

Hello everyone.

It is March already and as usual the weather is the most talked about subject! It has been amazing this year, with Sunday after Sunday being hot or warm, and this has been great for us and our train followers. They have turned out in the hundreds, having fun in the park and enjoying the atmosphere with many happy people. A big 'thanks' to our members who come on Sundays and Wednesdays to enjoy their hobby. Around 15 to 20 Wednesday workers turn up every week to do the maintenance,- gardening, mowing grass, servicing locos and rolling stock, painting, digging holes and filling them in again, cleaning the clubrooms and engine shed and a 100 other jobs. But let's not forget the talking and lunches!! And then the Sunday workers, day manager and helpers, points operators, drivers,- just some of the people that keep the club in ship-shape order. And let's not forget the members at the pond. Maintaining the lake and harbour takes a huge effort, and it's all given free! What a great place we have!! So if you would like to join us you will be very welcome, Wednesdays, 9.00am to 2.00pm, Sundays 1.00pm to 4.00pm.

### What's been happening?

The Nelson convention was a great success and the weather was pretty good too, considering the forecast. A good number



Pete Smith receiving a speeding ticket?

of CSMEE members attended. Thanks to Alex Cowdell for taking a truckload to Nelson and back,- this was a great help. We all had a lot of fun and fellowship. We know how much effort goes into setting up and running a convention like that. Well done Nelson! The 2022 convention will be hosted by CSMEE. All members willing to help please come forward and join the team.

The engine shed extension is making progress within the CCC. They have decided to break the exercise into two sections; the engine shed will come this year and the track extension after that. So it could be at least 2 years away, Who said *"everything comes to he who waits"* ?!

The F7 has had a complete make-over in the wiring department,

with just a couple of things left to do. By the time you read this, it will be back on the track. Thanks to the people that worked on the job.

The new ticket box is nearly finished. The roof and doors are still to go on, after which painting follows. It's great to see the raised track in use with both steam and electric locos running.

The pond weir developed a leak and we lost a lot of water. It appears that over time the ground on one side of the outlet had become undermined. This was dug out and filled with concrete, which has stopped it for the time being. The next job is to dig out the back of the timber wall edging around the lake and to continue the bagging, to stop the water backwashing the land away.

Progress on the tunnel lights: the conduit between the two tunnels is finished and we are getting ready for the boxes at each end. When the wiring is done we are good to go.

The club History is available to be purchased by members and friends at a cost @\$5.00 each. The club is subsidising the extra cost. Thanks to those people who made a contribution.

We have had two outings on the general meeting nights: the first was to Cyril Fifield's workshop to witness the first steaming of his new loco. He has an amazing set-up, with not a thing out of place and spotlessly clean. The second visit was to Lyttelton Engineering to see big boys' toys! It was a good night out thanks to John Begg, who organized it. If anyone knows of a place we can visit please call John (Ph 339 8448).

Lastly, since we are all in the public eye when operating in the domain, we need to be mindful that people are taking an interest in what we are doing and saying.

### Dates to Remember

Easter Sunday 1 April, 1.00pm - 4.00pm as usual, with a Night Run, (weather permitting), from 6.30pm to 9.30pm.

Keep on Training

John

**EARLY WARNING !**

**ANNUAL GENERAL MEETING**

**Tuesday, 1 May, 2018 at 7.30pm**

**Nomination forms for Committee may be obtained from Rob Wilson, or from the club noticeboard**

**BE THERE !**

## CSMEE Committee Meeting

**Tuesday 20 December 2017**

### MATTERS ARISING

Neale Craighead reported on various costs for screens and cameras for the Ice train. The Committee decided to approve purchase of a device ex Jaycar. Neale to fit.

Eaton Gearboxes. Rob Wilson advised that sadly, the source of the gearboxes had changed his mind and there were now none available.

Tim, the supplier of the security camera, spoke of options available for the club. It was decided that Neale would investigate the feasibility of a cable or fibre optic web connection to the clubrooms, and a further connection to the engine shed.

