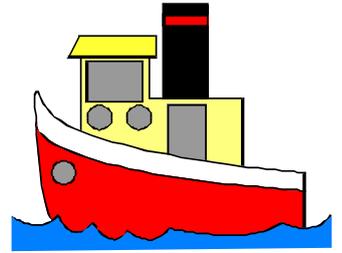




Wheels and Floats



Newsletter August 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.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 7.30pm.

COMMITTEE

President: Russell Prout 548 2881
Vice President:
Club Captain Bruce McKerras 577 0134
Secretary: Jason Flannery 572 1165
Treasurer: Owen Bennett 544 9807
Committee: Ash Thomas, Max Donnelly,
Joanne Knights, Bruce Harvey
Brian Fitzpatrick.
Boiler Committee: Peter Jones, Bruce McKerras,
John Heald.
Safety Committee: Chris Pattison (Chair), Peter
Jones.
Editor: Roy Robinson 07 5491182
royrobkk@gmail.com

CONVENERS

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

OPERATORS 2019

11 August N Bush
18 August M De Lues
25 August P Jones
1 September B Fitzpatrick
8 September B Harvey
15 September P Jones
22 September W Karlsson
29 September B McKerras
6 October N Bush
13 October M De Lues
20 October B Fitzpatrick
27 October B Harvey
3 November P Jones
10 November W Karlsson
17 November B McKerras

President's Report

An incredible start to our 40th Anniversary year. Whilst 1-July was the official anniversary, being on a Monday made it a little difficult to celebrate so the committee set aside the first weekend of July to commemorate the event.

The evening of July 5th saw visitors from North and South coming together for the anniversary diner at the Tauranga Citz club. A very enjoyable meal was had and three of our foundation members were presented with a commemorative token, a section of very old railway iron engraved accordingly. Congratulations again to Warren Belk, Trevor Chapman and Peter Jones

for your service and significant contributions to the club.

Ian Welsh then took the stage to give us all an insight into what introduced him to trains at a very young age and then took him to the mogul he now is in the preservation and showing of full size locomotives. Ian's private collection of scale locomotives is another testament to his enthusiasm and interest in steam.

On Saturday 6th July our visitors and members enjoyed the opportunity to play and with an abundance of steam locos there was no shortage of enthusiastic drivers to take the controls on both the raised and ground level tracks. Some highlights of this day included Ian Welsh's K36 running ground level with Thomas and Rob Roy on the raised track. Visiting locos came from Whangarei, Auckland, Hamilton, New Plymouth, Wellington and Nelson with our visitors stretching from Whangarei to Christchurch. A huge thank you to our visitors for travelling and joining in on our very special event.

Another significant sight during the day was the 7-1/4" Class 14A Garrett that is being built by John Stent. This was the first public outing for this impressive work in progress.

Saturday night started with a BBQ and whilst Roy cooked many others worked behind the scenes to prepare the energy food needed to sustain our team through the cold night ahead. Our 2nd night run kicked off at 5pm, this time our visitors were included and with 7 locomotives on the track our customers were spoilt for choice.

Sunday 7th July was a normal public running day but with our visiting locos still around we saw public queuing up early to enjoy the ride.

Of course our weekend was made even better by the incredible mid winter weather which I was reliably informed was brought by Don and Yvonne all the way from Christchurch. We thank you for travelling so far and delivering on the weather.

River Edge Railway in Whakatane hosted another 'Brass Monkey' night run only this time it wasn't so cold. In fact the river was still and the air was warm and so was the hospitality of the Whakatane club. A big thank you to Joanne Knights and Bruce McKerras for joining in the activities.

