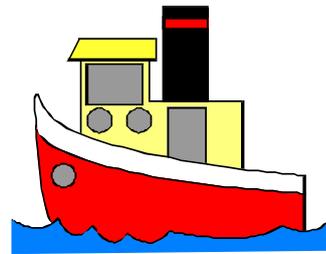




Wheels and Floats



Newsletter No. 335 August/Sept 2014

TAURANGA MODEL MARINE AND ENGINEERING CLUB

The Secretary
P.O. Box 15589,
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
or www.tmcec.org.nz

NOTICE OF MEETING

The next general meeting will be on
Tuesday 2nd Sept, at 7pm
At Palmerville Station

Patron:	Noel Pope	
President:	Peter Jones	(07) 543 2528
Vice President:	Bruce Harvey	(07) 548 0804
Secretary:	Bruce Harvey	(07) 548 0804
Treasurer:	Clive Goodley	(07) 572 2959
Editor:	Clive Goodley	(07) 572 2959
	goodley@clear.net.nz	

Committee:	Warren Belk, Shane Marshall, John Stent, Bruce McKerras Peter Lindsay. John Nicol. Owen Bennett.
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
Driver Training	Clive Goodley

Operators August/Sept

03-08-14	W. Karlsson
10-08-14	B. Kincaid
17-08-14	P.Lindsay
24-08-14	B. McKerras
31-08-14	Rotorua
07-09-14	R. Salisbury
14-09-14	O. Bennett
21-09-14	E. Evans
28-09-14	B. Fitzpatrick

Next Committee Meeting Aug 28th at 7pm.

Presidents Points

The play day/training day went extremely well on Saturday the 26th July. Lots of steam, including Shane Marshall's traction engine which drove across the viaduct on a teeth shattering run. It was a day that we could test out the track extension and sort out any problems such as braking, loadings, vision and any potential hazards that need to be dealt with before the track is opened for public running. All in all a very successful day, a few issues to be dealt with, but nothing we cannot handle.

Plans are in place for the official opening on Saturday the 8th November 2014. It was great to have Trevor Chapman in Tauranga for the event and a great thrill to have He and I double heading Owen and Bruce's Phantoms up the grades and across the new viaduct, Magic.

Another playday is planned for Saturday the 16th August, and a reminder that we are cannot haul public on the new track until the building consent for the whole extension has been issued.

The Safety committee has been discussing training of track operators in First Aid. The first concern was for our public on running days but a further concern is for our own members especially on working B's. We are fortunate our club base is located near the hospital and a number of medical centers, so help is not far away. However in serious accidents or medical incidents time is really important in the outcome of severe bleeding, heart attack or stroke.

A first response training program is planned and will not be restricted to track operators but to any of our members who would be interested in attending or for updates in the case of those with previous training. The course will be about 2 hours. There will be a list on the board in Palmerville to put your name if you want to participate. The number is restricted to 20 persons.

Happy Modelling.
Peter Jones.

Not PC

I rear-ended a car this morning...the start of a REALLY bad day! The driver got out of the other car, and he was a dwarf. He looked up at me and said 'I am NOT Happy!' So I said, 'Well, which one ARE you then?'

From the committee meeting: The 2016 Exposition committee are regularly updating the website with the latest news and arrangements regarding the EXPO. To keep up to date with progress check on our website frequently.

We are hoping to have St. Johns run a 'first aid' course for us and will be looking for members to join in, especially those participating on Sundays, although other days have a potential for accidents when work around our grounds and track is going on. We need to be prepared to attend to our own as well as customers. As we are so close to the hospital the main focus will be on first response and so we will not be going in too deeply.

Open Weekend is approaching and it will be as usual the second weekend in November, this year the 8th and 9th. The official opening of the new track is planned for that weekend. The charge for rides will be increased to two dollars at about that time.

Driver Training. With the shadow of P.C. hanging over us, and I don't mean Police Constable, we are moving into a proper training schedule for new and experienced drivers. I have been handed the job of driver training, either because I am a mug, or because of my real railway experience, more likely the former; although after reading some driver training material from various sources including from outside of our club, I think we need the latter if we are to be taken seriously. There was some discussion on the period between evaluations, and two years was the time decided on, although it was not unanimous, it can always be changed if a future committee think it necessary. Some people have been driving miniature locomotives far longer than I, but please don't take offence if I tap you on the shoulder one Sunday, it is as awkward for me as it is for you.

