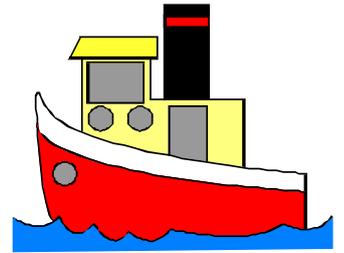




# WHEELS and FLOATS



News letter No. 325 April 2013

## TAURANGA MODEL MARINE AND ENGINEERING CLUB

The Secretary  
c/o 3 Waipuna Grove  
Tauranga 3112  
Palmerville Station Phone 07 578 7293

Rail Track ; Memorial Park  
Open to Public weather permitting.  
Sundays 10.00am to 4.00pm  
Website. [www.taurangaminiaturerailway.org.nz](http://www.taurangaminiaturerailway.org.nz)  
or [www.tmmec.org.nz](http://www.tmmec.org.nz)  
email [tmmec.webmaster@xtra.co.nz](mailto:tmmec.webmaster@xtra.co.nz)

### NOTICE OF MEETING

The next general meeting will be on  
Tuesday 7<sup>th</sup> May at 7pm,  
At Palmerville Station

Patron:	Noel Pope
President:	Peter Jones (07) 543 2528
Vice President:	Ron Salisbury (07) 577 9403
Secretary:	Owen Bennett (07) 544 9807
Treasurer:	Clive Goodley (07) 5722959
Editor:	Clive Goodley (07) 5722959
Email:	goodley@clear.net.nz

Committee:	Warren Belk, Bruce Harvey, Bob Stacey, Pete Lindsay, John Stent, Bruce McKerras.
Boiler Committee:	Peter Jones, Paul Newton, Bob Batchelor. Bruce McKerras
Safety Committee	Warren Karlsson, Bruce Harvey Lloyd Breckon, Pete Lindsay.

Next Committee Meeting, Thurs 2<sup>nd</sup> May

Conveners:	
Workshop:	Ron Salisbury, Bruce McKerras
Track:	Bruce Harvey
Marine:	Warren Belk, Ken Fox
Librarian:	John Nicol
Rolling Stock:	Clive Goodley
Supply Officer:	Bob Stacey
Website by:	Murray de Lues

<b>Operators April / May 2013</b>	
21-04-13	E. Evans
28-04-13	C. Goodley
05-05-13	B. Harvey
12-05-13	P. Jones
19-05-13	W. Karlsson
26-05-13	P. Lindsay
02-06-13	B. MacKerras
09-06-13	R.Salisbury
16-06-13	O. Bennett

### Presidents Points

Greetings Members.

I begin these notes with the sad news that in the last month we have lost two prominent members of our club who have passed away.

Peter McClea, a member since 1997, served for several years on the committee as Editor, and was our membership record keeper up until he passed away after a battle with cancer.

Graham Lambert passed away suddenly Tuesday the 9th April. Graham joined our club in 2006 and after going into retirement recently got involved with the development of the new ride car bogie design and assisted with track maintenance and the new track extension.

Both Peter and Graham were very active members of our club and will be missed.

I thank the large number of members who attended both services for Peter and Graham, it is amazing how much you learn about people once they are gone, both had achieved so much in their life times.

The planned program for working B's during March worked out extremely well. The plan was to have the viaduct foundation and uprights in place and get the deck on the small bridge before the rain starts and this has been achieved. It is quite satisfying to see the interest and support the public have given now that they can see exactly how the layout is going to be. Track laying can now be started on the completed formation, so that's the plan until we build our finances up again to cover the materials for the viaduct. There is still some settling of the embankment yet, the fine weather this summer has really helped even though it has been a bit taxing on members during our working B's. Another bit of really good news is that Coffey Geotechnics have offered to waive any further fees for the geotechnic surveys, which was to be around \$3000 plus and we are very grateful for their support for our community project.

At the last National convention held at Whangarei our club made an offer to host the 2016 convention in Tauranga if the Kapiti Club for some reason was not able to do so. I was asked if this offer still stands recently and after consultation with our committee verified that this was still the case. Cammod is only a few months away and if our offer is taken up we have 2 1/2 years to set it all up, those of us who are still around that remember the huge amount of work involved in setting up the 1995 convention in Tauranga straight after the ground level track extension, know that 2 1/2 years go by very quickly, so just a warning.

Well another year has slipped by and our AGM is due next month on Saturday the 25th of May at 2.00pm. This will be preceded by the operators meeting commencing at 12.00pm, all operators and those who would like to be operators are requested to attend.

Happy modelling Peter Jones.

