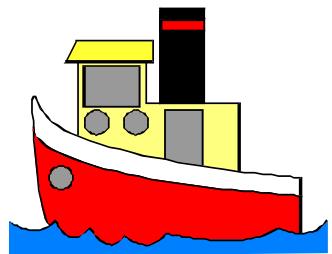


Wheels and Floats



Newsletter No. 344 Aug / Sept 2015

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
Web Site. www.tmmec.org.nz

NOTICE OF MEETING

The next general meeting will be on
Tuesday 1st 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

Co-Treasurers: Clive Goodley (07) 572 2959

Owen Bennett (07) 544 9807

Editor: Clive Goodley (07) 572 2959

goodley@clear.net.nz

Committee: Warren Belk, Shane Marshall,
John Stent, Bruce McKerras
Peter Lindsay, John Nicol.
Mike Webber

Boiler Committee: Peter Jones, Paul Newton,
Bob Batchelor, Bruce McKerras
John Heald

Safety Committee Warren Karlsson, Bruce Harvey
J. Nicol, Malcolm George,

Next Committee Meeting Thurs 10th Sept
at 7pm.

Conveners:

Workshop:	Malcolm George, John Nicol
Track:	Bruce Harvey, John Stent, Russell Prout
Marine:	Warren Belk, Ken Fox
Librarian:	John Nicol
Rolling Stock:	Clive Goodley, M. Webber
Website by:	Murray de Lues
Driver Training:	Clive Goodley, M. Webber
Club Captain:	B. McKerras

Operators Aug / Sept

16-08-15	B. Fitzpatrick
23-08-15	C. Goodley
30-08-15	B. Harvey
06-09-15	P. Jones
13-09-15	W. Karlsson
20-09-15	B. Kinkaid
27-09-15	P. Lindsay
04-10-15	B. McKerras

Presidents Points,

Greetings Members

It is great to be back at home after sampling other parts of our world, unfortunately no model engineering clubs in the areas we visited. Thank you to Owen Bennett, Warren Belk, Bruce McKerras and Shane Marshall looking after the ship while Bruce Harvey and I were away for two months, yes each of us headed in other directions so have different stories to tell.

John Stent and Russell Prout have been working hard with the support of our members, getting the upgrading of the steaming bays and marshalling upgrade progressed. The weather has been cold and wet during this time but

work has carried on as usual and it is all looking good, plan is to have the basics in place for the open weekend in November, great work guys. All this upgrade requires funding and that funding comes from those that maintain our locomotives and rolling stock, turn up on a Sunday as duty operators, drivers , ticket sellers and clippers to organize the running of the day, to run our trains, to make the money that keeps our railway operating and maintaining our revenue to make all our improvements happen, also during cold and wet weather. We are fortunate that we have a balance that makes it all work, but like any balance, it does not take too much force to make it tip one way or the other that can destroy it completely. Keep in mind that every member who is actively contributing to the success of our club by getting involved and giving their free time is worth their weight in gold.

Not long now before the start the 2016 Model Engineering Convention, just a few months, Meetings are being held regularly under the chairmanship of Shane Marshall supported by a dedicated convention committee. Some insider information, if you are planning to use your campervan as accommodation be quick to register because the event is restricted by Council to 10 sites and at this time we have nine left. There is also a limit on those who will be able to attend the dinner on Saturday night, don't be disappointed, get your registration in now. It's going to be a great event, we are hiring the QE2 hall for display so we need your models to fill that area, again be quick because we have a lot of members in our club that can contribute their work for display and others that are not model engineering members of our club, but have hobby interests they want to display, make sure you get in first.

I am confident we are going to have a great convention. Some of you will have access to face book and will be reading comments about our club from the child files, as it was once said "when I became a man up I gave away my childish things"

Finally, what great achievements from Shane Marshall and his Show man Engine and Mike Treloar and his beautiful Phantom, they are really hot in the competition stakes. But just give you a little hint, our mate Bob is working away at something for you that will blow the competitors heat away, give him a call to see if he wants something you can do for him to be part of this winner.

For those of you who have been around the club as long as I have and enjoyed the open weekends will remember the floral decorations that have been placed on the tables to welcome our guests organized by Dulcie Salisbury.

Well, last week Dulcie celebrated her 90th Birthday , and I think that's great, "**Happy Birthday Dulcie**" just hope we can say "SNAP" and look as good as you.

