

Canterbury Tales

From the President's Desk

Vol.53 June 2019

Hi all.

Well, concrete is poured, and the extension to our engine shed is finally underway ... exciting times. As previously floated at our monthly meetings, we will need to start thinking about limiting the storage space in order to ensure all members have the ability to store an item in the engine shed. If you currently have a locomotive in storage in the shed that is not being used on a regular basis please consider if it needs to be there and if you can store it at home or elsewhere. It is not a critical issue at this stage but it is one we all need to be thinking about in the near future.

As usual the Wednesday work team has been busy and it is great to see the number of members helping. However we are struggling a little on Sunday run-days. If you can spare time to assist us running it would be much appreciated.

On a final note, please remember we are a voluntary group here for model engineering and the company of like-minded people ... Every member who attends a running day, meeting, or working bee does so because they want to and they must be treated with respect and consideration. They are there to enjoy the hobby as much as the next person. Lately there have been some comments that have been disappointing and I would

like to remind all members that we are here for fun and enjoyment – if someone is not doing something as you believe they should be, get alongside them and help them, or if you cannot assist then find someone who can.

Let's have a happy month.

Alex Cowdell

Turntable Removal



Going...



Gone!

From the Engine Shed

Peter Grounds

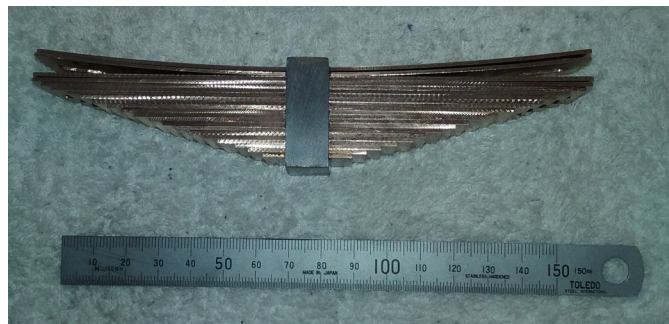
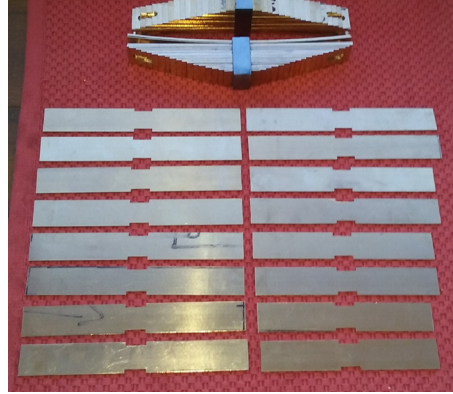
For the last few weeks I have been making springs. These are working leaf springs. Each spring has 21 phosphor bronze leaves 19mm wide, 1.2mm thick and up to approx 150mm long. Four of these are needed for the Berkshire trailing truck. Two are completed, two part made.

In addition, four more, somewhat larger leaf springs are needed for the leading two driving axles.

The trailing driving axles have nests of coil springs. It's a bit unusual to have a mixture of leaf and coil springs on one set of driving axles, but that's what the full size Berkshires had.

Every axle on the engine was compensated. That's a lot of compensating gear. Making that lot will certainly slow me down!

Progress on "The Berkshire" (Part 2)



Work is proceeding apace on Graeme Chisnall's Shay, with the Hamilton Convention in mind.

