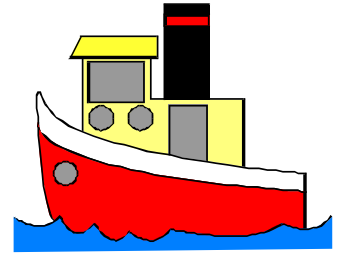




# Wheels and Floats



Newsletter April 2019

## 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.tmmecc.org.nz](http://www.tmmecc.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: Russell Prout 548 2881  
Vice President: Mark Duncan 0211265501  
Club Captain: Bruce McKerras 577 0134  
Secretary: Jason Flannery 572 1165  
Treasurer: Owen Bennett 544 9807  
Committee: Chris Pattison, Ash Thomas, Peter Jones, Max Donnelly, Brian Marriner, Bruce Harvey.  
Boiler Committee: Peter Jones, Bruce McKerras, John Heald.  
Safety Committee: Warren Karlsson, Bruce Harvey, Peter Jones, Chris Pattison, Brian Marriner, Russell Prout, Jason Flannery, Oliver Duncan.  
Editor: Roy Robinson 07 5491182  
[royrobkk@gmail.com](mailto:royrobkk@gmail.com)

### CONVENERS

Workshop: John Nicol  
Track: Bruce Harvey, John Stent.  
Marine:  
Librarian: Chris Pattison  
Rolling Stock:  
Website: Murray de Lues

### OPERATORS 2019

14 April B McKerras  
21 April P Jones  
28 April N Bush  
5 May M DeLues  
12 May M Duncan  
19 May B Fitzpatrick  
26 May B Harvey  
2 June P Jones  
9 June W Karlsson  
16 June B McKerras  
23 June N Bush  
30 June M DeLues  
7 July M Duncan  
14 July B Fitzpatrick  
21 July B Harvey

### President's Report

Our March play day was relatively quiet but the opportunity for new members to drive most of the club trains and a few private ones was taken on by those present. It was also time to have some fun so while Max got ready to fire Bruce's Phantom I decided to try pulling everything we had around the track. With the help of many, three locos and 14 cars were slowly towed around the track behind my humble Dash 9. The viaduct section of track was a little wet but that didn't stop the run. Thanks to all who joined in. A call went out to members who may be keen to travel to Hamilton for their open weekend and Saturday night run. I was blown away by the support and response and all were sporting our club shirts. Bruce, Mark and Ollie took steam locos,

I took my faithful diesel. Thanks also go to Jason, Max D, Warren B, John and Pam Stent for your involvement and support. Hamilton provide a very scenic railway and at night time the well established surrounds make for a very enjoyable ride. Thanks Hamilton for your excellent hosting of this event and your hospitality, we will be back.

We now have 15 fully warranted ride cars on the track, all sporting the same design and construction. A big thank you to Jason for completing the last three.

Club night- I threw down the gauntlet to members asking for them to bring in their 'Ball Turning Attachments' and yes many had them with 10 or 11 being displayed. Joanne remarked that she was unsure of just what a ball turning attachment was so having done some research found herself confidently identifying with them. We also had Ollie with his Juliet (a gift from Mal). Ollie went on to describe the parts that he was currently in the middle of working on. John H and Mal had some parts, photos and comments on the progress of the two Clishay builds taking place in Rotorua..... exciting times ahead! Bruce M displayed his very small drain cocks (no offence Bruce) but then showed off a new and improved version about to be installed on his Phantom.

Great work all and my next challenge for the May meeting is to bring along "*the most unusual*" item you have ever made. Photos will suffice if the item is not transportable but be prepared to talk about it.

All members, please diarise the AGM (Sat 11th May). All positions shall be vacated so get your nominations in ASAP, the forms are on the club room table.

