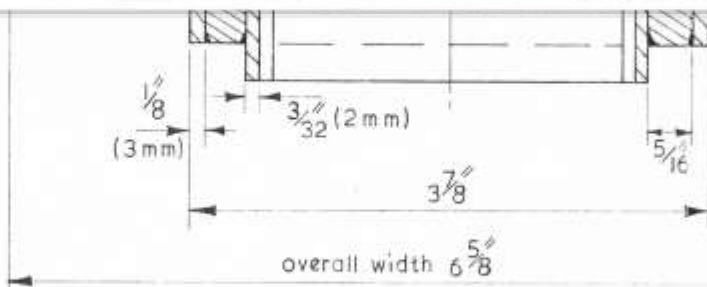


# Wheels & Floats

August 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.tmmecc.org.nz](http://www.tmmecc.org.nz)  
Facebook: Memorial Park Railway Tauranga

### MEETINGS

General Members Meeting every first Tuesday  
7pm.  
Committee Meeting every second Thursday at  
7pm.  
Maintenance Tuesday mornings from 9am.  
Engineering discussions Tuesday evenings  
7.00pm.

### COMMITTEE

President: Warren Karlsson 027 5422863  
Vice President:  
Club Captain Ethan Bramley, 022 0972767  
Secretary: Warren Karlsson 027 5422863  
Treasurer: Jerry Payne 021 486013  
Committee: Russell Prout, Owen Bennett,  
David Ingley, Graeme Hayley,  
Brian Marriner, Ethan Bramley,  
Ian Bain

t

### CONVENERS

Boiler Committee: Owen Bennett, Bruce  
McKerras, Ash Thomas, Ross  
Campbell.  
Safety Committee: Ethan Bramley, Warren  
Karlsson, Bruce McKerras,  
David Ingley  
Workshop: Ethan Bramley  
Drivers Licencing : Bruce McKerras, Warren  
Karlsson  
Track: Ash Thomas, Russell Prout  
Librarian: Chris Pattison  
Rolling Stock:  
Track Managers : Ash Thomas, Russell Prout,  
Website: Peter Davis  
MEANZ rep Russell Prout  
Editor: Roy Robinson 027 5491182  
[royrobkk@gmail.com](mailto:royrobkk@gmail.com)

**Cover photo :** Geoff Hallam's Festiniog Prince (see the last episode inside)

## Presidents Report August 2025

The Committee elected Life Member Owen Bennett to the vacant position of Vice President at the last committee meeting, Owen has served for many years on the committee including 13 years as Secretary – thank you Owen for your commitment and dedication to the club.



We however are still short of one committee member to fill the 10<sup>th</sup> position left open from the AGM – a good opportunity for a member to join in and help manage the club's affairs.

Club membership is down by one from last year, another member has recently shifted back to Tauranga, so welcome Kerrin back to the Bay.

A submission was made last week to the Tauranga City Council regarding our Lease or in this case the lack of a long term Lease.

Because of the Proposed Memorial Park Redevelopment, little progress has been made in the past three years since we have been on a monthly rollover lease – however we are not alone as the adjacent Mini Golf is the same position and has also made a similar submission to the Council.

Watch this space!!

Recent changes to the CBD parking has seen the Memorial Park carpark become restricted to a maximum 4 hour period between each Monday to Friday.

To top off the interaction with the Council "some" re-metaling in the roadway behind the club house was carried out and the uneven concrete slab edges, by our steaming bay, have been notified as a safety hazard.

Not sure if age is a factor but we seem to be having a rather cold winter, however the weather has been kind for all our regular Sunday runs and our Play Days, with only one Sunday closing early due to rain.

The public seem as determined as ever to come and ride our railway and patronage is above average but lagging slightly behind last year's record numbers, and we have had our first Sunday run with the increased ticket prices with little effect upon numbers.

Our discounted Concession Tickets however are becoming more popular and sales have dramatically increased in anticipation of having to pay an extra \$1 per single ride.

Black Magic has been earning its keep lately by pulling six ride cars, with accompanying Guard, it certainly helps to reduce the queued passengers and at the same time give some variety for both them and our drivers.



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It however again highlights the problem with our fleet being fully utilised with no spare capacity or back up. Replacement locomotives have been talked about for some time for instance Black Magic is over 30 years of age having been bought second hand many years ago, and has had its fair share of maintenance and modifications and sitting behind a noisy motor can be a bit debilitating

Although a fan of Electric, there are opportunities for us to go Hybrid as another choice for future tractive propulsion as modern Hybrid electric cars are running a 48 volt system and there maybe something here to investigate as a future alternative.

I foresee a basic frame and undercarriage, once proven, could be powered by any source of power be it pure Battery electric, Internal Combustion/hybrid electric, /hydraulic or /mechanical – with either petrol or diesel (or LPG?) as the fuel for the IC prime mover.

Maintenance would be simplified with a common basic frame, undercarriage, mechanicals and dashboard but having any body shape fitted to give diversity – could even dressed up as a faux steamer!

Any new Locomotive needs to incorporate modern standards, be capable of pulling larger loads and could be configured to have the driver comfortably seated within the body.

As we look forward to warmer days there are many tasks required to maintain and improve our asset before our Annual Open Weekend.

