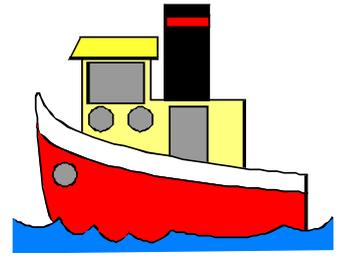




WHEELS and FLOATS



News letter No. 321 Aug/Sept 2012

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. Temporarily in recess.

NOTICE OF MEETING

The next general meeting will be on
Tuesday 4th Sept 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.
Safety Committee	Warren Karlsson, Bruce Harvey Lloyd Breckon, Pete Lindsay.

Next Committee Meeting, Thurs 30th Aug.

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:	

Operators Aug/Sept/Oct 2012

19-08-12	P. Lindsay
26-08-12	B. MacKerras
02-09-12	R. Salisbury
09-09-12	O. Bennett
16-09-12	C. Goodley
23-09-12	N. Bush
30-09-12	E. Evans
07-10-12	C. Goodley
14-10-12	B. Harvey
21-10-12	P. Jones
28-10-12	W. Karlsson

Presidents Points

Presidents Points.

Greetings Members.

Back home after a visit to Europe, lots of stories to be told, but they will have to wait until next newsletter, I tend to go on a bit with my stories so just have to make sure Clive has the space.

But briefly, it all went very well, being a combination of two organised tours and doing our own thing with a lot of help from our mate Bruce Harvey. We visited China, (Hong Kong, one country two systems, fantastic engineering), Germany, Czech Republic, Hungary, Russia and Denmark. The weather was between 26 and 42C, and some wet days, bit of a wake up call coming back home to rain, rain and more rain, I think Mrs Browns comments on 40 days and 40 nights is very much shared in this part of the world, up here in the hills we had 407mm in July.

Anyway back to reality, 13 medals is fantastic for our little country, the whole event leaves a media gap, I'm sure what they find to fill it will not be as exciting.

Work is progressing on the track extension as the weather allows. Pub Charity has gifted us \$7000 towards to the last bit of earth works which we call stage 3, which is the final major earthworks for the project and thank you pub charity for your support. Curb and concrete have given a price to lay the track foundation from the existing low level bridge to the new high level bridge and this will occur as soon as the weather improves.

In the mean time it is maintenance as usual and a working B has been organised for Saturday the 1st of September for some track work. Usual arrangement, start from 8.30, lunch provided and finish when the job is complete.

Our new librarian John Nicol is presently working to familiarise himself with what has been accumulated in our library, and I'm sure he do a great job, thanks for taking on the task John.

Bob Stacy has secured the foyer of QE2 for our open weekend so let's get those models out of the cupboard and make it a great display. Remember also, Senior models completed this year are eligible for the Norm Decke Memorial Trophy and Junior models for the Ron Salisbury Trophy.

Happy Modelling. Peter Jones

Coming events

Working 'B' Sat 1st Sept

Hawke's Bay Model Engineering Society 50th Reunion, 6th&7th Oct.

New Plymouth Model Engineers 60th Birthday Bash 20th 21st 22nd Oct.

Havelock North Live Steamers Open Weekend 19th 20th 21st 22nd Oct

River Edge Park Miniature Railway 10th Anniversary Run 15th 16th Dec

Tauranga, TMMEC Open Weekend 10th, & 11th Nov

April 1928 Archive Humour

He, "What, another new dress, how on earth am I going to pay for it?"

She, "That's your business, I didn't marry you to give you financial advice."



One thing better than boys and their toys, it's boys and water. Here the boys have the best of both worlds. Above. DIVE, DIVE, DIVE. John Heald tried a bit of submarining. Note the left boot high in the air, what a wuss. Further photos in the boating section.



Bob Gardiner shows more dignity.

Two little boys, ages 8 and 10, were excessively mischievous. They were always getting into trouble and their parents knew all about it. If any mischief occurred in their town, the two boys were probably involved.

The boys' mother heard that... a preacher in town had been successful in disciplining children, so she asked if he would speak with her boys.

The preacher agreed, but he asked to see them individually. So the mother sent the 8 year old first, in the morning, with the older boy to see the preacher in the afternoon.

