can enjoy the fellowship and our hobby. There are a steady number of new members coming in this year and I welcome them.

Thanks to those members who take responsibility for all duties

that have to be attended to every week.

Future plans include:

- Trolley shed
- Planning for Canmod 2022
- A traction engine roadway
- The stage 3 track development

These are all on the agenda for the coming year.

Finally a special thank you to our hardworking Committee and those other members who make a contribution around our club. I enjoy working with you all.

I am standing down this year after 8 years as President and have enjoyed every minute. I wish the incoming President and his committee all the best for the future.

Thank you,

John Howie

CSMEE Committee Meeting

Tuesday 27 March 2018

REPORTS

LOCO FOREMAN

Dave Campbell (in absentia) reported a busy month with no outstanding issues.

MEANZ

Rob reported on ADR issues at Kapiti, and on the WorksafeNZ meeting attended by MEANZ in Auckland.

COMMODORE

Robin Shand reported on activities within the boat section. The new boat lifter was trialed and apart from being in the incorrect place, apparently works well. Robin reported also that the club has been invited to put on a display at the boat show, but there is uncertainty whether a pond is going to be available.

PROJECTS MANAGER

John Howie spoke on the current status of the many projects being worked on by the Wednesday group.

MEMBERSHIP

Dave Holland reported one new member (William Picton-Willow)

WEBSITE

John Begg emailed that many images from the Nelson *Steam and Cinders* were now on the website and that there had been 755 visitors to the site.

NEWSLETTER

Next issue of "Canterbury Tales" is due out very soon.

LIBRARIAN

Dave Markham reported that all 2017 magazines are bound and in the library.

2017 magazines will be taken away late December for binding.

Additions:

DVD. Photos from Nelson *Steam and Cinders*, donated by Neale Craighead.

Book: *Roller Bearing Engineering*, donated by Kelvin Lewis.

A variety of magazines from the CCC book sale are available gratis to members.

SAFETY

Neale reported that he had cleaned, and fitted a new plug to, the Stihl charger.

The club concrete mixer has been repaired with new plug and RCD.

Also the plug and lead on the 1000w floodlight has been changed.

Andrew Sullivan to be asked to



The new ticket box arrives

look at state of main traverser.

Neale not sure of status of drill press; to make enquiries.

MECHANICAL MAINTENANCE

Peter Grounds reported the following:

The F7 had a broken power connection for the brake system compressor, now repaired.

Loose point blades have been repaired .

Peter asked for and received approval for 200 new bearings for the ride-on trolleys as an on-going maintenance issue and to replace the ones loaned by him to the club.

F45 is completely ready for service again.

Jock warned of fuelling issues with 08.

Graeme suggested we get an “oil sucker” to assist with oil changes on the club locos. Permission granted to purchase one from Geo Henry.

GENERAL BUSINESS

Camera: It was agreed to have the security camera re-installed in the engine shed.

Computer: The club laptop computer is away being repaired and Nortons Antivirus is to be installed.

Phone cable: Spark not being helpful. Neale and Mike James to continue to seek advice.

Model Trucks: John Howie to call and enquire regarding a presentation at the next General Meeting.

Easter Run: it was confirmed that Easter running hours were:

Sunday 1 April 1.00 - 4.00pm, barbecue tea or f/c, then night run 7.30 - 9.30pm.

Canmod 2022: No discussion on this.

At the next meeting, Dave Campbell will discuss/ confirm changes to wording in the Rules and Regs regarding underage drivers.

Bait stations in the engine shed to be reinstated.

CSMEE Committee Meeting

Tuesday 24 April 2018

REPORTS

LOCO FOREMAN

Dave Campbell thanked his Assistants for their work in his absence. Dave felt that to hold the night run after a normal day’s run made for a very long day for many. He suggested looking at the Nelson example of separate Saturday evening night runs.

MEANZ

Rob Wilson reported on the continuing work by representatives of MEANZ and other member groups on the upcoming changes to the A.D. regulations under the auspices of Worksafenz.

COMMODORE

Robin Shand reported that he still did not know whether there was going to be a pond at the boat show. The new boat lifter has been galvanised and re-installed but will be moved one space nearer the main docks. Robin also reported a family group have joined with a tug and PT type boat.

