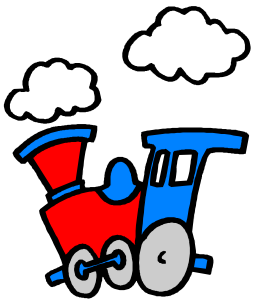
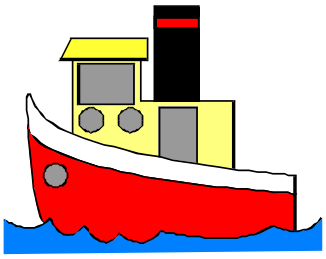


Wheels and Floats



Newsletter April 2018

TAURANGA MODEL MARINE AND ENGINEERING CLUB INC.

The Secretary
PO Box 15589
Tauranga 3112

Palmerville Station Phone 578 7293

Miniature Railway Memorial Park
Open to Public, weather permitting
Sundays in Summer: 10am to 4pm approximately
Winter. 10am to 3pm approximately
Website: www.tmmec.org.nz

MEETINGS
General Members Meeting every first Tuesday 7pm.
Committee Meeting every second Thursday at 7pm.
Maintenance Tuesday mornings from 9am.
Engineering discussions Tuesday evenings 7.30pm.

COMMITTEE

President:	Peter Jones	543 2528
Vice President:	Russell Prout	5482881
Club Captain	Bruce McKerras	5770134
Secretary:	Rachael Duncan	
Treasurer:	Owen Bennett	544 9807
Committee:	Warren Belk, Shane Marshall, John Stent, Jason Flannnery Bruce Harvey.	
Boiler Committee:	Peter Jones, Bruce McKerras, John Heald, Paul Newton.	
Safety Committee:	Warren Karlsson, Bruce Harvey, Peter Jones, Russell Prout, Mark Duncan	
Editor:	Roy Robinson royrobkk@gmail.com	07 5491182

CONVENERS

Workshop:	John Nicol
Track :	Bruce Harvey, John Stent, Russell Prout
Marine:	Warren Belk
Librarian:	Chris Pattison
Rolling Stock:	
Website:	Murray de Lues
Driver Training:	
Club Captain:	Bruce McKerras

OPERATORS 2017

15 April	B McKerras
22 April	R Salisbury
29 April	N Bush
6 May	M de Lues
13 May	M Duncan
20 May	B Fitzpatrick
27 May	D Harris
3 June	B Harvey
10 June	P Jones
17 June	W Karlsson

Presidents Report

Our Committee meeting last night was quite a lengthy 3 1/2 hours, quite a few issues were discussed and some that our members should know about are as follows.

Following from my notes about Junior members last month, Owen Bennett has revised our member application form and introduced a new Junior Membership Application Form with a few adjustments to be added that were recommended by the committee. What you as a member should know is that if you have a person young or old wanting to join our club, then please refer them to one of the committee who will process the application form.

This is to ensure the prospective member knows something about our club and how we operate, also a chance to buddy them up with someone so they have a smooth transition into our club. This is especially important if the new member is keen to get involved with the operating side of our railway.

Over the last few years we have talked about upgrading facilities in our Station. There were some concerns about Bay Venues plans at the park, however the promised consultation has not come about and my inquiries with Council and other effected parties, have not provided any further information. If you are interested in what is happening in the planning of our city go to www.tauranga.govt.nz/our future/public notices to see what is being planned for our cities future, it includes notification of public consultation and submissions. What ever may be planned will not happen for many years yet and things change as the years move on. We cannot allow our station to deteriorate any further waiting for some other party with an idea that may or may not happen, which might or might not affect our club. With this in mind the committee has decided to go ahead and replace the Station roof, upgrade the toilet and wash room area and cover the service areas with a commercial vinyl. A review of the furniture we are using will be made and planned care of the floor during working B's etc. There will be some help required from members moving furniture etc at the time of the flooring installation, so watch this space.

David Flockart has shown an interest in becoming a Track Operator and is working through the training process. Thank you for your interest David and look forward to adding your name to the roster when training is complete.

I am sure the majority of our members have seen the article in Bay Times regarding the Tauranga City Council review of public leases and rates. We have received notification from Council to advise that from the 1st July there will be a reduction in our annual lease payment, thank you TCC.

Don't forget the AGM 2.00pm Saturday the 19th of May.

Happy modelling

Peter Jones.