There are two working bees planned for the August - Saturday 23<sup>rd</sup> and 30<sup>th</sup>, with more to be notified if required.

There is a plan for a basic welding workshop to be held at a later date, again email or text Jason to book your place

Our regular Play days are scheduled for the first Saturday of each month – good opportunity for any required driver training.

Looking further afield, and to give plenty of notice, we need to cater for Halloween (31<sup>st</sup> October) and our Open Weekend 8-9<sup>th</sup> November, please give me a call if you wish to help.

The committee are looking at inviting our sponsors to the Saturday of our Open Weekend, so we may have a few extra visitors on that day.

We have again booked a table for display at the annual Tauranga Model Railway show to be held on the 17-18<sup>th</sup> January, another opportunity to show off your model engineering skills.

September 27<sup>th</sup> 2025 marks 200 years of the modern railway and the United Kingdom are planning many events - <https://railway200.co.uk> – I haven't heard of anybody going to join in the celebrations, but I'm sure the English will do the occasion proud.

Thank you and regards to you all,

Warren Karlsson



## Captain's Report – August 2025

Hi Team,

July saw a steady month down at the club. We ran all four of the available Sunday's and we also welcomed Tamar back to the track, this went down well with public, steam locos are always popular.

We have Fathers Day coming up on 7<sup>th</sup> September, generally a popular day down at the railway, dads ride for free.



Event-wise, we are looking forward to our Halloween Night Run on Friday 31<sup>st</sup> October. As always anyone who is available to help, it would be greatly appreciated, it is the most popular of our night runs and attracts a big crowd. We also have our annual Open Weekend 8<sup>th</sup> – 9<sup>th</sup> November, a great opportunity to show off the model engineering side of our club, which is quite often overshadowed by our railway operation. If anyone has an item/items that they would like to display, big or small, now is the chance to showcase your talents, and maybe even win a prize.

### Whakatane Club Open Weekend

We have received an invitation from Whakatane Club to attend their Open Weekend celebrations on Saturday 6<sup>th</sup> and Sunday 7<sup>th</sup> September. Visiting locos are most welcome.

#### **Saturday 6<sup>th</sup> September**

Day run – 1:00pm – 4:00pm

BBQ dinner – 4:00pm – 5:00pm

Night Run – 5:00pm – 8:00pm

#### **Sunday 7<sup>th</sup> September**

Standard run day – 10:00am – 3:00pm

There will be the usual group of suspects heading down there, if anyone wants to join us, please let us know so that we can give them a heads up for catering.

### Working Bees

Warren covered the subject of working bees, so I won't duplicate, but please pop the dates in your diary and join us if you are able to. **Saturday 23<sup>rd</sup> August and Saturday 30<sup>th</sup> August.**

### Bowling Night

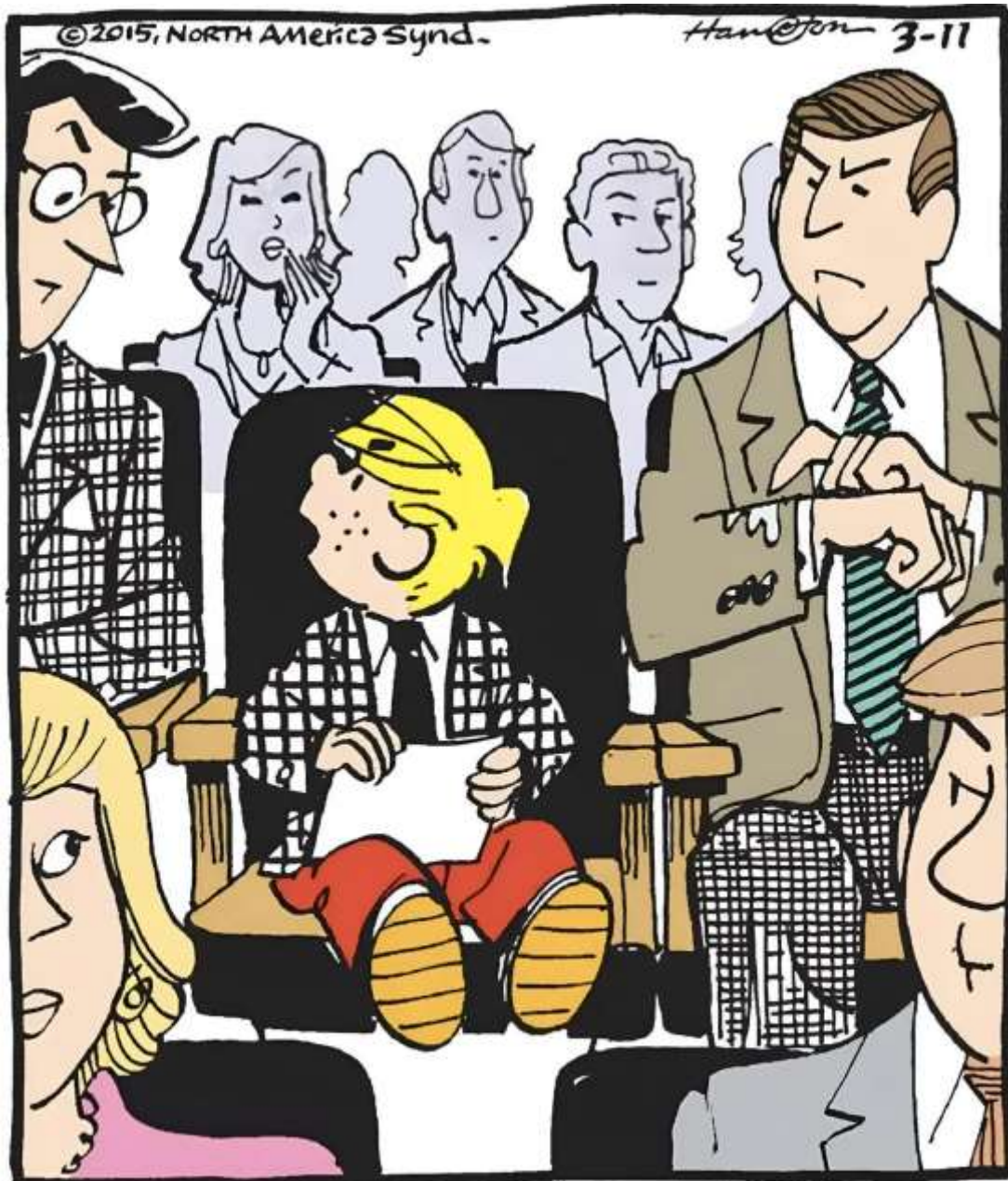
We are still looking at organising a 10-pin bowling night down at 10<sup>th</sup> Ave. A Saturday evening has been floated as the best time. We will tie in a date with Josh the manager and let you all know when it will be, they do a package which includes 2x games, food and a drink, this could be a good option. There is also an indoor mini golf and arcade at the venue too, so plenty to keep everyone occupied.