Our 40th Anniversary is on 1st July and as this is a week night we shall start our celebrations on Friday 5th July with a dinner at the Citz Club on Cameron Road. Please respond quickly when the invite is circulated as the places are limited. Visitors are welcome and should advise the Secretary of numbers attending. All will be requested to pay a \$15 deposit per person with their booking. If you are travelling from out of town and wish to arrive earlier on Friday, we expect to have someone on hand to assist with offloading your locos. Provision for storage will made be in our tunnels so please let us know if you intend bringing a loco along.

Saturday 6th July will be a play day and for those who are keen on a mid winter night run, that too will take place from 5-30pm. Sunday will be a normal running day but you are all welcome to join in on that too.

Thank you to everyone for the support given to the executive committee, safety committee and me as your president over the past 12 months. I look forward to enjoying the next page in our clubs activities with you all.

Your President

**Russell Prout**



# **NOTICE of AGM**

## **40<sup>th</sup> Annual General meeting of the Tauranga Model Marine and Engineering Club Inc.**

Will be held at Palmerville Station commencing at 12.00pm on Saturday the 11<sup>th</sup> of May 2019.

### **AGENDA**

1/ Members Present and Apologies

2/ Previous minutes 2018 AGM

3/ Presidents report 2019

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 Jason Flannery

# My Railway Career by Clive Goodley

## Part 12

### A WARNING from 'Security'

Sheila worked in 'Security' for more than a year; there were always two on duty but one (the man) sometimes during the shift went walkabout to check other areas of the mine. Their post was a small office set in the middle of the road at the entrance to the mine site. They had a traffic signal to stop, or allow vehicles to pass, as dictated by their orders of the day. The orders specified every fourth, fifth, sixth etc vehicle for that day, was to be stopped and checked for stolen goods etc, that was of course those leaving the mine.

Sometimes a messenger was unable to fulfill his rostered job, an off duty loco man would fill in. One evening I was doing just that and Sheila happened to be on duty also; after several trips past security, I was on my way out, Sheila was on her own, and the light was red. I did not stop as she was well aware it was me at the wheel, I just slowed down, waved and carried on into town. On my next trip to the mine, I was stopped on the way in at the security gate. Thereupon I was roundly told off by 'security', that is 'my own wife' for not stopping at the red light. I was warned not to do it again, but I often wondered and still do not know what she would have done had I repeated my action. I asked later what would she have done if I did carry something out of the mine site that I should not have, or had not stopped again on a later trip, she would not say, but I am still wondering.

Les Quelch joined us as a messenger: he was from Twizel and stood about five feet tall in his socks. With wrists about as thick as my thumbs he struggled to lift a full esky. The messengers were paid a lot less than loco crews and Les decided he would like to be an engine driver. The only trouble was, if he was involved in replacing a broken knuckle on a wagon down the line he had no show of lifting one, let alone carry it. For once, common sense prevailed and the foreman was told to try him out on carrying a knuckle the length of a loco. Needless to say he never realised his ambition.

The messenger vehicle at the time of my arrival at H.I was an HQ Holden, which could seat three usually overweight adults, in reasonable comfort, in the back on the three kilometre trip between town and mine. Next was the first model Commodore, which certainly was not large enough for three average adults in the back. When you add in the summer temperature of over forty degrees, that was certainly no way to start a ten hour shift. At Dampier a Toyota High Ace was used, later a Ford minibus and that was far more sensible.

## Workmates

Generalisations about people based on where they come from is not something I like doing, but among my workmates a pattern emerged that I could not ignore. There were enough people in most groups to be able to say the difference is a pattern and not just an individual quirk.

The good guys were the Tasmanians and New Zealanders, both as workers and as workmates. Our workmates from New South Wales and England were pretty good too. Those from Queensland were known as 'banana benders' I don't know why, but they were a bit weird; one was known to go outside during a full moon and howl at the night sky. South Australians and Victorians were the last that I would employ and I found them hard to like. West Australians were useless but O.K, with one exception. Apparently Victorian e'drs were paid less than the N.S.W. firemen that they changed over with at the border, therefore it is likely that the latter were picked from a better class of applicants.

