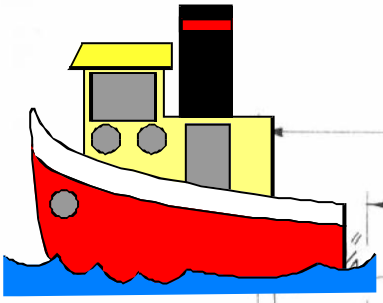
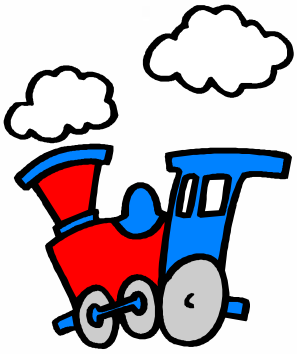
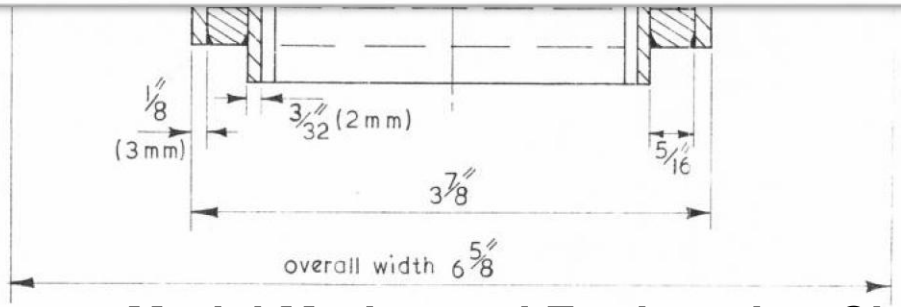




Wheels & Floats

July 2025



Tauranga Model Marine and Engineering Club Inc.

TAURANGA MODEL MARINE AND ENGINEERING CLUB INC.

The Secretary

PO Box 15589

Tauranga 3112

Palmerville Station Phone 578 7293

Bank Account 03-0435-0461711-000

Miniature Railway Memorial Park

Open to Public, weather permitting

Sundays : 10am to 3pm approximately

Website: www.tmmec.org.nz

Facebook: Memorial Park Railway Tauranga

MEETINGS

General Members Meeting every first Tuesday 7pm.

Committee Meeting every second Thursday at 7pm.

Maintenance Tuesday mornings from 9am.

Engineering discussions Tuesday evenings 7.00pm.

COMMITTEE

President: Warren Karlsson 027 5422863

Vice President:

Club Captain: Ethan Bramley 022 5834128

Secretary: Warren Karlsson 027 5422863

Treasurer: Jerry Payne 021 486 013

Committee: Russell Prout, Ethan Bramley, Graeme Hayley, Brian Marriner, Owen Bennett, David Ingley, Ian Bain

Subs are now overdue

Ordinary member $30.00

Country Member $18.00

Junior Member $6.00

Bank details as above. Please put your nae in the Particulars line and Subscription or Sub in the Reference line.

CONVENERS

Boiler Committee: Owen Bennett, Bruce McKerras, Ash Thomas, Ross Campbell.

Safety Committee:

Warren Karlsson, Bruce McKerras, Russelll Prout, Ethan Bramley, Dave Ingley

Workshop: Ethan Bramley

Drivers Licencing : Bruce McKerras, Warren Karlsson

Track : Russell Prout, Ash Thomas

Librarian: Chris Pattison

Rolling Stock Manager: Jason Flannery

Website: Peter Davies

MEANZ rep: Russell Prout

Editor: Roy Robinson 027 5491182

royrobkk@gmail.com

Cover photo : Jason's Britannia, nearly all set to go.

Presidents Report July 2025

Another busy month with a well-attended Special General Meeting, on the 5th July, which gave approval to the Club's new Constitution as required, to be completed, for the reregistration of the Club.
Once we receive the new Certificate of Registration, all members will receive a printed handbook of the new Constitution.

Prior to that we had a successful Matariki Night Run that was well supported by our members and a contingent from Cambridge, but with more and more competing events our numbers were down, but still a busy night.
Thank you to Ian and Diane for preparing the hot meal.

On the 1st August our ticket prices increase to $3 for single ride and $25 for a 12 ride concession, and public reaction has been very favourable.
Increased costs for the lease and insurance, as examples, means that all our income from running for just some 4-6 weeks is absorbed immediately thus any additional income from the ticket price rise will help retain the status quo.
We were fortunate to be able to run all our regular Sundays this past month despite the wet winter.

For most members the last two to three months has been largely in uneventful, but in August we have a full calendar for every Saturday starting with a Play Day, followed by a local museum visit and then two consecutive working bees.

We are three short months out from our Annual Open Weekend and there are some important tasks to complete, hence working bees are necessary.

The Raised Track for example will see some major changes to give the track some much needed improvements with Steaming Bay and a Siding being added, and the track being modified to clear the large tree as well as being raised for ground clearance. The clever inclusion of a Turntable is the key to the improvements being headed by Ash Thomas.

The Mainline coming off the Viaduct requires replacement as tree litter combined with standing water has corroded the track.

The Lower Bridge Deck timbers are also to be replaced after having served some four decades totally exposed to the elements.

Additional working bees in the following two months should be less intense, but necessary, and will be advertised as and when determined.

The Annual Open Weekend is where there are two cups up for presentation, the *Ron Salisbury Cup* for a junior and the *Norm Decke Cup* for an adult member.
The criteria is that the model eligible must have been completed in the current year and cannot have been presented in any previous year. Last year there were no presentations so therein lies a challenge to get your model completed and nominated.

However all models are welcome to be displayed to the public on the Saturday.

Looking further forward to January, the club normally has an exhibition table at the Model Railway Club annual display, and this needs some coordination, with Jason having taken on the role for some years but would like somebody else to step in. Not a big task but important we continue to maintain and show our support.

TMAR has just come off a recertification and is again ready to steam up and again run and pull passengers. Matariki was our first night run without TAMAR and the public did enquire as to its whereabouts.

There are some improvements being mooted to the workshop, club room ticket area, the turntable /hoist and paved areas – if you have any comments or further improvements to the concepts then please ensure your voice is heard, with a quick note to the secretary, as the committee cannot work in isolation.