Most of Peter McClea's work at the club was before my time there, he took the Tuesday club evening photos for me and also organised membership lists and printed the newsletter labels.

Graeme Lambert did not participate in the running of trains on Sundays, but was very active on Tuesday mornings as mentioned in the Presidents Points. Graeme was also prepared to teach me to use the lathe, enough to reprofile ridecar wheels at least. This was not an easy task, teaching an old dog new tricks, (at 74yrs) is a challenge, but with immense patience and gentle encouragement, he did just that. At his funeral it was recounted by more than one speaker that Graeme was prone to delay people with a deep discussion. I had several late lunches after being held at the clubroom by a deep discussion, usually on bogie design or the pros and cons of vacuum brakes.

Bruce Mackerras is keen on 'playdays', however, owing to my slackness regarding putting out newsletters, organising playdays is problematical and playdays are few and far between. Members keen to be involved in such activities get in touch with Bruce.

Working Bs come into the same category as above, any person wishing to be involved with the works now progressing contact Bruce Harvey

Hobbies Exhibition in Mid May. Bob Stacey needs expressions of interest from our members willing to display or help at said exhibition. A good opportunity to advertise our club. Contact Bob

An excerpt from the magazine RAILS of Feb 1976, unfortunately I haven't got the page with the contributors name. Younger readers, only expensive cameras had fast shutter speeds and films were much slower then, and so it was better to stop the train for a decent photograph.

"Then there was the hen episode at Paeroa. Three days of the year at the start of the school holidays, the bi-weekly express from Auckland to Taneatua was a very big load, requiring banking through the Karangahake Gorge. The train engine was the usual booked Ab, while the loco used for banking to "Tunnel Relief Siding " was more often than not the J or Ja that had brought the train from Auckland. There were two very good places for photos near Karangahake, one entering the tunnel and the other leaving it a mile or so on, added to which, and here is the crunch, there was in the 50s a conditional stop at Karangahake.

As the express was the last train through the section, what could be simpler...Consign something perishable, viz a hen, borrowed from a friend in the Hauraki, to a mythical Maori at Karangahake and ensure the train stopped there, as being livestock, it could not be thrown out onto the platform and being perishable it couldn't wait at Paeroa till Monday morning. Thus the express had to stop to unload the hen, making it possible for a photograph at both ends of the tunnel if one got down the bank fast and drove even faster.

From memory the fee was eight pence in proper money and the hen was duly returned rather bewildered to its owner that evening, but all great illegal schemes have their weaknesses and this one was a cloud, a very small cloud in an otherwise brilliant day .... not even a long white cloud, just the Biblical one no bigger than a man's hand. And as the lengthy train pulled out from setting down the hen at Karangahake, over the combined bridge across the river and into the tunnel this cloud obscured the sun and 8 pence and a lot of trouble were wasted. Or were they, for N. Z.R. shortly afterwards cut out the conditional stop on the Taneatua Express."



Note the depth of the footing and the amount of reinforcing, I reckon a full size Ab could safely cross this viaduct. I assume the beams will be of the same dimensions as the small bridge. The train above right ( Big Yellow plus four ridecars) gives an idea of the size of the piles.



Note, newsletter photos are in colour on the website.

I desperately need a club member who regularly attends the Tuesday General Meetings, to take photos and notes for the TMMEC club Newsletter. The photos can be taken on the club camera and I can download them, or they can be taken on a personal camera and e-mailed to me. Ed.

I was at the ATM last week when a little old lady asked me to check her balance, and so I pushed her over.

I start a new job in Seoul next week, I thought it was a good Korea move.



*A woman walks into the Social Security office, trailed by 15 kids... 'WOW,' the social worker exclaims, 'Are they ALL yours?' 'Yeah they are all mine,' the flustered mother sighs, having heard that question a thousand times before. She says, 'Sit down Terry.' All the children rush to find seats. 'Well,' says the social worker, 'then you must be here to sign up. I'll need all your children's names.' 'This one's my oldest - he is Terry.' 'OK, and who's next?' 'Well, this one he is Terry, also.' The social worker raises an eyebrow but continues. One by one, through the oldest four, all boys, all named Terry. Then she is introduced to the eldest girl, named Terri. 'All right,' says the caseworker. 'I'm seeing a pattern here. Are they ALL named Terri?' Their Mother replied, 'Well, yes-it makes it easier. When it is time to get them out of*

*bed and ready for school, I yell, 'Terry!' An' when it's time for dinner, I just yell 'Terry!' an' they all come runnin.' An' if I need to stop the kid who's running into the street, I just yell 'Terry' and all of them stop. It's the smartest idea I ever had, namin' them all Terry.'*