The preacher, a huge man with a booming voice, sat the younger boy down and asked him sternly, 'Do you know where God is, son?'

The boy's mouth dropped open, but he made no response, sitting there wide-eyed with his mouth hanging open.

So the preacher repeated the question in an even sterner tone, 'Where is God?'

Again, the boy made no attempt to answer. The preacher raised his voice even more and shook his finger in the boy's face and bellowed, 'Where is God?'

The boy screamed and bolted from the room, ran directly home and dove into his closet, slamming the door behind him.

When his older brother found him in the closet, he asked, 'What happened?'

The younger brother, gasping for breath, replied, 'We are in BIG trouble this time,'
 'GOD is missing, and they think we did it!'



Photos by John Heald

- Say it with flowers
- Say it with sweets
- Say it with kisses
- Say it with eats
- Say it with jewellery
- Say it with drink
- But always be careful
- Don't say it with ink

TRAIN MOUNTAIN 2012

CONVENTION

By John Heald

This is one rail track that is a must for your 'Bucket List', at least it was for me and I was not disappointed. The track is open to all once every 3 years, upon registration. You do not need to take a locomotive although you may be asked to contribute to the daily running schedule in one form or another. I did guard duty runs a few times enjoying the scenic 60 kilometre network (not a mistake) of track.

The convention is held over around a 5 day period to allow those that have travelled long distances to make the most of the complex. Visitors came from as far away as UK, Germany, Australia and New Zealand. I did hear other accents but could not place the countries they were from.

There were about 250 engines and some 600 people checked in, most steam engines being oil or propane fired. A local forest fire hazard only permits limited travel on the complex with coal or wood fired engines. I did see one 0-4-4 tender engined wood burner which caught my imagination as we do not see this much in NZ.

There was a large amount of fine scale freight wagons so handsomely made by owners or commercial interests. The public are not allowed in the area although there is a local club attached to the track network (Klamath & Western) but fenced off for their own area. This club does pull the public on its own ride cars.

Commercial vendors associated with the model engineering rail road fraternity were there set up with under cover stalls as was a food type cafe for daily breakfast, lunch and dinner if required.

Various seminars were held on model engineering subjects and were well patronised. A souvenir shop was also on site doing good business as the week rolled by.

Accommodation was via camping and three large caravan parks, within the grounds, or motel accommodation in near by Klamath Falls city, 20 minutes drive away.

The first outing was with a Canadian group, including Paul Newton, who came with me to the event. This entailed a diesel hauled train driven by Lindsey McDonnell who took us to one of the longest parts of the complex only to get us lost and having to ask directions back to the start!!! It took nearly three hours to do this trip. We have since found out that the intention is to lay another 5 miles of new track next year which was stored up around the site with many points included. Heavy earth working machinery was also seen in the vicinity. We could not figure out who pays for all this new work and the on going up keep of the complex.

The five days quickly went as you only had to sit on a bench seat for a few moments and some one would sit down with you for a chat.

The whole system was kept in hand through each driver or guard having a preset portable radio to a master controller who also had 3 LCD screens in front of him for signal use and train locations around the track network.

WHAT HAPPENED TO DR DIESEL?

Mysterious Disappearance in 1913

IN 1913, the inventor of the diesel engine, Dr Rudolf Diesel, disappeared from the channel steamer s.s. Dresden somewhere between Antwerp, Belgium, and Harwich, England. The case today remains unsolved.

Dr Diesel and two associates embarked at Antwerp to keep an appointment with English businessmen who were interested in building a new diesel plant. When the boat docked at Harwich the morning of 30 September 1913, Diesel had disappeared. He last was seen at dinner and then strolling on deck prior to retiring to his stateroom for the night.



Rudolf Diesel

Courtesy Locomotive Engineers Journal (U.S.A.).

He was 55 and a world-famous inventor at the time of his disappearance. Many conjectures were offered: that he accidentally fell overboard; that he committed suicide; that he left the ship unobserved that morning to live under an assumed name; that he was pushed overboard by a German agent in order that his brilliant new engine ideas might not be passed along to his English associates. But the truth about his disappearance is as elusive today as it was that morning 45 years ago.