Thanks,  
Ethan and Joanne



Web Development   
Graphic Design   
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**Humour :**



**"I JUST WIPED MY NOSE ON HIS SLEEVE BECAUSE YOU TOLD ME NOT TO WIPE IT ON MINE."**

**Disclaimer :**

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

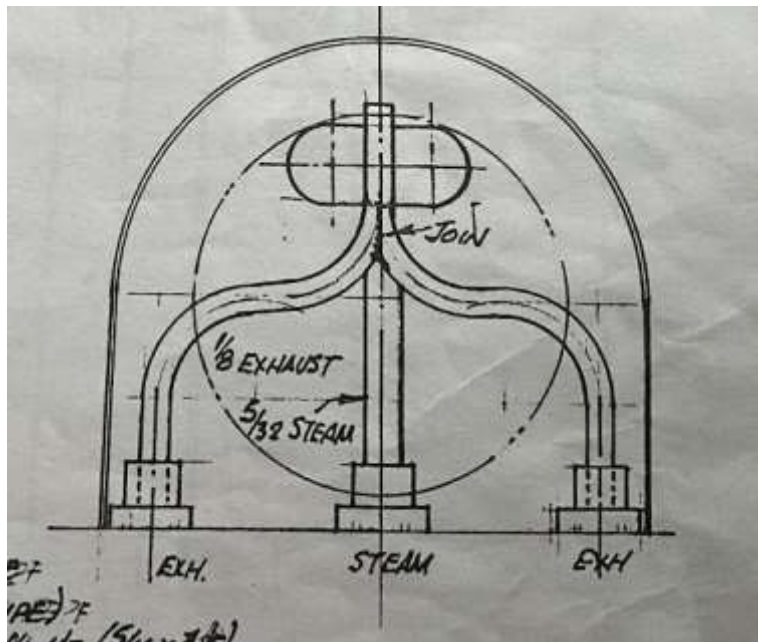
## A new workshop project (part 4)

By Geoff Hallam

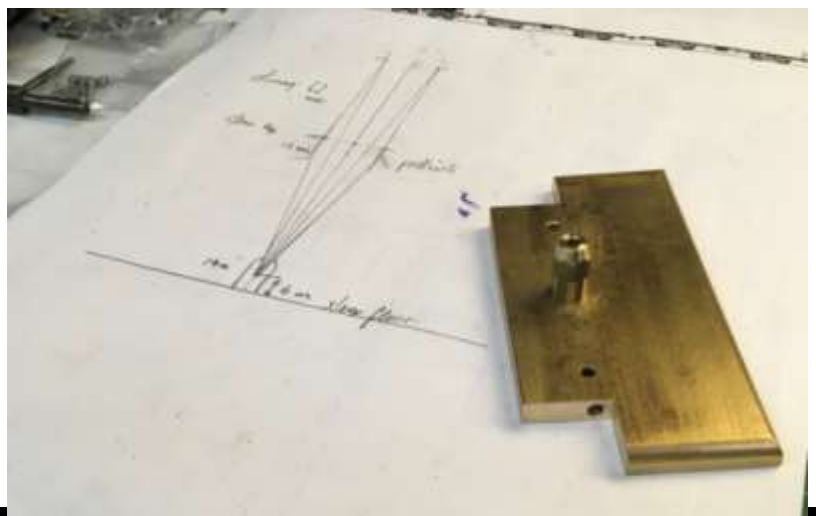
As you have already seen from the cover photo Prince is now complete, so this is the last article covering the build process.