NOTICE of AGM

39th Annual General meeting of the Tauranga Model Marine and Engineering Club Inc.

Will be held at Palmerville station commencing at 2.00pm on Saturday . the 19th of May 2018.

AGENDA

1/ Members Present and Apologies
2/ Previous minutes 2017 AGM

3/ Presidents report 2018

4/ Treasurers Report
5/ Club Captains Report

6/ Safety Committee Report

7/ Building Committee report

8/ Election of Officers:

President .
Vice President .

Secretary .

Treasurer .

Club Captain .

Committee 5 positions .
9/ Appointment of Safety Committee
10/ Appointment of financial reviewer

11/ Appointment of Librarian

12/ Appointment of boiler inspectors

13/ Appointment of Track Manager

14/ Workshop Manager
15/ Set Subscriptions

16/ General Business

Please note nomination forms for committee are available at Palmerville Station.

Club Secretary Mark Duncan (acting)

Forthcoming Events

1—2—3 May Machinery Expo Greenlane Auckland

19th May TMMEC AGM

2—4 June Manakau Live Steamers Open Weekend

14 –15 July Eastern Bay of Plenty Model Engineers "Glow in the Dark" mid winter Open Weekend at the River Edge Park Miniature Railway.

11th August (proposed) 3 hour trip on the William C Daldy vintage steam tug on the Auckland harbour. Send an email to Murray de Lues at <tmmec.webmaster@xtra.co.nz> to advise Murray of your interest. There is a possibility that the Club may organise a bus, this will be confirmed when numbers are known.

Show and Tell

At the recent General Meeting these items were displayed.

Above left : Shane had a generator suitable foe a steam or traction engine which was for sale.

Above right : Jeff succeeded in getting the paint job on this cab correct after many attempts.

Left : Jason had the driving axles for his South African loco ready to be fitted.

MY RAILWAY CAREER by Clive Goodley

The following is part of a considerable "book" of the Railway career of Clive Goodley. Clive contacted me just before his passing and asked if I would be interested in his rambles on his life in the Railways. I couldn't miss the opportunity and so over the following months will put exerts in our Clubs magazine.

Introduction

I never set out to write a book about my time on New Zealand and Australian railways. When writing my family history, the idea was to give any of my descendants who were interested, a starting point for their investigations into the family history in England, what our family background was, the reason we emigrated and what we did in our first few years in N.Z. Soon after I reached the part where my railway life came into the story, I realized it was indeed a separate story and needed a book of its own. I had found out some twenty years ago that my Grandfather was on the footplate, but was promoted to higher things without ever being an engine driver. It was only when writing my family history I became aware that my Great Grandfather was an engine driver

Inspiration and motivation

Peterboro had two railway stations, a minor one, Peterboro East on a cross country line and Peterboro North, on the main line from London to Edinburgh. It is 76 miles from Kings Cross, the London terminal. Peterboro North had an allover roof, not in the grand manner of York or Newcastle, and that was what made it special. There were only three through tracks, one on the outside of the island platform with a normal canopy roof extending to the platform's edge. It was used mainly by cross country and minor main line trains. The platform adjacent to the concourse and the platform on the inner side of the island were spanned by an allover roof, which was only ten to fifteen feet above the engines chimneys.

A speed restriction of 20 m.p.h. applied at the south end, owing to a severe curve of the track just outside the station. When non stopping northbound trains were halfway through the station, the engine drivers usually opened the regulator (throttle) wide, causing the exhaust to blast from the chimney, hit the glass roof and bounce down. It could not only be heard, but felt too. In the confined space the effect was awesome and was enough to stir the blood of not just the young, but of adults also.

The engine would usually be an A4 class pacific, which were streamlined, and that alone caused a tingle of excitement, the rest was the icing on the cake. No doubt the e'drs had stood on those same platforms in earlier times, even as youngsters. They were well aware of the effects of their actions and no doubt took a great delight in doing so in turn. I wondered then and still do, why the glass in the roof was not blasted out or, at the least, shattered.

Those experiences alone were enough to turn ones thoughts to being an e'dr. At home we talked, read, breathed and dreamed railways, so one of us was bound to finish up on the footplate.

Although I left school at fifteen years of age and served an apprenticeship as a coach builder on British Railways, I never considered that a career, just a way of earning a living. After a further year and a half coach building, I emigrated to New Zealand. On leaving school I had told my Father I wished to go on the footplate, but he said 'no son, you are going to be a coach builder,' and being the dutiful son I was, that's what I became.