### REPORTS

#### LOCO FOREMAN

Dave Campbell reported a busy month. CCC have declared a partial fire ban for which we have an ongoing permit to operate subject to compliance with conditions. Dave reported the upgrade of the ride-car coupling and safety chains area. Dave also reported that 10 of our GLT trolleys will be transported to Nelson for the national Convention.

#### COMMODORE

Robin reported the weeds have died but there is a recurring presence of a slimy weed. The boat lifter structure has been welded ready for fitting the winch and trolley.

#### PROJECTS MANAGER

John Hamilton furnished his report outlining work and detailing those responsible for the following:

3D Printer, manual Traverser,

train shed and track extension progress with council. Point operators box, Tunnel, Painting, Pond, Ticket box and trolleys.

John Crampton reported that additional air and water lines have been completed in the steaming bay.

### WEBSITE

John Begg reported some small updates to the club website, and that 897 people have visited the site.

### LIBRARIAN

Dave reported that all current 2017 magazines are in the library.

2017 magazines will be taken away late December for binding.

New book next month on *50 years of Shinkansen*.

Book and part plans for "Rainbow Warrior" and boat plans for TEV "Wahine" received from Steve Gibson.

Dave also moved that the club purchase a copy of *Port and Plains a history of the Lyttelton Rail Tunnel*.

### MECHANICAL MAINTENANCE

Peter Grounds reported the following:

The FP45 is to be rewired/ upgraded electrically by Alan Barlow and Tony Roydhouse.

The ICE train is to be taken out of service to find cause and mitigate the wheel scraping noise.

### GENERAL BUSINESS.

Alex Cowdell is currently planning to pick up club trolleys and any other items on 2 January.

John Howie discussed the need for better intra-club communication between those attending to a particular task or repair, to ensure



that all persons who should have knowledge of the job, are kept “in the loop”.

## CSMEE Commitee Meeting

Tuesday 23 January 2018

### REPORTS

#### LOCO FOREMAN

Dave reported a good number of members headed to Nelson for the Convention which was well organised and convivial event. The 10 GLT trolleys were well received and got plenty of use.

Weather in general was good with only the night run cancelled due to rain.

Although we are still under a partial fire ban the heavy rain we experienced in early January has certainly lessened the risk. However a run of fine days will soon bring the Domain back to pre-Christmas dryness.

On Saturday 20 January, the long-awaited Ross wedding took place in ideal conditions and appeared to be a very successful event.

Sunday 21 January was our first public run-day. Attendance was very good, giving us a fine start to the new running season.

#### MEANZ

The Secretary read Rob’s report.

The bi-annual meeting of MEANZ was held in Nelson as part of the National Convention.

All the current Executive were returned unopposed. However, they gave notice that the next two years will probably be their last in office.

There was nothing contentious at the meeting, although one individual tried to attribute blame to the Executive for the slow progress on the adoption of the AMBSC

Code 4 Duplex.

Bill Krippner ( N.I. MEANZ Rep ) explained that there is, and always has been a pathway for those wishing to build a Duplex Boiler. Bill made it clear that MEANZ Boiler Inspectors cannot certify or approve these boilers. As reported, MEANZ have been in constant contact with WORK-SAFE NZ on both the boiler code issues and the formation of a group of amusement device owners to start the process of updating the ADRs.

Not much to report on MEANZ auditor’s meeting apart from the addition of a few small changes to the audit sheet. It was also clarified that only the MEANZ accredited auditors can complete and sign the Registration Form 2A to support a club’s registration application.

#### MEMBERSHIP

The President moved that Honorary Membership be awarded to **Jim Clark**. Jim is now in his late 80s, and has been a club member since the early 1970s . He held the position of Club Secretary for some years. Due to health issues



Jim Clark at Andrews Crescent

he has been unable to attend the club for some time.

Seconded by Jock Miller.

The motion was carried.

#### LIBRARIAN

- 2017 magazines are away for binding.
- *ME Workshop* and *Digital Machinist* (waiting on back issues)
- Book: *Port to Plains: The story of Lyttelton Railway Tunnel*.
- Six magazine boat plans :- B192-B197 are now in one envelope.

#### SAFETY

There was discussion on our junior drivers. The Loco Foreman quoted the Standing Rule which states: “all drivers under 15 years of age must be under strict supervision whilst driving any locomotive”.