Happy modelling, Peter Jones.

Stainless steel boilers

Apparently I made a boo-boo, as editors are prone to do, with my mention from the June Committee Meeting Minutes of stainless steel boilers. There is no such thing in this part of the world.

Stainless steel boilers are illegal in both Australia and New Zealand and no AMBSC code covers this material.

It should have read Duplex 2205 steel alloy. It seems this steel alloy is not a type of stainless steel.

Safety Overkill, (Sorry about the pun, I Just can't help it)

The editorial of the British 'The Railway Magazine' for June 2015 makes a point that I think many of us would agree with. Quote. 'During a recent trip to Germany and Austria, I was reminded once again of the remarkable differences in attitude between railway operators in mainland Europe and those in the UK.

Not only did I not see a single palisade fence in the whole time I was there (the barriers I noticed in the residential areas were of the acoustic sound barrier type), I didn't see any anti trespass measure of any description, even alongside main lines carrying 14 coach inter-city expresses running at up to 90mph. At one point I noted a young German family strolling nonchalantly along a quiet country lane beside the Munich-Salzburg main line. Several hundred yards in front of the parents were their two small children riding little tricycles. The terrain was flat and the line was at the same level as the road with no protecting ditch or cess. If either of the toddlers had veered off the lane by just ten feet or so, they would have tumbled on to the sleeper ends!

A British health and safety official would have had kittens at such a possibility, but the toddlers' parents seemed totally unconcerned. Why? Because they, their parents and their parents before them, for generations have had drummed into them from an early age to treat railways with the same respect as roads. After all, as both are unfenced in their neighbourhood, why should those children consider one to be any more dangerous than the other. Another big difference in terms of national mentality concerns traction depots and freight facilities. At one huge depot, I was able to stroll off a main road pavement and along a short cinder path to find myself in the midst of a massive, fully operational hump shunting yard!

'There hadn't been so much as a wicker gate to stop me.' End of quote. The rest of the editorial was on differences other than safety measures.

Two things come to mind on this subject, first the lack of boundaries that children have placed on them from birth, and so they do not recognise boundaries as they reach their exploratory age. Obviously Continental children still do. The other is the culture of covering ones back, for it is always not the accident victims fault in our world, but some-one else is to blame, for not fencing, covering or somehow protecting what is around us from an individuals folly.

A Kiwi and an Aussie entered a chocolate shop. While they were busy looking around, the Aussie stole 3 chocolate bars. As they left the store, the Aussie said to the Kiwi --- "Man, I'm a great thief, I stole 3 chocolate bars and no one saw me. You can't beat that ". The Kiwi replied: --- "You want to see something better? Let's go back to the shop and I'll show you some real stealing."

They went up to the counter and the Kiwi said to the shopkeeper ". Do you want to see some real magic, man?" The shopkeeper replied: ---"Yes, go on". The Kiwi said: --- "Give me one chocolate bar". The shopkeeper gave him one, and he ate it. The Kiwi asked for a second bar, and he ate that as well. He asked for the third, and finished that one too. The shopkeeper asked: --- "Where's the magic?" The Kiwi replied: --- "Check in my friend's pocket, and you'll find all three bars of chocolate".

Below are four photos of some of the ongoing track works. Saturdays are now a hive of activity: where working Bs once finished by 2.0pm, I am informed that they are now finishing when darkness makes it dangerous to keep going. The dedication of those involved is to be greatly admired and appreciated. Bottom right, those yellow things are not tulips but plastic caps on top of steel marker pegs with a surveyors string line. Two fouled the track and so I pulled them out on Sunday so as to run trains past them. Consequently I was roundly scolded. . Photos are by Ed



USA 2015

As luck would have it an invitation from friends in the States to attend the 2015 Triannual at Train Mountain was accepted. This a second visit and it was anticipated that the number of registered engines would be much higher than the 2012 event. This was the case with visitor numbers also up to the 2000 mark. The complex has about 60 Kilometres of track with little expansion since my last visit in 2012. New track has been added to get away from single two way running and a large amount of old aluminium rail has been upgraded to steel formed section. The added bonus of clear warm weather added to the event. The American model engineers seem to specialize in scale of both engines and rolling stock, especially on private tracks of which there are many. This was very evident at Train Mountain. Public running appears to only show up on a minority of tracks throughout California. As usual many ardent model engineers attended from around the world and many Americans came over from the east coast with engines, taking much longer to get there than travelling from Auckland to Los Angeles by air!

