

CONROD

April 2015

The Otago Model Engineering Society



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Club Dates

General Meeting	7.30 pm	Second Monday of the Month
Boat Group	7.30 pm	First Wednesday following General Meeting
Engineering	7.30 pm	Second Wednesday following General
Scale Railway	7.30 pm	Each Tuesday
Thursday Toilers	9.30 am	Each Thursday
Committee Meeting	7.30 pm	Last Monday of the Month
Conrod Deadline	12.00pm	Friday following Committee Meeting
Club Running	1.30 pm	Last Sunday of the Month

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President Report

Firstly I must congratulate Russell and Lachlan Clark, but especially Lachlan, for the wonderful work he has done on our Society's monthly publication, *Conrod*. Well done, guys!

Next I want to thank the Membership at large for electing me to the Presidency. The club has been through some turbulent times which we must put behind us, and I have been charged with that task. I promise to do my best to achieve this and to take the Society forward so it can fulfil its role, which is to conduct a social organisation for the purpose of bringing together persons interested in model-making, and to encourage model-making generally by sharing the interest and pleasure we all find in modelling. Being a peace-maker by instinct and faith I shall strive to reconcile differences, abolish factions and bring everyone together as the one club that we are. To this end I urge every Member who has any grudge or bad feelings toward any other Member or group of Members to keep these to himself for the sake of the club as a whole. Life is too short to spend it harbouring grievances and seeking revenge.

At it's March Meeting the Committee appointed Jim Woods as the MEANZ representative, so he is our channel of communication with the national organisation. We resolved to have the carpet (kindly donated by David McBride) laid in the Members' lounge. We authorised the purchase of some Welsh steaming-coal. We have asked the four boiler-inspectors who resigned to consider returning. We accepted the correspondence and accounts and received the group-reports. One item raised was that the chuck of the lathe in the workshop had been left on the floor the wrong way up, so it would accumulate swarf and dust. Please look after the Society's gear, and if you aren't sure how to use or leave something then just ask around. This is particularly important with equipment such as the gas-plant where serious damage could occur from a mishap.

One matter which needs to be laid to rest is the bill for the insurance-excess from the Catlins bus-trip. At the April General Meeting I will put forward a proposal, put together by the Committee to prevent such a situation from arising again. Meanwhile every Member who is concerned about the cost to the Society, especially those who went on the trip, is invited to make a donation. The amount in question averages less than \$12 per Member, so it's not a lot out of anyone's pocket.

I look forward to making the club once again a place where everyone enjoys himself and we are all brothers in modelling.

Michael Forrest



Editors Desk

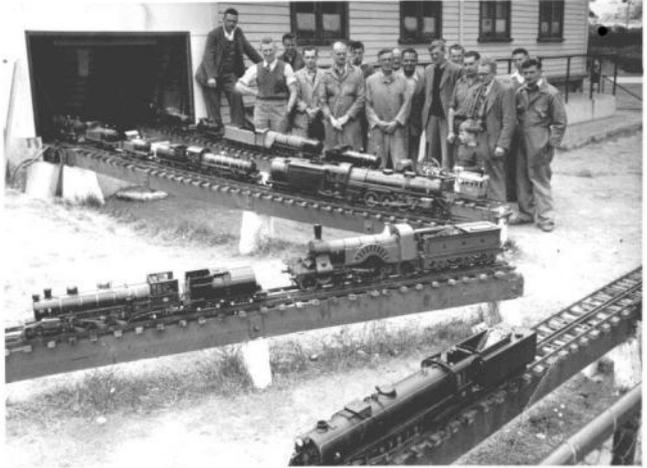
Welcome to the new look Conrod! In this edition you will find the usual group and club reports alongside other interesting articles from around New Zealand and the world. We encourage you to get in touch with us if you are working on any projects or if you find any articles or websites that may be of interest to members.

The deadline for the Conrod is 12pm on the Friday following the committee meeting and we aim to get the finished newsletter to email recipients by the following Monday afternoon. Postal recipients will receive theirs a little later.