#### PARTIES

John Crampton thanked those members who assisted with the wedding party that was held on the 20 January.

#### GENERAL BUSINESS

**Camera:** Neil found possibilities for a phone connection. Alex, Robin and Neil to approach security firms for a suitable system to be fitted to the club.

- **Club History:** Jock Miller moved that 100 copies of the "Club History" booklet be printed and sold to members @ \$5 each.
- **Traverser.** Alex moved that the replacement controller be purchased as the original controller (17 years) had become unrepairable .
- **CANMOD 2022.** Subject to full approval by MEANZ.

## CSMEE Committee Meeting

Tuesday 27 February 2018

### REPORTS

#### LOCO FOREMAN

Dave Campbell reported a month well supported by the public. Dave was pleased to see more use being made of the raised track.

#### MEANZ

Rob reported that the MEANZ Executive are looking to produce a list of minimum requirements for hosts of the National Convention.

Rob noted some less than complimentary comments on social media.

#### COMMODORE

Robin Shand reported on boating activities and the upcoming boat show..

#### MEMBERSHIP

Dave Holland reported on his quest to have non-financial members removed from the club's membership list. He reported that 18 persons had received multiple requests for membership fees. Resignations had been received from 7 former members. There was one new member going through the induction process.

### WEBSITE

John Begg reported images of club members from *Steam and Cinders* are to be placed on the club website.

### LIBRARIAN

Dave reported receiving 3 DVDs:

- *Llangollen Canal*,
- Fred Dibnah's *Steam, Steel and Stone* series,
- *Steam and Cinders* from Nelson.
- Tech drawing of a Liverpool 'L class' lifeboat.

### ARCHIVIST

No report, as Russell Gifford has relinquished the position.

### PUBLICITY

No report, as Russell has also relinquished this position.

### MECHANICAL MAINTENANCE

Rewiring of F45 is nearly complete, and to a very high standard. Thanks expressed to club members involved.

### GENERAL BUSINESS

- **Camera.** It was decided to retain the camera in the clubhouse but to investigate fitting a second camera in the engine shed.
- **Club History.** A letter of appreciation to be sent to John Pattinson and Russell Gifford for their input into the production of the history.
- **Driver and training age.** Dave Campbell outlined some changes to the club Safety Rules he would like in order to cover this topic properly.

- **Phone Cable.** Progress on the phone cable access from the street and to the engine shed was discussed.
- **Canmod 2022** was briefly discussed.
- **Model Trucks.** An approach from a club of model truck enthusiasts was discussed. We will send a proposal to them on their possible requirements.
- **Cabinets.** Graeme Chisnall requested that the club purchase and install two lockable glass fronted cabinets for models displays. The purchase was agreed.

## Model Engineers' Award



The 2017 Model Engineers' Award goes to **Aaron Hodgson-Bell**. His Year 12 class at Christchurch Boys' High School are all making a model Traction engine.

Well done Aaron. We trust that you will find your digital calliper useful.

We wish to thank Scott Machinery for their support in arranging a generous 100% discount. Many thanks.

Russell Gifford



# Steam and Cinders: Nelson 2018

(Lachlan Clark's comprehensive account of the Otago club's visit is used with his kind permission, in this slightly edited version)

Seven hundred kilometres is a long way to go to play trains but that is exactly what a dozen of our members did over the holiday season. 2018 was Nelson's turn to host the national model engineering convention and from the outset I will say they put on an excellent event. Preparation for our members who attended began before Christmas with trailing of locos and trolleys. Minor tweaks and issues were ironed out and trailers and cars were loaded in preparation for the trip. The event is held every second year in early January, and alternates between the North and South Island.

The Nelson club is ideally suited to hosting such an event with an extensive ground-level track, a challenging and lengthy raised track, a massive boat pond, and heaps of room for traction engines and steam trucks to run around in the adjacent sport grounds. In all the event had over 300 registered attendees, around 80 locomotives and half a dozen steam road vehicles.

Locomotives ranged in size from a 2½" gauge AB built by Ken McIntyre and presented by Reece Cobb (Nelson) to several one tonne + 7¼" gauge locomotives from the North Island....