Terry W was one of those whom I would not employ and he pulled a beautiful con on me. One day while acting as my observer he asked me to write him a letter of reference for a loan he wanted to take out from our local credit union. While I did not like him I had not heard anything about him to give me grounds to refuse and he had never done me any harm. Several weeks later he asked me to lend him four hundred dollars: after writing him a reference stating his honesty, he had me between a rock and a hard place. I lent him the money on the promise it would be repaid in two pay days (one month), in fact I waited eight months to be reimbursed. Of course once others knew of our transaction everybody told me what a sleazeball he was and how many debts he had welched on. I guess I was lucky to get my money back.

Bob M was not a sleazeball or con artist, but he was slow on his feet and slow in his head. By fate or maybe the cunning hand of other e'drs he seemed to spend more time with me than any one else. We were on our way to Dampier, one loco was already down, but that was par for the course. If a loco was out of action before arrival at Swan there were still five locos to get us over the two crests, after that there was no real uphill and two locos could cope, slowly maybe and with reduced dynamic braking. A second loco was losing power and a quick check found the problem, which was the usual one, a fuel injector nozzle and pipe was spraying dieseline around but not into the cylinder.

Shutting the engine down would stop the problem and avert a fire hazard. On some Alco's the injector nozzle of individual cylinders could be isolated and shut down, but not on this one. With one loco already out of action we would not make Dampier. Often a spare fuel injector pipe and nozzle were carried on the loco and sure enough I managed to locate one. I instructed Bob, who had been on H.I. locos far longer than me, to keep driving while I changed the parts over. Bob was not happy about this, reckoning it was a fitter's job and we would be in trouble with other

if I carried out the change over. Despite his moaning I was determined to do the job and told him no one would know unless he told them.

After changing the parts over, I restarted the engine and set the loco controls to run and went forward to the lead loco and never heard another word from Bob, as he had the sulks. However I never had any repercussions from the unions, and so Bob must have kept quiet about the matter.

## **Sporting railway men**

'Aussie Rules' was a popular sport in the Pilbara; played on a very large oval in a hot climate, the water boy was an important part of the action. Bob M was from Victoria or South Australia, both strongholds of the sport and he wanted to be in on the action. Prowling the boundary line with the water bottle, Bob dashed onto the pitch at a signal from one of his team and offered the water. Running off the pitch was too much for his generous physique and long before he reached the boundary his legs gave up and he was unceremoniously carried off the pitch.

Tony O'Brien was an ed'r from Victoria, he was opening bat in the cricket team in which I usually made up the numbers, filling in as batsmen, bowler, or whatever. We played on a pitch of coconut matting laid on grass, a bit rough but not too bad. I was redundant one Sunday and as the other team was short of two players I played for the opposition. In the first over of the game Tony was felled when he batted the ball away with his chin instead of the bat, and was duly carried off after collapsing onto his stumps. The rest of the team got the jitters and were all out for seven runs! We batted through although the game was won and scored forty seven. I am rather glad I played for the other side. Funnily enough we played them again later in the season and we won handsomely, I was in my own team that time.

The day before the drought broke properly I happened to be passing the school as the children were leaving to go home. The light rain had started a short time previously and as it was the first for nearly two years, as expected the kids were running around with outstretched arms, enjoying the experience. Tony was parked outside the school in his car to take his daughter home: the next day I as I booked on to go to Dampier, he told me he collected her because of the rain, he did not want her to get wet, the temperature then was around forty degrees. With a surname of O'Brien should I be surprised?

## **Foremen**

There were four foremen directly in charge and another, ranking above them, remote in his office in the main administration block. The four gave twenty four hour coverage seven days a week.

One of the later ones, a West Australian who was still there when I left, decided to fix a set of points in the yard that had been reported several times as playing up. Of course it was not his job and he was not competent or qualified to carry out repairs to points. Despite ongoing problems with the points, they were never attended to by the proper people, the track workers.

