

# \*\* BLAST PIPE \*\*

From the — HUTT VALLEY MODEL  
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\*\* December 2005 \*\*

*Silvio Van Tol's Stanley with Mike Hartle's Dg760  
waiting for their turn to depart from the station at the  
Kapiti open weekend in Feb 2005.*

*Photo - Anderson*



## Christmas Greetings

*May God's Peace be Yours  
this Season*

### NOTICE OF MEETINGS

#### Hutt Valley MES -

On the first **Wednesday,**  
**7 December, 7-45pm**  
at the clubrooms, Petone.

**Tim Ryan** is to talk to us about the  
**'Land wars and the Hutt Valley'**

Tim is a noted local historian and we look forward to learning more of our history.

Bring along any items of interest to help our **'Bits & Pieces'** session. Anything for sale? Mystery Item?

**HVMES Committee Meeting** The next one will be **Next Year** on 3rd Tuesday, 17 January 2006, 7.30pm – at the Clubrooms.

#### Maidstone MES -

Our club meeting will be at  
**7.30pm on Thursday 8 December**  
at The IHC Centre in Goodshed Road,  
Upper Hutt

#### Maidstone Notes - Bob Begbie

We have reached the end of another year. I join with the editor and with other contributors in wishing our club members and those who read this newsletter the very best for the festive season. We wish a Merry Christmas and a Bright & Prosperous New Year to you all. We extend special greetings and best wishes to Harold and Grace Sinclair and their family and to those of our members and readers who live outside our immediate area, those we do not see so often.

We thank those of our own membership who have put time and effort into working bees and into operation of our railway on scheduled running days. The work done by those people and the results obtained have been



ADVT – The chairs at the BEACH clubrooms have suddenly become redundant with the acquisition of a better and uniform batch. If you need any of the old chairs please pick them up at or before the Dec meeting. Those left will be scrapped.

*This double headed train circled the Christmas tree at the model train show in Christchurch in early October. Beats the reindeer idea in my mind.*

most creditable and of great benefit to our club. Please be assured your efforts are appreciated.

In the year just past our railway operations have been conspicuously more successful than of any year of the last 15 or 20. We have become better known, have attracted more customers and have obtained far better financial returns. We shall have to continue our efforts and make sure we do more of the same to further that success.

It is true that, particularly in the last year, we have had difficulty manning working bees. In the next year we will try to obtain assistance of local service clubs, particularly with project work, to ease the burden on our members.

The activities planned for December are:-

- \*) Railway Running Days,  
Sundays, 4th Dec. - Team 1  
Sunday, 18th Dec. - Team 2  
(12.30 to 4.30 each day.)
- \*) Working Bees,  
Saturdays 3rd Dec. & 10th Dec. (2 only)
- \*) December General Meeting, Thursday 8th Dec.  
That meeting will commence at 7.30pm in the IHC centre in Goodshed Road, Upper Hutt. We will concentrate on club business but will welcome any items members are able to bring for discussion and display.

Our November General Meeting was notable, particularly for the election of **Trevor Watt** as a **life member** of our society. Trevor was elected a life member in appreciation of his long association with our society, his consistent, practical and invariably successful participation in club activities, working bees and railway operations and his unfailing and always generous support of our club activities.

We congratulate Trevor on his election as a life member of our society. We wish him a long and successful continuation of his model engineering activities and look forward to sharing those activities with him.

In that meeting we resolved to buy a new set of Deep Cycle Traction Batteries for our 7¼" Gauge Battery electric locomotive. That will be attended to ASAP. We hope those will improve performance of the engine which sometimes struggles a bit but never stops.

Trevor brought in and showed replacement gas control regulator diaphragms he had made for the controls of his 5" G gas fired locomotive. He made the replacement diaphragm from Walkers rubber covered fabric insertion jointing and showed specially tailored chassis punches, turning mandrels and clamps he had made to finish the job. Of course after all that care the replacements he made worked perfectly. We thank him for sharing that job with us.

November track running sessions were successful, with no problems and good passenger tallies. We are very pleased at the success of our track operations over the last few months.

We must advise members and potential visitors that, from December we shall have to close our elevated railway, ( 3½" & 5" Gauges) to allow us to complete some quite major repairs and possible

minor re alignments. We will do our best to complete that work as quickly as possible and restore the capability to operate smaller gauge trains. For the meantime however we will be able only to operate 7¼" G vehicles on public running days.