One part of the drawings I couldn't agree with was the exhaust and drafting arrangement. It shows the exhausts joined 2/3rds the way up the smokebox and the outlet inside the lower part of the chimney. It might have worked but this was way outside the design rules laid out by Henry Greenly.

Using a 1 in 3 taper template from the chimney diameter to the exhaust port resulted in the blast nozzle being 14 mm off the smoke box floor. It would have been impossible to bend the exhaust pipes to meet that criteria so something had to be designed to suit. After much head scratching, I decided that best way would be to make the exhaust ports into the brass plate between the cylinders, front foot plate and smoke box base.



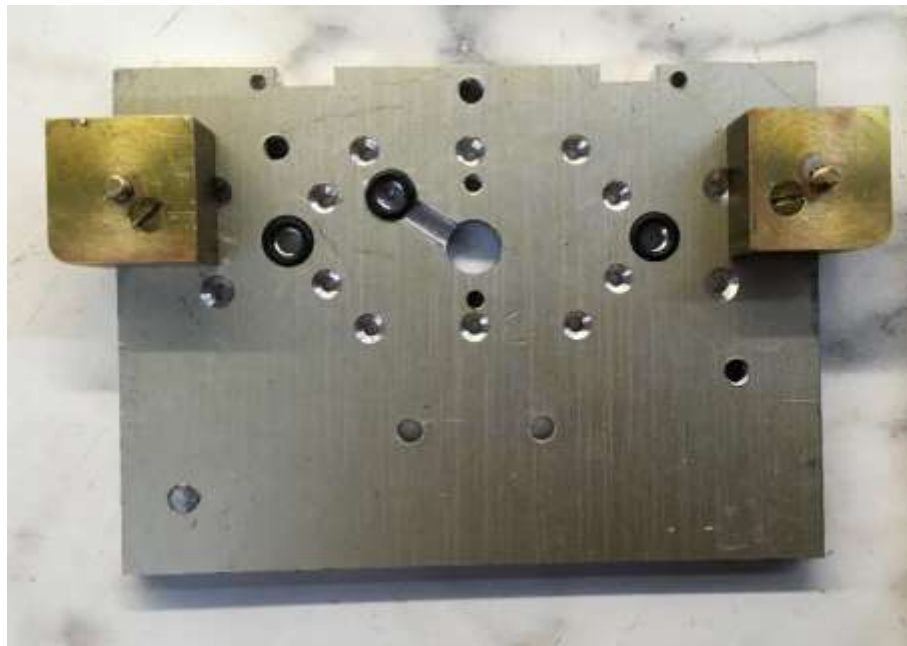
I had an extra long drill that was suitable for drilling through the full width of the plate. Luckily the drill ran true and came out central on the other side. This hole is central to the cylinder exhausts and to the blast nozzle. This was measured many times to make sure it would be central to the chimney. The two holes either side of the blast nozzle are in line with the cylinder exhausts. You can imagine the relief when everything lined up in the end.



