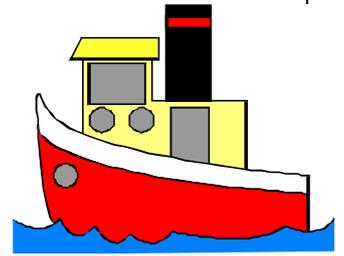




# WHEELS and FLOATS



Newsletter No. 333 April/May 2014

## 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)

### NOTICE OF MEETING

The next general meeting will be on  
Tuesday 6<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, John Stent, Bruce McKerras Peter Lindsay. John Nicol.
Boiler Committee:	Peter Jones, Paul Newton, Bob Batchelor. Bruce McKerras
Safety Committee	Warren Karlsson, Bruce Harvey Lloyd Breckon. Pete Lindsay

### Conveners:

Workshop:	Ron Salisbury, Bruce McKerras
Track:	Bruce Harvey
Marine:	Warren Belk, Ken Fox
Librarian:	John Nicol
Rolling Stock:	Clive Goodley
Small Metals Store:	Owen Bennett
Website by:	Murray De Lues

### Operators April 2014/May

27-04-14	B. Harvey
04-05-14	P. Jones
11-05-14	W. Karlsson
18-05-14	B. Kinkaid
25-05-14	P. Lindsay
01-06-14	B. MacKerras
08-06-14	Rotorua
15-06-14	R. Salisbury
22-06-13	O. Bennett

Next Committee Meeting, Thurs. 1<sup>st</sup> May.

### President's Points

Greetings members.

Most of you will know that Dave Giles recently suffered a health set back which, resulted in a time in hospital to get him on the right track, and thankfully this has worked. Dave tells me he is on the mend, best wishes from us all Dave, we look forward to seeing your smiling face here in the Bay of Plenty. Dave's contribution to Miniature Railways is well known and highly regarded throughout New

Zealand and acknowledged throughout the miniature railway movement in the world. He told me this is just a set back and is feeling a lot better and looking forward to moving on, good for you Dave.

As expected the big dry has been replaced by the big wet, for a couple of days anyway. The team who have worked so well to progress our viaduct have done a mighty job, this has been reflected by the increased number of local supporters who have joined us to ride on Sunday and thanks to our regular team that has operated the railway. We have been given the go ahead to remove the overburden off the top of the embankment, another major step forward, and an appreciation to Coffey Geotechnics, especially to Matt Packard who has given his time monitoring the settling of the embankment and to Mike Pinkerton and his able assistant Bruce Harvey who has regularly surveyed the site and provided the figures. The team work involved in this project has been outstanding, along with the public support, it will be a great day when we start running over the new track, and a great sense of pride by all those who have been involved. The Viaduct looks quite impressive but it is only one aspect of this project.

Another year has rolled on and the AGM has been set for May the 24<sup>th</sup>. Nomination forms for Committee and office bearers are on the table at Palmerville and as always all positions are open to all that want to be involved in the progress of our club, fill in your nominations and pass them onto our secretary, and come along to the AGM.

The weeks are ticking over to January 2016 and a number of responsibilities have been accepted by the planning team. We need all members to be involved in this event so keep in contact with Owen Bennett. It is also the time to get notice of motion to be forwarded to our secretary if you want one to be presented at the meeting.

In the meantime stay dry.

Happy Modeling  
Peter Jones.

### **From the Committee Meeting**

Members are reminded that passing public can often overhear remarks being made by club members in the lunchroom. Therefore it is up to us to make sure our language and opinions do not offend others unfortunate enough to hear them.

The AGM is scheduled for Saturday 24<sup>th</sup> May at 2.0pm.

The Geotech people have given the go-ahead for the embankment abutments to be constructed, this work is now in progress. Raising the track alongside the embankment may need extra fill brought in: this has become necessary as the weight of the embankment has lowered the area by about 600mm and it is now prone to flooding.

The past procedure of trains on the outer track giving way to trains on the inner track has now been reversed and trains on the outer track now have the right of way. This is experimental at present, and so keep an eye open for any change in the future.