OMES was well presented with seven locomotives present. As the weekend progressed adhesion on the raised track began to become a problem. Jim's Isle of Man loco needed skilled use of the

regulator to coax the loco around the top corner of the track where the gradient, combined with a tight corner and stiffer trolleys caused a fair degree of drag on the train. Russell Arnott didn't seem to have the same trouble with the additional driving wheels on his Wellington and Manawatu Railway Company 2-8-0 tender loco to the Nigel Gresley design. By the last day the rails were pretty slick and, combined with the early morning dew, traction was minimal.... A dash of lime on the track soon had operations back to normal.

Double heading was a feature of the raised track. Reece Cobb (Nelson) and Chris (OMEC) double-headed the BeJax and a 5" AB and WAB were double-headed with both close coupling and a second driver in the middle.



An impressive sight. At its height the raised track had in excess of 10 locos in operation managing the lengthy queue. The track is 525m in length and is accessed from the steaming bays via a series of hydraulic flexi points controlled from a central signal box.... The (900m) ground level track experienced an even greater demand.

I don't know what it is about

Traction Engine modellers but all models which were on show were exquisitely maintained machines. Allan Familton (Christchurch) was present with his full-size steam truck. This was the cause of much interest when it was taken cruising on the main streets of Nelson, as was the sight of a traction engine going through the drive-through at KFC and McDonalds. Traction engines of all sizes were present. Catching my eye was a compound engine, currently being restored. Fantastic machining topped by a flawless paint job. One engine which had me confused was a Fowler which emitted no smoke or steam. I was later to find out it was electrically driven. A number of steam trucks were also on show. Built from modified kits these were impeccably presented.

The display inside the clubrooms further showcased the breadth of the hobby with scale railway displays, model aero engines, and other miscellaneous models on show....

There were a couple of boats on the pond when we arrived on the

first day. This had Gary (OMEC) looking for the operators to find out which frequency they were on. As it turns out they were just moving in the breeze on some fishing line attached to a brick at the bottom of the pond. ..(!) The Nelson pond is filled by the king tide and in recent years has suffered from an extensive build-up of weed and sludge. Work to rectify the situation permanently



was costed in excess of \$1 million. A temporary fix was put in place for the convention and finished only a few weeks before the event. A huge effort to get it ready. The king tides during the event kept the pond full to overflowing during the weekend. Being salt water, the aquatic life is notable. The Les Moore Challenge this year was to build a putt-putt boat out of a tin can. A friendly eel made an appearance during the competition, assisting by pushing one of the boats along. The fish in the pond could also be seen trying to jump the dam each high tide. Events held in the evening kept many entertained. A shunting competition in the wet resulted in much wheel slip and was a good trial for the strength of the trolley couplings. A night run was formally cancelled due to heavy rain; however a determined few still ventured out on the track. The meals were well catered for in a large marquee, the biggest (event) being the Awards night on Sunday. Dave Watt took out the best model on show, people's choice 7¼" loco, and the best steam loco with his WF. Greg Burrows was awarded best road vehicle and people's choice road vehicle for his Foden steam truck.

The Nelson membership led by the Gibbs family did an exceptional job in preparing the facility and running the event. It is easy to under-appreciate the effort required to put on such a show and cater for everyone's needs. For that we are very grateful to the Nelson Club. An excellent show which exemplified what the hobby of model engineering is all about.