PROJECTS MANAGER

John Howie reported from John Hamilton that the CCC consider the possibility of a trench for internet cable access to the club-rooms as a “new thing” and that they were unsure how to progress. John also reported great progress on the new ticket office. Also reported was progress on the tunnel light system.

MEMBERSHIP

Dave Holland announced three new members, Martin White, Isaac Lister and Celyn Bennet. Dave reported that 7 persons on the outstanding list are now paid up and that 14 others will be advised they are no longer members.

LIBRARIAN

Dave Markham reported (in the shortest report of all time!) that it was a quiet month.

SAFETY

Alex Cowdell asked whether all incidents should be recorded, even if no apparent or treated injury. Answer: Yes.

PARTIES

John Crampton reported two parties successfully catered for.

MECHANICAL MAINTENANCE.

Peter Grounds reported the following:

The FP45 had a partially blocked fuel filter and a gunk-filled carb fuel bowl. All cleaned and loco now functioning well. The air compressor is now making an untoward noise and will be inspected.

Peter reported all oil changes are now due and he would like a large flat plastic tray for under the locos

during changes.

The traverser has had the drive unit repaired but ventilation is needed for the VSD unit.

GENERAL BUSINESS

Camera: It was agreed to have the security camera re-installed in the engine shed. John Blanchard spoke of multiple options available using existing cable and possible fibre in future. Neale Craighead reported a couple of confusing emails from Charlotte at Spark Business Solutions.

Canmod 2022: No discussion on this apart from noting the need to form a sub-committee to run this important event.

Under-age Drivers: Dave Campbell spoke to clarify his meaning in re-wording our Running Rules to cover under-age drivers. It was agreed to change the wording of Rule section 3.16.

Track Work: It was discussed and agreed that any “work” conducted on the track system should be run by the Loco Foreman so he is aware of any work or changes to the system.

Membership Fees: Fees for 2018-2019 were discussed and it was unanimously agreed that fees be set in three categories only, covering all members.

These are:

Member/ associate.	\$30
Family	\$45
Junior	\$10



Hoisted into position

CSMEE Committee Meeting

Tuesday 22 May 2018

REPORTS

LOCO FOREMAN

Dave Campbell reported a mixed bag of weather with one Sunday session being cancelled, and one early finish due to weather deterioration. He reported two incidents involving unidentified members interfering with equipment, without authorisation. In the first, an operating bar had been removed from a set of points in the steaming bay causing some derailments. This has been rectified. The second concerned the compressor in the F45 Loco which had been interfered with - dismantled and reassembled incorrectly, causing the compressor to be written off. He urged that the security camera be placed in the Train Shed ASAP. Dave requested that he be kept informed of all maintenance or operational problems with the track and locomotives.

CLERK OF WORKS

John Howie read his report on the general maintenance of work being carried out, and all the other works currently under way including track, tunnel, building and painting tasks.

PROJECTS MANAGER

A question was raised on the club's current status with regards to the extension of the new track. The President is to discuss this matter with John Hamilton, on his return from holiday.

COMMODORE

Robin Shand reported that the boat lifter is a huge success. He advised the meeting that water was seeping under the wooden standing/boat display servicing area. Robin said that a pipe had been laid under this area when it was built although he had no knowledge of its whereabouts or what purpose it served.

MEMBERSHIP

Dave Holland reported that 8 members are unfinancial for the 2017 year. Some of these are known to committee members, and would be

approached by them personally . A new member, Richie Wilson is currently under review for the one month period. Executive approval will be sought after this period. Jock Miller had advised him that he no longer wished to manufacture Club name badges, Dave asked to be informed when the new engraver was approved.

WEBSITE

The web page has been updated post-AGM, with the new President, committee etc on the contents page. Also the Membership List and Library details have been updated. Details of the fittings required for boiler pressure tests have been added to the Members' page.

LIBRARY

Dave Markham reported that 2018 magazines are now in the library. The library indices for 2018 have been updated, as has the website Members' Area.

New book added: *150 Years of Rail in New Zealand*.