Repair of the elevated railway is one of the projects for which we shall seek assistance of a service group to help us with the physical work. We will probably also need to obtain help to finance at least part of the work.

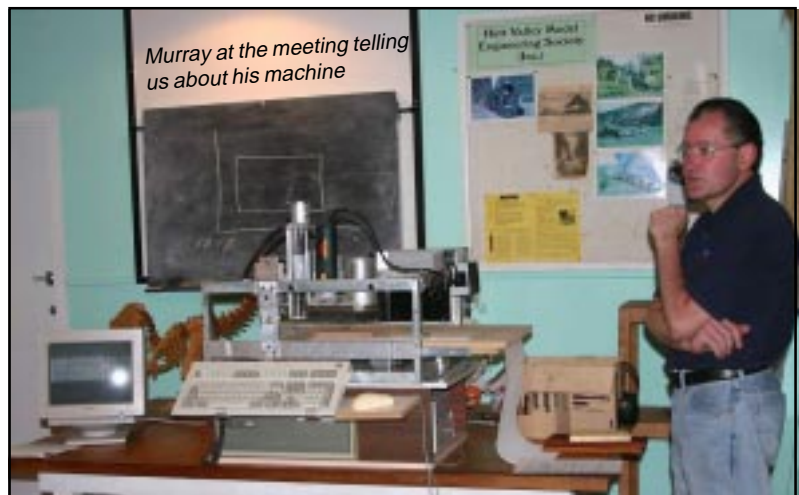
I think that's all the news we have for this year. Please all take care, drive carefully and enjoy yourselves over Christmas and the New Year. I wish the best to you all.

## HVMES Notes - Editor

### November Meeting

About 15 members gathered to see Murray's machine in action and to hear the story on its creation and development.

Murray's inspiration came from seeing a large CNC mill working at WETA and having various nice looking bit of metal, motors, and chips, from photocopiers printers and other rubbish bins around



Wellington he decided to build a 3D CNC machine. Use of such gear has meant complication as the stepper motors are not all the same so the response of each had to be worked into the programme. Murray stated that if he had known all he had to work through at the start, he would have squashed the inspiration. Now he has a working machine to be proud of.

He has a router on the head and has been cutting signage into wood of various types. The demonstration cut was a simple groove, 100mm square, cut into a piece of wood. He had printed out the commands fed to the system to achieve this to make it simple for us to visualize.

The whole demo created a lot of interest and it was very hard for John to get the traditional cuppa served and cleaned up.

### On Track

Claude has been reading the MEANZ Safety Management documents and as a result has prepared a check ticking list for the track run managers to complete for each running day on the track. Naturally the list includes a lot of our domestic necessities too - like turning off the power mains before locking up.



It is a way of showing that we do care about safety.

November running has been better than some months with Gavin, Bob, Nigel and Henry doing the slog on Sunday 6 November, while Callum had a steam up on **Speedy**. Ian Wilson was on hand too, being down from Levin to visit family. It did not feel that busy but by the end of the day at least 141 passengers had been carried. On Sunday 13 Ron John and Peter were joined by Brian Wheeler with his **Bridget** and Brian Hawke from Maidstone with his **Dsg** which ran on the raised track. The wind was a bit cool that day but the passengers just topped the 100.

The next weekend, 20/11, was the day of the Santa parade in town so Peter, Stephen, and David were not worked too hard with 80 passengers. Some tidying up of grass and weeds along the track was achieved as a result. Claude had a steam up of **Speedy** and carried some of our passengers too.

**#2970** was making some peculiar squealing noises by the end of the day so some time at the end of running was spent trying to locate its origin. It was not obvious so on Wednesday afternoon the loco was put up on blocks to detect any stiffness in the transmission and finally the driving axlebox covers were removed to reveal one suspect which was dry. Grease was applied there, and in the layshaft grease

nipples, so we hope it makes it to the Christmas break. This makes us think that a spare loco would be a good investment for the club.

Last weekend, 27/11, showers were predicted but Claude, Des and Peter got through the afternoon without the rain, but the southern zephyr was cool man. In spite of that they still had 67 passengers.

