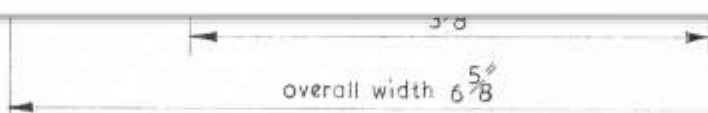


Wheels & Floats

April 2025



Tauranga Model Marine and Engineering Club Inc.

TAURANGA MODEL MARINE AND ENGINEERING CLUB INC.

The Secretary
PO Box 15589
Tauranga 3112

Miniature Railway Memorial Park
Open to Public, weather permitting
Sundays : 10am to 3pm approximately

Palmerville Station Phone 578 7293

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: Bruce McKerras 022 0455154
Vice President:
Club Captain Joanne Knights 020 41909567
Secretary: Warren Karlsson 027 5422863
secretary@tmmec.org.nz
Treasurer: Jason Flannery 021 629048
Committee: Russell Prout, Bruce Bocock,
Warren Belk, Bruce Harvey,
Owen Bennett, Stewart Walker

CONVENERS

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

Safety Committee:

Warren Karlsson, Bruce Harvey,
Bruce McKerras, Russell Prout

Workshop: Owen Bennett, Brian Marriner

Drivers Licencing : Bruce McKerras

Track: Bruce Harvey, John Stent,
Russell Prout

Librarian: Chris Pattison

Rolling Stock: Bruce Harvey

Trach Managers : Bruce Harvey, John Stent,
Russell Prout

Website: Chris Pattison, Peter Davies

MEANZ rep Russell Prout

Editor: Roy Robinson 07 5491182
royrobkk@gmail.com

Cover photo : Some artefacts on the wall at A & G Price Thames (story pg 16-17-18)

Presidents Report April 2024

Hello Team,

It has been an interesting month for me personally, I have had daughter Alice visiting from Canada, now that is always fun.



I took my Velocette bike out on a classic bike run organised by Waikato Vintage Car Club, my bike has not been out for a full year at least, so it was a bit of a gamble reliability-wise. Amazingly, I won! I scooped up the silverware, a water blaster and huge brownie points, I couldn't believe it. There are guys there who take that rallying really seriously with clever course notes, accurate speed devices on their handlebars, etc. I was out there just glad that my bike kept going and trying to keep up.

The BIG EVENT for me this month is that I got my 1950 Bristol car going. I have been beavering away for the past couple of years putting it all back together from boxes and boxes of bits – NOTHING is conventional with Bristol and all rather tricky, further fettling is required of course, but a big step forward.

Club Stuff

I will not be standing for President next term and at the last committee meeting a good number of the existing committee is also standing down. I think this is an end result of basically having the same team running the show and everyone is running out of breath. ***We definitely need new people to step up – ALL SPOTS ARE VACANT at this point team, so please absolutely give some thought to putting yourself forward in some capacity.***

The AGM is Saturday 3rd May in the Clubrooms. We will start with the Duty Operators Meeting, followed by a thank you lunch for those people, and then the AGM proper. Warren K will email everyone with the times, etc. Again, please give serious thought to taking on a role. If anyone is nervous about being on the committee, I had no idea how to run or participate in a meeting, but everyone steers you through. At the end of the day, everyone has the club's best interests at heart.

To a lesser extent, the members that turn up every Sunday are equally starting to feel worn out, the weight of being there every Sunday is wearing a bit thin. We are seeing a trend of late of only having just enough members turning up to run, we pick up numbers during the day, but only just. Please everyone, give some thought to coming down on a Sunday and helping out. The railway side of the operation is only increasing in popularity and is getting steadily busier.