A visit was also made to the Xcor Aerospace complex in Mojave. This company is developing a similar craft to Richard Branson's Galactic. Xcor's craft is being designed to take off from ground level and glide back once a mission is completed. It has a crew of two or one pilot with scientific equipment. Fuel is kerosene and liquid oxygen. It was amazing the number of tests that have had to be made to ensure the whole craft works to perfection. The landing wheel assemblies have to retract in under about 2 seconds to reduce drag on the four small rocket motors. The development of a fuel pump small and light enough to supply the rockets with the large quantities of fuel also took up much time. I understand the craft carries enough fuel for about 5 minutes of powered flight time before gliding back through atmosphere in a circular pattern to land from where it took off, with luck I suppose. While viewing the mock up Xcor craft I was able to drive one of the Mersa Grande 9" gauge locomotives on 60 metres of track that was being used to supply steam for temperature checks on the rocket components, as flame heating was not able to be used (See attached picture). This engine is a sister to another engine used on the Mersa Grande track. Both these locomotives still have the original steel boilers built in the early 1960's. Both boilers being in perfect condition through the continual use of LSB8000 additive, favoured by a lot of US model engineers and obtainable here in NZ through MBM model engineering supplies in Auckland.

Independence Day was celebrated at the Bitter Creek and Western track near San Louis Obispo and was privileged to drive a mountain class Canadian locomotive belonging to Ernie Beskowiney. The original engine had two water tenders and the model had likewise making the whole unit about 8 metres long. A dream to drive on propane and a lot of fun. Steel boilered with steel wheels, the rest stainless CNC'ed to perfection, as per the paintwork.

JOHN HEALD

<http://www.chonday.com/Videos/the-writer-automaton> Try this for modelling par excellence.

Children Are Quick

TEACHER: Why are you late?

STUDENT: Class started before I got here.

TEACHER: John, why are you doing your math multiplication on the floor?

JOHN: You told me to do it without using tables.

TEACHER: Glenn, how do you spell 'crocodile?'

GLENN: K-R-O-K-O-D-I-A-L'

TEACHER: No, that's wrong

GLENN: Maybe it is wrong, but you asked me how I spell it.

(I Love this child)

TEACHER: Donald, what is the chemical formula for water?

DONALD: H I J K L M N O.

TEACHER: What are you talking about?

DONALD: Yesterday you said it's H to O.

TEACHER: Winnie, name one important thing we have today that we didn't have ten years ago.

WINNIE: Me!

TEACHER: Glen, why do you always get so dirty?

GLEN: Well, I'm a lot closer to the ground than you are.

TEACHER: Millie, give me a sentence starting with ' I. '

MILLIE: I is---

TEACHER: No, Millie..... Always say, 'I am.'

MILLIE: All right... 'I am the ninth letter of the alphabet.'

TEACHER: George Washington not only chopped down his father's cherry tree, but also admitted it.

Now, Louie, do you know why his father didn't punish him?

LOUIS: Because George still had the axe in his hand.....

TEACHER: Now, Simon, tell me frankly, do you say prayers before eating?

SIMON: No sir, I don't have to, my Mom is a good cook.

TEACHER: Clyde, your composition on 'My Dog' is exactly the same as your brother's. Did you copy his?

CLYDE: No, sir. It's the same dog.

TEACHER: Harold, what do you call a person who keeps on talking when people are no longer interested?

HAROLD: A teacher

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

A true friend is one who sits up with you when you are sick, and puts up with you when you are not

Did you hear about the fat, alcoholic transvestite - All he wanted to do was eat, drink and be Mary.

I got invited to a party and was told to dress to kill. Apparently a turban, beard and a backpack wasn't what they had in mind.

The photos below are supplied by John Heald from his trip to USA this year, As John is in the photographs I guess the attributes must be known only to John.