I had two locos coupled together and during their movement around the yard needed to pass over the dodgy points. To make sure we could pass over them safely I got the observer to drive while I operated the points. The first loco passed slowly over without a problem, but the points flicked over between the two locos and by the time my observer brought the locos to a stand, one pair of wheels was derailed. Our foreman on duty happened to be the illegal points fixer. He wasted no time in covering his own back and I finished up carrying the blame. On my next trip to Dampier I was called into the top dog's office and given a rollicking and final warning, the second one. I refused to accept it, as the fault lay with the foreman and just because he was a salaried man, that was no excuse to lay the blame on me. The meeting ended in a stalemate, but I was not particularly worried as my time at H.I. was coming to a close and I would soon be winging my way back to N.Z.

## **The loco is on fire**

Returning on an empty from Dampier we had just topped the crest between Swan and Wombat on double line, when I became aware the loco was on fire. I stopped the train and found the fire was an electrical one in a large control panel, accessed from the running plate behind the cab. I grabbed the first extinguisher I came across and managed to open the steel doors to get access to the fire. One extinguisher was not enough and between us we managed to find four more. The fire was at last doused after the fourth extinguisher was used up, then with success supposedly in our hands, a train passed on the other line and the draught from its wind stream caused our control panel to flare up again. After a frantic scramble for even more extinguishers from the third loco the fire was eventually subdued.

## **Efficiency improved**

My anticipation of a super efficient rail operation was sadly astray. By the time I came into the picture the track was pretty much right, but the loco department definitely not right. Well over 50% of the trains from Paraburdoo to Dampier finished the journey with at least one loco down. Usually the cause was fuel injector nozzles, but whatever, there seemed to be always something going wrong.

After a couple of years two things changed: the maintenance hierarchy at Seven Mile was cleaned out and a new regime was recruited. At about the same time three new locos were purchased. The new regime seemed to make a lot of difference, the proportion of failed locos dropped considerably, easing the stress on us and no doubt those responsible to the top men.

The new locos were the latest G.E. 3600hp model, they were far more comfortable, better riding and quieter than the Alcos. Unfortunately, at first their electronics, state of the art stuff, did not behave as it should and they were often laid up at Seven Mile. There was one design fault that was hard to believe: the toilet was in a cupboard behind the cab on the left side, its waste pipe went across under the cab floor to exit onto the track on the right side. This pipe, which was nearly horizontal, easily became blocked as solids just stayed put. At first this fault did not manifest itself as the toilets were used only in emergencies, but then the smell became overpowering. We could not understand why it was occurring and were blaming our workmates toilet habits. It was only when the horizontal pipe was discovered that all became clear. The fault was never rectified, but sluicing out the offending pipe on a regular basis became mandatory.

A year after the G.E.s were introduced the company bought three G.M.s of the same horsepower. They were even better and seemed to have no vices. I was quite surprised to learn later that the three latter locos were laid up and not used at all after I left.

At the same time as the new locos arrived the early model Alcos were rebuilt; the work included new cabs, the short nose hood was banished and the toilet placed behind the cab. The seats were more comfortable and we now had a clear view across the front of the whole cab. The toilets did not develop odours and so I assume lessons were learnt from the GE's. Load out

One of the jobs I detested was 'load out'. Load out, was a tower at the end of a conveyor belt. It held several hundred tons of ore in two bins and dropped it into two wagons at a time. The nominal load was a hundred tons per wagon, but to err on the side of safety the weighing gear was set at ninety six tons.

In front of the tower a moving mechanical hinged arm half a metre deep and three hundred mm thick dropped down between two wagons and propelled them two wagon lengths. In the time it took to move two empty wagons into position the conveyor had refilled the two bins with another two hundred tons of ore. The machinery worked automatically, but when it failed, then we had to use locos and that meant we sat there the whole shift moving the whole train two wagons at a time, bad enough at the start, but once three quarters of the train had been loaded, very hard and slow indeed. Some foremen preferred that we split the train into two parts; we could place the wagons quicker that way, but lost time splitting and later joining up the train. Wear and tear on the locos was reduced by splitting the train and that was a bonus from the maintenance point of view. Luckily load out did not break down very often and I struck that duty only a couple of times.