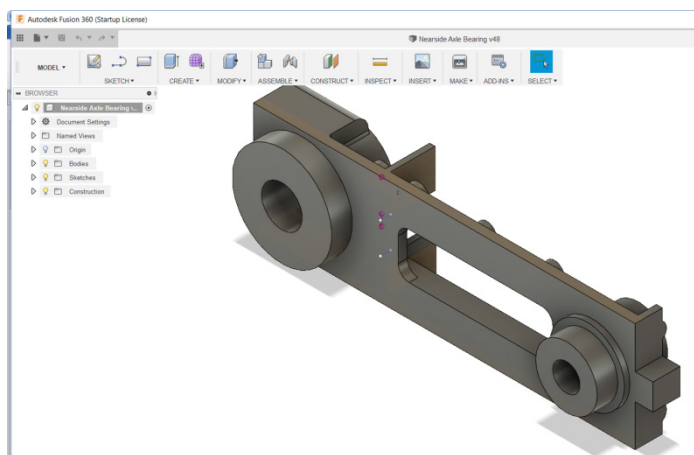
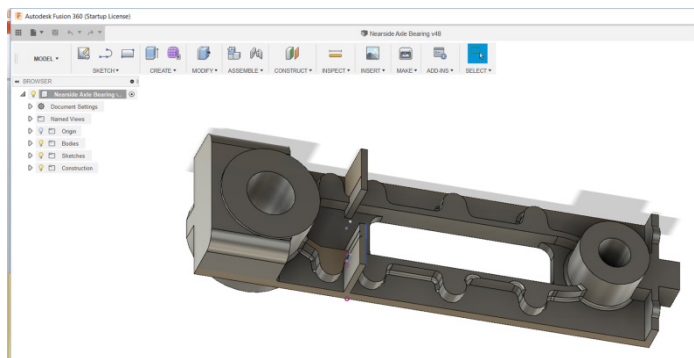
Bearing Housings for John Begg's 3" Fowler Traction Engine

Part 2: More 3D printing for the Fowler

The next stage was to take the experience with the crankshaft bearing housing and extend it to the 3rd shaft / rear axle bearing housing. That is now progressing.

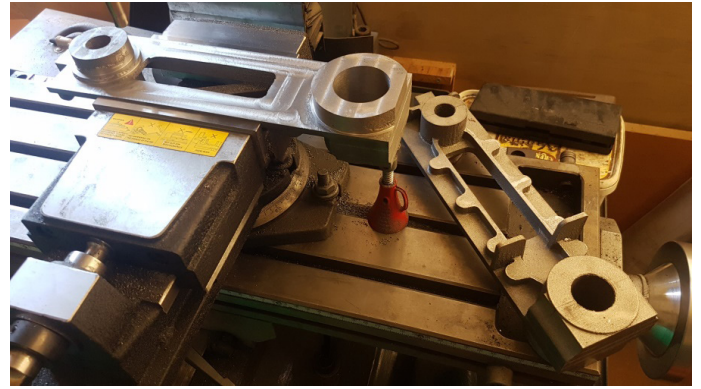
As I mentioned last time these are quite a bit bigger and more complex. However with the benefit of the previous experience they are coming along OK.

Modelling the much more complex shape had its own challenges and did take quite a while. Below are two screen shots of the almost completed model in Fusion 360.

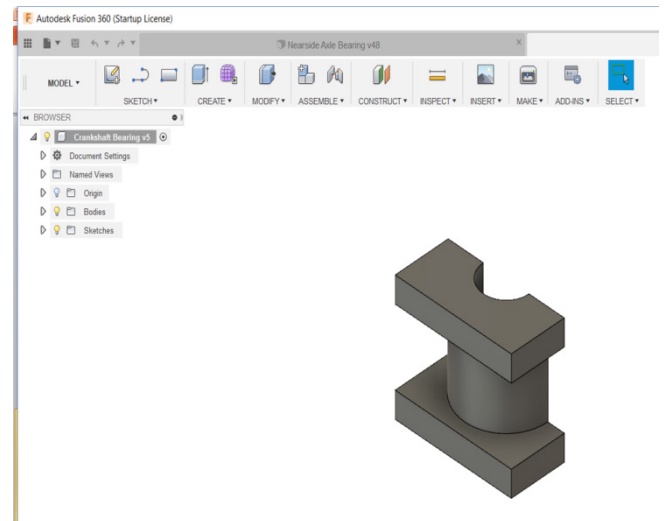


Because of their size, these were 3D printed in two pieces and then glued together. No problems doing this and it was difficult to even see the joint.

I did wonder if there would be any issues with casting a shape like this but The Casting Shop (Watts Rd) seemed unfazed and the resulting (heavy) pieces of CI duly arrived and are currently being machined.



By now I was getting much better at Fusion 360 modelling (but far from expert or even that competent) so I decided it would be quicker and better to model and have cast the crankshaft bearing shells. To machine from the solid would have resulted in a lot of bronze in the swarf bin and modelling and printing a simple shape like these would be quicker and easier than making a wooden pattern.



Being reasonably small it was no big deal to print four off and they can all be cast at the same time. The resulting prints are currently being cast.