**Lachlan Clark**

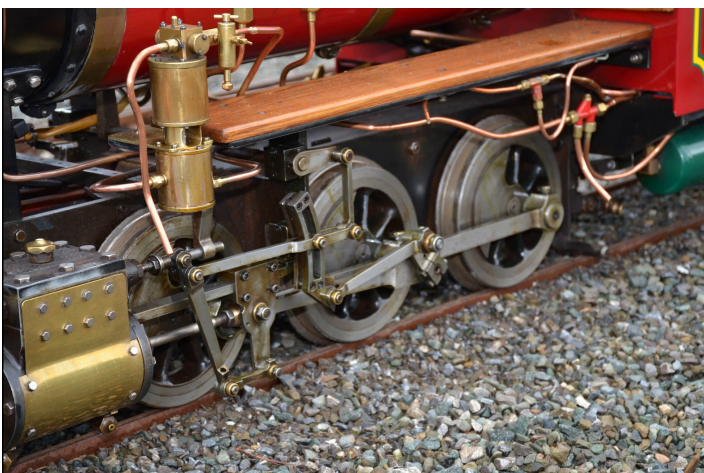
## *Nelson, before the Flood...*













# *Nelson under Water*





# *WHERE'D I GET MY SHIRT?* *C.S.M.E.E. OF COURSE !*



**You, too, can look as dapper as a Loco Foreman if you RUSH to take advantage of this special offer, available ONLY to members of CSMEE .**

**OFFER ENDS 1 MAY 2018.**

**To order, go to our web-page (Members' Section) and complete Order Form.  
Alternatively, corner Dave Markham any run-day, and he will take your order.**



# From the Dockside

## Commodore's Report

There have been a lot of members using the pond this month, now that the hole in the weir has been repaired. I would like to thank those on the Wednesday crew who helped with the repair.

I was disappointed with the lack of members turning up on Waitangi Day to help with the pond clean up. I would like to thank the **one** other member, Keith Schroder, who did come and help clean the bottom of the pond by removing the rubbish in it. We also removed some of the rocks that were near the side of the pond, and we discovered some areas in the main wharf area that will need some repairs, as the water has caused some washout under the concrete.

If more members had turned up we could have got more done, like digging the pond a bit deeper where the boat launch winch ramp is going to go. This would have been easier to do then, when the pond level was lower.

At the February boat meeting, I had to leave early, but arranged for someone to mention that I had been sent some info on the Boat Show for this year.

We are keen to have a display, but would be even more keen if there were to be a pond this year. I'm still trying to find out from the organiser if he is going to have a pool for us to play on.

The boat-launching ramp is nearing completion. Four boat members and I gave it a good going-over on Sunday, 18 March, and have passed on our requested changes to Rob Wilson, the welder. The ramp is going to be installed this Wednesday, so that we can see if any other changes

need to be made to it, before it is removed to be galvanised.

**Robin Shand**

Commodore.



Weir at work



Weirdos at work



# Visit to Cyril Fifield's Workshop



View of 'oo' gauge layout



A number of members enjoyed a visit to Cyril's well-equipped, **immaculate** workshop for the club's February meeting. Our gracious host introduced his finely detailed and extensive 'OO' gauge layout to the group of impressed onlookers. But the really special occasion was the first steaming of his



nearly completed 7¼" gauge loco, which is part of a shared project with Mark Collins (pictured r.) of Lyttelton Engineering. The loco is based on "Stuart 2", a design by Keith Watson. (See Vol.46 for more details).

Waiting for steam up...





# Visit to Lyttelton Engineering

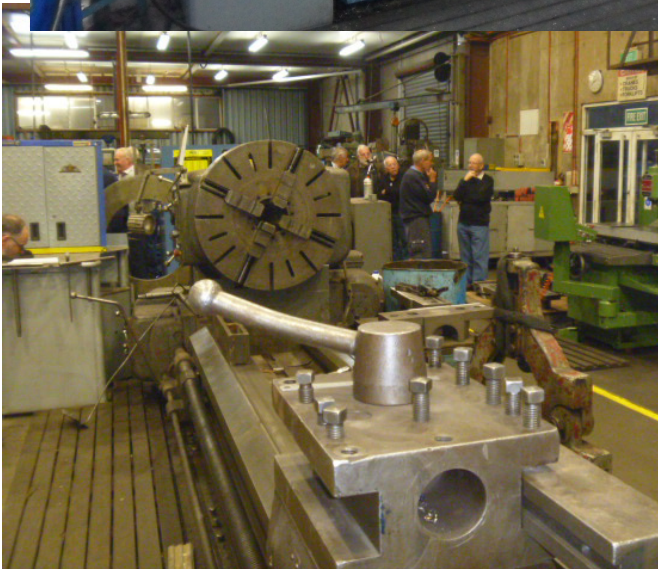
Our March general meeting comprised a visit to Lyttelton Engineering, where our hosts were General Manager, Richard York and Operations Manager, Mark Collins. This was obviously a popular visit, which attracted a large turn-out, requiring the members to be split into two groups. After an instructive tour of the generally massive machinery and work-in-progress, we were allowed a fascinating close-up look at the dry dock, which adjoins the engineering shop. Thereafter, we were given free-rein to wander around and take photos to our hearts' content. This was a great trip, rounded off by a welcome cuppa.