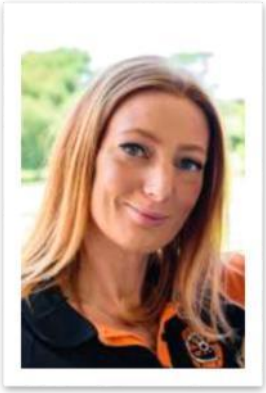
For those members who have not yet paid their Annual Membership Subscription this will affect your receipt of the club newsletter after this month and your membership rights will also expire from the 1st August. For those not renewing a quick email to the secretary to that effect would be welcome.
To date our numbers are slightly down from last year and a new membership drive to bring in new active members is yet to be tabled.

We endeavour to ensure our advertiser sponsors are welcome and include them in a Play Day where they can join in and experience first-hand the fascination of “Trains”.
A date for a “Sponsors’ Play Day” is yet to be organised but more likely when the weather is warmer and more settled.
We currently have two ride cars without signage and efforts to date have not come to fruition, maybe a club member has a business contact that could be interested in advertising if so the secretary can provide some information to assist.

Thank you and regards to you all,
Warren Karlsson

Metalcraft Roofing

Humour :



Club Captains Report for July 2025

Hi Team,

June was a busy month with all five Sundays and the Matariki Night run completed resulting in our largest number of passengers ever carried in any month. With some wild winter weather being experienced we have been fortunate that it miraculously seemed to clear for all our runs.

Matariki was quieter than previous years, possibly due to many other events now taking place. However, we still managed just under a 1000 rides in the 3 hours that we ran, which is a good effort. The event was well supported by club members and we were well catered for by Diane and Ian with a substantial and welcome hot meal. A big thank you to everyone who came down to help, it was a great help and much appreciated. We also had several of the Cambridge Club crew helping us out, helping with set-up, selling tickets, manning the station and doing all sorts of other jobs around the place, which was awesome. A big thank you to Cabridge members for your support.

We also had two special helpers for the Matariki Night Run in the form of Jack and Devron who came along to lend a hand (and ride the trains). They had a great night handing out glow sticks and talking to the public. They are going to be around some Sunday run days too, so say Hello if you see them about.

Cambridge Night Run – 26th July 2025

On the topic of Cambridge Club, they are now open following the upgrade of Leamington Domain. They are holding a night run to celebrate on Saturday 26th July 2025, running 4:30 – 8:00(ish). There will be a group of us heading over to help out, any of our members who wish to do so are very welcome to attend too. If you want to join us, message/email Ethan or I. It is a great night and half the district seems to turn

up so the atmosphere is always great… and most importantly, there are food trucks, coffee carts and donuts!

Mark your calendars for three consecutive Saturdays in August:

Saturday the 19th Jason has organised a visit to a private tractor collection followed by a viewing of a collection of working model internal combustion engines – text or email Jason to reserve what are limited spaces

The following two **Saturdays (23rd and 30th August)** are planned working bees.

The secretary will be sending out reminders closer to each date

Tickets

August will also see our ticket price increase and the reaction from the public has been all positive with surprise that we hadn't been charging more earlier! Tickets will be $3 per ride and $25 for the concession card.

Bowling Night

Any interest in another 10-Pin Bowling Night? Anyone think they can beat Max S, our resident pro? The last night was great and everyone who attended had a good time. We will put together a date and email out details.

Thanks, Jo and Ethan

Russell P adorned with Glow Sticks.

Devron and Jack, Matariki helpers.

A new workshop project (part 3)

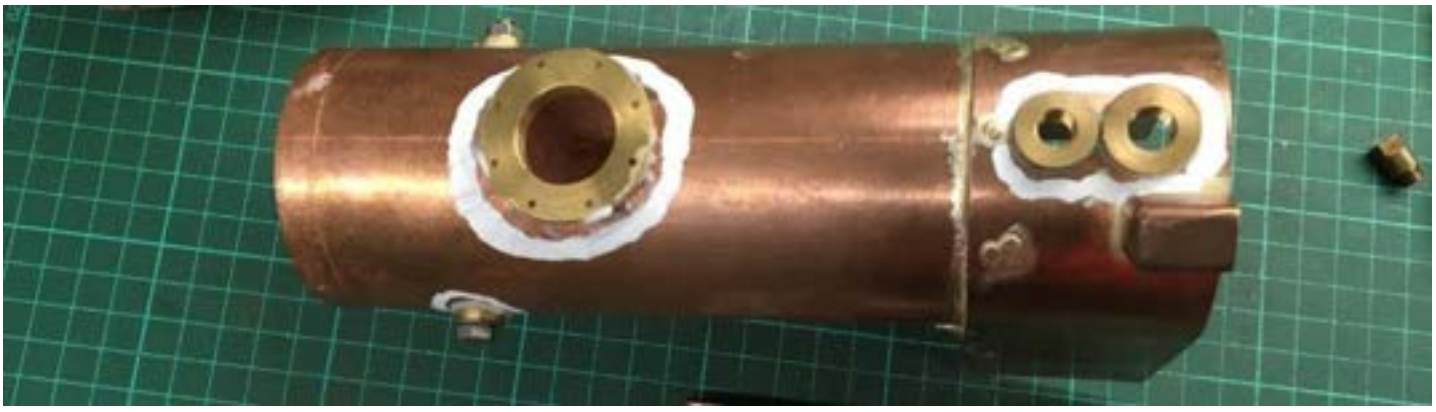
By Geoff Hallam

I started this project on the 1st August last year and I am writing this third article just over a year later. We took a two-week break at the end of February in Mt Maunganui and it would be more than three months before I got back into the workshop. I found that I just couldn't get motivated again for some reason. It just showed me how it is possible for so many projects never to get finished in this hobby. If you don't keep motivated by doing a little every day it gets harder to get started again. Anyway, suffice to say I gave myself a good boot up the backside and started on the boiler mid-June. I suppose I had been putting myself off this part of the project because I hate building boilers. I ordered some paste flux online and received it a few days later. I had used this product before on the Double Fairlie boiler and it made the job so much easier.

The boiler shell and firebox outer shell were the first parts to be soldered up with C4. This is a higher melting point solder taking another 120 degrees to melt over Easyflo at 740 degrees C.