NEW ZEALAND GOVERNMENT RAILWAYS

How to make an impression at a job interview

I had been in N.Z. a year and during that time had worked in five jobs. The time was right for me to do what had always been tucked away in the back of my mind and so I answered an advertisement for trainee engine crews.

The walk-cycle track from Commerce Street to the Frankton Loco Depot was, as at most steam engine depots throughout the world, built up and surfaced with ash, cinders and soot from the steam locomotives' ashpans and smokeboxes. The track ran along the western side of the main line, and then rose half a metre to cross it.

On the morning of my interview for a career on the footplate, as I cycled up and across the main line, the tyres slipped away from under me on the rail wet with dew. I landed on my hands and knees in the ash, cinders and soot, and so decorated, I attended my interview. Luckily, in 1960, N.Z. had half of one percent unemployment: N.Z.G.R. was happy to employ me despite my appearance.

The school

Ten young men made up the intake, of which I was the eldest at twenty three years. Henry Dyer at twenty one, was next oldest, some were only seventeen. Peter Toms, who had never been on a train in his life, had a brother Dave, who was to be our next door neighbour in later years at Emily Place in Tauranga.

Vic. Barker from the S. Island, a promoted engine driver, initially instructed us on the basics of locomotive construction and operation, but became sick and died soon after (it wasn't my fault, I swear). Tom Blockley took us in hand and finished our instruction, then let us loose to clean loco's, light them up and keep them in steam and water while berthed in the depot between turns.

A brief description of a steam engine for the ignorant (of the important things in life)

The size of the firegrate is important to a fireman because the larger the grate area, the more coal is likely to be shoveled. Most of my time as a fireman was spent on J class engines, which have a firebox six feet (1800mm) high, with a grate 6ft 6inches (1950mm)long and 6ft. (1800mm) wide, the grate area is 39 sq. feet, work that out in metric yourself. The recognized maximum grate area for hand firing is 50 sq. feet. The British A4 Mallard, which holds the world speed record for steam engines, has a forty two sq. ft grate area

A brick arch spans the firebox and goes from the front of the firebox two thirds of the way to the back of the firebox. Its job is similar to that of the steel plate across modern solid fuel space heaters, in which it is called double burning. The idea was invented by engine builders in the 1860s, not by 'Kent Fires' in the 1960s.

The harder an engine is working, the greater the draught on the fire. I have seen the fire bed, over nine inches (225mm) thick, being lifted off the firegrate a couple of inches when the engine was working really hard. The blower valve, which blows live steam up the funnel, is very important, for regulating the heat of the fire and controlling smoke emission when the engine is not working hard. It creates a decent draught on the fire, to keep the smoke, and more importantly fire, out of the cab.

If the regulator (throttle) is closed suddenly, or a tunnel is entered while drifting, with the fireman not alert to the situation, a back draught could, in some circumstances, barbecue the fireman and his mate.

The firehole ideally, as on a J, is about 375mm above floor level and has a pair of air powered doors operated by foot pedal. The elliptical opening is about 400mm wide and 300mm high.

The tender holds over seven tons of coal when heaped and four thousand gallons of water. On the tender front at the same level as the fire hole is the shoveling plate, protruding out about 250mm. From tender to firehole is about 1.800mm, a nice distance to swing the shovel.

Both the engine driver and fireman have a collapsible padded seat, and back rest. Most British engines had no seats until near the end of steam. The cab, which is usually attached to the firebox, moves around quite a lot. The tender, on its own chassis, also bounces around independently of the cab. On rough track at speed, firing can be quite interesting.

The Tools

A rake, pricker and tongs, all with solid metal handles eight feet long, are on top of the tender. The tongs are to remove and replace firebars, the pricker to break up clinker and the rake to drag back the rubbish to the drop grate and, at rare times, to shape the firebed.

The business end of the shovel is about 600mm long when new and 225mm wide. It does get shorter over time, as the occasional miscue from the fireman has the shovel hitting the solid, 50mm thick ring around the fire hole, or the cast iron doors, while in full swing, damaging the shovel and the fireman's wrists. The handle is similar to that of a garden spade with a T shaped end.

A Cleaner's duties

Engines for lighting up were usually parked, or later towed next to the woodpiles, so that the wood could be thrown directly into the cabs. The pieces, over a metre long were stacked almost to the roof. Two or three lumps of burning oil soaked cotton waste were thrown into the firebox, quickly followed by as much wood as could be fitted in. If there was a breeze, a piece of wood was propped against the chimney on the upwind side to create a bit of draught on the fire.