*The social worker thinks this over for a bit, then wrinkles her forehead and says tentatively, 'But what if you just want ONE kid to come, and not the whole bunch'*

*'I call them by their surnames!'*

Mushroom season is here and I got to thinking about times on the footplate. George Riley was one of the enginedrivers with whom I got along particularly well. We were on the Kawerau run and saw fields white with mushrooms halfway up the Kawerau Branch, as it was then, the line to Taneatua was still the main line. We did not stop on the return run because we were on the same trip the next day and we could be properly prepared for a bit of mushrooming. The following day we went prepared with plastic bags, sliced bread type, supermarkets did not exist with their supply of free plastic bags. We decided to pick the mushrooms on the way home, that is, I would do the picking, while George drifted the train down the very gentle gradient that goes from Kawerau, twelve miles right down to the main line junction. George kept the train rolling, it must have been at one or two mph while I ran along parallel, picking mushrooms on the run. At that time I was in my mid-twenties and although not a supreme athlete, not even an athlete, I was, as most firemen on the steamers were, fairly fit. I was picking the mushrooms into my cap, railway caps extended when pushed and could hold a larger amount than people realise, and also into my billycan, which all firemen had. Every time both were full I nipped over the fence and George emptied them and I nipped back into the paddock and carried on picking on the run. I must have covered several kilometres before we had all our containers full. That night I weighed my share of the spoils, which was ten and a half pounds, George had pulled rank and took about a pound more, and so I must have picked about twenty two pounds, ten kilograms, on the run. A few years later I heard, second or third hand, that George had been chased by a cowcocky when picking mushrooms somewhere near Paengaroa.

Waimata, just past the top of Athenree bank, five miles short of Waihi was a crossing loop. We were stopped there waiting for a crossing and I espied mushrooms in the field across from my cab window. Of course not an opportunity to be missed and so I nipped across and harvested the goodies. Just after the other train had crossed, as I meandered on my way to the engine I saw out of the corner of my eye the farmer entering the field waving his arms violently, luckily by this time I was nearly back at the engine and so I smartly hopped over the fence and drove off.

Another fine crop of mushrooms tempted me at the top of one of the banks near Apata. I stopped the train briefly while I gathered a few mushrooms, although the area was white with them I was not prepared and as we were on the same trip two days later, no sweat.

Prepared with containers and fast running to give me time, I stopped the train and over the fence I went, it was still a sea of white, but of mushrooms there were just a few brown old specimens, all the lovely white fungi were toadstools and puffballs. Nature can be so cruel at times.

### *Smarty Pants*

*To write with a broken pencil is pointless.*

*When fish are in schools, they sometimes take debate.*

*A thief who stole a calendar got twelve months.*

*The professor discovered her theory on earthquakes was on shaky ground.*

*The batteries were given out free of charge.*

*A dentist and a manicurist married, they fought tooth and nail.*

*A will is a dead giveaway.*

*If you don't pay your exorcist you can get repossessed*

*With her marriage, she got a new name and a new dress.*

*You are stuck with your debt if you can't budge it.*

*Local Area Network in Australia. The LAN down under.*

*A boiled egg is hard to beat.*

When you've seen one shopping centre, you've seen a mall.  
Police were called to a day care centre where a three year old was resisting a rest.  
The poor chap's whole left side was cut off, he's all right now.  
A bicycle can't stand alone, it is two tired.  
In a democracy, it's your vote that counts. In feudalism, it's your Count that votes.  
When a clock is hungry, it goes back four seconds.  
A chap who fell into an upholstery machine is fully recovered

**Operation Pluto** (Pipe-Lines Under The Ocean) was a [World War II](#) operation by [British](#) scientists, oil companies and armed forces to construct undersea [oil pipelines](#) under the [English Channel](#) between [England](#) and [France](#). The scheme was developed by [Arthur Hartley](#), chief engineer with the [Anglo-Iranian Oil Company](#). Allied forces on the European continent required a tremendous amount of fuel. Pipelines were considered necessary to relieve dependence on oil tankers, which could be slowed by bad weather, were susceptible to [German submarines](#), and were also needed in the [Pacific War](#). [Geoffrey William Lloyd](#), the Minister for Petroleum, met Admiral Mountbatten, Chief of [Combined Operations](#), whose area this was, in 1942 and then the Chairman of Anglo-Iranian. Hartley's idea of using adapted submarine telephone cable was adopted

Two types of pipeline were developed: the flexible *H AIS* pipe with a 3 inch (75 mm) diameter lead core, weighing around 55 long [tons](#) per [nautical mile](#). The H AIS pipe was a good start but it was soon apparent that the amount of lead required to produce enough pipe was going to be prohibitively expensive and would involve stripping the lead off every church roof for a start. As a result, it was decided that an alternative would be needed that made use of cheaper and more readily available materials such as mild-steel.