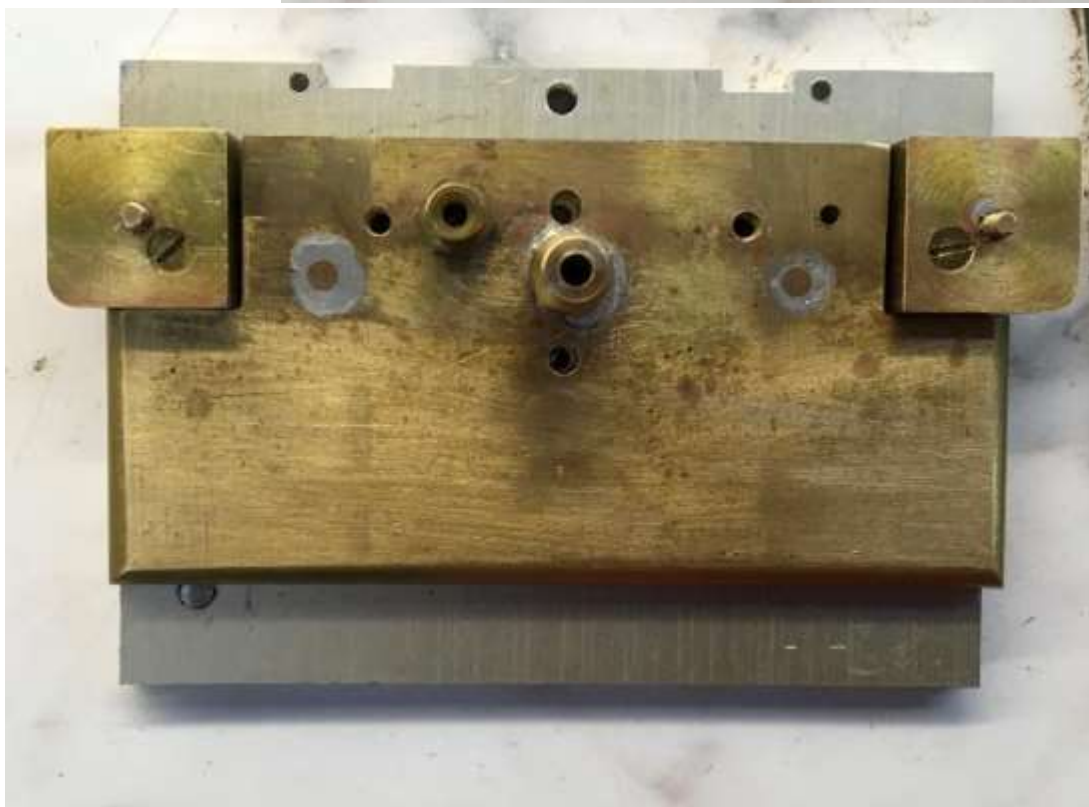
# MITRE 10

This shows the drilling of all the cylinder and valve chest mounting holes, counter bored for the stainless allen capped screws and counter sunk for the brass cylinder screws. The two outer O rings are to seal the exhausts and the offset centre O ring for the steam inlet. I wanted to make sure the steam entered the centre of the valve chest. It had to be done this way because the blast nozzle occupied that space.

The four holes through the brass plate were plugged and dered to give a clear path for exhaust to the blast nozzle. The threaded union to the left of the blast nozzle is the steam feed connection.



sol-  
the



**LIZ VAN WELIE**   
**AQUATICS**



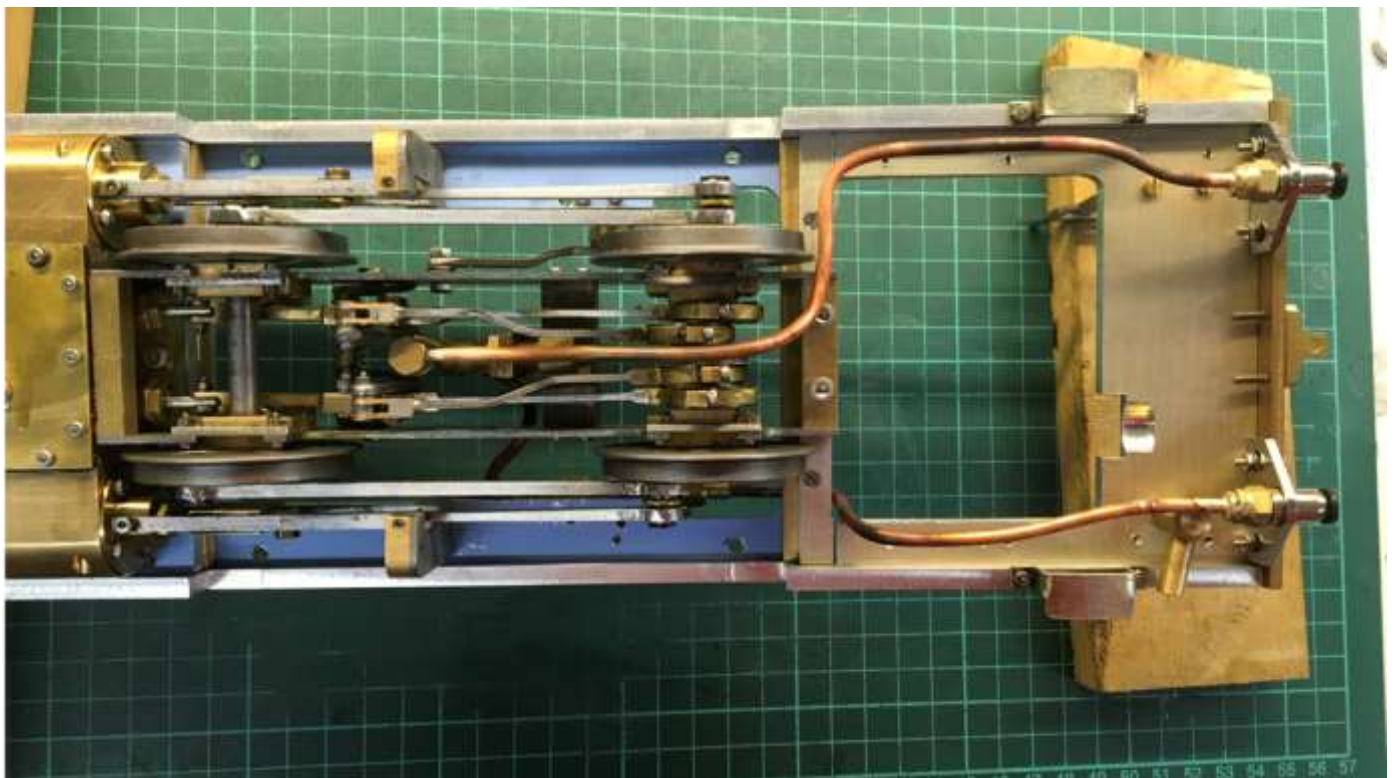
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It was a bit of a long-winded exercise but has worked out just as I wanted. I made the blast nozzle replaceable in case the drafting isn't strong enough to maintain a good fire.

Another part missing from the drawings was a suitable forward/ reverse lever and linkage. An intermediate pivot point enabled the linkage to get around the firebox to the valve gear lever.