One new thing I have learnt is that the 3D printer I am using has built in slicing software. This seems to make it a lot easier with no interface or set up issues. Also the slicing software has a feature so you can model the finished size you are after, tell the programme the material (eg CI, bronze etc) and it will automatically increase the dimensions to allow for shrinkage. Much less time on a calculator when using this feature.

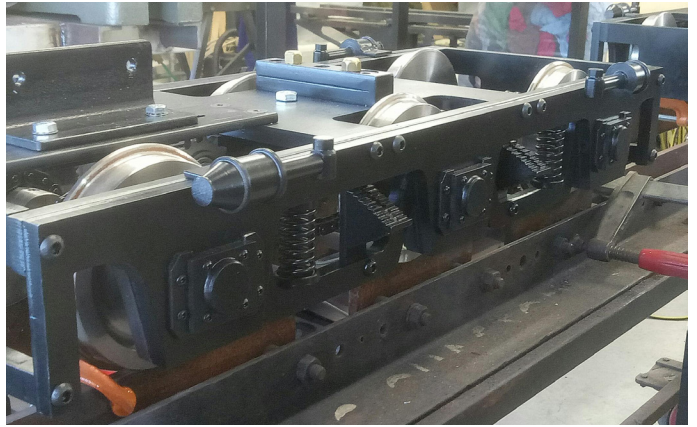
Rob Wilson

Building a Dg

Photos and update on The Dg I am building for Ed-die Clark.

The loco will be 1.6m long when finished with 2 x 450watt 24v geared motors. The fibre glass front end will be a much modified F7 cab. The loco will feature aluminium roof and sides with 3d printed details. The loco is 1/8th full size to run on 5" track.

The photo (top r.) shows Dg 772 at Ferrymead.



Work has begun on the new engine-shed extension.



Mike James Long-term Project

My first attempt at loco construction was a 3.5" g "Tich", which was successfully completed, giving me the confidence to tackle something bigger.

I've been building the 3.5" NZR Ab for quite a few years now,. However, employment, raising a family, mortgages, earthquakes, other Model Engineering distractions, etc have conspired to ensure progress has been slow. But I have now entered that blissful (hopefully) period of life called 'retirement' and can devote a lot more time to the M.E. hobby.

Both the tender and chassis of the loco are complete, with the chassis having been run successfully on compressed air.

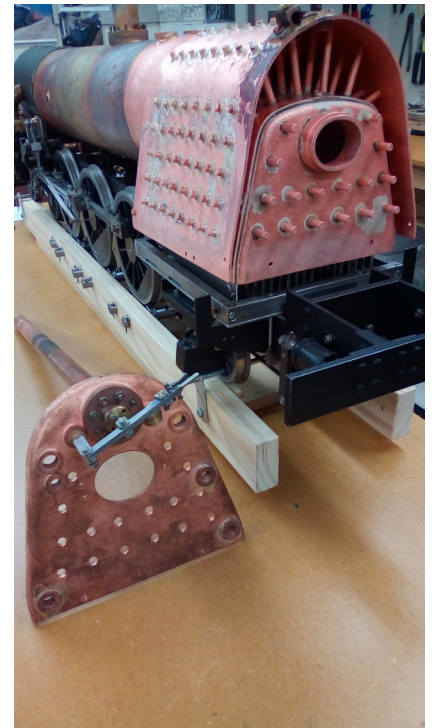
The 'third stage' of the loco build is the boiler. Working with copper I didn't find particularly difficult. Once I had my drawings approved by the Boiler Committee I was able to carry out some of the brazing work alone using my LPG welding equipment. However as the boiler progressed and the mass of copper increased the heat required exceeded the capacity of my equipment.

And so to the fall-back – ask others in the club for help! I feel that we are very lucky in our club. Advice, encouragement and offers of help are usually generously and freely given when needed; that's certainly my experience.

Welding a copper boiler when the mass increases requires a considerable amount of heat, basically in two forms – background overall heat in the area and localised concentrated heat in the odd spot to get the easyflo to 'run'. At this

point Dave Campbell offered assistance and advice (many thanks Dave for your help). After five 'heat-ups' we are now at the stage shown in the photos, with only the back-head and three sides of the foundation ring to be tackled.

Once the boiler is finished there will still be quite a bit of "finishing" work to do to get the loco running, but I now feel that I'm on the home track (excuse the pun!).