The Welsh steaming coal has arrived in NZ but no reports so far on its suitability for our use.

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After retiring, I went to the Social Security office to apply for Social Security. The woman behind the counter asked me for my driver's License to verify my age. I looked in my pockets and realized I had left my wallet at home. I told the woman that I was very sorry, but I would have to go home and come back later. The woman said, 'Unbutton your shirt'. So I opened my shirt revealing my curly silver hair. She said, 'That silver hair on your chest is proof enough for me' and then processed my Social Security application. When I got home, I excitedly told my wife about my experience at the Social Security office. She said, 'You should have dropped your pants. You might have gotten disability too.'

### **Hamilton Model Engineers Mini Truck Show & Shine PLUS Night Run. Saturday 27th September 2014** **T1 Hydroplane Project by Warren Belk.**

One of the popular classes of racing is the **T1** hydroplane. The idea is replicate a Round Nose, old style hydroplane, either Unlimited or GP for a stock petrol engine. The class is an entry point to petrol hydroplane racing with restrictions on engine size and to keep the costs down. The engine used is a stock out of the box Zenoah 25cc. There is a choice of carburettor and the type of tuned exhaust. No

modifications are allowed and the use of normal 91 octane fuel is the norm. The biggest boost to the performance is the use of a tuned pipe with silencer and a big bore carb (Walbro 257). Stock engines produce 2.9 hp @ 12000 rpm. With the tuned pipe they are about 3.6 to 3.8hp @ 14000 > 16000 rpm. The engines have a water cooled head / barrel and exhaust manifold.

The hulls are usually glass/carbon and have to be a minimum length of 1150mm. Wooden hulls can be built but generally the majority are of composite construction. My own hull is a Baker Boats T1 made in Cambridge. It's one of the best around for the price and because there are lots of them the racing is very close and even. The hull comes as a shell and each individual adds their own detail and paint scheme to suit. You have to have a driver, dummy exhausts, cockpit detail and it has to look like or replicate an old style hydro. You have to supply your own engine and running gear all of which are available in NZ. One of NZ hobby shops has a running gear kit available to set one of these hulls up. I based mine on a "F" Class hydro from the USA, powered by a fuel injected 350ci Chev and called it "Steve's Marine Supplies" as he supports all the local model boaters with bits and pieces. Cost is: Motor \$320, Pipe including manifold \$250/\$300, Hull \$400/\$500, Hardware \$175, Radio \$180/\$250, = Approx \$1350. Add time and paint to this.

Top speed is around 95 to 105 kph. They are nice to drive around the oval and racing is very competitive. Blink at the start you lose. They are cheap to run and you can blast around for hours on a few litres of gas. The cost of good quality oil is the only real expense. Most use a top quality synthetic oil, I use Redline racing two stroke oil mixed at a rate of 70mls to the litre ie 14:1 ! Its high for a reason so don't ask! You can run hard all day without problem.

The next level is **T2**. This is for a modified Zenoah 25cc in the same hull. A whole new ball game, more power 5.5+ hp @ 16000+ rpm (they will go to 19,000), more speed 110+ kph, ie bigger wallet required. It's amazing what you can do to a base Zenoah to make it really boogie and remember this is still on 91 pump gas. The cost of one of these engines is around \$750.00+.

I hope this will give an overview of this popular class.

General specs for the model are:-

Shell from Baker Boats, Cambridge, LOA:- 1160mm x 540mm beam, Weight:- 7.7kg, Fuel:- 91 Pump Gas, 500ml bladder tank, Engine:- Zenoah 260 MPU 25cc Water Cooled, Tuned Pipe:- Quickdraw Steel Pipe (USA), Hardware:- Speedmaster (USA), Propeller:- ABC H2716 two blade, 68.6mm Dia x 109.7mm Pitch, (USA).