Rudolf Diesel was born in Paris of German parentage on 18 March 1858. In 1870 at the outbreak of the Franco-Prussian war, his parents fled to London where the lad spent many hours in the British and South Kensington Museums observing the models and mechanical drawings on display.

His father had been a leather-goods merchant in Paris but somehow was unable to get started in business in England. The family decided to return to the Continent. Rudolf was sent to Augsburg, Bavaria, to live with an uncle. His high scholastic record there won him entrance into Augsburg's Industrial College. In graduating from this college, his final examinations scored nearly 100 per cent marks and a proud professor helped finance Rudolf's way through the top technical school in that section of Europe, Polytechnic University in Munich.

At the university, Rudolf was devoted to studying thermodynamics, the science of converting heat into energy. His professor was Dr Carl von Linde, the first man to liquefy air. Rudolf Diesel never forgot Linde's assertion that the best steam engines of that period were transforming only 6 to 10 per cent of available heat into useful work.

During his studies, Diesel served an apprenticeship with Sulzer Brothers at Winterthur, Switzerland. There he studied the manufacture of steam engines and refrigerating mechanisms. In graduating from Polytechnic, Rudolf Diesel achieved the highest grades in the university's history.

He returned to Sulzer Brothers, became expert on refrigerating machinery and, in 1880, France granted him his first patent. It was for a machine which made ice as clear as crystal. Shortly thereafter the

young scientist married his German sweetheart, Martha Flaschs, and they settled in Paris.

Although refrigeration was his primary field, Diesel continued to think about the steam engine's low thermal efficiency. He studied, calculated, and drew plans for an improved engine. He sought a protection patent for his new internal combustion engine which the Imperial Patent Office at Berlin finally granted in 1893. But manufacturers insisted that it was "unsound" and would not become interested.

Diesel went ahead in building a model engine just to show them. During a test operation a near-fatal explosion occurred. His life was despaired by the doctors. Miraculously he recovered and started all over again with his engine, experimenting with fuel oil.

Success rewarded his dogged determination. In 1897 he perfected the first workable Diesel engine. He wanted to call it the Rational Heat Engine; associates suggested the Delta or Beta Motor. His wife Martha, however, insisted that it be called the Diesel Motor, and so it was. Later the word motor was replaced by the more appropriate word "engine".

In 1898 the Diesel engine was introduced in the United States. Diesel visited the States in 1912 and presented a paper before the American Society of Mechanical Engineers at St. Louis. He was so lauded and acclaimed that his visit was like a triumphal tour.

Then in the following year, on the night of 29 September 1913, Rudolf Diesel left Antwerp aboard the s.s. Dresden for the ill-fated trip to England.

Several weeks after his disappearance, a body was picked up by a fishing boat in the English Channel and, after removing some articles from the corpse, the dead body was returned to its watery grave. That corpse never was identified. However, a pair of spectacles allegedly found with the body were reported to have been identified by Diesel's son as belonging to his father.

Whatever happened, it was a tragic end for the great man whose invention led to the development of the diesel-electric locomotive ●

A woman came home, screeching her car into the driveway, and ran into the house. She slammed the door and shouted at the top of her lungs, 'Honey, pack your bags. I won the lottery!' The husband said, 'Oh my God! What should I pack, beach stuff or mountain stuff?' 'Doesn't matter,' she said. 'Just get out.'

Archive humour 1930

She---"Don't you think sheep are the most stupid creatures living?"

He---"Yes my lamb."

Owen's update of the metal stock.