The top water gauge mount was soldered at the same time. The next stages involved soldering the bushes on curved surfaces. I read somewhere that correction fluid helps to stop the solder from running all over the place and making a messy job. The solder started to run as can be seen above on just soldering the rivets. A quick trip to Warehouse Stationery was needed as we only had the fluid in a pen format, which wasn't going to work on this job. It only cost $2.99 and proved to be well worth it.

All the areas around the bushes were given a liberal coating which surprisingly withstood the fierce heat involved in silver soldering. The other thing that made heating the copper up really easy was the donation from my good friend Andy Whyman in the Waikato of a sheet of thick ceramic fibre blanket. The boiler barrel was filled with the fibre and a sheet was wrapped around the shell. This was held in place with thin steel wire leaving only the areas to be soldered exposed. All the bushes were soldered with standard Easyflo with a melting point of 620 degrees C. A long bolt was used to hold the two clack valve bushes in place on opposite sides of the barrel



The inner firebox shell was next on the to do list.

The inner firebox was assembled with 1/16" rivets and the two crown stays were held in place with four 4Ba phosphor bronze screws. Again, C4 solder was used in this stage.

Next a length of 1mm Easyflo was wrapped around a mandrel in the lathe to create the solder rings for the boiler tubes. The smoke box tube plate kept the tubes vertical and correctly spaced for the soldering process. Small nicks were made in each of the holes in the tube plates with a three-corner file to allow the silver solder to penetrate to the inside of the firebox.

All the parts were given a good soak in a strong solution of citric acid overnight. It resulted in bright pink clean copper for the next stages. Not as quick as the sulphuric acid we used to be able to get but it did the job. Two more phosphor bronze 4 Ba bolts were made to clamp the crown stays to the outer shell. I machined the foundation ring from some old copper busbar that was rescued from a scrap bin during the time I was working for British Rail. I thought it would be useful one day. That one day was just so happened to be 47 years later!! Even with all the ceramic fibre in place, things were really starting to take some heat to get the solder flowing.

Inner firebox installed and the fire hole ring soldered in place .

A view from the other end. One large ring of 1mm solder was used around the tube plate. I should have applied more heat to get the solder flowing around the tubes but I was nervous about the clack bushes dropping out. In hind sight I should have left the long bolt in place to stop that happening. Any way enough solder did melt and it did the job. The last job was

to install the foundation ring and tap small slivers of copper into any of the gaps around the corners. Long strips of 1/16" Easyflo were laid along all the joins of the foundation ring and plenty of flux applied. This was going to be the last heat up, or so I thought! I quick pump up with water showed that I had several leaks around the bottom of the firebox. Feeling dejected I threw it into the acid bath and left it overnight again.

Next morning showed that I had assumed the solder would have filled a couple of miniscule gaps. It just goes to show how wrong you can be. I drilled the pin prick holes for 10Ba with a purposely picked next number drill size up. The last thing I needed was a broken tap stuck in the boiler. They were tapped very carefully, holding my breath with every turn of the tap handle. Soft copper wire had a 10 Ba die run down it and the pieces screwed into the tapped holes and rivetted over.

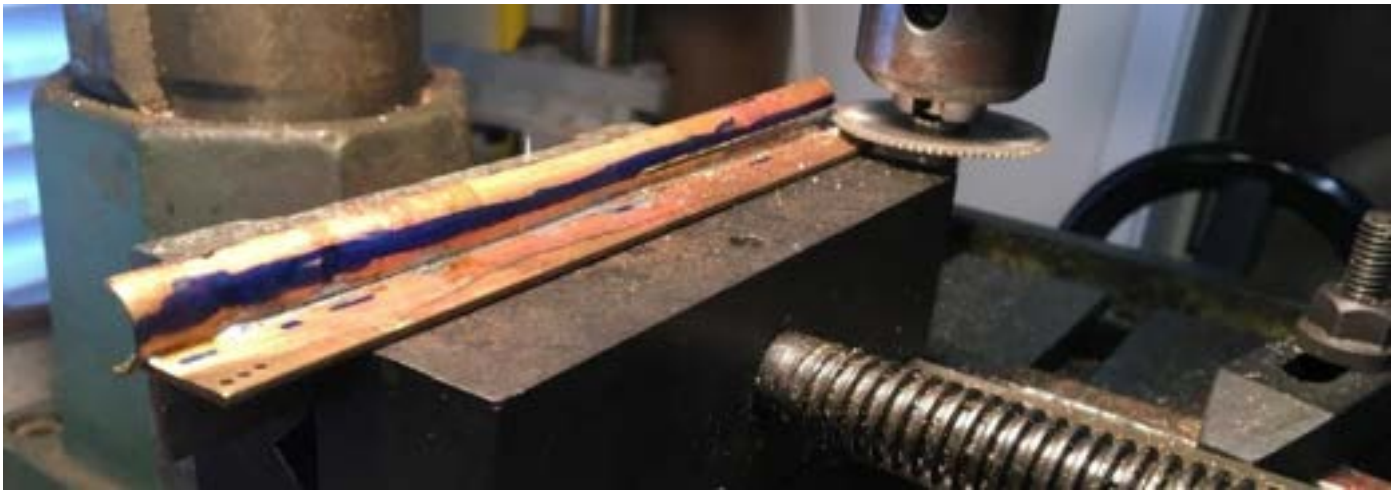
Phosphor bronze was again threaded 4 Ba for the side stays on the firebox. The boiler was mounted in the Mill /drill to make sure all the stay holes were drilled square to the shell. All the holes were tapped 4 Ba and the stays screwed in with flux applied. Thin brass nuts were screwed on the inside of the fire box with flux applied as well. The whole thing was then heated up to 460 degrees F and silver tin solder was used to seal them off including the 10Ba fixes to the foundation ring.