When I first began in the model engineering world I was living in Tauranga. I can remember one of our first meetings at Les Moore's place, where we agreed to begin using a portable track at memorial park. From there, the rest is history.

One of our very first engines to run on the new raised track, when we completed it was a 3.5 inch gauge Rio Grande locomotive, built by Paul Newton. In those days he was based in Rotorua, if my memory serves me correctly.

This locomotive was at the time owned by Harry Gates, and was a regular performer at Memorial Park for a number of years. As Harry got older and the passenger volumes at the club started growing, the running of 3.5 inch gauge locomotives became more of a challenge, - as has been the case for many clubs around the country. The locomotive eventually became domiciled under the bench and sat there for many years until Harry passed, and it was left to his son. As is often the case, it continued to languish with a bit of tinker-

ing done here and there but never returning to a running condition. When interest was lost it was placed on the market.

Being the first steam locomotive I ever drove it had a special place in my world, and it eventually found its way to my work bench. Having spent the better part of a quarter century out of commission and being tinkered with by numerous

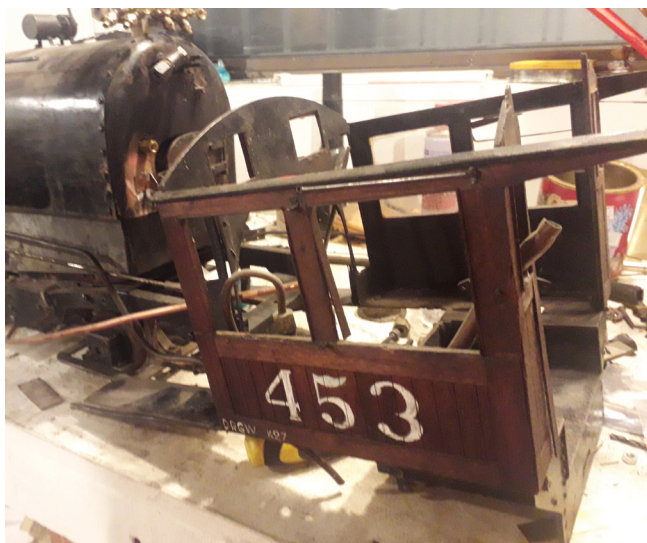


people, it was in a less than ideal condition. I have to admit that it is still a way from being back on the track. However it has had a successful hydro and is slowly coming back together.

I see it as a big 'plus' that our hobby continues to go in the direction of larger locomotives, for this has resulted in the pressure coming off the raised tracks around the country. This, in turn, has led to a resurgence of interest in the smaller gauges, allowing a return to the "grass roots" of model engineering without the pressure of passenger hauling and non-stop hustle. This is providing an incentive for some of us to resurrect the original smaller gauge locos and get out and enjoy them, and this can only bode well for the ongoing well-being of our hobby.

Hopefully within the next 12 months I will be able to report with a photo of the k27 in steam and back doing what it used to do so well.

Alex Cowdell



From the Dockside

Commodore's Comment

We have had some very good sailing days, with lots more boats on the water. Unfortunately, we have also had some strong winds and rain, which have kept our members off the pond. Now that winter has come we can expect fewer boats attending on Sundays, due to cold weather (and who can blame them!) Winter is always a good time to get the boats into dry dock for maintenance and overhauling, in preparation for our busy spring and summer, when the weather warms up again. Quite a few members are building new steam-powered boats along with some new nitro-powered ones.

We have had a few new boat members join, and some past members return, which is a good sign. Our weed problem is still there and we are still trying to find ways of getting rid of it or at least controlling it better, but it's an ongoing battle..

Some members will be competing for our very own "Americas Cup", with the last of these boats now getting their final touches in readiness for the start of racing at the beginning of spring. I can hardly wait but, with winter upon us, we all need to wrap up warmly and get through those cold months ahead.

Andy Willis

Commodore



A new lighthouse (see right) has been built by Andrew Hawke. It will be situated on the peninsula, to aid mariners during nocturnal manoeuvres

Paul Gooch's historic boat



UUS Cutter *Alert*, built by Paul Gooch

US Customs schooner, *Alert*, was built in 1818, and its history is well documented. About 30 years ago, Paul made his first model, and prudently added a motor “for use on windless days.” He never discovered if it would sail, with or without wind, as the model caught the eye of the owner of the Charleston pub, who made Paul an offer he couldn’t refuse. Paul, who claims he doesn’t frequent low taverns, often wonders whether the model is still on display.