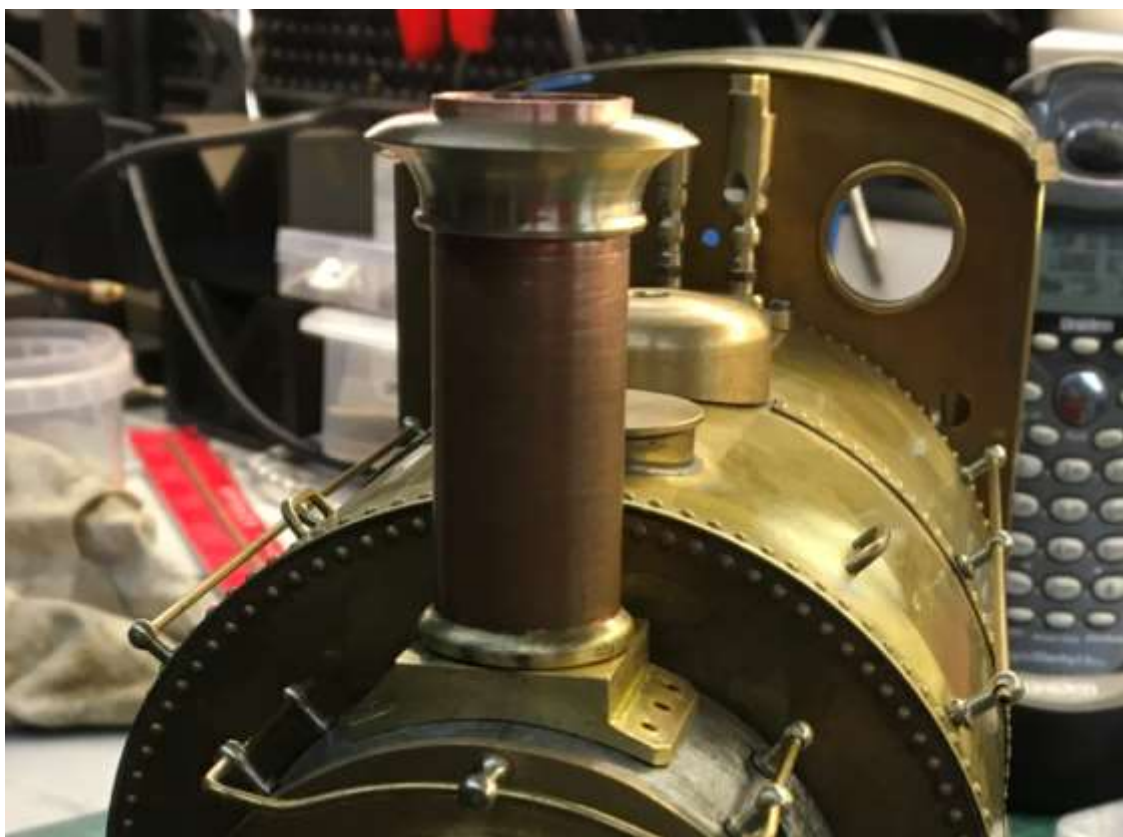
The reversing lever has two adjustable set screws to allow the best position for forward and reverse valve events.



This shows the axle pump pipe installation made to clear the fire box. The two snap connectors on the drag beam allow for quick disconnection of the 4mm diameter water feed and return pipes from the tender tank



The steam feed pipe in place and the boiler mounted.



I said in the last article that I wasn't happy with the chimney cap, so a new one was made. I think this one looks right; third time lucky at last!

The ultimate test on compressed air proved that my valve timing was right. I let it run for a good 30 minutes with a few stops to oil the cylinders. The engine unit was really starting to free up, so the next test was to see how it went on steam.



I used a small propane burner to get the boiler up to pressure and the engine ran well. The boiler primed badly for the first run as you can see from all the oily water on the front footplate. I thought I had washed the boiler out properly after the build but I couldn't believe how much rubbish came out when I blew the boiler down. The boiling water must have dislodged all the internal flux and scale from its construction.



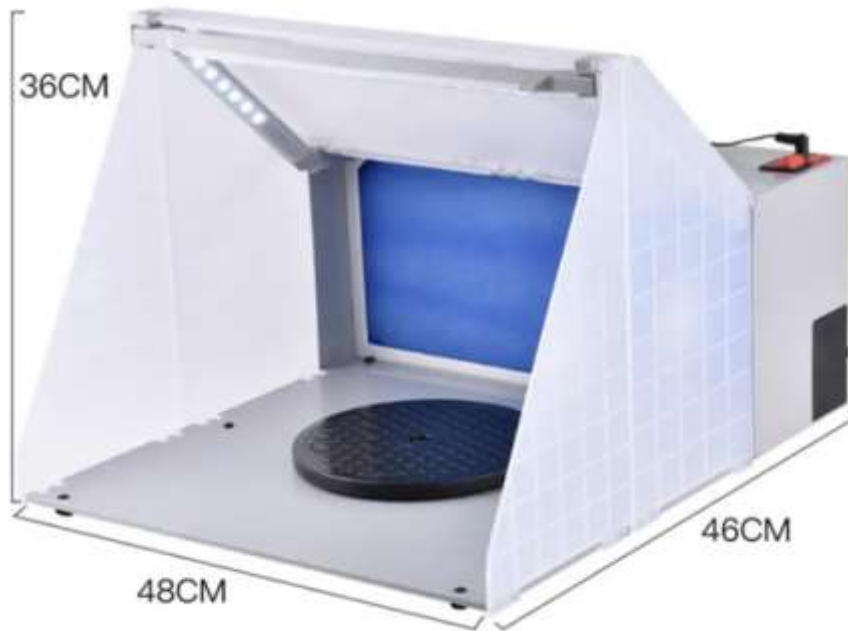
Flushed with success I took the engine and propane tank out to the track to see it move on the rails for the first time. The 40 psi soon drained away bringing the engine to a halt after about 15 metres. That in itself was a bit disappointing but at least it ran. The engine was still a bit tight and after an inspection I couldn't diagnose where the tightness was other than the cylinder bores. The O rings were rather tight when I pushed the pistons into the bores and I was wondering if the grooves in the pistons should have been a few thou deeper. Anyway, I wasn't game to pull it all to bits again so I decided to just see if it would settle down with more running.