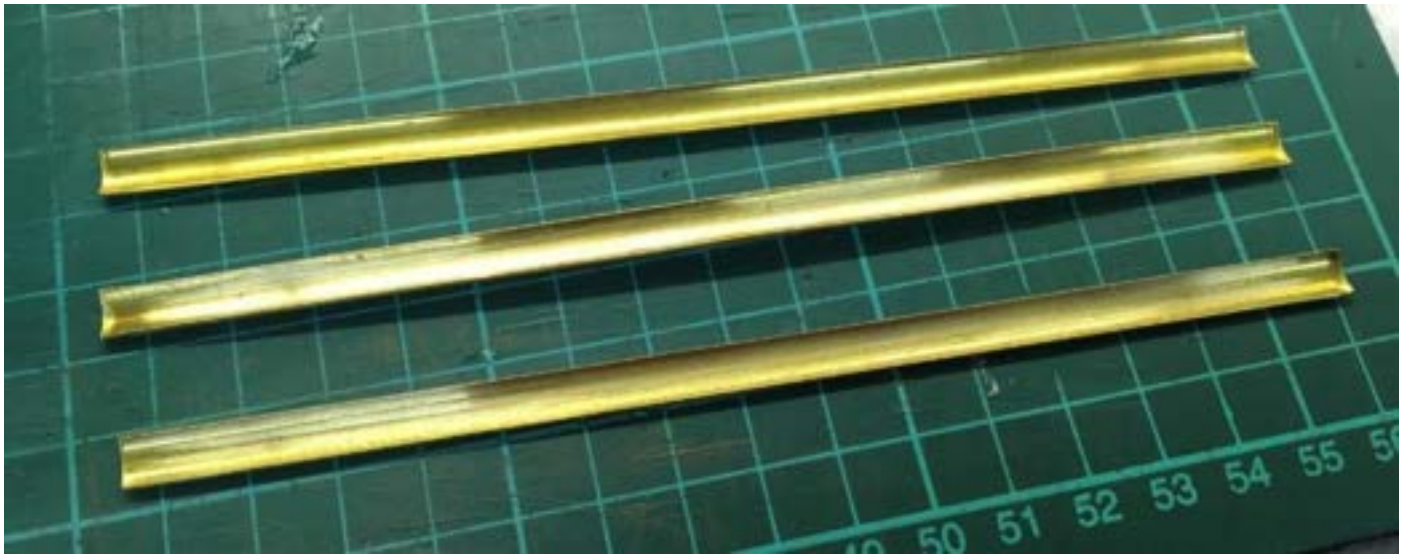
The boiler will be running at around 50 psi so it was given a hydraulic test up to 110psi. Everything looked good except for the boiler test pump clack slowly leaking back into the reservoir.

After this exercise I can honestly say that any boiler made by somebody else is well worth the cost. It has taken well over 70 hours to make and will probably be the last wet firebox boiler I shall ever build in my life. The stress it caused just isn't worth the extra complexity of construction. Any future boilers will be made to Brian Wilsons designs in the 'Steam Trains in your Garden' book. This excellent book is published by Australian Model Engineering Py Ltd. www.ameng.com.au

I finished off my last article thinking of a way to make the radius tops for the tender.

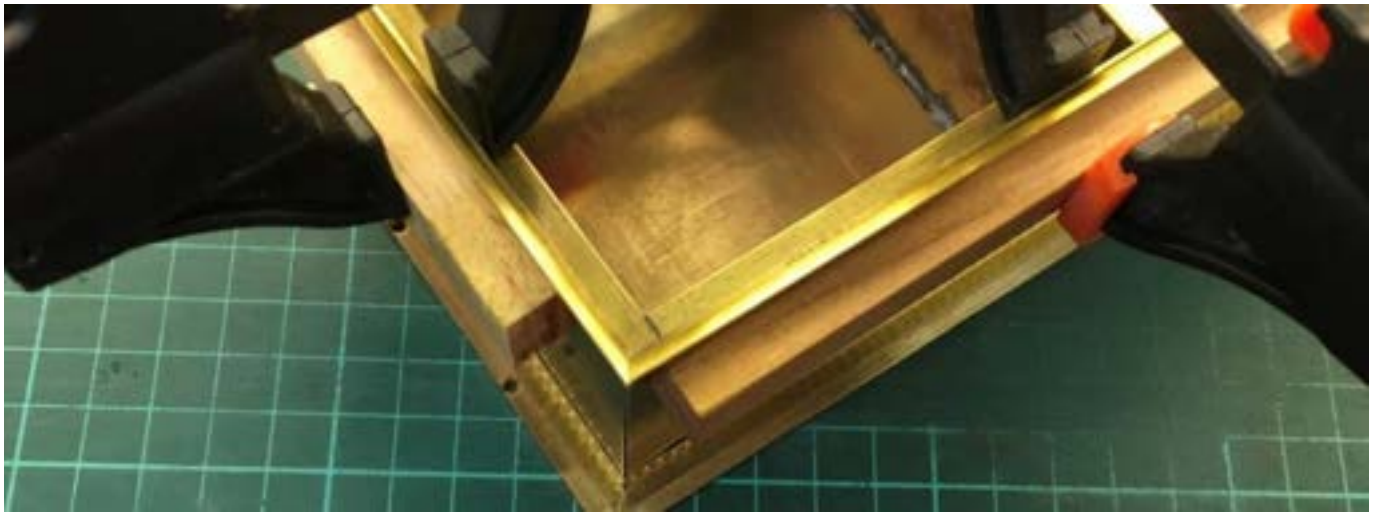
.My thoughts of soldering a brass tube to some brass angle and using a slitting saw in the mill worked like a charm.





The end result was three identical strips of brass ready for the mitre corners to be filed.

(Plus, I have a spare in case I stuff one up!)



The curved brass was held into the recess machined on the tender sides by strips of timber and light pressure clamps. When I was satisfied that the mitres were filed to shape, everything was soldered up using the resistance solder tool.

Coal divider installed ready for the dummy coal load to be glued in place.

Boiler fittings were next on the workshop schedule.

Disclaimer :

The views and opinions expressed in articles contained in this magazine are those of the author (s) and do not necessarily reflect the policy, position or opinion of the TMMEC or its officials.

Water gauge, throttle body, blower valve, pressure gauge, lubricator, safety valve with cover and fire door are shown installed above. The throttle body is made to the Roundhouse design for R/C i.e. with an O ring on the spindle. I don't know where or how I will mount the servos as the footplate needs to be kept clear for coal firing. I will face that problem when I come to it.

The oil reservoir has a condensate drain under the foot plate. The fire door was a bit tricky to make as it needed the hinges silver soldering in perfect alignment. This caused much pondering on the best way to hold everything square and not end up soldering the door components to the jig at the same time.