BOILER COMMITTEE

Peter Grounds had nothing specific to report. He advised that prospective buyers of second-hand locomotives should obtain as much information as possible about the loco, eg; name of builder, date of construction, boiler test certificates, running history etc.

Do NOT accept mere verbal history.

SAFETY

John Crampton gave details of an incident he came upon when he had to slow for a train ahead of his that had stopped. The passenger on the rear of the last carriage had turned to face rearwards. The

driver of that train had stopped, and asked his young passenger to sit correctly, a request with which he reluctantly complied.

John Blanchard mentioned that before a train leaves the station, we need to look out for passengers with long loose clothing, scarves, etc which potentially could get caught up under the running gear of the carriages.

ARCHIVIST

None. A call went out, looking for a volunteer.

PARTIES

John Crampton has 2 bookings. One is booked for Sunday 10 June and the other is pencilled in for 28 November.

MECHANICAL MAINTENANCE

Peter Grounds reported that the club's loco servicing was up to date. The F45 Compressor was being attended to. An oil sucker had been purchased from George Henry & Co Ltd, and this will be an asset when changing oil on the club locomotives. Traverser ventilation was discussed and a heavy duty mains powered drill is to be purchased as a standby in case the traverser controller should fail. It was decided that the spare standby controller should be changed every 12 months

GENERAL BUSINESS

Camera progress: Under action with pricing. John Blanchard offered to obtain hardware.

Phone cable: Still under action. Neil Craighead to make contact with phone company.

CANMOD 2022: Calling for volunteers at the next General meeting.

Tunnel Signal Update: 99% finished. Cabling to be completed.

Track Issues: Any issues, see Dave Campbell.

School Fundraiser: Request from Mairehau primary school for a gala fund-raising donation. Graeme Chisnall read a letter from the school about the request. The Club has donated 30 x \$10.00 tickets to their Gala Fund-raising Committee.

Engraving: Graeme Chisnall asked the club to write a letter of thanks to Jock Miller for all the engraving he has done for the club over the years.

Committee photo-board: Dave Markham agreed to upgrade the photo board.

Display cabinets: Cabinets are at Alex's storage facility. Models are required for display.

Access behind storage sheds: Vehicle parking is preventing access. Club to contact CCC for a better solution. Signs, placing of cones, painting cross hatching on tarmac are some other suggestions.

Night run: Queen's Birthday Sunday, 6.00 to 8.00 pm. Lighting is under control for the station and pedestrian crossings. Illuminated entry to under the railway bridge to prevent an accident. BBQ for approximately 60-80 members. Dave Markham will organise.

A club member (an electrician) has his firm's permission to use his staff working account to purchase electrical items at cost, for the club, after receiving the financial permission of the CSMEE Committee.

Alex received a letter from the daughter, of past member and

President, Frank Currie, who built 2 steam locos that he had wanted to donate to the club. Alex will make arrangements to collect them from Wellington.

Alex also spoke of a visit to a lady whose husband had built 3 locos in South Africa. They emigrated to NZ some years ago. Before, he died, her husband had mentioned their value, each to be in the mega 1000s. Alex said those prices would be very difficult to achieve these days, and suggested she try TradeMe or better, British E-bay, for which Alex has forwarded to her contact addresses.



Mission accomplished

From the Engine Shed

New Ticket Box

The club decided they needed a new place to sell tickets, as the current box had become just too small, and with the larger numbers coming to our Sunday run days things had to change. The new one was designed by the committee and drawn by John Hamilton.

With the help of Richard Scoon, it was built in my factory at Maunsell Street where it could be constructed under cover. Measuring 2.7L x 1.2W x 2.1H, it is made from grooved ply inside and out. The steel doors were welded up on site at the club and fitted in the factory and the roof is from flat sheet steel curved to look like a railway covered wagon.

It has three doors plus two inside doors so that we are able to sell tickets from two places on busy days and long weekends, night runs etc. The lights and a couple of plug sockets will be a great asset on the night runs. It is



Open for business

Painted in our club colours to blend in with the park. The box is mounted on skids and can be moved if needed. The project took Richard and me about 12 weeks to complete, working every Saturday.

John Howie



Dave Campbell's new pride & joy: a 5" gauge Dubs 'A' 0-4-0 (1873)

Attention Boilermakers!