For this month we will look at train speeds, hand signals and whistle signals. MEANZ has a recommended maximum speed of 14kph, this is also the maximum speed adopted by our club. The train can be run at this speed only when conditions are right: that is, a clear track, a good track and no speed restriction, and don't forget when passing through points set to diverge, 5kph is a nice speed to negotiate the points, and that means all of the train, not just the loco.

With whistle signals and hand signals we can do no better than use that adopted by main line railways and developed as best practice over 160 years.

Whistle, one short, moving forward; two short, setting back; three short or any unusual signal, stop; this is used to warn another driver of something amiss. For tunnels and crossings one longer blast.

Hand signals. An arm or waved horizontally across the body, move towards the signal; a hand and arm moved up and down, move away from the signal; one arm or both arms outstretched, or any unusual signal, Stop
An arm rotated in front of the body can be interpreted differently according to the angle at which it is viewed, this is especially so at night when using a torch, and with night running becoming popular, is now important.

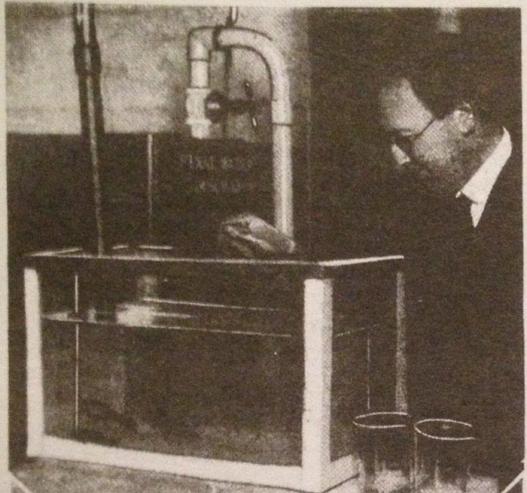
Hopefully all clubs will standardise on this and when visitors move their locos around there will be no confusion.

Another P.C. start up, is the checking and issuing of 'warrant of fitness' papers for our ridecars. Once I, muggins again, have organised the whole fleet, Operators will need to check them.

Concern was raised at 'Playday' being called that, it was felt by some that it should be training day, however there was no accord on this, as training can be done on Sundays and although playday sounds a bit frivolous and childish no-one could come up with a suitable name and so I will call it trialling and training until somebody comes up with a more apt name.

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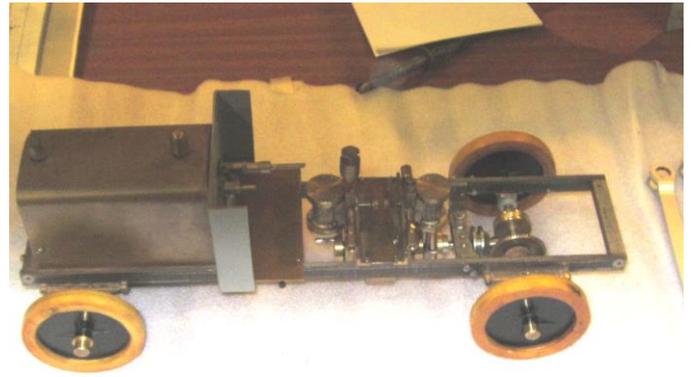
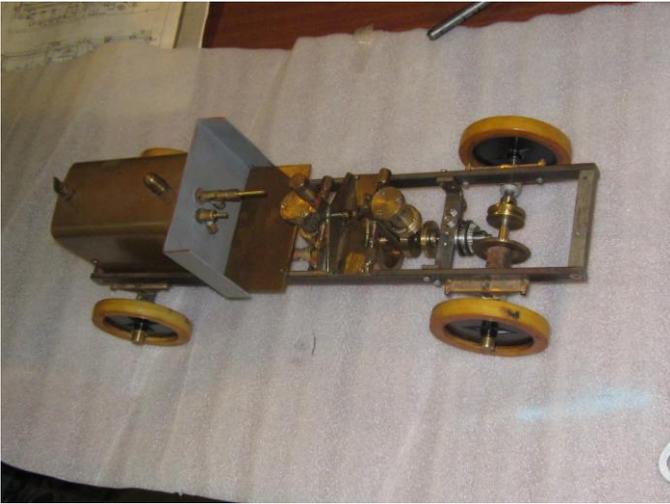


Trialling and training day on the new track.