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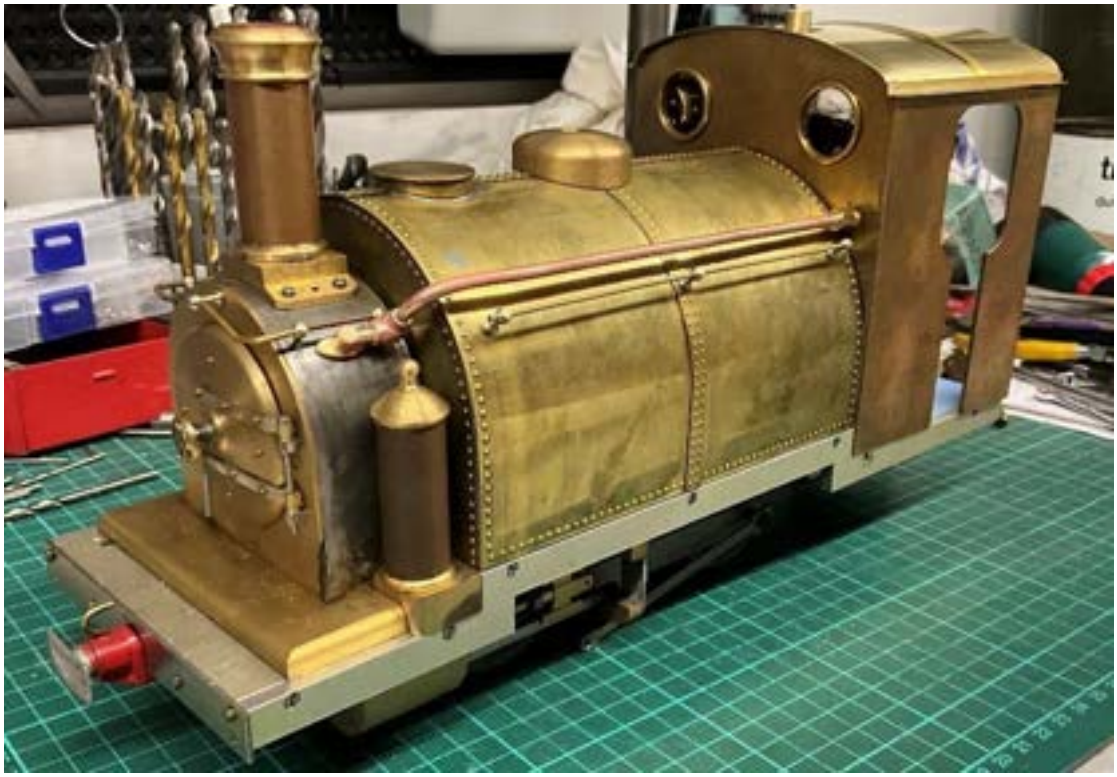
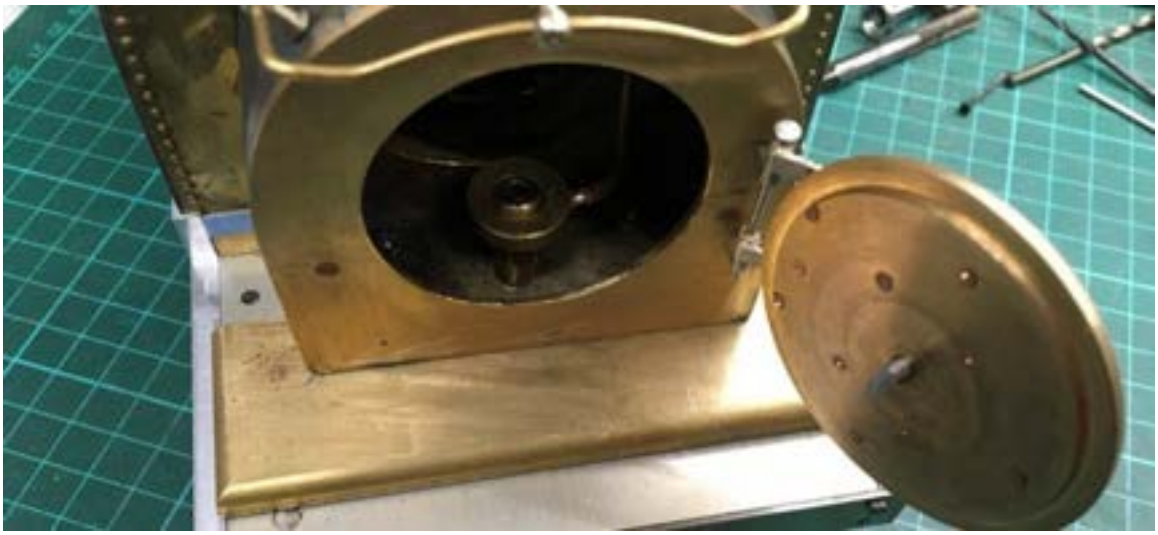


The copper feed tube for the blower runs just above the handrail. It will probably eject condensate for a while but hopefully it will work ok. If it causes a problem, I can run another tube under the tank and wrap insulation around it.



I wasn't quite sure how to make the blower fitting so that it couldn't be knocked out of alignment during tube cleaning. In the end I opted for a ring sitting over the blast nozzle with one No 67 drill hole for the blower. The feed pipe is soldered to the right-hand side of the ring and goes up to the fitting on the side of the smoke box.

I used my new mini digital protractor to check the drill angle required by standing a piece of thin tube central in the top of the chimney and touching the area on the blower ring to be drilled. The blower hole was drilled at an angle of exactly 3 degrees.

More detail being applied with the half round beading around the cab opening.

I found that the specified springs for the loco suspension were nowhere near strong enough to support the weight of the boiler. They bottomed out as soon as the boiler was installed. The boiler weighs 2 kilos empty so I was going to need some stronger springs. I wound one up using the next size wire gauge to that specified on the drawing. It still wasn't going to be strong enough. In the end I used some 20swg which gave a load strength of about 1.6kg per spring (checked on the kitchen digital scales). I can't afford too much suspension travel as the ashpan only clears the track by a few mm.

I had to make a way of easily dropping the ashpan and fire. So, a couple of brackets were mounted on the lower extended boiler stays. A length of 4 mm stainless steel tube was silver soldered across the ashpan to guide the drop pin through to the other side. The loop to pull the pin can be seen to the left of the bracket. The stays were also used to attach two small brass angles that will let the boiler slide along the footplate thus allowing for heat expansion.