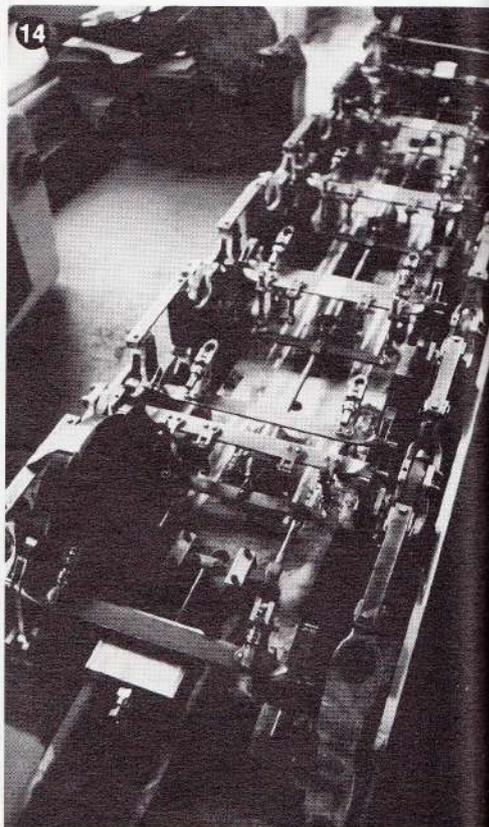
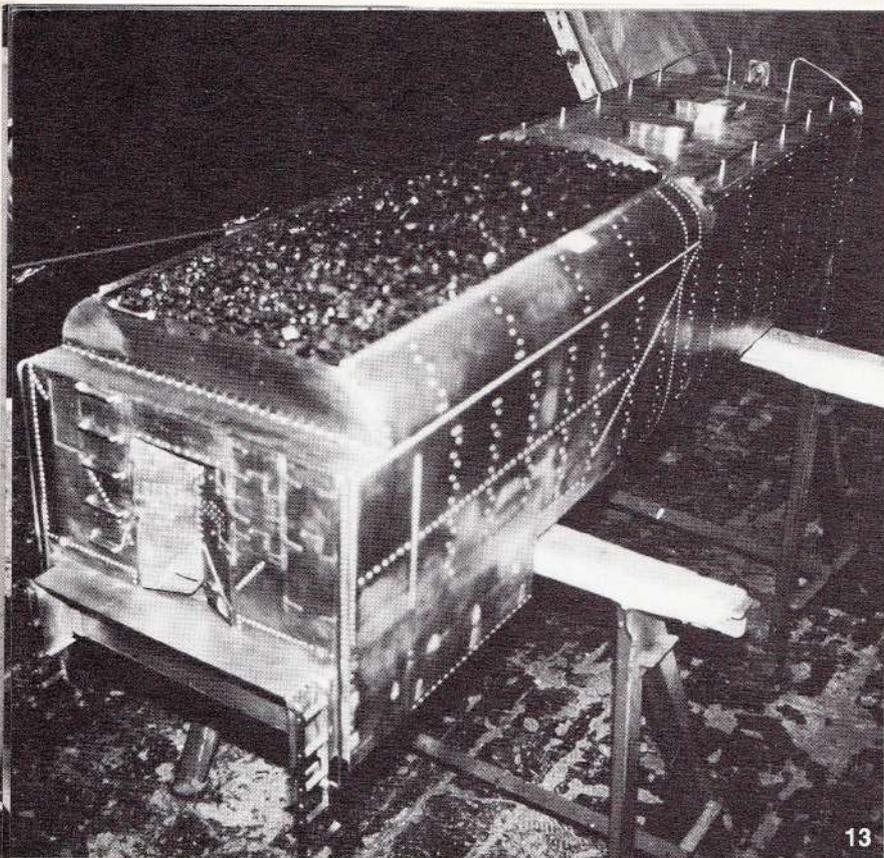
My next visit will be to Hamilton on August 17th for their monthly night run. Please let me know if you want to join me or just show up and have a good time.

August 10th will be our next play day and with it we have invited members of the public who may be interested in driving or taking part in club activities to join in. Bring your locos along and join in the fun.

Russell Prout

President

Big Boy Part 2



had exact duplicates made to scale for my Big Boy.

Detail was the order of the day for my Big Boy and detail I got! The smoke deflectors go up and down around the stack (Photos 10, 11, 12). The bearing covers on the tender sport the Timken name. Speaking of the tender, we ought to get to it pretty soon.

The tender tank is solid brass, hand-riveted and soldered. It holds about 25 gallons of water and six gallons of fuel. It also houses the lubricator for the loco cylinders, batteries for the lights and fuel for the automatic wick lighter in the firebox.

My feet stay inside the tender, which is quite comfortable to sit on. When the cushioned seat is lifted off,

the fuel tank is exposed. The tank hinges up and exposes the batteries. In place of the seat a board with coal glued on it can be inserted, and the tender looks gorgeous for pictures (Photo 13). The catwalks on top are made of stained hardwood.

The centipede trucks were a big job to machine. They feature prototype brake and spring rigging — an enormous job. The framework features a one-piece water bed casting six feet long (Photo 14)!

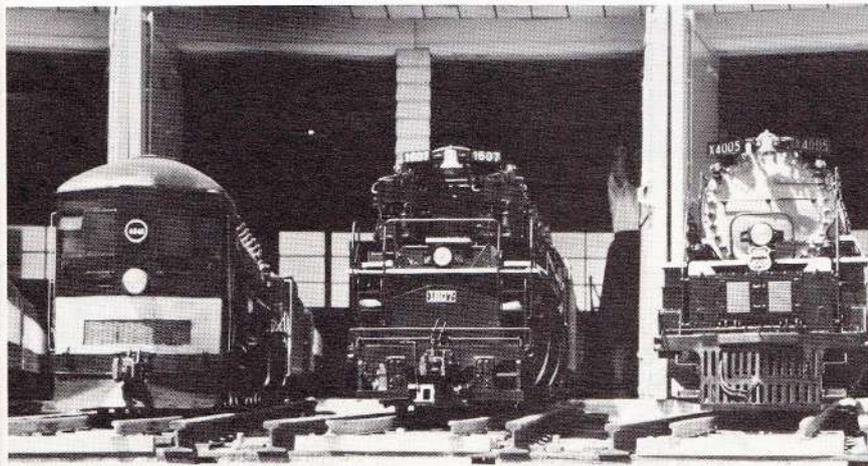
Three-and-one-half years doesn't seem so long when you consider what went in to building this locomotive. But, add to this the fact that Severn-Lamb had a disastrous fire sweep through its factory one year into the project. Their facility was a total loss,