**l to r. Richard York and Mark Collins**



**The 4 Wise Men see a star...**





# The Club 08s

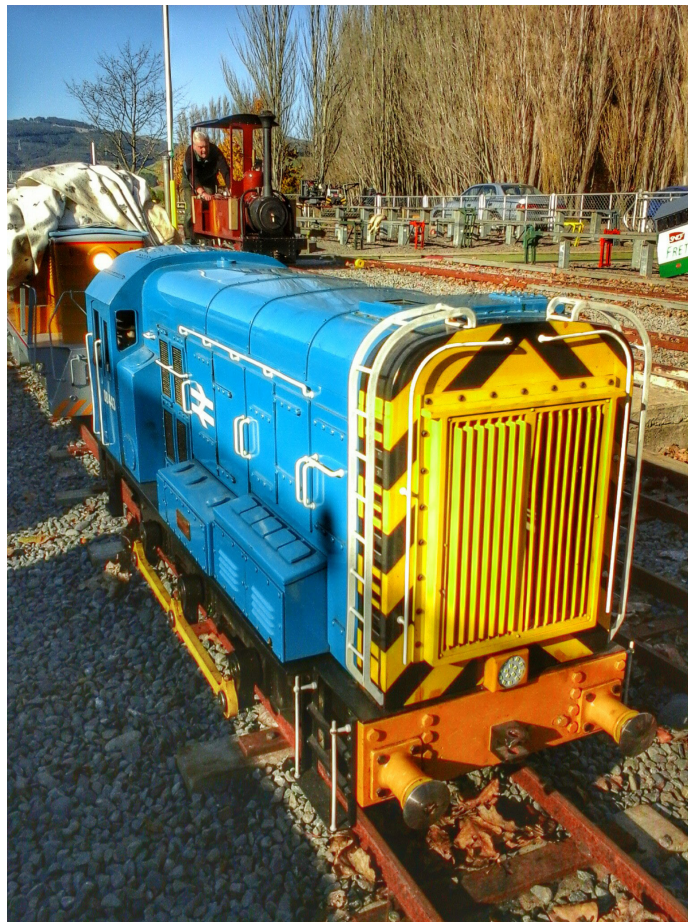
This edited version of an article by Jock Miller first appeared in 7¼" Gauge News, no.110, Winter 2006.

When we were contemplating installing the Halswell Ground-level Track, it was realised that a 7¼" gauge Club locomotive was very desirable. If it could also run on the existing Andrews Crescent 5"/3½"/2½" raised track, so much the better.

The choice of BR 08 outline was made as this was not too large and a standard 3.5 HP Briggs and Stratton petrol engine could be contained without modification. After 17 years and countless kms. of successful operation it has now been joined by its twin. The first 08, named *Frank Curry*, after a deceased club President, was the product of myself, Ross Fielden and other CSMEE members. The outline and colour scheme are based on 08-443 located at Bo'ness and Kinneil railway, Scotland. The second model follows 08-773 currently at Embsay Railway, in the North of England. This unit utilised a second super-structure made by Ross Fielden, and has been completed and commissioned by fellow club member, Steve Gibson.