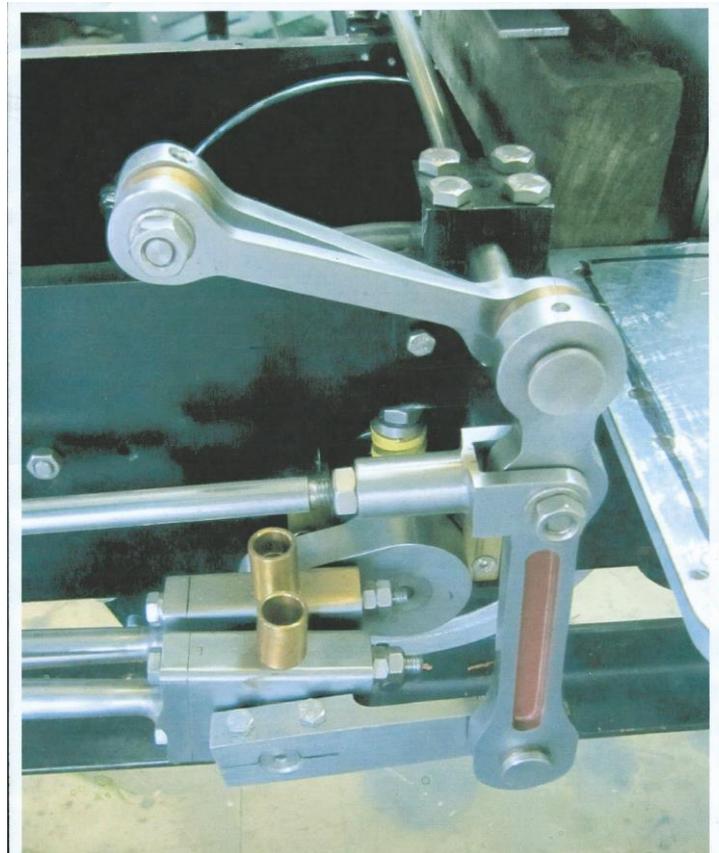
Training in trialling, or TiT for short.

Condoms don't guarantee safe sex! A friend of mine was wearing one when he was shot dead by the woman's husband!



Geoff Hallam is progressing with the fire engine for the Les Moore Trophy and shows it off, top and bottom left. At right is a cream separator shaft which Peter Lawn hoped to replicate, but unfortunately found his lathe was not up to it. The shaft has a five start thread and 5/8 pitch. A surprise from Bruce McKerras, he also is working on a Fire engine and shows his early bits and pieces above.

Below, John stent displayed coupling rods coated with Hypacoat, a protective coating that leaves the rods with a beautiful satin finish. Shane Marshal showed us the results of brass work treated with Nyalic, it certainly shone with an impressive radiance which should be permanent.



John Heald continues his love affair with the quaint, rather than the mainstream. The tank is a part of his construction and the valve gear on the right is of a Marshall arrangement, which according to John is very popular in North America at the moment. I leave you to construe how it works.

An extraordinarily handsome man decided he had the responsibility to marry the perfect woman so they could produce beautiful children beyond compare. With that as his mission he began searching for the perfect woman. Shortly thereafter he met a farmer who had three stunning, gorgeous daughters that positively took his breath away, and so he explained his mission to the farmer, asking for permission to marry one of them. The farmer simply replied, 'Ay! They're lookin' to get married, and so you came to the right place. Look 'em over and pick the one you want laddie.'

The man dated the first daughter. The next day the farmer asked for the man's opinion. 'Well,' said the man, 'she's just a weeeee bit, not that you can hardly notice...pigeon-toed.' The farmer nodded and suggested

the man date one of the other girls; so the man went out with the second daughter. The next day, the farmer again asked how things went. 'Well,' the man replied, 'she's just a weeeee bit, not that you can hardly tell....cross-eyed.'

The farmer nodded and suggested he date the third girl to see if things might be better, and so he did. The next morning the man rushed in exclaiming, 'She's perfect, just perfect. She's the one I want to marry', and so they were wed right away. Months later the baby was born. When the man visited the nursery he was horrified: the baby was the ugliest, most pathetic human you can imagine. He rushed to his father-in-law asking how such a thing could happen considering the beauty of the parents.

'Well laddie,' explained the farmer, 'She was just a weeeee bit, not that you could hardly tell, pregnant when you met her.'