and I lost a lot of parts to my loco. The loco itself was in another building and was mostly undamaged. However, the fire set the project back about one year while a new facility was built. Sadly, almost all my beautiful patterns and molds were lost in the fire, except those that happened to be at the foundry. Today, only a small number of patterns are available for duplicate parts.

Many of the ideas and parts that went into Big Boy came from my own experience in the hobby and some very knowledgeable friends, one of whom has written regularly for this magazine. Dick Bagley was widely known in Southern California for his knowledge of steam locos. Thanks to his articles in this magazine, the rest



Dick Bagley and the author watch for wheel slip while hauling a load of revenue on the Riverside Live Steamers' rails.



A Big Boy, Allegheny, and Cab Forward rest outside the engine house at Goleta Valley Live Steamers. Later that day we all triple-headed!

of the Live Steam community received the benefit of his knowledge, too. Many of the ideas he has written about in *Live Steam* were incorporated into my loco. Since its delivery to me, Dick has spent many hours with Big Boy. Maybe some of the little inventions he has developed for Big Boy will end up in print someday.

Speaking of delivery...Big Boy was completed in November 1982. I flew to England to witness the inaugural steaming and running of my new loco. Steam was raised to the operating pressure of 130 psi in just 20 minutes! A small track was laid at Severn-Lamb's facility with a 58-foot radius "S" curve in it. Big Boy handled it beautifully.

As we were thoroughly satisfied

with its performance, Big Boy was crated for shipment to Los Angeles. Flying Tigers flew it here and I was at L.A. Airport to meet it, along with Mike and Les from Severn-Lamb.

The first real test of Big Boy came a few days later at Seymour Johnson's railroad in Santa Barbara, California. Big Boy was fired up and taken for her first run on American soil (Photo 15). I can't describe the thrill of opening up the throttle and feeling Big Boy climb the grades at Seymour's railroad. The locomotive is truly awesome. After over three years of waiting, I was absolutely beside myself! Mike and Les beamed with pride, as well they should have.

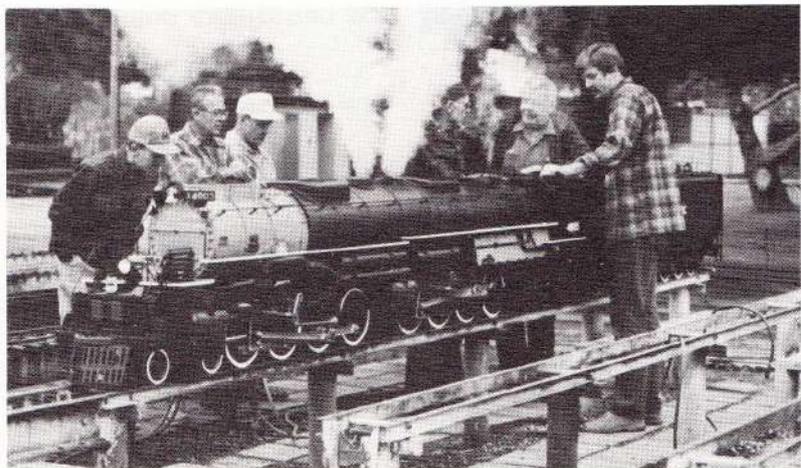
Since its inaugural run, Big Boy has made appearances at the tracks of the Los Angeles Live Steamers, Riverside Live Steamers, Goleta Valley Live Steamers, and Western Washington Live Steamers.

To date, the loco has been virtually flawless. It is still amazing to me how something as complex as Big Boy can be scratch-built and have no engineering or building flaws – a tribute to its builders.

In conclusion, I would have to say that building Big Boy with Severn-Lamb has been one of the highlights of my life (I'm sure glad my wife doesn't read *Live Steam*). Their dedication and enthusiasm toward the project made it doubly enjoyable.

Big Boy's permanent home is now in Oregon where I have moved and built my own 2500-foot railroad.

Anyone wishing more detailed information, photos or answers to questions can contact me: Tom Miller, 41782 Fish Hatchery Road, Scio, Oregon 97374. Visitors are always welcome at the Roaring River Railroad.