## Shoot the designer

Wagon hand brakes were of the wheel type turning a wormed shaft, they were usually positioned on the end of the vehicle at waist height. However some brainless design engineer sitting in his office, far from reality, came up with the idea of having the hand brake wheel at the end of the wagon on a level with the top of the wagon. That meant some poor mug, i.e. us, had to climb four metres to wind it on and down four to get to the next wagon and so on, then later climb four metres up and down again to take them off. This could happen in the middle of the day at anywhere between 40 degrees and 48 degrees. These wagons usually ran in blocks of forty or more; the whole situation was ridiculous. The perpetrator should have been sacked and then made to wind those brakes on and off in the aforementioned conditions. It was hard enough work winding them on and off at ground level, especially after the first hundred and twenty with still sixty to go.

To be continued.



A line up of HI locos

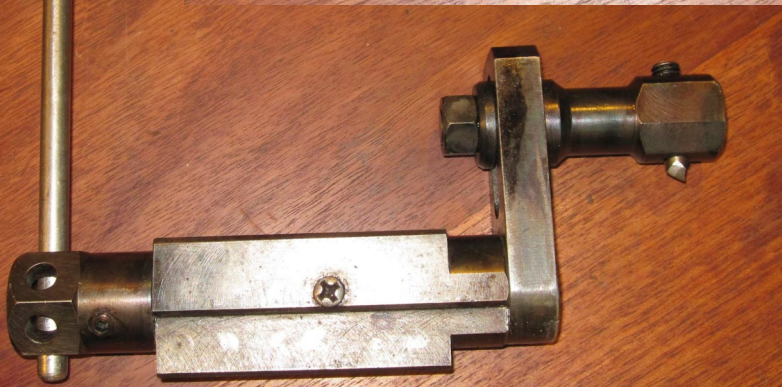
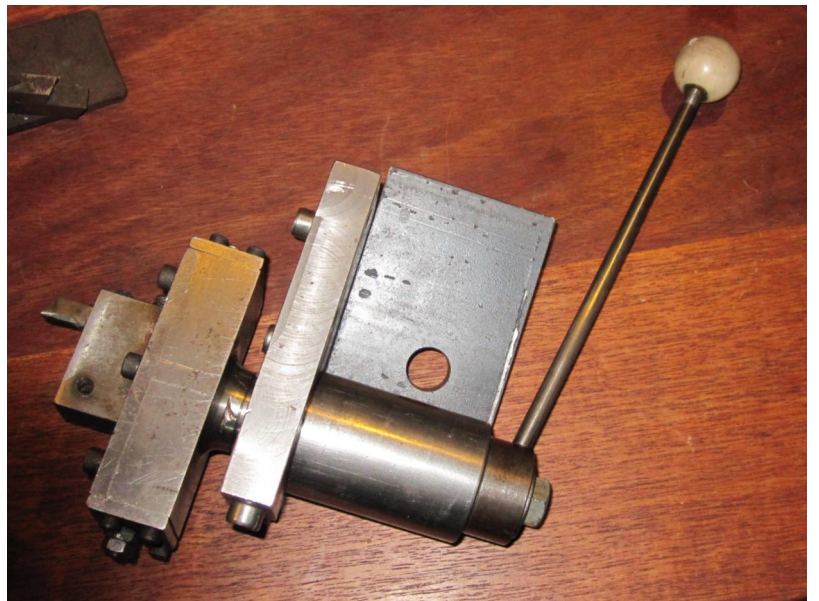
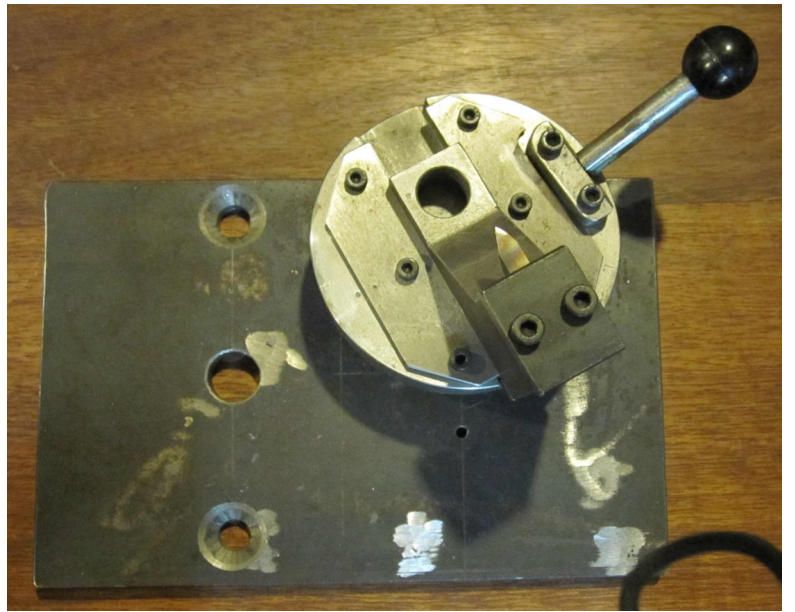
## Show and Tell