In my article last month on the North American oil train disasters, I did not mention the leading portion of the train, which did not derail. This part of the train, which consisted of the five locos and an electronic communication and control carriage (whatever that is) came to a stand some 800 metres further on from the disaster area. What brought the train to a halt? It was estimated to have been travelling at 60mph, by eyewitnesses and also by calculations. Being as it accelerated freely to that speed, it should have kept going much further all things being equal. If the grade changed to uphill, why did it not roll back, therefore that leaves two scenarios. The electronic gizmo vehicle had derailed but stayed upright, this would certainly have caused enough drag to bring the leading section of the train to a stop. The other hypothesis is, that the train brakes were in fact in the release position and the parting of the train allowed train pipe air

to escape to atmosphere and the brakes then applied, on the locos and gizmo vehicle as fail safe brakes are meant to operate.

Nowhere have I read of the position of the loco driver's brake valve handle, surely a starting point for any inquiry, although as pointed out previously, if the train brake was applied after the BP cut-off cock between the locos and train was closed, then the train brakes would stay released until air was vented to atmosphere by other means.

We also have the rear portion of the train to consider. There were half a dozen people, endeavouring to remove the nine wagons remaining on the track away from the conflagration, this was hampered by the brakes being applied on those tank cars. The vehicle first used to move them had a facility to release the brakes, but that vehicle got trapped on the wrong end of the first five moved. The driver of the second vehicle being used to move the wagons was asked to knock off the pipes to the brake cylinders to release the brakes and allow the other four wagons to be moved to a safe spot. How come if the train was a runaway because of no brakes? Obviously the train brakes were in the release position i.e. the brake pipe and auxiliary reservoirs fully charged. The derailling of the wagons parted the brake hose between the last derailed vehicle and the leading vehicle still on the rails, causing the loss of brake pipe pressure and the brakes to apply, as failsafe brakes are supposed to do. Where does this leave us? Until we know the position of all the brake pipe cut-off cocks between the lead loco and the first tank wagon, absolutely nowhere, it is a crunch question and so far as I know, if it has been asked it has not been answered. One thing is for sure, the story that shutting down the loco caused the brakes to fail is utter baloney.

Another rubbish theory put forward, was that a sudden change in atmospheric pressure caused the brakes to release. When you have experienced how much air and how long it takes to achieve a release, you would know that is never going to happen. Whoever put that theory forward has never been involved in operating trains.

What the eye witnesses saw! More than one person reported seeing sparks and red hot parts around the wheels as the train sped by. This means the enginedriver had applied some hand brakes, but obviously not enough, after eleven kilometres there would certainly be red or white hot brake blocks.

Iron Road Railways declared bankruptcy for its subsidiary company in the fall of 2002. The former CPR main line from Saint-Jean-sur-Richelieu to Brownville Junction was sold to Rail World Inc. in January 2003. Rail World formed the MMA as a subsidiary and engaged in aggressive cost cutting for freight train operations and continued to defer maintenance on the tracks to the point where much of the track is now in marginal condition. Transport Canada permits a railway line to remain in service with as little as five solid sleepers and fourteen damaged sleepers in a 39 feet (12 m) section of track, provided trains are limited to 10 mph (16 km/h) on straight flat track. MMA failed to take advantage of millions of dollars of available federal/provincial 2:1 matching infrastructure grants under a 2007 program, as track conditions on the MMA line in Quebec continued to deteriorate. By 2013, speed reductions were required on 23 portions of the line, including a 5 mph (8.0 km/h) limit at Sherbrooke yard and 10 miles per hour (16 km/h) on an 11 mile (18 km) stretch east of Magog. If the track was allowed to deteriorate to that extent, what of the rest of the railroad. The latest news is that Dot (The Department of Transport) is accusing the oil industry of withholding vital information on the behaviour of oil being transported. In Lac Megantic the spring thaw has revealed more problems with contamination of the town and its drinking water, also towns downstream are having to find alternative water supplies .