TMMEC METAL STOCK						TMMEC METAL STOCK					
From July 2012						From July 2012					
Metal	Profile	Size	Length	Roundup to dollar	Quantity Remaining	Metal	Profile	Size	Length	Roundup to dollar	Quantity Remaining
Silver Solder	Rod	1.5	500mm	\$10	573	Stainless steel	Rod	1/8	300mm	\$2	2
Brass	Rod	1/4	300mm	\$4	4	Stainless steel	Rod	3/16	300mm	\$3	3
Brass	Rod	5/16	300mm	\$5	4	Stainless steel	Rod	1/4	300mm	\$4	2
Brass	Rod	3/8	300mm	\$7	4	Stainless steel	Rod	5/16	300mm	\$5	2
Brass	Rod	1/2	300mm	\$13	6	Stainless steel	Rod	3/8	300mm	\$8	2
Brass	Rod	5/8	300mm	\$20	4	Stainless steel	Rod	1/2	300mm	\$10	4
Brass	Rod	3/4	300mm	\$29	2	Stainless steel	Rod	5/8	300mm	\$16	4
Brass	Hex	1/4	300mm	\$7	3	Stainless steel	Rod	3/4	300mm	\$22	2
Brass	Hex	5/16	300mm	\$6	4	Stainless steel	Rod	4mm	300mm	\$2	2
Brass	Hex	3/8	300mm	\$8	4	Stainless steel	Rod	5mm	300mm	\$3	3
Brass	Hex	7/16	300mm	\$11	3	Stainless steel	Rod	6mm	300mm	\$4	4
Brass	Hex	1/2	300mm	\$14	2	Stainless steel	Rod	8mm	300mm	\$6	3
Brass	Hex	9/16	300mm	\$18	3	Stainless steel	Rod	10mm	300mm	\$8	4
Brass	Hex	5/8	300mm	\$22	3	Stainless steel	Rod	12mm	300mm	\$12	3
Brass	Hex	11/16	300mm	\$27	3	Stainless steel	Rod	16mm	300mm	\$17	0
Brass	Hex	3/4	300mm	\$32	2	Silver Steel	Rod	3/16	300mm	\$3	3
Brass	Square	1/4	300mm	\$6	4	Silver Steel	Rod	1/4	300mm	\$4	3
Brass	Square	3/8	300mm	\$12	3	Silver Steel	Rod	5/16	300mm	\$5	3
Brass	Square	1/2	300mm	\$19	3	Silver Steel	Rod	3/8	300mm	\$9	3
Brass	Square	5/8	300mm	\$32	1	Silver Steel	Rod	1/2	300mm	\$12	3
Brass	Square	3/4	300mm	\$40	1	Silver Steel	Rod	5mm	300mm	\$4	3
Contact Owen 5449807						Silver Steel	Rod	6mm	300mm	\$5	1
						Silver Steel	Rod	8mm	300mm	\$7	2
						Silver Steel	Rod	10mm	300mm	\$10	3
						Silver Steel	Rod	12mm	300mm	\$13	3

From the committee meeting.

Pub Charity has granted us another sum of money towards the track extension, not as much as we hoped for, but substantial nevertheless, for which of course we are indeed grateful.

Mike Treloar is to cut the concrete where the council have poured a path, which our tracks cross. Unfortunately Mike has damaged himself in an accident and has restricted arm movement for a while and will need a fit worker to do the hard graft.

Peter Jones has organised a talk on gear cutting for the September members meeting.

The three new ride cars may be painted red.

The draft drivers training manual has been passed to the safety committee to peruse and work over.





Paul Newton, John Heald, Dennis Searle and Bob Gardiner enjoy their aquatic experience
We have been open for running just seven hours over the last five Sundays instead of thirty, because of the weather.



Further Boating News

One Metre Sailing. Saturday the 21st we had sailors from the Javelin Class Yacht come and join in trying to sail one metre. As officer of the day and with an Easterly breeze blowing across the lake, I had a course set to test them and the club sailors. As the day wore on more members arrived, by which time I had decided to have two fleets. Starting the first fleet off two minutes ahead of the main fleet. With a total of 25 to 30 boats on the course it was interesting to see the results. A final long race with everyone starting downwind together made interesting viewing at the first mark. Whilst there were a few problems, most people enjoyed the day. A prize giving for the Javelin sailors brought to a close a very full day of sailing. Our last few race days have been fraught with heavy rain and the easterly winds have been constant. STILL, a day sailing is better than working .Cheers Ken Fox

WORDS

A husband read an article to his wife about how many words women use a day: 30,000 to a man's 15,000. The wife replied, "The reason has to be because we have to repeat everything to men..."
The husband then turned to his wife and asked, "What?"

Return Address
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C/o 3 Waipuna Grove,
Tauranga 3112

To