I always enjoy the machining and fitting involved in building an engine but it was time to start on one of my pet hates, and that is painting. I was almost leaving it too late to spray outside because it was season where midges appear from nowhere and they love to settle on wet paint! I bit the bullet and bought a portable mini spray booth from Aliexpress. It came with a built-in extractor fan and an exhaust tube that leads outside through an open window. This enabled me to spray in the warmth of the garage and not choke the place out with paint fumes. It has proved to be invaluable and as usual; I wish I had bought one years ago. This has allowed rapid progress on painting and made the job so much easier being independent of outdoor weather conditions. All the parts were sprayed with etch primer and left overnight.



My masking tape of choice is made by Tamiya. Coming in a variety of widths makes it easier to follow around curves with their 6mm wide tape. It also doesn't suffer from paint bleeding under the edges as cheaper tapes often do.

I had the maroon paint colour matched at a car paint specialist and put into a rattle can. After a couple of weeks of patient masking and spraying, the engine was starting to come together.



Paint spraying booth from Aliexpress

The orange lining was done with Model Technics Trimline tape. It seems hard to believe but it took over 3metres of 0.5 mm wide tape to do the lining. Of course, the tape comes on 2.5 metre rolls, so there wasn't enough to complete the job. I didn't find it easy to cut 0.5 mm wide strips off another piece of the wider tape with a sharp blade. You can only see the difference if you look closely with a critical eye.



At this stage I just had to wait for the lining transfers to come from the UK. The bodywork was given three coats of clear enamel to stop the risk of paint getting damaged during the application of the transfers.



I used the CNC machine to engrave the name plates in styrene before using my dwindling supply of engraving brass sheet. The makers plates are only 14 mm wide and I could only engrave the letters as below and not remove the background leaving the letters proud. Even using a 10-degree engraving tool for the job it ended up obliterating the letters, just leaving a recessed oval disc. Might have to have a go at photo etching them instead. The name plates were successfully engraved in brass and were attached to their wooden plinths with clear silicone adhesive.



Things were getting so close to completion I just couldn't resist trying the boiler out on coal and giving the engine a real run on the track. I had forgotten how choking kerosene-soaked timber was when it is burning.



The Aster steam raising fan didn't really create enough draught to get the coal burning properly so I gave it a little assistance with the propane torch. That did the trick as can be seen below. The coal I was using is a product called Raycarbo which unfortunately isn't available in NZ anymore. It was imported from Australia many years ago and used at most model engineering club tracks for larger scale engines hauling passengers. It was a good heat producing coal with very little clinker and smoke.



This shows the coal burning nicely and working with the steam blower.

I have a homebuilt 12-volt fan that I will have to find which will be much better for the next firing. The only trouble is, the last time I saw it was five years ago before we moved from Tirau. I haven't seen it since, so I haven't a clue where to start looking.



The engine managed 3 laps on one top up of water and 6 laps between firing. After lunch, I gave it a second firing and this time it ran better than before. The cylinders and rings were starting to free up and at one stage I thought the engine was going to go airborne. It confirmed that I need to investigate the installation of an R/C throttle before any serious running is undertaken.

The only place that I can find suitable to install a servo is under the cab roof. This will keep the cab floor clear for firing and away from the boiler heat.



Cleaning the smokebox was not as easy as my 3.5" gauge locos! I will need to make some special tools to do the job properly. A simple vacuum didn't move any of the ash as it was bound together with copious amounts of steam oil. I used a No 67 drill for the oil feed in the lubricator thinking I could always open it up if it didn't provide enough oil to the cylinders. I had a chat to Paul Milner in KeriKeri and he suggested inserting a piece of fuse wire in the oil feed hole to reduce the flow. He had done that to one of his locos and it fixed the problem.

The transfers arrived at last and the work bench was cleared for one of the most critical stages of finishing an engine. If the lining doesn't go right, it can really spoil the finished product.



I tackled the tender first which helped to slowly build my confidence in applying the lining. I used 3mm wide masking tape to keep parallel with the orange lines and removed it straight after the lining was applied. I found it very difficult to cut out the transfers because you just can't see the white outer lines clearly. There were a couple of times where I thought I had cut the white part of the line, but thankfully all was well.



First side of the tender complete and I must say I was very happy with the result. I left this overnight to dry properly and was in no rush to get this stage of the project finished. Knowing my luck, I would have dam-

The tank was the next stage and again everything went well.