After an hour or more it was time for a refill and with smoke pouring out of the firebox door opening, into our eyes and lungs, the second lot was thrown into the firebox. Later a third lot went in and hopefully that was enough, as that would have used up all the wood ready stacked in the cab plus another barrow load. By the time a bit of coal was being added, there would be a pound or two of steam pressure in the boiler, just enough to operate the blower and draw the smoke up the chimney instead of it drifting into the cab.

Sometimes a loco could not be placed next to a woodpile but be quite distant, and so six or seven trips with the wood barrow piled high were necessary. With seven to eight light ups in one shift, we could be quite busy.

Lighting up with no water

One evening I lit three engines and by the fourth, darkness had fallen. As I had started off in daylight, I had not brought my torch and so I could not check the water level in the gauge glasses, but I put a fire in it anyway. On going back later to refill the firebox I had my torch, but owing to the smoke pouring out of the firebox door, I could not see the water level. Sure enough, when sufficient steam was raised to clear the smoke, the gauge glasses showed empty.

The shed driver, Ken Anderson, in charge of cleaners and locomotive movements around the depot, could not be found and so, with another cleaner I shovelled barrow loads of sand and ballast into the firebox to kill the fire. With the fire almost out, another foray found the shed driver, who ascertained there was enough water in the boiler to cover the crown sheet and so I was told to resuscitate the fire.

By the time the crew booked on I had raised steam and filled the boiler, but the firegrate was still cluttered with sand and ballast. They must have cursed me that night, especially if they had a maximum load on their train.

Sanding

Filling sand boxes in fine weather was easy, even if a little dusty, but sanding in the rain was difficult, especially with the diesels. The sand had to be kept dry to run freely. While being barrowed about fifty metres across five or six sets of tracks, the canvas cover was likely to fall off, letting in the rain. If the sand was direct from the dryer it was too hot to touch and the metal scoop, which we used to pour the sand into the sand boxes soon became extremely hot,

Steam engines had the sand blown from the sand house via an overhead pipe to the sand dome on top of the boiler.

Hot smokebox doors

One stormy night a Ka came off the “express”, the smokebox door was practically red hot, as they could be if there was an air leak around the door. As fast as I opened the door to shovel out the soot, cinders and sand, the wind blew the door shut, pushing me into the hot smokebox and burning my bum, not to mention my clothes. The wind picked up and swirled the soot, cinders and sand into my ears, eyes, nose, hair and even into my underwear. It was a five minute job that took probably twenty minutes that night. I could have looked for another cleaner to help, but it was my job so one just got on with it.

Above : Ab 717 and J 1231 (location not given to either photo)

Below : 1966 Special

Brick Arch duties

One duty I gladly managed to dodge, was helping the brick arch man. His job was to inspect the brick arch and rear tubeplate and perform any remedial action necessary. Of course that entailed clambering into the firebox through the firehole, which was a very tight fit. The engine was not necessarily cooled down, and in fact, could be quite hot and very unpleasant to work in. It was a job reserved for the bad boys. Being much older and more mature than the others I was not prone to play up, but took my responsibilities seriously. Therefore I was never given the job of 'brick arch' man;s assistant. His lighting was always a carbide flame at the end of a pipe about 450mm long.

Coaling the engines

Frankton crews had the luxury of a steam crane to unload coal wagons and to coal engines. At outlying depots, like Tauranga, Huntly and Paeroa, the unloading was done by the cleaner, janitor and maybe a fireman, shoveling coal out of a wagon directly into half ton buckets.

Coaling the locos at those places was by an air operated crane using compressed air from the loco. The e'dr hitched the crane's hook onto the bucket, then after raising the bucket, swung the crane round, using a bar protruding from the back, until the bucket was over the tender. The fireman up on top of the tender tipped the bucket upside down by flipping over a latch, usually at Tauranga eight to twelve buckets were needed to fill the tender.

A free lump of coal

The one perk of being on the footplate was access to free coal, unofficial of course. Taking a sack of coal home in the boot of the car left a mess of coal dust on its floor. A better idea was to take home one of the large lumps of coal, which lay around the depot. The lumps were thrown out by firemen or cleaners because they were too big to fit through the firehole. They left no dust in the boot of the car. Those lumps did not stay around too long in winter and I was pleased to grab one particularly large lump, which I just managed to lift into the car boot.