Thanks to all those helping run our railway and keeping all our fans happy.

Frequently now the parents bringing the children along are stating that they used to be brought down for rides on the track.

Besides making us feel old it shows that there is a good tradition set up here.

### FOR SALE - trademe

Those of you watching Trademe on the internet may have seen **Holy War** for sale - a delightful 5"G Hunslet 0-4-0ST that we saw at Manukau at QB weekend having its boiler check carried out. In fact Bill Parker had it steamed at that time but did not even go for a run. A photo in the July *Blast Pipe* showed Bill, Gavin, and Monty, chatting beside **Holy War**. The starting bid was only \$1500 but there will surely be a multiplying factor on this before the reserve can be met and a sale take place. The auction closes on Dec 2 which is about the time this newsletter goes to print. I find it hard to see such items selling on trademe as the specialist ME market is not necessarily tapped, but we will see.

**Gabrielle**, a similar sized Sweet Pea belonging to Brian Avery (Palm North) was listed a while back but did not appear to raise any real interest. I am told that it was not sold, and Brian has kept it. It is a

Left -- Gabrielle the 5"G Sweet Pea. This has the circular firebox boiler - characteristic of this class.

Below -- Holy War which is a truer scale model of a Welsh slate quarry Hunslet. Photos from the web.



pity that model engineers are not given the first opportunity to purchase, but then I do not have the sort of money needed to put into my hobby, and I suppose that applies to many of our fraternity.

## Kapiti MR Building

When I was passing the new Kapiti clubhouse on Tues 1 Nov I found some scaffolding still in place and the exterior was well boxed in - even the windows were securely covered with wooden shutters. There was no action on site that afternoon and all was locked up. The photo was taken at that stage. The next time I was passing I called about 1700 hrs to see what progress had been made, little expecting to see anyone at that time of day. What a surprise I got to find the door open and to see a gang of six standing around talking. Strange time for a meeting! I soon found out that they were waiting for a load of Gib board to arrive. Having passed some time, had a look at the interior, and satisfied my curiosity I tried to bid farewell but this



*The new clubhouse on top of the concrete block store and workshop at Raumati.*



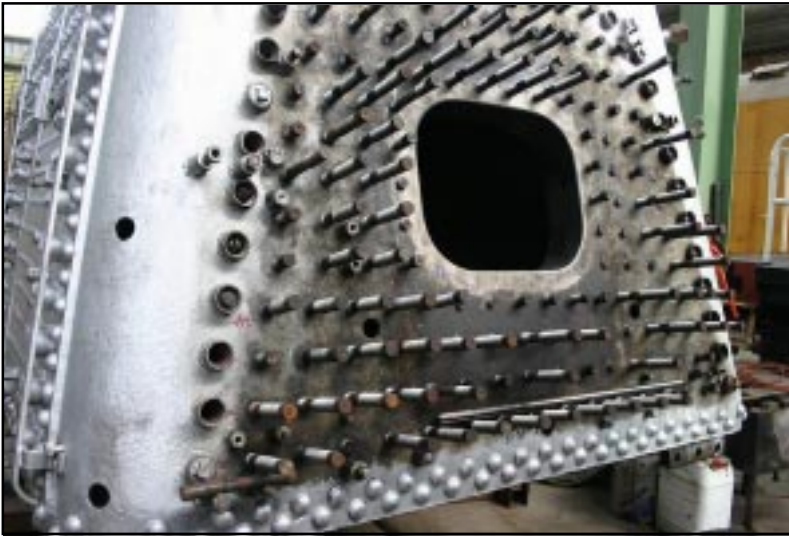
was not allowed. I was assured the gib load would soon be here and another labourer was welcome! Once the truck arrived the chain gang got to work and sufficient gib for the interior walls was soon stacked in the upper room ready for the builder to get on with the lining. Once done, the six headed for their vehicles and I was released. Good to see Colin, Laurie, Gary, Cliff, Robin, and Chris.