## Dual Gauge

**Photo 1** illustrates the arrangement of the dual-gauge "wheels", where the O.D. of the flanges of the 5" gauge wheels is just smaller than the treads of the 7¼" wheels. This arrangement enables use on 7¼" G.L.T. and on 7¼"/5" raised tracks. Other than checking fishplate boltheads for conflict with the 7¼" gauge flanges, operating conventional



08 *Frank Curry*



**Photo 1**

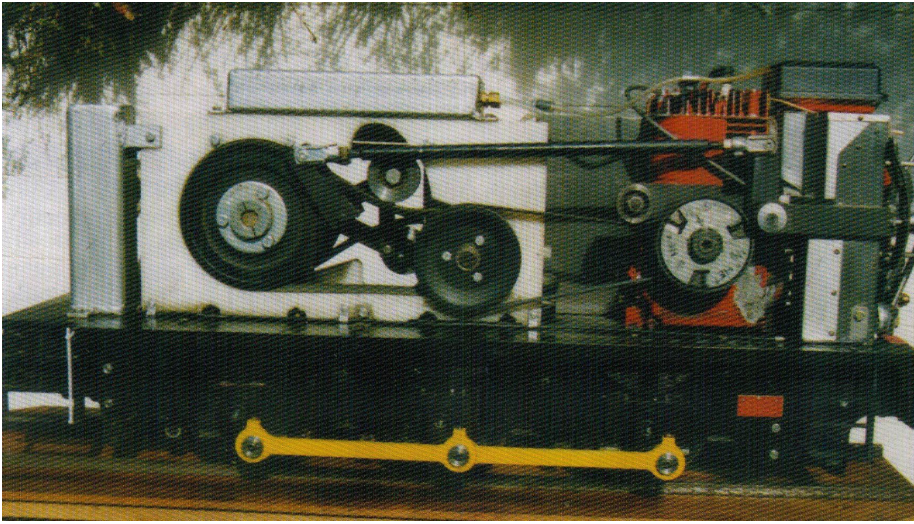
sit-astide 5"/3½"/2½" raised track is possible.

## Transmission

This consists of a centrifugal clutch on the engine output shaft driving, by reduction poly-vee belt, to the input shaft of the purpose-built 1:1 oil-bath gearbox (behind the black pulley in **photo 2**). An 'A' section belt drives forward and reverse, and rotates

the layshaft above the front axle. These belts are contained by white polythene shrouds where the belts, when in neutral, are normally slack. The internal circumference of the shrouds is slightly longer than the outside circumference of the belts. This is the same principle as the Myford "Tri-Leva" lathe headstock drive. The 'A' section belts used are from ride-on mowers, and will therefore withstand the jockey-





**Photo 2**

pulley action. Tensioning the relevant belt achieves the appropriate direction. Final drive is to the front axle, via 3/8" pitch triplex chain. Since being commissioned, 08-443 has had vacuum-assisted brakes fitted, (using a #60 hole in the inlet manifold of the engine), along with lights and a horn powered by a battery from a low-priced battery drill.



**False alarm...**

# CSMEE Officers for 2017-18

Patron: Glen Martin

<b>President</b>	John Howie	328 7459
<b>Vice President</b>	Alex Cowdell	03 318 1908
<b>Secretary</b>	Rob Wilson	960 4305
<b>Treasurer</b>	Mike James	322 4588
<b>Loco Foreman</b>	Dave Campbell	326 5585
<b>Commodore</b>	Robin Shand	021 217 3601
<b>Clerk of Works</b>	<b>Vacant</b>	
<b>Librarian</b>	Dave Markham	322 7524
<b>Boiler Ctte. Chair</b>	Ian Fanshawe	384 2583
<b>Safety</b>	The Committee	

## Committee Members

Graeme Chisnall	03 313 1781
Jock Miller	332 1614
John Crampton	322 4915
Dave Pringle	384 5235
Barrie Doublesin	385 7327
Neil Craighead	960 8796
Robin Shand	021 217 3601

## 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>	Vacant
<b>Asst. Loco Foreman</b>	Rob Wilson	960 4305	<b>Membership</b>	Dave Holland 358 1111
<b>Projects Manager</b>	John Hamilton	322 4574	<b>Canterbury Tales</b>	John Pattinson 329 4441
<b>Archivist</b>	Vacant		<b>Shed Foreman</b>	Alan Barlow 344 0244
<b>Webmaster</b>	John Begg	339 8448	<b>Roster Reminder</b>	George Maylam 324 3469
<b>Publicity</b>	Vacant		<b>Facebook</b>	Patrick Whillis 382 6452
<b>Visiting Speakers</b>	John Begg	339 8448	<b>Ticket Box</b>	Jim Rosanowski 332 1370