**Play day 10<sup>th</sup> May, Have Fun**



Above and below are shots of damage done to the raised track on the weekend 5/6 April. The brainless ones drove a four wheel drive vehicle onto the raised track in front of the club house, then drove along the track, straddling it and then off at the south end of the station. The skid mark in the photo below is where it first straddled the track, it left pieces plastic from the vehicle's underside spread along the length of straddle. The photo with the severe damage was where the idiots crossed the track again. Further along the parks boundary more debris was scattered as they drove over the bollards protecting the park, leaving more of the underside of the vehicle behind. We know it was a BMW, as two of the parts were stamped



other incident happened over the weekend involving

with their logo. The police were informed, but as no such BMW 4wheel drive, no trace could be made of



the miscreants. The picture at right is where it returned to charge over the track. Dan was a single guy living at home and working in the family business. When he found out he was going to inherit a fortune when his sickly father died, he decided he needed to find a wife with whom to share his fortune. One evening, at an investment meeting, he spotted the most beautiful woman he had ever seen. Her natural beauty took his breath away. "I may look like just an ordinary guy," he said



to her, "But in just a few years my father will die and I will inherit \$200 million". Impressed, the woman



asked for his business card and three days later, she became his stepmother.

Women are so much better at financial planning than men.

Women

### **Due to current economic conditions the light at the end of the tunnel has been turned off.**

Work on the extension brought the need for a ridecar to be converted to a work wagon. I fixed a sheet of plywood to the top of the ridecar and cut holes in it to assist rerailing in the case of a derailment. The cut out rectangles are removable if required. The tools and gear have been stacked higher than in the photos most of the time. A tarpaulin covers the lot which is then wheeled into the tunnel between work days. It certainly saves a lot of carrying and leaves a bit of room in the workshop.

As can be seen in the photos, the fencing of the viaduct is progressing well. Once the abutments are finished the final beams can be put in place. After the heavy rain of the past week, Sundays running started with us running on the inner loop only because of the flooding.

A petrol motor powered water pump was used to pump the water to other parts of the park and the outer loop was brought into use before lunch. If this weather continues the planned early raising of the track will have to wait until next summer, as the ground will be too soft and boggy for trucks and heavy machinery to traverse.

Saturday morning I got up early, quietly dressed, made my lunch, and anticipating a pleasant day fishing, slipped quietly into the garage. I hooked up the boat up to the van and proceeded to back out into a



torrential downpour. The wind was blowing 50mph, so I pulled back into the garage, turned on the radio, and discovered that the weather would be bad all day. I went back into the house, quietly undressed, and slipped back into bed. I cuddled up to my wife's back; now with a different anticipation, and whispered, "The weather out there is terrible."

My loving wife of 5 years replied, "And, can you believe my stupid husband is out fishing in that?"

And that's how the fight started....

Previous page. Lac Megantic crash site. Note the oil tankers as they finished up from the crash, not moved there later.

## Boating News

The time clock ticks over and we are close to the Nationals. 4 sailors from Auckland have been down and joined in our sailing. Good to have them as they have the latest designs so we can get an idea as to how we will be racing them in the nats. Our dingy shelter is complete with myself getting to use my old roofing skills, cutting folding and fitting flashings and knowing that I still remember things. The work to improve our launching area is working great and should make things a lot easier for the nats. Wednesday finds a good fleet racing so we will have to start taking results. This will have members making sure they are not over the start line good for all. Cheers Ken Fox



**These are classified ads, which were actually placed in U.K. Newspapers:**

**FREE YORKSHIRE TERRIER.**

**8 years old,  
Hateful little bastard.  
Bites!**

**FREE PUPPIES**

**1/2 Cocker Spaniel, 1/2 sneaky neighbor's dog.**

**FREE PUPPIES.**

**Mother is a Kennel Club registered German Shepherd.  
Father is a Super Dog, able to leap tall fences in a single bound.**

**COWS, CALVES: NEVER BRED.**

**Also 1 gay bull for sale.**

**WEDDING DRESS FOR SALE .**

**Worn once by mistake.  
Call Stephanie.**

**FOR SALE BY OWNER Complete set of Encyclopedia Britannica, 45 volumes.**

**Excellent condition, \$200 or best offer. No longer needed, got married, wife knows everything.**

**Thought from the Greatest Living Scottish Thinker--Billy Connolly.**

**"If women are so perfect at multitasking,  
How come they can't have a headache and sex at the same time?"**

**JOINING NUDIST COLONY!**  
**Must sell washer and dryer \$100.**