With a number of CSMEE members wishing to begin construction of a new boiler, or members having acquired a part-built boiler that they wish to bring to completion, a few notes on what to do to get your project accepted by the Boiler Committee may be welcome.

1. All boilers are to be built to the current appropriate Australian Miniature Boiler Safety Committee (AMBSC) code. There are codes for copper boilers, steel boilers and sub-miniature boilers. One copy of each is held in the club library. These are for reference only and must not be removed from the library. The codes are available for purchase from the Australian Model Engineering website at a very reasonable cost, and it is strongly recommended that you purchase your own copy of the relevant code. Please note that, although there is a code for Duplex boilers, CSMEE is cur-

rently not accepting this type of boiler. Duplex, as a boiler construction material, is not gazetted by MBIE Worksafe and is not an approved standard in New Zealand.

2. Once you have your code, follow it! It is necessary to produce a clear large format drawing of your proposed boiler. You may have a published plan you wish to use, or you may need to draw your own, either electronically (AutoCad et al) or plain pencil and paper. Every part of the boiler must be drawn. Include the following details: Application, owner, designer, builder, total volume, working pressure, test pressure, material specification, and brazing or welding specification. The code will direct you as to what information you need to include. Old published designs, such as those found in earlier Model Engineer magazines, will need their drawings brought up to the current

AMBSC standards.

3. Present your boiler drawing to a member of the Boiler Committee. Two Boiler Committee members will be assigned to scrutinize your plans. The idea is to check each aspect of the drawing against the relevant AMBSC code. At this point, an official paper trail is started, and your proposed boiler will be given a number.

4. Once your plans have been accepted, you will be free to begin your boiler. It is essential to present your boiler to two members of the Boiler Committee during construction, especially before the boiler is closed up. Please present it before the inner firebox/tube assembly is inserted into the barrel/outer firebox. This allows all joints to be examined. A mistake or faulty joint spotted early on is vastly easier to fix than a fault which is inaccessible. Builders of steel boilers will need

to present material certificates. If the boiler has welded joints, then welder qualifications will need to be sighted for compliance. All material and welder certification must be acceptable to the Boiler Committee.

5. Once your boiler is complete, you will need to present it to two members of the Boiler Committee for hydraulic testing. All openings in the boiler are to be blanked off, the boiler filled with water, and pressured to the stated test pressure. If successful, this will be signed off on your boiler record.

6. Finally, when your model has reached the stage where the boiler can be steamed, an accumulation test will be performed. This is primarily intended to check operation of safety valves, water gauge, feed-water systems, etc. Upon a successful accumulation test, your boiler will be issued a certificate valid for one year. Your boiler can now be operated!

7. After a period of one year, your boiler/model will need to be presented to two members of the Boiler Committee for examination and hydraulic re-testing. This recurs every 4 years.

8. Remember, the Boiler Committee are your friends. We are not "Boiler Police"! We love boilers and want you to have a safe, efficient and legal boiler.

Peter Grounds
Boiler Committee Chairman,
2018

Droppings from the Interweb..... **(shovelled up by the Editor)**

The US standard railroad gauge is 4 feet, 8.5 inches. That's an exceedingly odd number. **Why was that gauge used?**



Because that's the way they built them in England, and the US railroads were built by English expatriates.

Why did the English build them like that? Because the first rail lines were built by the same people who built the pre-railroad tramways, and that's the gauge they used.

Why did "they" use that gauge then? Because the people who built the tramways used the same jigs and tools that they used for building wagons which used that wheel spacing.

Okay! **Why did the wagons have that particular odd wheel spacing?** Well, if they tried to use any other spacing, the wagon wheels would break on some of the old, long distance roads in England, because that's the spacing of the wheel ruts.



So who built those old rutted roads? The first long distance roads in Europe (and England) were built by Imperial Rome for their legions. The roads have been used ever since. And the ruts in the roads? Roman war chariots first formed the initial ruts, which



everyone else had to match for fear of destroying their wagon wheels. Since the chariots were made for (or by) Imperial Rome, they were all alike in the matter of wheel spacing.