The second type was a less flexible steel pipe of similar diameter, developed by engineers from the [Iraq Petroleum Company](#) and the [Burmah Oil Company](#), known as *HAMEL*. It was discovered in testing that the HAMEL pipe was best used with final sections of H AIS pipe each end. Because of the rigidity of the HAMEL pipe, a special apparatus code-named *The ConunDrum* was developed to lay the pipe.

The first prototypes were tested in May 1942 (across the [River Medway](#)), and in June in deep water across the [Firth of Clyde](#), before going into production. In June 1942 the Post Office cable ship *Iris* laid lengths of both types of cable in the Clyde. Both pipelines were completely successful and PLUTO was formally brought into the plans for the invasion of Europe. The project was deemed "strategically important, tactically adventurous, and, from the industrial point of view, strenuous". It was found necessary to have some of the pipe manufactured in the USA. The Clyde trials showed that it was necessary to maintain an internal pressure of about 7 bar (100 pounds/in<sup>2</sup>) in the pipeline at all times, even during manufacture. Also, existing cable ships were not large enough, nor were their loading and laying gear sufficiently powerful and robust. Consequently a number of merchant ships were converted to pipe-laying by stripping the interiors and building in large



cylindrical steel tanks, fitting special hauling gear and suitable sheaves and guides. As the pipe could not be bent to a smaller radius than five feet; a new haul-off drum of ten-foot diameter and fleeting ring, together with roller type bow and stern gear, were produced, and the final equipment fitted to [HMS Holdfast](#). Full-scale production of the two-inch pipe was started on 14 August 1942, using steel from the now near defunct Corby steel works, and six weeks later, on 30 October a thirty-mile length was loaded on board [HMS Holdfast](#), which was to be used as a full-scale rehearsal of Operation PLUTO. This trial took place between 26 December and 30 December, the thirty mile length being laid across the [Bristol Channel](#), in very bad and rough weather, and the shore ends being connected up at [Swansea](#) and [Ilfracombe](#).

The rehearsal was a success, so much so that a three-inch (76 mm) diameter pipe rather than two was considered. This reduced the number of pipelines needed to pump the planned volume of petrol across the channel. This decision necessitated further alterations and additions to the pipeline handling gear. Two further ships were equipped with

handling gear, these being [HMS Sancroft](#) and [HMS Latimer](#), (later renamed as *Empire Baffin* and *Empire Ridley* respectively) both of which could handle 100 miles (160 km) of three-inch (76 mm) pipe weighing approximately 6,000 tons.

The pipeline across the [Bristol Channel](#) was used to supply parts of [Devon](#) and [Cornwall](#) for the next year, during which time [RASC](#) and [RE](#) army personnel were trained to use petrol pumping equipment in readiness for the invasion of Europe..



(According to HA Hammick's son, the towing trials for the Conundrums were carried out using diesel tugs to begin with as these were the most modern and therefore believed to be the most powerful. However, when it was pointed out that the nature of a steam engine was to provide maximum torque at low speed, steam tugs were then tested. These tests involved [pulling against a spring balance anchored to a bollard](#) on the quayside; the diesel tugs performed well but the steam tugs pulled the bollard out of the quay.)

After full-scale testing of a 83 km (45 nautical mile) HAIS pipe between [Swansea](#) in [Wales](#) and [Watermouth](#) in [North Devon](#), the first line to France was laid on 12 August 1944, over the 130 km (70 nautical miles) from [Shanklin Chine](#) on the [Isle of Wight](#) through the English Channel to [Cherbourg](#). A further HAIS pipe and two HAMELs followed. As the fighting moved closer to Germany, 17 other lines (11 HAIS and 6 HAMEL) were laid from [Dungeness](#) to [Ambleteuse](#) in the [Pas-de-Calais](#). The Conundrum Drum

The *PLUTO* Pipelines were linked to pump stations on the English coast, housed in various inconspicuous buildings including cottages and garages. Though uninhabited, these were intended to cloak the real purpose of the buildings. Pluto Cottage at Dungeness, a pumping station built to look like a small house, is now a Bed and Breakfast. In England, the *PLUTO* pipelines were supplied by a 1,609 km (1,000 mi) network of pipelines (constructed at night to prevent detection by [aerial reconnaissance](#)) to transport fuel from ports including [Liverpool](#) and [Bristol](#). In Europe, the pipelines were extended as the troops moved forward and eventually reached as far as the [Rhine](#).