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Club Log

Saturday 22nd March – Working Bee: Wow! We actually got stuff done.. Clubhouse got a repaint, Ash T tidied up the revised track turnout, viaduct points were removed and a section of rail put in to keep the main line operational, Again, No 4 was in the workshop for surgery, including drive chains and counter-shaft bearings. New batteries were fitted to the signal, all good stuff. Thank you to all who came along and a thank you to our new member Graham who brought along a leaf sucking machine and did a great job of tidying up the track.

Sunday 23rd March – Running Day: Warren K D/O today, beautiful weather but very few volunteers, making it really hard on those who did turn up.. I drove ALL day, we had a visit from Ethan's grandad (Napier), all in all a really busy day.

Tuesday 25th March – The morning saw a team working on Tamar. The evening was a CAD night with Ash T learning drawing with Russell and Owen. I was in the workshop fiddling with No 4.

Sunday 30th March – Running Day: Joanne D/O, nice weather day. Really light on volunteers early on. Busy, running with Russell's loco on the track pulling 6 ride cars to keep the queue in check. We had a visit from Grant Anderson from the Panmure Club.

Tuesday 1st April: The morning saw Russel installing points, Warren B reassembling No 4, Warren K servicing the electrics, Lance busy refueling, etc, and Graeme H spraying lichen.

Club Night

Geoff Hallam was in attendance, over from Hawera. Russell reported on the new points. Projects were on the table, including Jerry's very nice decanter holder. There was a radial engine on display, very nice build by Ian Martin, who is a motorbike restorer and machinist extraordinaire. Chris brought in the cab of his steam truck and Dave I showed up with his printed components for a steam pump. We also had Jason give a really good talk on the building of the London Eye and various projects he had worked on. He also talked about the huge cranes that made these buildings possible.

Saturday 5th April – Play Day: Very light on attendees for this, Peter W and grandson were playing with the Bunyip. Russell sorting out his red loco, Salty, and a small Tamar team doing some maintenance work.

Sunday 6th April – Running Day: I was D/O today, a beautiful morning, daylight saving had caught a few people out. Again. We were low on numbers for opening up, and the morning was busy. All the engines ran today, and daughter Alice was in place selling tickets.

Monday 7th – Teams Meeting: Interclub meeting regarding the proposed new MEANZ, NZ Boiler Code. Documentation was gone through including proposals for design verification training and boiler inspector training.

Tuesday 8th April: Engines were refueled this morning and there was some more work done on No 4, thank you to Warren B. The evening was quiet, only me, Owen and Jason at the clubrooms. The topic of conversation... the future committee. A cuppa, then home.

Sunday 13th April – Running Day: Russell D/O today. Bolts gone from the viaduct gates, odd..? Beautiful day, light on helpers initially but a few more arrived through the day, which was just as well because we were really busy. Dave I and his daughter turned up today, Thank you David – A Great help.

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Monday to Friday
8am-3pm

Tuesday 15th April: Thank you again to Warren B who had No 4 back on the track this morning, all coupled up and ready to go. Russell was replacing the starter switch on his loco and his little red engine, Salty, was moved into the container. A good little stand-in whilst on the track. Engines refueled as normal. Brian M and Warren K were busy installing a bracket to put the TV on the wall above the PC.

COMMITTEE NEWS

1. Warren K reported that this past year has been the 2nd busiest in terms of passenger number, only the year we hosted the convention has been busier.
2. Finances reported and sorted – Thanks Jason
3. Russell relayed the details from the MEANZ Interclub Teams Meeting regarding finally setting up an NZ boiler code past Worksafe. More details to come on this.
4. Owen presented a paper suggesting a name change/membership categories to better reflect the modern version of our club. This will be tabled at the AGM.
5. **HELP NEEDED** - We have had several members leave and we are looking to recruit more Duty Operators. Again, please consider yourself for this role within the club and become a Duty Operator. The more we have, the less times of the year you need to do the job and the more support the existing Duty Operators will have, taking the heat off a bit. Basically, the role is a named person having control of the running day, making sure that things are set up and shut down/put away correctly. Training is given and you will be with a buddy to start with, we don't throw you in at the deep end.