The last nice to have was the addition of an extended wooden handle on the firebox latch. I could see me suffering burnt finger tips with the original design!

There are still many things to do before I can give the engine a steam test but the list is getting smaller every day. Less than 18 to go. If I hadn't taken such a long break from the workshop, I could have had a steam test completed within the first 12 months of starting to build it.

The next projects on the to do list will be to build a rake of suitable rolling stock in 7/8ths scale to go with it. This should be quite easy to do as I only have to scale up some of my existing CAD drawings for the CNC machine. I must admit that I can't wait for some warmer weather to enable some spray painting to be done. I will have three engines to strip down and paint, so that should keep me out of trouble for the summer months. I am going to have to be disciplined and not do any more modelling until they are painted and lined

I must not get distracted
I must not get distracted
I must not get distracted
If I keep writing this down as we used to do for punishment at school it might work. Yeah Right!

Interesting???!!!!?

I have a heap of old engineering mags/books that I need to reduce, but, there are lots of interesting articles within those mags/books. I will be putting some of what I feel are worth the space in our mag. Just hope you may find some of them worthwhile also. The one on the right comes from a mag April 1973 Ed

Rapid rail

IF Auckland started work on its rapid transit system immediately, traffic would still run into paralysing congestion in five years, the Mayor of Auckland, Sir Dove-Meyer Robinson, said recently.

Sir Dove-Meyer said that in the next five years the number of motor vehicles in Auckland would double.

The increase in traffic would be nothing like the same as the increase in roading for the traffic.

Opponetns of Auckland's rapid transit system were exaggerating their case out of all proportion by only attacking the rail part of the scheme.

"They ignore the fact that it is a bus-rail scheme and that buses will be 90 per cent of the network," Sir Dove-Meyer said.

"They are concentrating on destroying Auckland's chance of getting a steel spine to form the backbone of our transport network."

He added the motorway system currently planned or under construction in Auckland would not be completed till the year 2020, 40 to 50 years behind the target date.

Welding Tutorial

Jason is seeking expressions of interest from those who may be needing to update their welding skills.

There are 3 options :

1 : A 2-day weekend course at the Polytech. There would need to be 10 people interested to attend and costs (unknown) would be applicable.

2 : Jason has a contact who would be interested in providing a short course (1 day). Depending on the numbers interested a venue will be arranged. Cost for this will probably be a donation.

3 : Do nothing!!!!!!

Please let Jason know if you are interested.
(021 629 048)

A TRACTION ENGINE IN THE BAY OF PLENTY

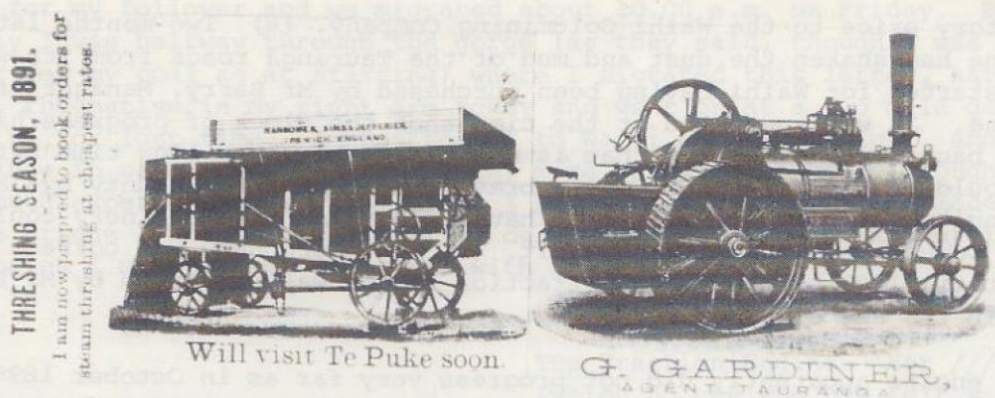
by A.C. Bellamy

Although well over 1000 steam traction engines and road rollers were imported into New Zealand, only very few ever ventured into the Bay of Plenty, probably because of the steep terrain, and the state of the road and bridges, and the County by-laws (see Appendix 2). In January 1891 the first mention was made of any traction engine being proposed for use in the Tauranga-Te Puke area. At that time the residents of Te Puke were in a state of excitement about the new engine that was going to work on the road between Tauranga and Te Puke. The residents feared that they would not be able to drive their buggies and conveyances to town for fear of the horses taking fright of it, should they suddenly come upon it coming around one of the numerous bends on the road. (1) (It should be noted that this was 12 years before the first motor car appeared on the Bay of Plenty roads).

By the middle of February the traction engine, imported by Mr George Gardiner, had been landed on the town wharf at Tauranga. Many people visited the wharf to see this (2) innovation for the town. Mr Gardiner soon set to work assembling the engine on the wharf. Apart from the flywheel, which was broken, the rest of the machine was in good order. (3) By the middle of February it was reported that the traction engine was now ready for work and that as soon as the flywheel arrived from Auckland, steam would be got up. In the meantime, however, the engine was removed from the wharf and parked opposite Mr Bodell's store. (4) On Saturday 21 February 1891 the new flywheel had arrived from Auckland and Mr Gardiner soon had the engine completed. (5)

At 5.30 p.m. the fire was started in the firebox and from that time until about 11.00 p.m. it was a source of great attraction. In fact The Strand was almost entirely deserted except for the corner of Wharf Street, where the engine was parked. At about 7.30 p.m. a sufficient head of steam had been raised and the engine, followed by a crowd of criticising spectators, was driven around to the town pump in Spring Street, where a fresh supply of water was taken on. The engine was easily turned on the roadway in front of the brewery which was on the corner of Willow and Spring Streets where the National Bank now stands. For some time the engine did not work well owing, no doubt, to the fact that everything was new, but after a little while the machinery worked splendidly. A number of people climbed on board filling the coal bin, standing on the steps and hanging on behind as the machine went up Wharf Street, round First Avenue, down Devonport Road and along The Strand, and back up Spring Street, finally stopping at the back of Bennett and Spence's Store. The engine's speed was described as being a fast walking pace and it travelled nearly as fast going up hill as down. The engine came in for some criticism, although it was said that the critics were mainly persons who knew nothing at all about the matter. The main drawback was expected to be the shortage of work for it.