## Main Line Steam Trust at Plimmerton

Back in September the MEANZ Executive finished off their local meeting by paying a visit to the Main Line Steam Trust. Ian Welch was not on hand but his staff member showed us around the workshop. I am including a photo or two taken that shows the extent of the work tackled. The shed provides sheltered storage too for valuable railway heritage. The *Ew* had not been long in the shed and the local papers had photos of it on a 'final' run up to Paekakariki before being put into Plimmerton. *Ka942* was in many bits and with boiler repairs being done and the wheelsets dismantled for





bearing inspection. Gavin has advised that the driving axle bearings are all to be replaced. Quite a big and expensive job on the wheelsets.

## Rangiora Traction Engine Rally

Some information on this was given in the October Blast Pipe but the crucial dates were not mentioned - and not ONE person has complained!

**25 - 26 March 2006**


and for good measure it has been put in Dates To Note always to be found on the last page.


The Southbrook Traction Engine Club, the oldest of it's kind in New Zealand has joined with the Northern A.& P. Association who will be celebrating their 140th anniversary (founded 1866) to honour these great workhorses of the past and celebrate the talents of the men whose names are cast in brass on the engines they designed and built so many years ago.

It is hoped to have thirty Burrell Engines and a similar number of other makes including Foster, Fowler, McLaren, Marshall and Robey on display. These engines will come from New Zealand, Australia and England. This is a unique opportunity to see so many of these magnificent engines in one place in both static and working displays.

### From Here and There - Editor's compilation

 **Tauranga** had a new idea in relabelling the convention to be held in Christchurch in the new year as **CONMOD** in their Nov Wheels & Floats. I notice this has recurred in the Thames newsletter too. I wonder what caused this aberration?

 **The Otago SME** have set dates for their Festival Week display and it will be held over 11 - 19 Feb 2006. Weekdays the exhibition will run from 1830 to 2030 but in the weekends it will be from 1200 to 1700

 The November **Generator** from **Palmerston North** has another of Stan Compton's letters with plenty of interest in it.

The model featured for the month is a 7¼" G Locomotion that Stan completed after getting back to England. With Doug Chambers permission I include here the photo and text on it.

## Locomotion


Even though Stan had started to build it in New Zealand very few of us were aware of it. Stan felt that it was a most impractical model as even in 7¼" gauge it would not really be capable of any useful work. However the challenge of making that peculiar drive and valve gear was not to be resisted, and the task was eventually completed.

'Locomotion' resides on a chest of drawers in their home in Ledbury.


When Stan takes it to Model Engineering Exhibitions it is displayed with the wheels clear of the track and a small crank handle is turned so that the public can see the intriguing movement of the motion.

Henry Greenly prepared the plans in 1927. The boiler is 6"x 15", the wheels are 6" in diameter, and the bore is 7/8" and it has a stroke of 3".

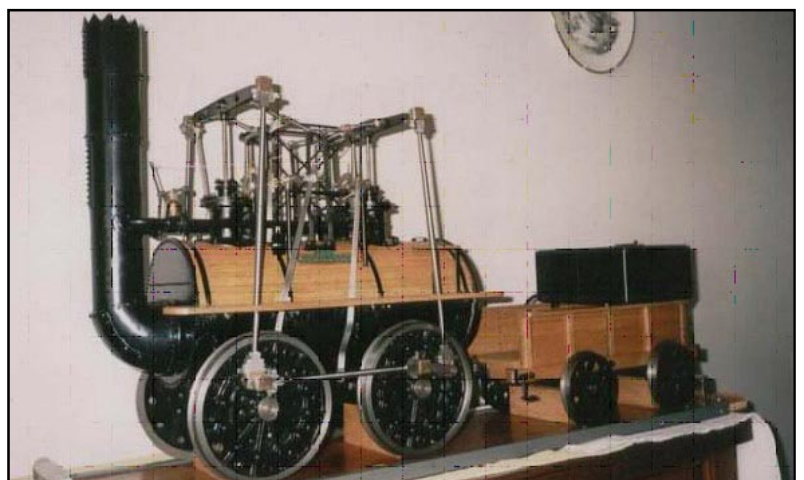
Stan only ever intended it to be a 'display' model and you can see that if it were to be steamed, the oil would drip off the motion and onto the stained wood lagging the boiler spoiling the effect.

 The committee in **Whangarei** is discussing the form that a new club loco should take.