THE BIG COMMITTEE ITEM

A good portion, me included, announced that they will be standing down from nominations for the new committee year.

Team, we **REALLY NEED** people to step up to help run the club. The same few have been on the committee for the past number of years now and it is time for some new blood. **PLEASE CONSIDER TAKING ON A ROLE HELP OUT.** All positions are vacant and need to be filled.

AGM – SATURDAY 3RD MAY 2025
PLEASE MAKE THE EFFORT TO ATTEND.

And there we have it Team, my last report as President. A big thank you to all those who have supported me during my time in the role and to all those who put in a lot of time and effort into keeping our club going.

Cheers.

Bruce.



Captain's Report – April 2025



Hi Team,

This is my last report as Club Captain, I will not be standing for nomination this coming year. It is time for me to focus on my family and my health. I will still be doing the Duty Operator role, coming down on a Sunday for running days and taking part in events/night runs.

A big thank you to everyone who has organised trips, helped with events, given support, etc. It really is appreciated.

The upcoming big event is the AGM on Saturday 3rd May. Warren K will be emailing the details and the agenda to all members before the day. Please, please, consider taking on a role for the committee. It is a good way to help have a say in the running of the club and basically keep our club going.

The next big event after that is the Matariki Night Run, which is on the Friday of Matariki itself, 20th June. This is a really popular night run and is always well attended. If you are available to help that would be awesome. □

Again, thank you to all who have helped and supported me during my role as Club Captain. It is very much appreciated.

Thanks,
Joanne

The logo for MITRE 10, featuring the word "MITRE" in white, bold, sans-serif capital letters, followed by the number "10" in a large, orange, stylized font where the zero is a solid shape with a white dot in the center.

Humour :

A man walks into a pharmacy and asks an assistant if she can give him something for the hiccups. The Assistant promptly reaches out and slaps the mans face. "What did you do that for?" the man asks. "Well, you don't have the hiccups anymore do you?" says the assistant. The man replies "No, but my wife does, and she's outside in the car."



Tauranga Sawmilling Company (1908—1915)

By Debbie McCauley

Sawmilling was a major industry in New Zealand and the Gamman Brothers were by far the largest operation of their kind in the Bay of Plenty. In 1908 they started construction of their mill at Oropi followed by another at Omanawa Falls in 1911 and later at Mamaku near Rotorua. Although workers came with them from Hawke's Bay mills, they still employed many local men several who would later lose their lives during WW1

The story of the Gamman Family in New Zealand starts with Samuel John Gamman and his wife Eliza Gamman (nee Woodcock) who married at Brompton in Kent, England on 22 February 1859. Samuel had been born at Sheldwich in Faversham, Kent, on 21st May 1834. Eliza was born at Knightsbridge in London on 23 June 1840.

Six days after their marriage Samuel emigrated to New Zealand from London arriving on board the *Cameo* July 11th 1859. Eliza was delayed somewhat and as she arrived at Littleton on 16th June 1863 on the *Metropolis*.



Gamman Brother's Oropi Sawmill c 1915

Sawmilling (1873-1908)

By 1873, Samuel had entered the sawmilling business as Gamman and Davis. Massive trees were felled and sawn into logs in the forest by bushmen before being hauled to the mill by teams of bullocks or horses. A terrible accident at the mill saw an employee lose his left hand. Records show the

Samuel was running a store at Oxford, but life was difficult and Samuel was declared bankrupt in 1875

The Gamman family relocated to the North Island and by 1885 Samuel was advertising for a bushman for his sawmilling operation at Bunnythorpe in the Manawatu—Whanganui region. He was in financial difficulties again, bankrupt in 1884 but reopened his mill again in 1885, then becoming bankrupt again by 1886.