This is a club newsletter, so get involved! Let us know what you want to see and we will try to make it happen.

I received a link to a video a few months back advertising a large estate for sale in Sherwood, Oregon. The reason this property makes it into this month's Conrod is that it features a 11,000 ft, 7.5" gauge outdoor railway as well as a substantial F gauge scale railway layout. The outside track runs across 20 acres and includes a 30 ft high trestle bridge and a 400 ft long tunnel. The scale railway layout features 10,000 bushes and 4,000 trees. Computers control the operation of the layout including sound and lighting. Alongside the railway are scale boat, plane and car display. More on *Storybook Estate* can be found by clicking [HERE](#). For those of you not on the internet here are some photos.

Continues Over...

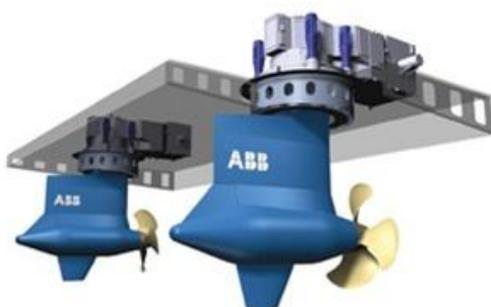


If you have a bit of extra dosh in your pockets Dreweatts in the UK are having a model auction coming up. There are a considerable number of gauge one models (Photo: Below Right) along side stationary steam engines and live steam locomotives. For me I think the 7.25" gauge, Great Western Castle Class locomotive (Photo: Left and Below) is the one I would go for but with an auction estimate of \$200,000 to \$300,000 I think I would rather buy a house! For email recipients click [HERE](#).



And so to boats. On the 28th of October last year Royal Caribbean International took delivery of their latest toy. Quantum of the Seas (Photo: Left) is the worlds third largest cruise ship; only out done by the two members of the Oasis class. At maximum occupancy Quantum can carry 4,905 passengers.

With a gross tonnage of 168,666, Quantum is powered by two, 20.5 mega watt azimuth thrusters at the rear and aided by four, 3,500 kilo watt thrusters at the front for manoeuvrability. Top speed is just over 40 km/h. The ODT reported in September that Port of Otago were looking into the possibility of birthing the Quantum class at Port Chalmers. Pictured below is the ABB Azipos which allow a ship this size to be one of the most manoeuvrable of it's type in the world. Anyone keen to model this?



Well that does it from me this month and I hope you enjoy the rest of the Conrod. Now begins the challenge of finding something to write about next month!

Lachlan Clark

Boat Group

This month we started the meeting at 6.30pm with boats on the pond and by 8.00pm we moved inside with 15 members present. We welcomed Murray Welsh, a prospective new member, to the boating group.

Notices: The only notice was a change of dates for a party booking from Saturday 14th to Sunday 15th. Same time, etc.

Bits on the Table and Workshop

Keith Murphy had the scratch build plank on frame model of the Wanganui pilot boat Karere that he has been working on. He told us that this was his first attempt at plank on frame as all his other boats have been 'Bread and Butter' construction.



The hull is almost ready for its' first coat of paint on the external. The inside was sealed with three coats of varnish. Bill King introduced us to his new boat "Flash"; a small high-speed model that he had bought. Interestingly it rights itself if it flips.

Henry Goosselink had a box of veneer strips 25x1.5x600mm free for the taking and Tony Roach had shorts of Honduras Mahogany, also free for the taking.

Murray Wright had been spending most of his spare time on the 1m RAF and on streamlining the tether car bodies shape. Gordon Duell showed us his new brushless motor. Kevin Gamble is in the process of painting his flush decker ex Bob Bennett. Giam Cole had been fitting radio gear into his fishing boat. Hamish Tyson is, at present, working on a coaster. Barry Stoddart had O rings fitted to the leaking drive shaft on his pusher tug. Gary Douglas has almost finished his small tug boat and was working on the life boats that had canvas covers over them.