When the time came to break the lump into usable sized pieces, I found it was the hardest piece of rock God placed upon this earth. It mattered not, what means or tools I used, not one piece of coal was split from that lump. When we left that house in Bond Street it was still there, laughing at me. The only consolation for me, being the thought of the next occupants, on seeing it and eyes lighting up with glee, spending time and energy, fruitlessly smashing away at it, as I had done.

Baffling plates

Another item to be found lying around in the depot was baffle plates. They fitted above the firehole inside the firebox. When the doors were open, it directed the draught of cold air down under the brick arch and away from the tubeplate. For some reason unknown to me, soon after arriving back from overhaul, the baffles were removed from the engines and thrown out. Whether that had any effect on coal consumption I do not know, but it was one reason I tried not to fire while there was a heavy blast on the fire, as there was no protection for the tubeplate from the cold air.

When oil burners were stabled they were left with a full head of steam and a full boiler. Everything was shut off including the main steam valve on the manifold. The firebricks lining the firebox would hold the heat for a long time and could be used to flash start after a shutdown of a few minutes.

Steam pressure would take between two and six hours to drop from 200lbs psi. to 70lbs psi., or for the water level to drop dangerously low. At that point the cleaner would revive the fire and restore the steam pressure and water level. If the loco was going into service during the shift, the cleaner would blow up (revive) the fire, twenty minutes before the crew booked on. The difference in the times quoted was because of the variation in the tightness or otherwise of the various steam and water joints.

To light up, a lump of burning oily waste was pushed on a long stick through the peephole, a 100mm hole in the steel enclosure that surrounded the firehole, and then dropped close to the atomiser and oil outlet. The oil atomizer valve and the blower valve were opened carefully as too much oil would cause some to drip onto the under frame and ground, and quite likely catch fire. If the engine has not enough steam to allow it to move you are then in big trouble; causing a panic and flurry of activity. I never got caught out like that, but I witnessed several others who got it wrong.

If too much atomizer is used, the excess steam douses the flaming cotton waste before the oil has a chance to catch light.

Dangers in lighting up

To get the mixture right it was usual to watch the proceedings through the peephole. That had its dangers, for if the fire did not catch within ten seconds a volatile mixture built up in the whole firebox and then when it did catch there was quite an explosion, with a flame shooting a metre out of the peephole. If someone still had their eye to the peephole I imagine he would suffer some degree of damage.

I had occasion to pull a new cleaner clear when he was in my charge and was still watching and nothing was happening. I suddenly realized he had been there too long and had just pulled him clear when the flame whooshed out half a second later.

Accidents in the loco depot

The lack of safe conditions and working practices would traumatise today's safety officers. Two serious accidents occurred during my two years at Frankton, one was due to the carelessness of the victim. The fireman was standing on the cowcatcher step while piloting a loco in the depot; he left one of his feet hanging down and it got caught when passing over points. He lost half a foot.

The other accident also happened to a fireman piloting a diesel in the depot, who got caught between his and a converging engine. He lost a leg and the other one was badly mauled. Funnily enough the first accident caused the second, as an instruction had gone out, that when piloting a locomotive, to ride on the side step and not the cowcatcher step. I later stayed with Blair (Steve) the victim in the latter story, when in Hamilton for my diesel conversion course

Railway houses

Two years before emigrating I married Sheila, a girl I had been dating and courting for three years. Nothing to do with this part of my story really, except life living with a shift worker coming and going at all hours of the day and night must have been unsettling at the least. It would have been very hard to keep going without the support, not spoken, but there. Remember her name, because she crops up in the story again later.

I had applied for a railway house when first joining the railway, but had to wait over a year to be allocated a house in Massey Street. The rent was only twelve shillings and sixpence a week, which was a pittance, just one and a half hours pay. Harry Veale, the previous tenant was paying just seven shillings and sixpence a week. This came about because there was a policy then, not to increase the rent of a railway worker while renting a railway property, only when moving to a different house could his rent be increased. Harry had been in that house for many years, and inflation had passed him by.

The whole of Frankton west of the tracks consisted of railway houses, mostly well maintained and with nice gardens, as railway workers on the whole were good people and good neighbours.