Staying in the Manawatu—Whanganui region, Samuel, Eliza and family moved to Dannevirke. Samuel was successful in tendering to supply Totara sleepers for the Napier section of the railway. However in May he was in court for misstating the quantity of timber loaded onto railway trucks.

In March 1897 he was operating as Messrs Gammen & Co., and preparing to export timber to Sydney from a sawmill at Foxton via their own schooner the Whangaroa. In March 1899 Messrs Gammen and Simons are in the news with their mill about to supply 30,000ft of timber to Sydney for a second time. Three months later they were preparing to move their mill from Kopua to Prescott's bush and open another mill on the Ormondville side of Takapau

Soon Samuel and six of his sons were working together in the sawmilling industry. Samuel died in May 1901 at Ormondville. Sons carried on sawmilling, a dangerous occupation and two sons were ordered to pay compensation for an employee who suffered crushed fingers when oiling an engine in 1903.

Tauranga Sawmilling Company Limited

(1908-1915) Oropi Sawmill



Steam log hauler in the bush c 1912



Steam hauler on the skids at the mill c 1912

By 1908 the Gamman Brothers saw an opportunity for their sawmilling business in the Bay of Plenty and later that year started the construction of their mill at Oropi. Three brothers were shareholders in the Tauranga Sawmilling Co, Ltd., Henry, Ernest and Arthur Gamman with two other private investors.

Plant and equipment was moved from Dannevirke, including boilers that were landed at The Strand in Tauranga. Bricks were required for the boilers to be installed so the Gamman's quickly learnt how to make them by the thousands. Bungalows were also built to house their employees.

The site of the mill opposite Oropi School and remembered via the nearby Gamman Mill Road. The Oropi processed mainly rimu but also matai, totara and kahikatea from the land they purchased at Ngawara.


At this time Gamman's Oropi Mill employed around 25 men with an additional 15 working in the bush. Axemen from the mill often won prizes at competitions throughout the district. The Company had a telephone line through to Tauranga for their business which was a fantastic asset to the local settlers.

Gamman's built a tramline from the Ngawara bush nine miles to the Waimapu River. The rails were wooden but in difficult sections steel rails were installed. A 16-ton locomotive hauled the dressed timber to the Waimapu Landing where it was left to season. This was just South of Yatton Park at the east end of Chadwick Road in Greerton. Once seasoned the timber was taken to town by Turners launch and barge.

In around 1910 Charles Walter Gamman purchased a 49 acre section at Oropi which he farmed with wife Flora, working with his brothers at the sawmill in Oropi to supplement his income.



Gamman's Omanawa Mill c 1910

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In around 1910 Charles Gamman purchased a 49 acre section at Oropi which he farmed with his wife Flora, working with his brothers at the sawmill in Oropi to supplement his income.

During the years the mill was in operation the timber sawn and dressed at the Oropi Mill, “*had supplied many local builders with all the timber they required for house building, in the form of stud timbers, planks, windowsills, and other sections*”. (Journal of the Tauranga Historical Society 1970)

Omanawa Falls Sawmill (1911-1915)

In 1911 George A Gamman and Co purchased around 17,500 acres of bush near Omanawa Falls. On 14th June 1911 the Bay of Plenty Times reported that a consignment of 30 tons of machinery had arrived in Tauranga via the SS Aupouri and had been transferred to the firms (Gamman's) big punt to be towed to Omanawa by Mr C Smith's launch.

Another tramline was built into the bush to haul out logs for their newly built mill. From Whakamaramara the Gamman's tramline ran to the banks of the Wairoa River near the area known from 1915 as Tauriko (Tauranga Rimu Timber Company—acronym Tau-Ri-Co). It is said that when the company went to register the name it was disallowed as there is no 'co' in te reo Maori, and so 'ko' was used instead, hence Tau-Ri-Ko. Dressed timber from the mill was transported to Tauranga by scow and then on to Auckland and other main centres.