In January 1945, 305 tonnes (300 long tons) of fuel was pumped to France per day, which increased tenfold to 3,048 tonnes (3,000 long tons) per day in March, and eventually to 4,000 tons (almost 1,000,000 Imperial gallons) per day. In total, over 781 000 m<sup>3</sup> (equal to a cube with 92 meter long sides or over 172 million imperial gallons) of [gasoline](#) had been pumped to the [Allied](#) forces in Europe by [VE day](#), providing a critical supply of fuel until a more permanent arrangement was made, although the pipeline remained in operation for some time after.<sup>[when?]</sup>

Dumbo was the codename given to the pipeline that ran across [Romney Marsh](#) to [Dungeness](#) and then across the [English Channel](#) to France. The route of the pipeline can be traced in various places on [Romney Marsh](#). Where the pipeline crossed water drainage ditches it ran above ground in a concrete case. Several of these can still be found.

Along with the [Mulberry Harbours](#) that were constructed immediately after D-Day, Operation *Pluto* is considered one of history's greatest feats of [military engineering](#). The pipelines are also the forerunners of all flexible pipes used in the development of offshore [oil fields](#).

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One of our shunters at Te Maunga was a stoker on a Pluto pipe layer. Obviously a stoker has the most dangerous position if a ship is attacked, and these ships were sitting ducks. For their part in an important and extremely hazardous exercise, the Captain got a big gong, the First Mate a decent gong and the rest, including the stokers, got a 'Mention in Dispatches.' Bill was not impressed. The war to end class distinction, yeh right.

### BEST LAWYER / INSURANCE STORY OF THE YEAR, DECADE, AND POSSIBLY THE CENTURY.

This took place in Charlotte North Carolina.

A lawyer purchased a Box of very rare and expensive cigars, then insured them against, among other things, fire.

Within a month, having smoked his entire stockpile of these great cigars,

the lawyer filed a claim against the insurance company.

In his claim, the lawyer stated the cigars were lost 'in a series of small fires.'

The insurance company refused to pay, citing the obvious reason, That

the man had consumed the cigars in the normal fashion. The lawyer sued and WON!

(Stay with me.)

Delivering the ruling, the judge agreed with the insurance company that the claim was frivolous.

The judge stated nevertheless, that the lawyer held a policy from the company, in which it had warranted that the cigars were insurable and also guaranteed that it would insure them against fire, without defining what is considered to be unacceptable 'fire' and was obligated to pay the claim.

Rather than endure lengthy and costly appeal process, the insurance company accepted the ruling and paid \$15,000 to the lawyer for his loss of the cigars that perished in the 'fires'.

NOW FOR THE BEST PART...After the lawyer cashed the check, the insurance company had him arrested on 24 counts of ARSON!!!

With his own insurance claim and testimony from the previous case being used against him, the lawyer was convicted of intentionally burning his insured property and was sentenced to 24 months in jail and a \$24,000 fine.

This true story won First Place in last year's Criminal Lawyers Award.

ONLY IN AMERICA NO WONDER THE REST OF THE WORLD THINKS THEY ARE NUTS!

### Boating News

One Metre Sailing. February and March have come and gone and the high temperatures when out sailing have left us out of steam. Our gazebos have been fantastic and it is fun watching 15 sailors standing in a 3 metre x 3 metre space trying to sail their boats, plus let the public walk past. The wind has been up and down and from all directions. The VTNZ day was a success with a good fleet of boats and a good breeze, and so being the OD made for an easy day, although starting the mixed fleet races was scary. We thank the VTNZ for sponsoring the day and the sailors from out of Tauranga for joining in. I joined the Tauranga team and loaded the car and headed to Kapiti for the Nationals. 3 full days with lots of sailing saw Graham Roberts 3rd, Carl Smith 5th, Anthony Sisson 15th, and Ken Fox 17th out of 26 boats racing. A great learning weekend. Cheers Ken Fox

Hone Harawira was in a Noel Leeming store. He was there to protest the fact that most of the washing machines were white. The clerk called the store manager, who asked, "What's the problem here, Hone?"

Hone pointed at the machines and loudly bemoaned the fact that most of them were white.

The manager replied, "Well, Hone, it's true that most of the washing machines are white, but if you'll open the lids, You'll see that all the agitators are black."

Return Address  
TMM&EC  
C/o 3 Waipuna Grove,  
Tauranga 3112

To