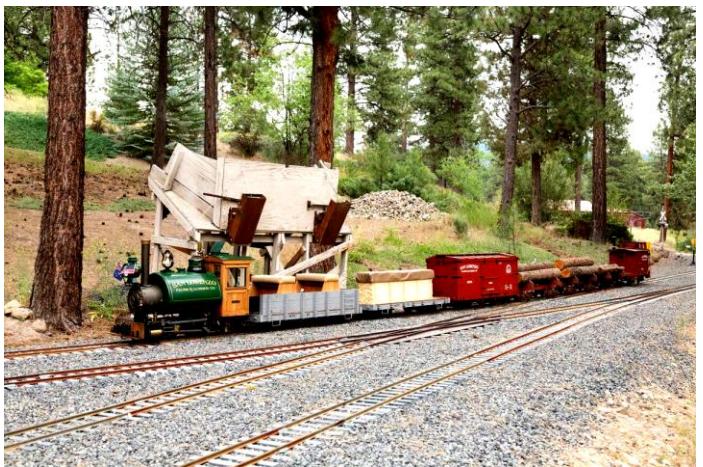


Now that's what I call a station



Hard to believe this is 7 ½" scale





The Canadian locos certainly had a great look about them, impressive and stylish.
The loading chute on the right appears to be loading rocks in a similar photo



Why women live longer than men



A hypothetical conversation between God and St. Francis, or maybe it wasn't hypothetical.

GOD: Frank, you know all about gardens and nature. What in the world is going on down there on the planet? What happened to the dandelions, violets, milkweeds and stuff I started eons ago? I had a perfect no-maintenance garden plan. Those plants grow in any type of soil, withstand drought and multiply with abandon. The nectar from the long-lasting blossoms attracts butterflies, honey bees and flocks of songbirds. I expected to see a vast garden of colors by now. But, all I see are these green rectangles.

ST. FRANCIS: It's the tribes that settled there, Lord. The Suburbanites. They started calling your flowers 'weeds' and went to great lengths to kill them and replace them with grass.

GOD: Grass? But, it's so boring. It's not colorful. It doesn't attract butterflies, birds and bees; only grubs and sod worms. It's sensitive to temperatures. Do these Suburbanites really want all that grass growing there?

ST. FRANCIS: Apparently so, Lord. They go to great pains to grow it and keep it green. They begin each spring by fertilizing grass and poisoning any other plant that crops up in the lawn.

GOD: The spring rains and warm weather probably make grass grow really fast. That must make the Suburbanites happy.

ST. FRANCIS: Apparently not, Lord. As soon as it grows a little, they cut it; sometimes twice a week.

GOD: They cut it? Do they then bale it like hay?

ST. FRANCIS: Not exactly, Lord. Most of them rake it up and put it in bags.

GOD: They bag it? Why? Is it a cash crop? Do they sell it?

ST. FRANCIS: No, Sir, just the opposite. They pay to throw it away.

GOD: Now, let me get this straight. They fertilize grass so it will grow, and when it does grow, they cut it off and pay to throw it away?

ST. FRANCIS: Yes, Sir.

GOD: These Suburbanites must be relieved in the summer when we cut back on the rain and turn up the heat. That surely slows the growth and saves them a lot of work.

ST. FRANCIS: You aren't going to believe this, Lord. When the grass stops growing so fast, they drag out hoses and pay more money to water it, so they can continue to mow it and pay to get rid of it.

GOD: What nonsense. At least they kept some of the trees. That was a sheer stroke of genius, even if I do say so myself. The trees grow leaves in the spring to provide beauty and shade in the summer. In the autumn, they fall to the ground and form a natural blanket to keep moisture in the soil and protect the trees and bushes. It's a natural cycle of life.

ST. FRANCIS: You had better sit down, Lord. The Suburbanites have drawn a new circle. As soon as the leaves fall, they rake them into great piles and pay to have them hauled away.

GOD: No! What do they do to protect the shrub and tree roots in the winter to keep the soil moist and loose?

ST. FRANCIS: After throwing away the leaves, they go out and buy something which they call mulch. They haul it home and spread it around in place of the leaves.

GOD: And where do they get this mulch?

ST. FRANCIS:

They cut down trees and grind them up to make the mulch.

GOD: Enough! I don't want to think about this anymore. St. Catherine, you're in charge of the arts. What movie have you scheduled for us tonight?

ST. CATHERINE: 'Dumb and Dumber', Lord. It's a story about....

GOD: Never mind, I think I just heard the whole story from St. Francis.

Please Note: when locking No.1 tunnel on Tuesday, do not set up the electric locos for charging, Sunday evening to Tuesday morning is more than sufficient. The main switch in the lunch room should be turned off Tuesday evening.

**On Sundays the main switch in the lunch room must be left on for charging purposes.
Make sure the tunnel and all other lights are off.**