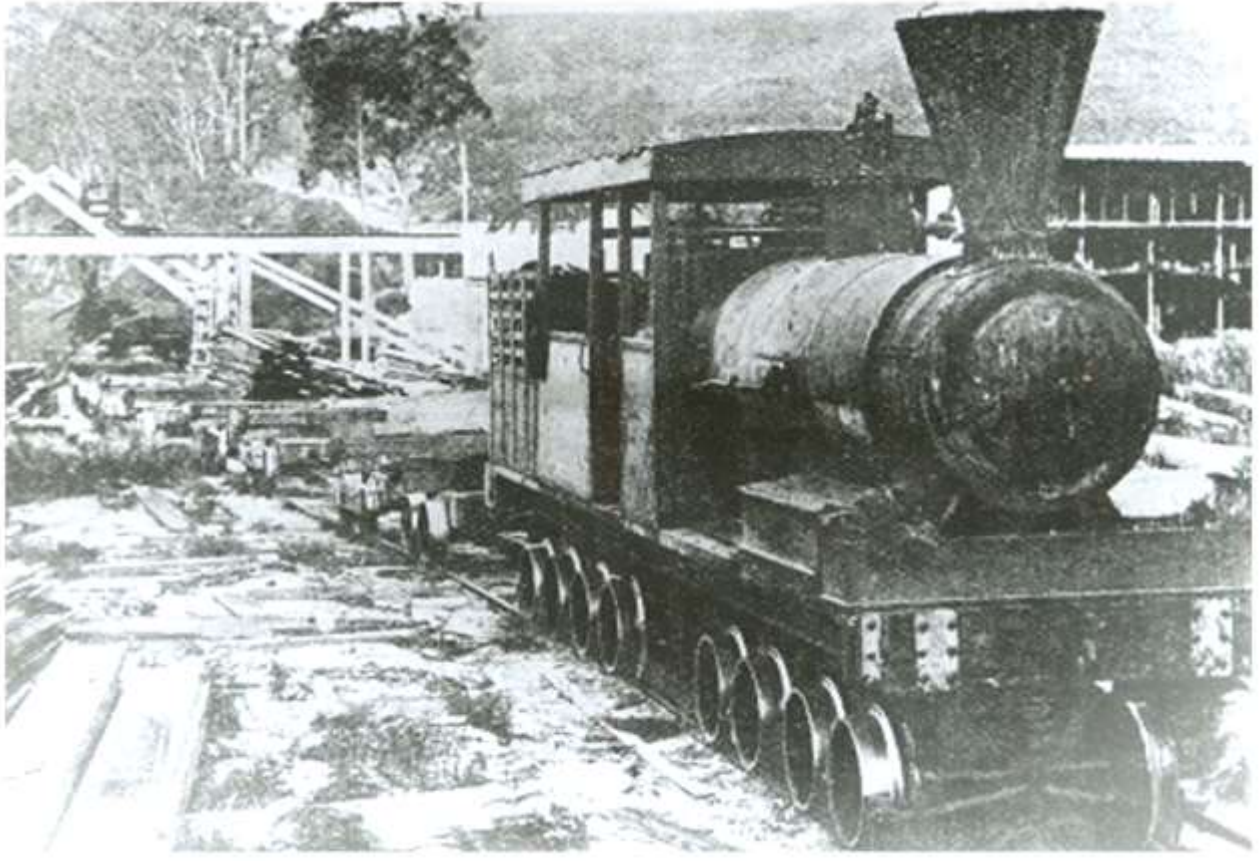
In 1913 a fire at the Omanawa Falls Mill completely destroyed it. The loss was around £3000. The 100 people employed at the mill had gone on strike the previous day, but still pitched in and saved around 1,000,000 feet of timber.

World War I (1914-1918)

WWI was to have a huge impact on the staffing of the Gamman's sawmills. Many employees were drafted into the Army, demand for timber dropped and the company went into liquidation.