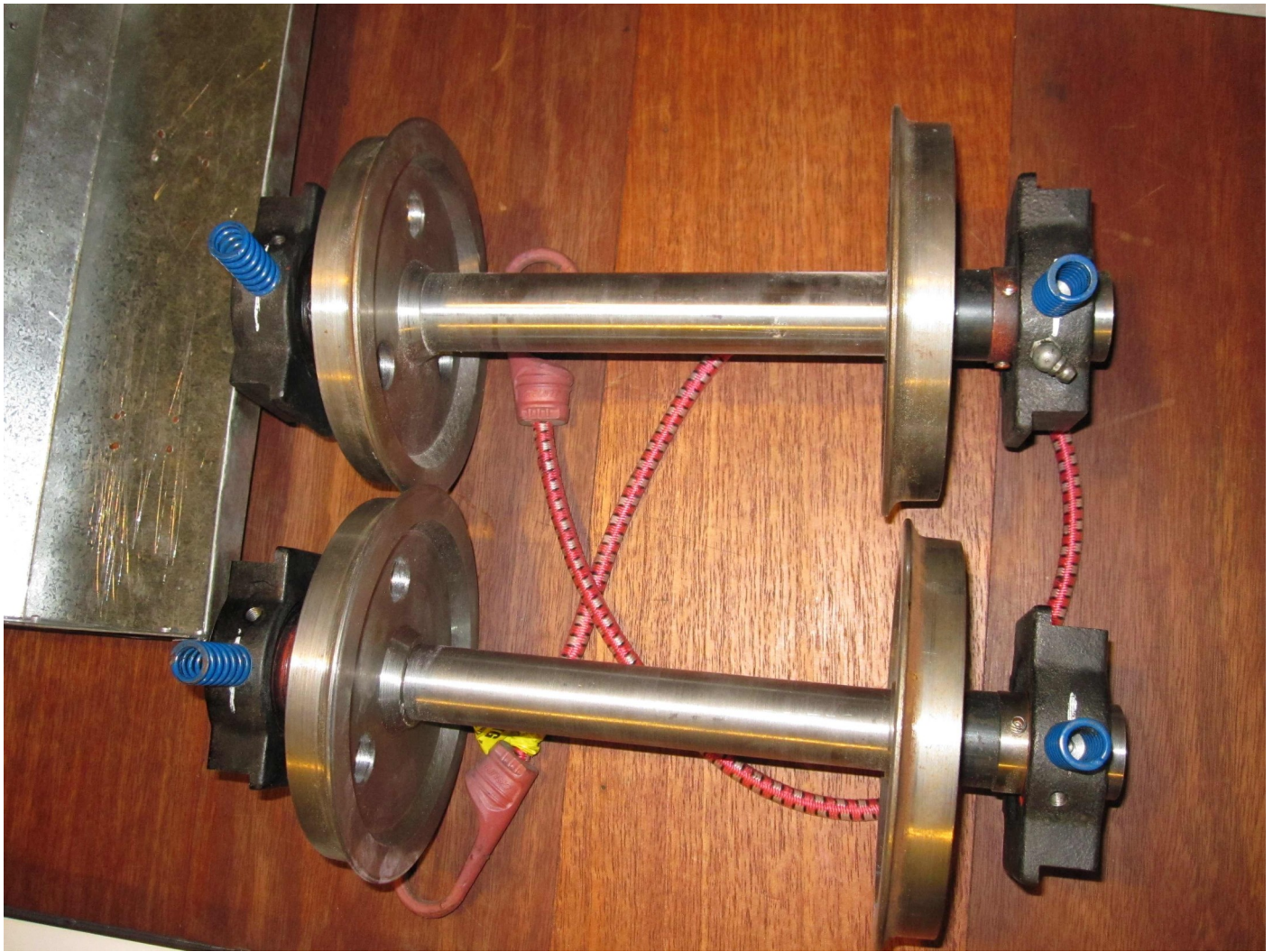
Olie brought along a Juliett which he "had stored in the cupboard" and will now get his attention. He advised that it should be up and running "in a couple of years"! We will keep you to that time frame Olie!!!!!!!