Laurence Clarke mentioned that he had left his Royal Moderator sitting in a hot car and had found the styrene hull had badly deformed. The good news was that a few days later it had returned to its proper shape; so only some gluing repairs will be required.

With all of the above going on we should have a few new boats on the pond before too long.

For our next meeting we will have bits on the table as our main focus; so remember to bring something!

Henry Goosselink



Engineering

So we start a new term with a new group chairman from the past. The lads appointed Jim Woods to the post again after a year that was a bit tricky. Both Dave McBride and for a short while, Andrew Douglas did a grand job leading the group through this period. Thanks again fella's.



So after the baton exchange, we got down to brass tacks. First item was the boiler committee. This has been decimated in the last 12 months and leaves us with only one inspector and this makes the issuing of boiler tickets a trifle awkward. Allan Stevens is that last man standing and while the codes says we only need one inspector, our own rules recommend a minimum of two boiler committee guys to do the inspections, tests and retests. At the meeting the group have recommended that the ex-boiler inspectors be reinstated. We should also look to appointing a new man to the team. A new procedure between the main committee and the boiler committee is being looked into with the boiler committee being politically independent from the main committee while being in an advisory role to the club with guidance from MEANZ.



At the AGM the subject of a new club loco was discussed. The general feeling within the Engineering group is that we should look to re-powering our existing 08's and look for better efficiencies with a separate test bed loco first.

This will leave the 08's we have, in service until we prove a concept that can be applied. Once the 08's have been upgraded we will then look to starting a new project loco for the club. This would be in the form of a 2 or 3 bogie loco that members can join a build group led by the engineering group. This would be a 2 year project, not unlike the tethered car project from a few years ago. This of course needs to be put to the membership first. The group feels the up to \$11k cost could be better spent on other things and also felt we are better to do things "in-house".

The coal supply was raised again. We hope to ask the club to buy 10 bags of the Welsh anthracite to help us through the year carrying the public. Reports from further north are quite encouraging with great results being reported. Brian McCammon presented a report on the possibility of making our own Char. This has been sent off to some people in the know at the University for discussion and workability, stay tuned.



Continues Over...

The possibility of a Great Little Train Show to be run by the scale railway group at the end of August was raised. Everyone present was keen to see it go ahead and the group will operate the outside railway, so we will be looking for volunteers to help when the time comes.

So on to bits on the table. Geoff French gave us a super talk about his early days with OMES starting in 1966 and his return after a sojourn north last year. Geoff showed his collection of tooling and tooling he has made while building a Rob Roy and Railmotor. Lachlan has supplied the photos shown here. This included a 4 way tool post for a Myford, a simple rotary table, and a tapping and staking pillar stand all to the George Thomas designs among heaps of other really useful tools.



The Clark's showed us work on their new tethered cars with the go fast motors, below is an arbor to hold the gear tooth cutter, a set of gears and a new motor mount above with Geoff's rotary table.



While still in car mode, Murray showed us his plug for a new and improved



tethered car body. With help from brother Duell, it's looking great and worth at least another 40KMPH ;).

Ken Da-Rin had a possible motor sample for a new club loco for Mel to test. Jim showed off a brass oiling syringe for the latest Isle of Man loco he is building.



So a good constructive meeting was held with plenty of positivity. We need to get in behind our new Chairman and help him attain the ideals he set at the AGM and everyone enjoying the modelling we do. Engineering group now meets the 2nd Wednesday following the General meeting with several trips to places of interest being planned, so keep an eye out for these.

Keep the swarf flying,

DRO



Scale Railway

Since the March general meeting approved of the club holding a train show, a discussion about this ensued at our monthly meeting.