**Jack Roger's horse team
C 1912**





Loco at Gamman's Omanawa Mill 1913 This 16 wheeler was built by Johnston and Sons Invercargill.



Gamman's Omanawa Sawmill c 1912

Show and Tell



Above : Updated nose cones on both Silver Fern and Kiwi Rail. Designed by Jason and Peter D.



Left : New section of track made by Russell being inserted.

Right : Giving the Station a birthday with a coat of paint. The local salt air environment is causing havoc with the tin work of the building.



Below left : Chris Pattison's Cab off his steam truck

David I is Resin printing (whatever that system is!) a Worthington pump. He also displayed a series of failures before getting to this latest sample.



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More Show and Tell

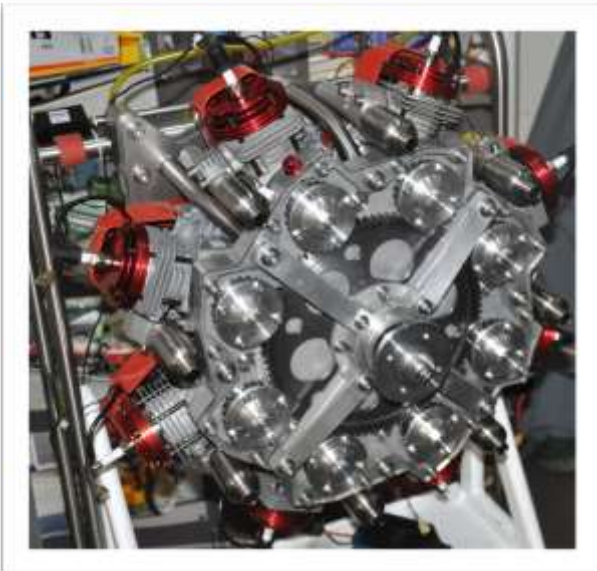


Left : The Thomas the Tank Engine face for Russell's loco as designed by Peter W's grandson.

Right : Jerry P's Tantalus, unfortunately the decanters were empty.



Below : Ian Martin is working on a "Jump Pack" which is driven by 8 independent 2 stroke engines. These 8 engines drive a ring gear for the power output.



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TAURANGA MODEL MARINE ENGINEERING CLUB



Visit to A & G Price and TSGR March 15th 2025

Some 11 TMMEC members and 4 TSGR members visited A & G Price, established in the late 1800's in Thames. The visit was to understand ALL about the process of casting various metals and in some cases machining those castings.

Barry Ingles was our tour leader who is Sales Manager for A & G Price traveling all over the World seeking business in that engineering field for Prices.

First stop was the "original" drawing office. Approximately 500 sqft was, once filled with but now with only one drawing board of the type which we were all familiar with. Cupboards, drawers and boxes filled with hard copy Price drawings and customer drawings. If I remember correctly Prices on their own internal system are up to 86,000 drawing since records have been collected. Barry pulled out one very well used drawing dated 1921 an original blueprint. This drawing office is not now used and in the current office Solid Works CAD program is used for all drawing work. Price's cast many different types of steels alloys and

non-ferrous materials so things like shrinkage, machining clearances need to be taken into consideration



Makers Plate for a loco down South

Next stop was the pattern room, about as big as a small house where machinery assists with the production of patterns for the many products they produce. Adjacent is the pattern store, again about as large as a small house. It is a non-productive part of

the factory, just storage

Barry shows one of the patterns for the pump housing below.

for the 1000's of patterns, the vast majority customer owned. Interestingly I saw the patterns for 6 different sized anvils so now

you know where to go to get your anvil!



A very small display of the thousands of patterns Price's hold on behalf of clients.

Next was where the moulds were constructed. Silica sand is the medium used and the necessary additives to the sand. The patterns are placed in the box, clean new sand is layered over the pattern and recycled sand is used to fill the box tamped all the way. Finished boxes are lined up on conveyers ready to be poured.