The United States standard railroad gauge of 4 feet, 8.5 inches derives from the original specification for an Imperial Roman war chariot. Specifications and bureaucracies live forever. So the next time you are handed a specification and wonder what horse's ass came up with it, you may be exactly right, because the Imperial Roman war chariots were made just wide enough to accommodate the back ends of two war horses. Thus, we have the answer to the original question.

There's an interesting extension to the story about railroad gauges and horses' behinds. When we see a Space Shuttle sitting on its launch pad, there are two big booster rockets attached to the sides of the main fuel tank. These are solid rocket boosters, or SRBs. The SRBs are made by Thiokol at



their factory in Utah. The engineers who designed the SRBs might have preferred to make them a bit fatter, but the SRBs had to be shipped by train from the factory to the launch site. The railroad line from the factory had to run through a tunnel in the mountains. The SRBs had to fit through



that tunnel. The tunnel is slightly wider than the railroad track, and the railroad track is about as wide as two horses' behinds. So, the major design feature of what is arguably the world's most advanced transportation system was determined over two thousand years ago by the width of a Horse's Ass!



Canmod 2022

Date to be announced, for this 6-day event in early January.

Working committees are being set up NOW.

Subs for 2018 - 2019

NEW RATES!!

Member/Associate: \$30

Family: \$45

Junior: \$10

**Due between now and
31 March 2019**

From the Dockside

Mystery solved

Some of you will have been intrigued to hear mention of, or may have read references to, a mysterious “boat lifting device”. It is a cruel fact of life that, as we get older we find it harder to kneel down. The solution to this problem is a boat lifter.

After many hours searching the Web, and talking to fellow members, we came up with a design for a boat lifter that was solid and easy to use. Its purpose is to make it easier to launch and retrieve boats from the pond. It is finally in place, has already been used, and has been voted a great success.

For those who haven't seen it, it is the grey metal structure bolted to the concrete at the south end of the wharf area (end closest to the tunnels).

It comprises 3 parts:

- The metal frame bolted in place
- The winch
- The lifting trolley.

The latter 2 items are detachable and kept in the locked cupboard under the wooden structure at the pond



Robin Shand (Commodore)

CSMEE Officers for 2018 - 19

Patron: Glen Martin

President	Alex Cowdell	03 318 1908
Vice President	Rob Wilson	960 4305
Past President	John Howie	328 7459
Secretary	Rob Wilson	960 4305
Treasurer	Mike James	321 7051
Loco Foreman	Dave Campbell	326 5585
Commodore	Robin Shand	021 217 3601
Clerk of Works	John Howie	328 7459
Librarian	Dave Markham	322 7524
Boiler Committee Chair	Peter Grounds	324 3662
Safety	Committee Members	

Committee Members

Graeme Chisnall	024 731 1979
John Crampton	322 4915
Barrie Doublesin	383 3827
Neale Craighead	960 8796
Mike Harrison	349 6946
John Blanchard	359 4053

Boiler Committee

Jock Miller	332 1614
Ian Fanshawe	942 2937
Mike James	321 7051
John Hamilton	322 4574
George Johnson	337 1137 or 338 5928
George Hodges	323 5019
Dave Campbell	326 5585

Constitution and Rules Committee

Kelvin Lewis	358 5377
John Howie	328 7549

Volunteer Positions

Awards Night Convener	Dave Campbell	326 5585	Visiting Speakers	John Begg	339 8448
Asst. Librarian	John Crampton	322 4915	Asst.V. Speakers		
Asst. Loco Foremen	Rob Wilson	960 4305	Membership	Dave Holland	358 1111
	Phil Bellaney	03 312 5659	Canterbury Tales	John Pattinson	329 4441
Asst. Clerk of Works	John Hamilton	322 4574	Shed Foreman	Alan Barlow	344 0244
Projects Manager	John Hamilton	322 4574	Asst. Shed Foreman	Ben Sewell	322 4219
Archivist			Mech. Maintenance	Peter Grounds	343 1443
Webmaster	John Begg	339 8448	Roster Reminder	George Maylam	324 3469
Publicity	Glen Batchelor	359 5411	Facebook	Patrick Whillis	382 6452
	Nicky Tily	03 318 4785	Ticket Box	Jim Rosanowski	332 1370