The hazards of cycling to work at night

Cycling to work one night along Massey Street, I suddenly got caught up in wires, completely entangling me and pushing against my throat. I was forced backwards away from the brakes and drop handlebars and was brought to a stop only by the force of the wires against my throat. I found that the telephone wire had come down and rolled into large coils forming a tunnel into which I had ridden. It was quite frightening until I worked out what had happened.

Les the naive

Footplate crews have their share of slow or naïve men, Les was both, but more boy than man. He was straight off cleaning, onto the shunt roster when the Dsc broke down, Les and his driver Frank O'Sullivan had a steam engine, a Bb the whole shift. At the end of their shift we had a yard change over with them, as they had been too busy to go to the depot. Frank told us he had been cruel to be kind and thrashed the engine all through the shift, to try and get Les ready for mainline work on coal burners.

The fire was about two feet thick, Frank opened the fire grate would be a mess and clinkered all over. An hour or so later we took the engine to the depot so we could take coal and water, clean the fire, then empty the ashpan and smokebox and oil the moving parts. By this time the fire had burned through somewhat and to the e'dr's and my surprise the firebars were as clean as a whistle, funny thing about steam engines, you never know all the answers.

More next month

Above : Clive Goodley driving one of the Club's locos.

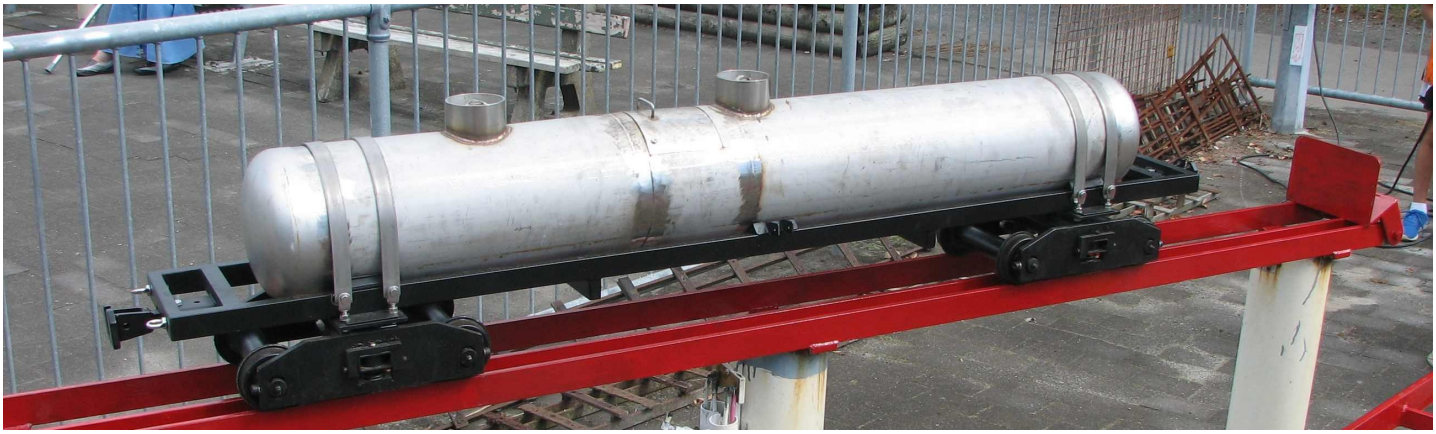
Below : Believed to be the same loco as in page 9

Play Day April 2018

Left : Jason Fannery's rolling chassis. Jason tested his loco around the track to ensure it was correct gauge etc.

Below : John Stent's "fuel" wagon for the Garrett he is building.

Bottom left and right : Bruce McKerras gives Ash Thomas instructions (note hand gesticulations) but Ash needed more intense training!!!!



TMMEC 2018 CALENDAR

	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T
JAN	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31						
FEB				1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28						
MAR				1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31			
APR							1 -Easter	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	
MAY		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31					
JUNE					1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30			
JULY							1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
AUG			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31				
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OCT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31						
NOV				1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30				
DEC						1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	

- SUNDAY RUNNING DAY – 10:00 – 16:00
- OFFICIAL CLUB PLAYDAY – FIRST SATURDAY OF THE MONTH
- WORKING BEE – LIGHT MAINTENANCE LIST – TRACK TIGHTENING, VIADUCT BOLTS, PAINTING
- COMMITEE MEETING – 19:00 START
- GENERAL MEETING -- 19:00 START
- ENGINEERING TUESDAY -- 19:30 START
- OPEN WEEKEND
- CANCELLED
- AGM