The furnace room has if I remember correctly 6 furnaces of differing capacity and when running may have 6 different metals in those furnaces. In planning, consideration has to be given what metals were in and what metals are going in the individual furnaces next.

Once cast the moulds are broken down and the first job is to remove the excess parts off the article i.e. runners and risers etc. The article is the blasted and then all other excess bits and ground off. Product is the heat treated sometime several times depending the requirements of that product.

Product then proceeds to machining if applicable. In general Prices do no assembly, product is delivered to the client finished but the customer does the assembly and fitting. An exception was displayed as a crusher which was being completely overhauled from what was apparently hard life but after a long con-



Silica sand the medium which is placed around the patterns to produce the casting .



The sand box complete and ready to be poured



One of the several furnaces



Sand Boxes ready to poured with the appropriate metal.



Machining a housing after casting and heat treatment

Right : 1/10 of the carbonate of tooling for on machine. One tool has more tips on it than I will use in a lifetime!!!!!!



The anchor winch housing for a NZ Navy frigate.



Micrometers from 0 to 2000mm.

tinuous life. Another interesting was a base for a chain winch off one of NZ Navy frigates. This was being completely rebuilt and interestingly to me was that the completed housing had to be under X weight to meet the manufactures performance specifications. Another surprise was sets of micrometers running up to 2000mm!!!!

Next stop was the Thames Small Gauge Railway who had generously opened up the facility for our lunch stop and a play in their sand pit. Two locos were available for a drive of the track, one a Kubota diesel powered hydraulic the other an electric. These towed the 3 ride cars with no problems assisted by the fact that the track is all but dead flat.

All participant's appreciated A & G Price and the TSGR for going out of their way to make this a very enjoyable and educational day and we thank those involved for their contribution to this special day.

Roy R



Thames Small Gauge Railway.

Below : Jason F, Russell P, Warren K, with Tony discusses aspects of TSGR track with Jason driving their electric loco.

Right : TSGR diesel loco 3 cylinder Kubota powered



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 27/1
	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

Nostalgia :



Slaters' Mill Fowler Steam Tractor c1921-22 (steam log hauler on hillside above)



Waikino Rail Station

TAURANGA MODEL MARINE and ENGINEERING CLUB INC.

NOTICE of AGM

The 46th Annual General Meeting of the Tauranga Model Marine and Engineering Club Inc. will be held at the Tauranga Model Marine and Engineering Clubrooms, Memorial Park commencing at 1p.m. on **Saturday the 3rd of May 2025.**

AGENDA

1. Members Present and Apologies
2. Previous minutes 2024 AGM
3. Matters arising from the previous minutes.
4. President's report 2024-25
5. Treasurers Report
6. Club Captains Report
7. Safety Committee Report
8. Building Committee report
9. Librarian report
10. Election of Officers:
 - President:
 - Vice President:
 - Secretary:
 - Treasurer:
 - Club Captain:
 - Committee 5 positions:
11. Appointment of Safety Committee:
12. Appointment of Financial Reviewer:
13. Appointment of Bookkeeper:
14. Westpac Bank account signees:
15. First Mortgage account signees:
16. Appointment of Librarian:
17. Appointment of Boiler Inspectors:
18. Appointment of Track Manager:
19. Workshop Manager:
20. Newsletter Editor:
21. Website Editor:
22. MEANZ Rep:
23. Set Membership Subscriptions.
24. General Business.

Please note Nomination Forms for the elected positions are available at Palmerville Station, or from the Secretary

Complete Nomination Forms to be in the hand of the Secretary 5 days prior to date of the AGM.

Warren Karlsson

Club Secretary (2023-2025)

secretary@tmmecc.org.nz

027 5422863.

Note:

The Duty Track Operators annual meeting will be held prior to the Club AGM, commencing at 10 a.m. with lunch provided. Both present and any intending new Duty Operators are requested to attend.