BOATING NEWS

Hi Sailor. One Metre Sailing. Sailing has been steady this last Month but rain and excessive wind strength has not been a help. Good fleets racing on Wednesdays and Saturdays with handicap starts enabling the members to race without the crowded start lines. This also makes the sailors at the rear start lines sail better to get good results. The trimaran fleet is racing in Auckland next weekend so results will be interesting as more testing/building/altering has been going on lately. I am making a new trimaran, which is 1.2 metres long by 1.1 metres wide (so it will fit in the box on the back of my ute). After the one metre it is huge so hope it sails ok. Cheers Ken Fox

GRATE AREAS

On a steam locomotive, the *grate area* is one of the more important dimensions. It's the size of the grate at the bottom of the firebox, and therefore the area that the fire covers. For a given fuel, the grate area determines the maximum amount of energy that can be put into the steam engine's system - that amount is called the grate limit. Only so much fuel can be burned in a given amount of time in a firebox, no matter how much fuel is delivered and how fierce the draft through the firebed. Furthermore, if the draft is too fierce, the phenomenon of fire lifting occurs - the draft is enough to blow the coal right off the grate and down the tubes and flues.

Since increasing the energy put into the system is the easiest way to produce a more powerful steam locomotive, it's hardly surprising that grate areas grew to stupendous proportions in later locomotives. The largest firebox ever constructed had a grate area of 182 square feet (16.9 m²) and was fitted to the Northern Pacific's class Z-5 Yellowstones (2-8-8-4s). The manufacturer, Alco, served dinner for twelve in the firebox to celebrate the completion; there was ample room. These locomotives burned low-energy lignite coal and needed vast grates to do so.

More normal for the giants of steam in the last days in the United States were grates of between 120 and 140 square feet (11.1 and 13.0 m²) which were fitted to the Union Pacific's Big Boys, the C&O's 2-6-6-6 Alleghenies. The largest American passenger type in general use, the 4-8-4, averaged around 100 square feet of grate area, while locomotives with a two wheel trailing truck maxed out at just over 70 square feet.

Locomotives in other nations were rather smaller. In the UK, the Great Western Railway's famous Castles had a grate area of under thirty square feet while the LNER's famous A4s had just over 42, and the LMS' Stanier-designed Coronation class had grate areas of fifty square feet. One of the reasons was that grate areas even that size

were impossible to fire to anywhere approaching their grate limits with hand firing; automated stokers were fitted to few locomotives outside of North America.

I have long been interested in the size and design of fireboxes and especially the grate area. The designers have several factors to consider when designing the firebox, not just the size of the boiler it is to provide heat for, but also the type of fuel available. Garratts in East Africa were wood burners, but different coal types also gives varying degrees of heat for a given shovel full of coal. I read an article explaining the small grates of the Welsh valley mine railway engines, loaded trains drifted downhill through the valley to the port and took empties uphill, the grates were kept small so as to keep cold air from reaching the tubes and cooling the boiler on the downhill drift, with a big grate, the fire needed to cover the whole grate would result in the safety valves lifting and wasting steam and water and of course coal. It didn't matter about the fireman's energy.

I came to the conclusion in my firing days that the bigger the grate, the more coal I shovelled. Although I never fired a K or Ka coal burner, I did work with those who had, there is no doubt they swung the shovel considerably more than I.

British engines generally had smaller firegrates than we had in N.Z. but they worked just as hard as the NZ engines, especially the passenger types with their higher speeds. Until after WW.2 they had the best coal for their type of engine.

K class had a 47 and a bit square foot grate and the J class 39+sq feet The AB was 33sq feet.

Looking inside the Rogers K I was surprised at how small the grate is, the old Bb seems twice as big.



The Student who got 0% in his exams

Q1. In which battle did Napoleon die? *His last battle*

Q2. Where was the Declaration of Independence signed? *At the bottom of the page*

Q3 River Ravi flows in which state? *Liquid*

Q4. What is the main reason for divorce? *Marriage*

Q5. What is the main reason for failure? *Exams*

Q6. What can you never eat for breakfast? *Lunch & dinner*

Q7. What looks like half an apple? *The other half*

Q8. If you throw a red stone into the blue sea what will it become? *wet.*

Q9. How can a man go eight days without sleeping ? *No problem, he sleeps at night*

Q10. How can you lift an elephant with one hand? *You will never find an elephant that has only one hand*

Q11. If you had three apples and four oranges in one hand and four apples and three oranges in other hand, what would you have? *Very large hands*

Q12. If it took eight men ten hours to build a wall, how long would it take four men to build it? *No time at all, the wall is already built*

Q13. How can you drop a raw egg onto a concrete floor without cracking it? *Any way you want, concrete floors are very hard to crack*