Selwyn Bennett has offered to be the convener with 5 volunteers, Barry Stoddart, John Knight, Giam Cole, Stuart Robertson, and Geoff Murray forming a committee. We have about five layouts tentatively organised outside of our two normal club layouts. Thought has been given to using the scout hall as well as our own and inquiries have been made. It is envisaged that the multi-gauge track will be running, with some boats on the pond too, so we hope that club members will generally be willing to help with this venture. The suggested date for the train show is the last weekend in August (29-30th).



Club members are asked to get in touch with Selwyn if they have any ideas for exhibits, the show in general, or would like to help in any way.

Bits on the Table :

Barry had brought along a new Bachmann Pennsy Alco RS 3 loco which already had a DCC decoder installed and which he wanted to run on DC control. Some discussion resulted in the suggestion from John that changing one of the bits in configuration variable CV29 in the decoder would allow DCC plus DC running for this loco. Most manufacturers normally have this set to DCC only “out-of-the-box”, and incidentally usually set the loco number to a default value of 3.



Geoff had been trying his hand at weathering three lineside huts and a tube wagon (long wheelbase) to good effect. He used Humbrol enamel and some acrylic paint to give a slight “splotchy” effect. Two huts were from

Cooper Craft. He had installed an interior with LED lighting in one of these huts, together with an etched stainless steel weighbridge outside. The other hut was a pagoda style GWR one guessed to be a Wills item. He had also been investigating the innards of a Hornby 4-2-2 “Duke of Edinburgh” loco which had graunching sounds coming from the drive – a worm and wheel with damaged teeth. The simple fix was to remove a shim, with a test run after the meeting showing this was satisfactory. This neat loco came with two highly detailed clerestory coaches of appropriate period.

Continues Over...



Ferg brought along his first locomotive (DC) bought from Ironhorse Hobbies (ChCh) some years ago. This was a Bachmann SD45 in Burlington Northern livery employing a split chassis which he had converted to DCC operation. Contacts had to be adjusted in the loco to squeeze the DCC wiring into the chassis. He had also converted a Kato SD70MAC loco in blue Conrail colours.

Brian Niven



Notice Board

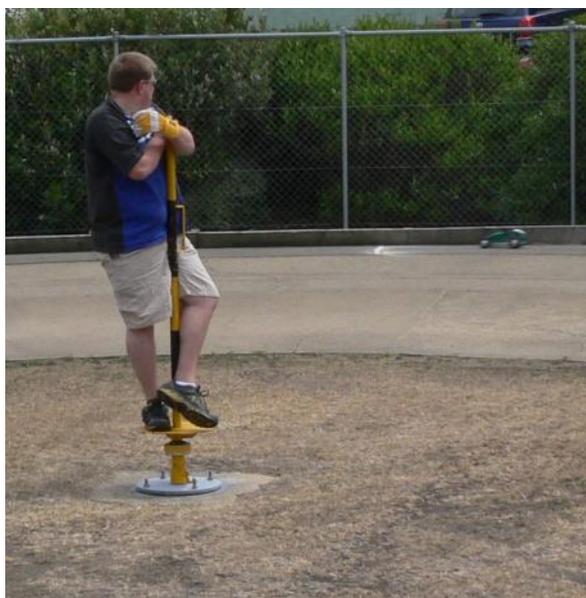
FOR SALE

- Futaba 2 channel with 2 servos
- No Charger
- 27 MHZ
- Used twice and kept in box since
- Around 12 years old
- Selling on behalf of a member of one of the clubs major funding institutions
- Phone Colin Downing (454 2528)

HALL HIRE

The hall had been hired out during the day on Tuesday the 14th and Wednesday the 15th of April.

There is a full list of bookings for the year on the notice board at the club.



TETHER CAR COMPETITION

Best of luck to Chris Kennedy who is traveling to Australia to race tether cars in the Brisbane International Speed Competition. Chris will be racing against some of the world's best as he looks to improve upon his current top speed of 285.171km/h. This makes him 4th fastest in the world in the 3.5cc A grade class.

Health and Safety Report



**Otago Model
Engineering Society**

CONROD



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