On the Tuesday morning steam was again raised and a start was made from Messrs Bennett and Spence's yard at noon, the threshing machine being attached. Some difficulty was experienced in getting over the heaps of shell in McLean Street, but after a few attempts The Strand was reached and the machine brought along and up Harington Street. The steep grade in this street was tackled with ease. On Cameron Road being reached, a halt was made



This advertisement is taken from the "Bay of Plenty Times".

* * * * *

and the quick speed gear attached to the engine. Once it commenced to roll again it travelled along at the rate of four miles and hour. A crowd followed this innovation for the Bay of Plenty area for a considerable distance. The first stack to be threshed was at Mr Bernett's farm near Hairini. When this was finished the machine was to proceed to Judea to thresh Mr Hamilton's grain.

This engine had been made in England by Messrs Ransomes, Sims and Jefferies at their works in Ipswich. Every traction engine when built carried a brass plate on which was engraved the maker's name, its works number and date of construction. This particular engine carried the maker's number 8319 of 1890.

In March it was reported (6) that the traction engine and threshing machine had been doing good work and in two weeks it had threshed nearly 10,000 bushels, principally oats, the average being 30 bushels to the acre. Mr Gardiner stated he was well pleased with his machine and that some of the grades of the cuttings he had been obliged to travel over had been one in five. When the threshing season was over he intended using the machine for ploughing and he expected to haul three sets of double furrow ploughs and do 10 acres per day.

The engine continued to work in the western Bay of Plenty much to the concern of the Tauranga County Council. It is known to have broken a bridge on the Te Puke road and also damaged the Judea Bridge. The County passed by-laws for the operation of traction engines on the roadway, which were particularly severe. (See Appendix 2)

In May 1896 the following advertisement appeared in the *Bay of Plenty Times:*

"AUCTION SALE

"The undersigned has received instructions from the Public Trustee to sell by public auction on Saturday 30 May 1896 at 11 o'clock in the estate of George Gardiner deceased, Steam Traction Engine and Threshing Machine in complete working order, Ploughs etc.

"D. Lundon, Auctioneer." (7)

This engine was not sold at the auction, but was later disposed of at a

90

satisfactory price to the Waihi Goldmining Company. (8) Two months later the engine had shaken the dust and mud of the Tauranga roads from its wheels, and had started for Waihi having been purchased by Mr Barry, Manager of the Waihi Mine. It was suggested at the time that the clock of progress had been put back five years, and that it would probably be a long time before anyone would be rash enough to again brave the prohibitive County by-laws, for no engine of practical value for haulage or even for machinery could be found to come within the present limit. (9) This prophecy was correct as it was not until 1909 before another traction engine was purchased by Mr Pinker for use in the Bay of Plenty.

The engine apparently did not progress very far as in October 1896 it had only arrived at Katikati under the control of Mr Bainbridge who had been employed by the Waihi Goldmining Company to take it to Waihi. He was accompanied by Mr E. Daines who was described as a general mechanic. It was intended to take a big cylinder which had been lying at Bowentown for the past few months to Waihi. (10) This task was safely completed (see Appendix 1).

In November the engine was being used to drive a ten head stamper at the mines (11) although by December it was idle at Waihi as it had been taken from the battery to do some hauling on the road, but the County Council would not allow it to be used. (12) It was, however, later allowed on the roads, as in October 1903 mention is made of a ponderous piece of pumping machinery weighing 24 tons being on its way from the Thames to Waihi, and that the Waihi Goldmining Company's traction engine, formerly well known on the Tauranga roads, proved unequal to the task and had come to a stop at Mackaytown. (13) It was necessary to borrow a traction engine owned by the Ohinemuri County Council to assist in this haul, and it was completed by the two engines.

The Waihi Goldmining Company used the engine until 1912 when it was sold to the Public Works Department who used it for haulage in the Hinuera-Horo Horo area.

In a region where traction engines where never plentiful I found this article in a Historical Journal, the article is by well known local historian AC Bellamy who was if my memory serves me correctly was Station Master at the Railways Tauranga cir 1960's. I find articles like this quite interesting, they are local, topical and are an extension of our hobby. Ed

Club Visit to McFall's Tractor Collection.

Saturday the 16th of August is now booked in for the McFall tractor collection and then Bill Janes engine collection McFall Fuels tractor collection.

Meet at the security gate, end of the cul-de-sac, Hocking Street, Mt Maunganui.

Tour starts at 9am, approx. 2 hours until 11am

Then off to the Classic Flyers Cafe, 11am to 1pm (of course travel time has been allowed for between the two venues) This allows about 1 to 1 ½ hours for lunch, catch up.

Then 1pm entry to see the model engine collection donated by Bill Janes. This collection is upstairs, those that don't intend to have lunch just meet up with the rest in the café.

Classic Flyers did advise booking a table as over lunch we may not get a seat. They have 3 events on that day, they will be very busy. Both meeting rooms upstairs are booked out plus an event in the main musum.
I have booked for 12 people, if you intend to go please let me know so we can advise if more space is required, there is no guarantee of a seat for more than the number booked.

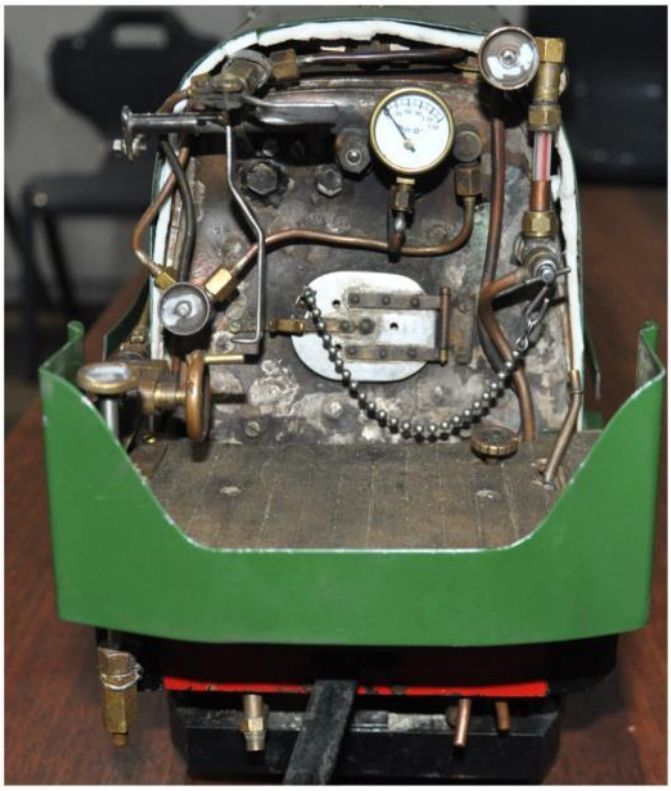
Email or flick me a text, Ill add your name to the list.