Presi Russell had requested that members bring their Ball Turning Attachments to the meeting for a collective display. It was a good turnout with many options of that theme. Some required explanation on how they worked.







John Heald and Mal Whittle are each building a vertical boilered chain driven loco and had patterns and wheels / axles to display.



## Town and Around :

Your Editor, has requested a Club lapel badge and quotes are being obtained. If you wish to order one please get in contact with me and a bulk order will be put in. Below is an example of the badge. Size 2" x 2". Costs are expected to be around \$15.00 but there may also be some first costs which shouldn't add too much. I'm going to order one, please let me know if you wish one also. Note : This is a black and white pic base colour to be confirmed. Roy



## Upcoming Events :

Havelock North Easter Run : 19-22 April

TMMEC : 4 May Club Night Run (practice)

TMMEC 11 May Club AGM

Hamilton Twilight Run : 18 May

Ashburton Steam and Model Engineers 1 - 2 June 50th Anniversary Weekend

Manakau Live Steamers Queens Birthday Run : 1—3 June

TMMEC : 5 July 40th Anniversary Dinner

TMMEC : 6-7 July Club Open Weekend with Night Run

# TMMEC 2019 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							
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						
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MAR				1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	HME	HME	18	19	20	21	22	23	24	25	26	27	28	29	30	31			
APR	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							
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JUNE						MAN	MAN	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	EBO P	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31								
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SEP						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		
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- SUNDAY RUNNING DAY – 10:00 – 16:00      EBOP    EASTERN BAY OF PLENTY OPEN WEEKEND 13-14 JULY
- OFFICIAL CLUB PLAYDAY      WCR    WINTER CREEK RAILWAY 26 DEC BOXING DAY, BY INVITE
- COMMITTEE MEETING -- 19:00 START      MAN    MANUKAU LIVE STEAMERS 1,2,3 JUNE
- GENERAL MEETING -- 19:00 START      PN     PALMERSTON NORTH OPEN DAY 26
- ENGINEERING TUESDAY -- 19:30      HME    HAMILTON MODEL ENGINEERS 3RD WEEKEND MARCH
- OPEN WEEKEND      CAMBRIDGE    STILL UN-CONFIRMED
- CANCELLED      THA    THAMES LAST WEENED OF FEB
- AGM      CHR    TMMEC CHRISTMAS PARTY 9 FEB