The author (right) fine tunes 4005 as several enthusiasts watch at LALS.

Play Day 6th July



Yea, was a bit chilly!!!!!!!!!!!!

Peter Wisley takes Ben for a ride on the raised track.





Action shot. No, not Bow the Loco!!!! The visiting South Island contingent enjoys the track. An Auckland visitor on the raised track. Isn't it good to see the raised track being used.



The following article appeared in the Canterbury Tales the mag of the Canterbury Model Engineers. I wish to thank Alex Cowdell, John Patterson and John Heald for allowing reproduction of the article and pics.

In Defence of the Smaller Gauges

When I first began in the model engineering world I was living in Tauranga. I can remember one of our first meetings at Les Moore's place, where we agreed to begin using a portable track at memorial park. From there, the rest is history.

One of our very first engines to run on the new raised track, when we completed it was a 3.5 inch gauge Rio Grande locomotive, built by Paul Newton. In those days he was based in Rotorua, if my memory serves me correctly.

This locomotive was at the time owned by Harry Gates, and was a regular performer at Memorial Park for a number of years. As Harry got older and the passenger volumes at the club started growing, the running of 3.5 inch gauge locomotives became more of a challenge, - as has been the case for many clubs around the country. The locomotive eventually became domiciled under the bench and sat there for many years until Harry passed, and it was left to his son. As is often the case, it continued to languish with a bit of tinkering done here and there but never returning to a running condition. When interest was lost it was placed on the market.

Being the first steam locomotive I ever drove it had a special place in my world, and it eventually found its way to my work bench. Having spent the better part of a quarter century out of commission and being tinkered with by numerous people, it was in a less than ideal condition. I have to admit that it is still a way from being back on the track. However it has had a successful hydro and is slowly coming back together.

I see it as a big 'plus' that our hobby continues to go in the direction of larger locomotives, for this has resulted in the pressure coming off the raised tracks around the country. This, in turn, has led to a resurgence of interest in the smaller gauges, allowing a return to the "grass roots" of model engineering without the pressure of passenger hauling and non-stop hustle. This is providing an incentive for some of us to resurrect the original smaller gauge locos and get out and enjoy them, and this can only bode well for the ongoing well-being of our hobby.

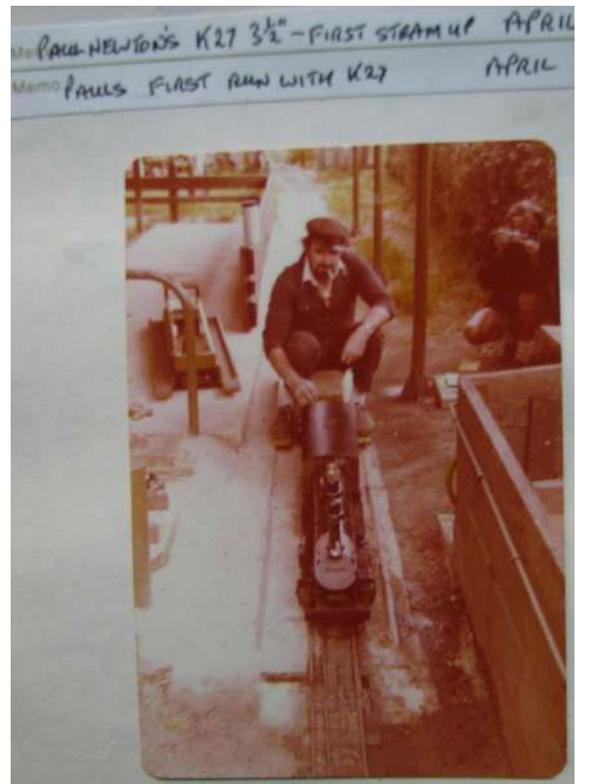
Hopefully within the next 12 months I will be able to report with a photo of the k27 in steam and back doing what it used to do so well.

Alex Cowdell



Rio Grande Loco as discussed in the previous page by Paul Newton whilst in construction.





Paul Newton first steaming of his K 27 in April 1979 Photo by John Heald



PAUL NEWTON'S K27 3 1/2" - FIRST STEAM UP APRIL 1979
Memo PAULS FIRST RUN WITH K27 APRIL 1979



Some pics from Chris Pattison

Top : SAR Garrett

Left : SA Railways dining car, 60's
I would guess. CT Suburban Line

Below : Yea, Right !!!!!!!!!?!!!!!!!!!!??



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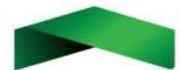
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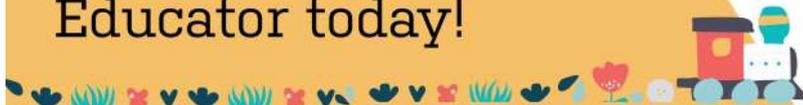
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