Recently, Paul has built a second *Alert*, this time omitting the motor. He has aimed to build it on the cheap, the hull being formed from 1/16” ply used for packing auto parts and the masts from old wooden window frames. The deck planks are all individually cut. The hull, which measures 1 metre is coated in fibreglass.

The cruellest irony came when Paul recently brought *Alert* to the club for her maiden voyage, on the one day when there was no wind. So he is still none the wiser over her sailing capabilities!

Americas Cup 2019

A short article by Andrew Gorman

The Bering Strait...

The mention of this forbidding strait conjures visions of uncontrollable seas, extreme weather, broken ships and lives lost. Others see this as an opportunity to haul a large catch, to tame a sea and to return triumphant.

When you mention the Halswell Pond, no-one seems to see the similarities to the Bering Strait. I'm not sure why, for we, too, have our triumphant sailors returning from the main pond, happy in the knowledge that they avoided Malcolm's ever-present bow-sprit, or managed to pass through the entrance to the harbour unscathed...and without pond-weed attached. Nor do they talk about the great waves that are created by the power boats that roar past, catching some unaware and spraying them with water. The threat of piracy is ever-present whenever Malcom unleashes his Kraken of a ship on the unwary, as he takes to the murky waters of the main pond.

Lately the pond waters have been assailed by two of our liveliest sailors, Malcolm and Keith. Quite often they have been seen to mount boys (sorry buoys), in the hopes of getting on top and securing the position of Master Sailor, openly announcing for all to hear that they were "on top" all the time.

This leads me nicely into the main topic of this article....no, not the Bering Strait, (although that could be an interesting one



Starlets in action

to study at a later date), but the proposed **Americas Cup** regatta that is being organised for this very Spring!

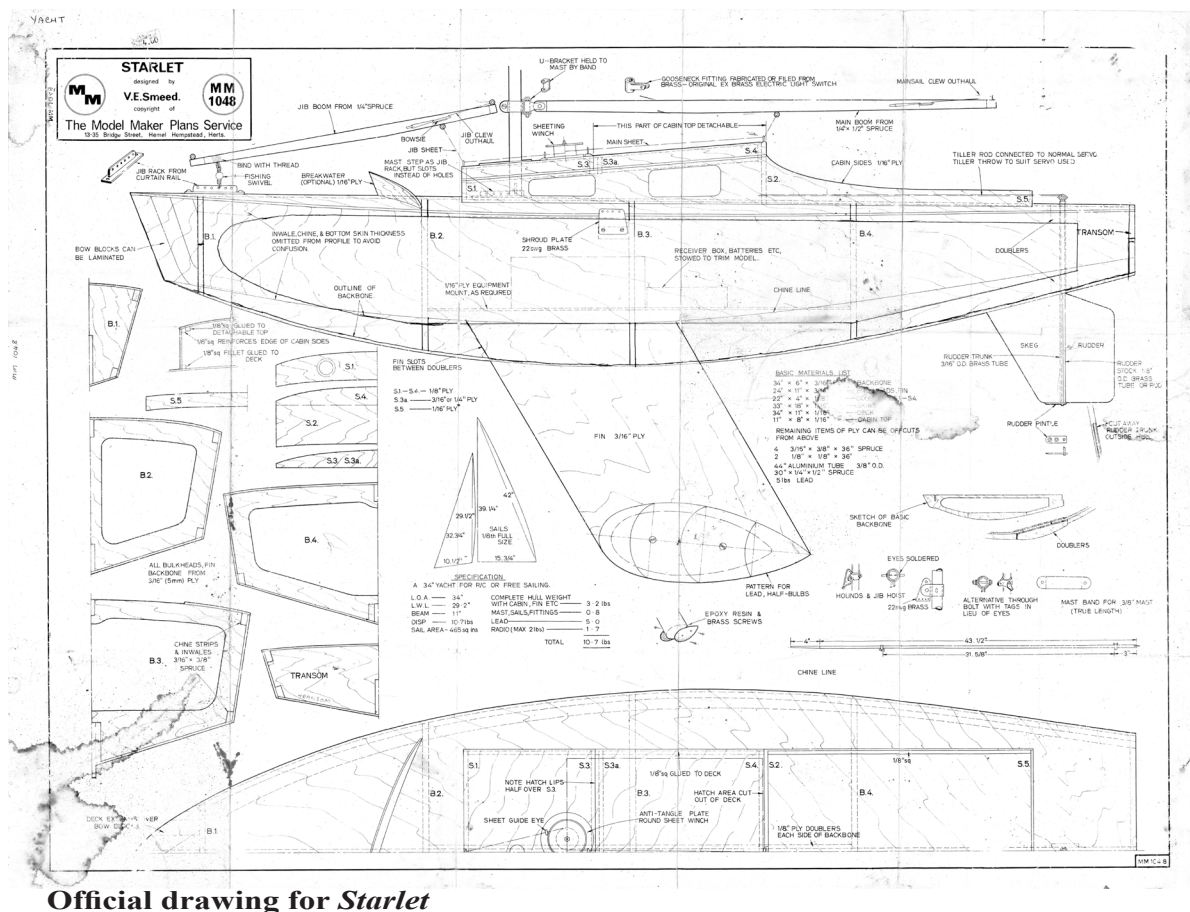
The rules for this mighty nautical adventure are thus:

- ***One must navigate around the buoys 3 times (please notice the word "around")***
- ***If a buoy is hit, the captain must complete one penalty turn around the buoy in question***
- ***You must pass the buoy on the correct side otherwise a penalty turn is incurred***
- ***Do not hit another boat, if at all possible (unless it really annoys you, and some sort of offering is made to the judges to help them "look in a different direction" during the incident...)***

So far about 10 hulls have been built and issued to those members who ordered them. Some craft have been completed and have been seen on the pond over the

past year, mainly for sea-trials and because they sail so beautifully (a credit to the members who built them).

The boats in question are called the *Starlet* and were originally designed by the late great Vic Smeed, of model aviation fame. (He started with boats and then found his calling with model free-flight, and then powered aircraft). The hulls have not deviated from his plans in any way, so it will come down to the captain and his skills, either in sailing or bribery!



From the Membership Secretary

After a bit of a struggle I'm finally getting on top of the role of Membership Secretary. It's been a bit of a steep learning curve, as there was no opportunity for a handover from the previous Membership Secretary.

New Members

Over the past few months we have been joined by the following new members:

Wayne Woolley
Nick Gilder
Don Moffat
Norman Pickford
John Hawley (lives in the UK)
Richard Pearson

a member of the CSMEE, and that existing members make you feel welcome.

Club Subs

To those who have already paid their 2019/20 club subs a big thank you. It is pleasing to see that approximately half of you have already renewed. I have commenced generating membership cards for those people who have already paid and these are available for collection from the Secretaries desk at the Clubrooms if you live locally. For those out of town members, I will be posting your membership card to you shortly if you have already paid the current years sub.

As a reminder: at the AGM the subs were set as follows:- Junior

Member \$10, General Members \$30 and Family Member \$45. Subs can be paid directly into the club bank account, to either the Treasurer or myself in person, or by post to the club PO Box

If you have any questions regarding your membership, please email me using the address membership@csmee.org.nz and I'll try to reply promptly.

John Blanchard – Membership Secretary

I hope you all enjoy your time as

CSMEE Officers for 2018 - 19

Patron: Glen Martin

President	Alex Cowdell	03 318 1908
Vice President	Graeme Chisnall	024 731 1979
Past President	John Howie	328 7459
Secretary	Rob Wilson	960 4305
Treasurer	Mike James	321 7051
Loco Foreman	Rob Wilson	960 4305
Commodore	Andrew Willis	0274 509334
Clerk of Works	John Howie	328 7459
Librarian	Dave Markham	322 7524
Boiler Committee Chair	Mike James	321 7051
Safety	Committee Members	

Committee Members

Robin Shand	021 217 3601
John Crampton	322 4915
Barrie Doublesin	383 3827
Neale Craighead	960 8796
Mike Harrison	349 6946
John Blanchard	359 4053

Boiler Committee

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
Peter Grounds	324 3662

Constitution & Rules Committee

John Hamilton	322 4574
John Howie	328 7459
John Pattinson	329 4441

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	Dave Markham	322 7524	Membership	John Blanchard	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