Show and Tell 1st July

Roy R displayed a hydraulic control sector off his MF135. Tauranga Electroplaters zinc plated this for him. The original zinc plating had worn off after 50 years. The shading at the top of the sector is where the mounting flange fits and so had a different "base" for the new coating to adhere to.

Tauranga Electroplaters are in Unit 9/61 Maleme Street Greerton Ph 075433176

Jason F has had his first fire since rebuilding the Britannia he got off Bruce H . Apart from a few small problems he is well on the way to a full boiler safety valve final check.



TMMEC CLUB CALENDAR 2025

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	v 3
Mon									1			1	Mon
Tue				1			1		2			2	Tue
Wed	1			2			2		3	1		3	Wed
Thur	2			3	1		3		4	2		4	Thur
Fri	3			4	2		4	1	5	3		5	Fri
Sat	4	1	1	5	3		5	2	6	4	1	6	Sat
SUN	5	2	2	6	4	1	6	3	7	5	2	7	SUN
Mon	6	3	3	7	5	2	7	4	8	6	3	8	Mon
Tue	7	4	4	8	6	3	8	5	9	7	4	9	Tue
Wed	8	5	5	9	7	4	9	6	10	8	5	10	Wed
Thur	9	6	6	10	8	5	10	7	11	9	6	11	Thur
Fri	10	7	7	11	9	6	11	8	12	10	7	12	Fri
Sat	11	8	8	12	0	7	12	9	13	11	8	13	Sat
SUN	12	9	9	13	11	8	13	10	14	12	9	14	SUN
Mon	13	10	10	14	12	9	14	11	15	13	10	15	Mon
Tue	14	11	11	15	13	10	15	12	16	14	11	16	Tue
Wed	15	12	12	16	14	11	16	13	17	15	12	17	Wed
Thur	16	13	13	17	15	12	17	14	18	16	13	18	Thur
Fri	17	14	14	18	16	13	18	15	19	17	14	19	Fri
Sat	18	15	15	19	17	14	19	16	20	18	15	20	Sat
SUN	19	16	16	20	18	15	20	17	21	19	16	21	SUN
Mon	20	17	17	21	19	16	21	18	22	20	17	22	Mon
Tue	21	18	18	22	20	17	22	19	23	21	18	23	Tue
Wed	22	19	19	23	21	18	23	20	24	22	19	24	Wed
Thur	23	20	20	24	22	19	24	21	25	23	20	25	Thur
Fri	24	21	21	25	23	20	25	22	26	24	21	26	Fri
Sat	2	22	22	26	24	21	26	23	27	25	22	27	Sat
SUN	26	23	23	27	25	22	27	24	28	26	23	28	SUN
Mon	27	24	24	28	26	23	28	25	29	27	24	29	Mon
Tue	28	25	25	29	27	24	29	26	30	28	25	30	Tue
Wed	29	26	26	30	28	25	30	27		29	26	31	Wed
Thur	30	27	27		29	26	31	28		30	27		Thur
Fri	31	28	28		30	27		29		31	28		Fri
Sat			29		31	28		30			29		Sat
SUN			30			29		31			30		SUN
Mon			31			30							Mon

	Sunday Running 10 - 3pm		Open Weekend		Anniversary Day 27/
	General Meeting		CAD, 3D Printing		Waitangi Day 6/2
	Committee Meeting		Matariki Night Run		Easter 18- 21/4
	Annual General Meeting		Halloween Night Run		Anzac Day 25/4
	Engineering Discussion		Hamilton Convention		Labour Day 27/10
	Club Play Day, Training		Christmas Party		CLOSED

Matariki 20/6 FRIDAY
Kings Birsthday 2/6
Christmas 25/12
New Year 1/1
Halloween 31/10 FRIDAY

TMMEC Duty Roster

	13th July 2025	Bryan Fitzpatrick	
	20th July 2025	Jason Flannery	
	27th July 2025	Warren Karlsson	
Saturday	2ndAugust 2025	**tba**	**PLAY DAY**
	3rd August 2025	Joanne Knights	
	10th August 2025	*Steve Mannington	
	17th August 2025	Bruce McKerras	
	24th August 2025	Russell Prout	
	31st August 2025	Stewart Walker	
Saturday	6th September 2025	**tba**	**PLAY DAY**
	7th September 2025	*Ian Bain	**Father's Day**
	14th September 2025	Bruce Bocock	
	21st September 2025	*Ethan Bramley	
	28th September 2025	Bryan Fitzpatrick	**Daylight Saving starts**
Saturday	4th October 2025	**tba**	**PLAY DAY**
	5th October 2025	Jason Flannery	
	12th October 2025	Warren Karlsson	
	19th October 2025	Joanne Knights	
	26th October 2025	*Steve Mannington	**Labour Day Monday 27th October**
Friday	31st October 2025	**tba**	**Halloween Friday Night Run.**
	2nd November2025	Bruce McKerras	
Saturday	**8th November 2025**	**tba**	**Open Weekend**
Sunday	**9th November2025**	Russell Prout	**Open Weekend**
	16th November2025	Stewart Walker	
	23rd November2025	*Ian Bain	
	30th November2025	Bruce Bocock	
Saturday	6th December 2025	**tba**	**PLAY DAY**
	7th December2025	*Ethan Bramley	
	14th December2025	Bryan Fitzpatrick	
	21st December2025	Jason Flannery	
	28th December2025	No Run	

Denotes School Holidays

* Operator in Training

Holiday weekends

tba = to be announced

To ensure cover, any changes to the roster are be made directly between affected individual Operators.

Nostalgia

Loco and wagons on viaduct. Someone will tell me what the loco is. Goods look to be mainly cars.

A & G Prices at Thames 1960. Do you notice any difference from when we called earlier this year???

Yes, different car!!!!!