"The expense of hydraulic v. electric and the work required for each system is being debated. There is now an urgent need for a powerful and reliable club locomotive that can haul a reasonable train of loaded passenger trolleys for a full day of operation. This will enable us to make full use of the track and satisfy the increasing public demand. With the large amount of work and time required to build such a locomotive and that work falling upon too few club members the possibility of purchasing such a machine has now become a reality."

 **Gary Farquhar** reports that the **Auckland SME** committee has been looking at ways to market the Club and be more involved in the community.

"One of the things that we have agreed to do is to sponsor a guide dog through its training.




This will be done from the proceeds of some track takings. as the club is in a healthy financial position. We are hoping to have this in place by February so that we can have the dog on site over the Exhibition Sunday and may seek public donations as well. I understand that we can have naming rights and the obvious name will be **Asme.**"


 **Thames** in their **Leading Points** for October has a well written article on **Steve James** and his modelling. Steve had been their President for their formation years up to his move over to Tauranga.

The article starts -- "When Steve James and his wife Alison moved into Carmel Country Estate retirement village, he worried he wouldn't have room for his model trains. It was a valid concern as, at one sixth scale, his locos do tend to take up a little more room than your average Hornby railway. But Steve's fears were unfounded and he is just about to complete the building of his fourteenth model loco - his first built in the workshop at the retirement village.

The bright red **Ec9** (Christchurch electric) 7 1/4" G locomotive should be hauling ride cars and passengers around the Tauranga Model Marine and Engineering Club's Memorial Park track next month."

It goes on to give more detail on his modelling achievements. It would appear there will be no stopping for Steve.

 The November **Whistle from Burnaby** tells us they were planning a Halloween run at the track providing hot chocolate and cookies for the members. (remember they are in the northern hemisphere and getting cooler) They were hoping for a good turnout and were attracting the public for rides by setting the fares at \$2.50 reduced to \$1.50 if in costume.

 More from Palmerston North -- When I last went past **Monrad Park** on 13 Nov the track looked bare as it was a non running Sunday. Doug Chambers tells me that on Fri 25 Nov their new station structure was delivered to the site and is being installed. It sounds like a bus type shelter on the road side of the track, and facing away from the road. The removal of the earlier station which faced the road has left an empty look which will now be remedied.


Doug also mentioned that Stan Compton has made



Are you familiar with this little local loco? No prize - but where ?



the cover page of ME Magazine (No.4258 end Oct 05). Sure enough I turned up my copy as I spoke with him and there was 'the superb *La France* (USA) horse-drawn steam fire engine, the work of Stan Compton of Hereford SME.'

 **Blast Pipe** - the next issue will not be appearing until late January to give notice of the next meeting on Wed 1 Feb 2006.

We should record the fact that there will be a working bee at the track some time soon to get the foundation dug out and later the boxing in for the concrete base of the piece of track between the single slip and the storage tunnel road. Gavin has the track constructed and galvanised and has had it in position to peg the track line and it now sits on the floor of the clubhouse waiting for its concrete base. The work nearly got under way on 19 Nov but some of the key players could not be contacted!

Better luck soon!

### Dates to Note

- 5 - 9 Jan 2006 -- CANMOD Convention
- 10 Jan 2006 -- Post Convention run, CLS, McLeans Island
- 11 Jan 2006 -- Ikon Tour Steam to Arthurs Pass
- 14 - 16 Jan 2006 -- Whakatane Open Weekend
- 28 - 30 Jan 2006 -- Whangarei Long Weekend Run
- 4 - 6 Feb 2006 -- Manukau Summer Open Weekend
- 11 - 12 Feb 2006 -- Kapiti Open Weekend
- 11- 19 Feb 2006 -- Otago Festival week display
- 18 - 19 Feb 2006 -- Aucland Exhibition Weekend
- 4 - 5 March 2006 -- Palmerston North Opendays.
- 12 March -- Featherston Min Fell Soc Open day
- 18 - 19 March 2006 -- Hamilton Open Weekend
- 25 - 26 March 2006 -- Rangiora Traction Engine Rally
- 14 - 17 April 2006 -- Easter at Havelock or Sydney
- Every fine Sunday afternoon the HVMS run at the track at Petone, 1300 to 1600hrs We take a holiday break 25/12, 1/1, and 8/1 - Welcome. Maidstone, Upper Hutt, run on the 1st, and 3rd