The last and most difficult job was the lining on the cab. Unfortunately, the drawings of the cab turned out to be far from true scale and I had to cut the transfers to suit. They are cut in 15 places to give the best result I could achieve. Not perfect by any means but again if you don't look too closely.



All the panels were given three coats of clear enamel to seal the transfers and give a good gloss finish.

I had no worries about applying the clear enamel paint on the transfers because of a test sample I had done. The No 2 on the front buffer beam made me pause and something said to me do a test first. The loco was sprayed using paint mixed at a car spray paint supplier. I used Phoenix enamel paint on the front buffer beam. Reading the instructions on the clear spray paint can indicated clean up with turps, the same as with the Phoenix enamel. So, both were enamel paint and clean up with turps what could go wrong.



Well, this is what went wrong. The red enamel was left to dry overnight and two very light coats of clear caused it to wrinkle up like a prune. As the saying goes, "never assume", my sixth sense saved the day. I used an acrylic clear just on the No 2 transfers and not all over the buffer beam. The last bit of paint work was applying a brass enamel paint to the round knobs on the tender and cab openings. I could have left them as natural brass but trying to mask them off had proved almost impossible.



The Hartland skips that I bought many years ago for \$10.00 each have been painted up and modified with ball bearing wheels and Kadee couplers. I filled them with genuine Festiniog slate scrap picked up from a spoil heap in Bleaneau Festiniog on a 1985 trip to the UK. The skips were way overscale for 16 mm and are very close to 1:13.7 so they don't look too out of place behind Prince. The No 6 van on the end of the train was another project finished while waiting for the transfers.

**This brings to an end of Geoff's amazing story of this beautiful build of a 7/8th scale of Festiniog Prince, many thanks Geoff. Ed**

Just for kicks and giggles Barb and I thought we may just have a weekend away and go to this.



## Show and Tell




There was nothing on the display table for Show and Tell this month.

However, I was at the Club recently when John S called whilst on his way to the Mount to get piston ram seals for this dual cylinder pump, one of two, oil pumps on John's Garratt

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# Visit to McFall's Museum and Bill Jane's Collection at Classic Flyers

Whilst it was never going to be everyone's cup of tea Jason pulled another rabbit out of the hat with a left field visit to a Vintage Tractor Museum and a look at Bill Jane's Collection of model aero engines.

About 10 Club members met at Hocking Avenue to view the McFall Museum. This was started by Morris McFall many years ago and has gradually grown to the amazing collection it is today. Morris has now largely retired and we were escorted thru the Museum by his son Bryce and the Curator Ross Lyttle. Morris's main philosophy was to get a collection of as many various types and makes of tractors and machinery as possible rather than concentrating on say John Deere. I asked Bryce had any of the exhibits had imported, he advised that all had been purchased in NZ but they did not know the history of many items and so he was unable to confirm that all had been used in NZ rather than just imported as collection pieces. Many exhibits were started and we were advised that all should run. Acquired items are roughly cleaned up on arrival and then run if possible, an assessment was made and the exhibit was dismantled, repaired, painted, reassembled and tested then into the collection for display.



Warren K studies some of the exhibits.



Bryce McFall was only too happy to answer queries.



The Company promo vehicle, you have to give it 10 out of 10!!!!!!



Top left : Fordson E27N with factory fitted Howard rotary hoe.

Above : Who could walk passed the all American Ford Thunderbird!!!!!!

Left : If tractors weren't you thing there were all sorts of other interesting exhibits to view.

Curator, Ross Lyttle gives us the rundown on the Hornsby single cylinder stationary engine.





Tauranga cabinet maker, Bill Jane must be one of the most exacting prolific model maker in New Zealand. Not only did he make running scale models of aero engines, boats was another of his strengths but it didn't stop there, he also restored vintage cars, the list goes on and on. From his business located where Mitre 10 is now Bill worked tirelessly on all these projects and Jason took us to just one of his collections at Classic Flyers.

Many thanks Jason for the great different day out.



### TMMEC CLUB CALENDAR 2025

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	v 1
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	1	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
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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
	General Meeting
	Committee Meeting
	Annual General Meeting
	Engineering Discussion
	Club Play Day, Training

	Open Weekend
	CAD, 3D Printing
	Matariki Night Run
	Halloween Night Run
	Hamilton Convention
	Christmas Party

	Anniversary Day
	Waitangi Day
	Easter Weekend
	Anzac Day
	Labour Day
	CLOSED

# Nostalgia

Railcar bush style!!



**TAURANGA MODEL MARINE ENGINEERING CLUB**

A banner for the Tauranga Model Marine Engineering Club. It features a blue background with various model vehicles: a blue and yellow motor vehicle, a wooden boat, a red steam locomotive, a blue and white ship's wheel logo with "TAURANGA" written below it, a green steam locomotive, a red vintage car, and a yellow steam tractor.

FACEBOOK: MEMORIAL PARK RAILWAY [WWW.TMMEC.ORG.NZ](http://WWW.TMMEC.ORG.NZ)

The logo for Metalcraft Roofing. It features a stylized black silhouette of a person's head and shoulders on the left, followed by the word "Metalcraft" in a large, bold, sans-serif font, and the word "Roofing" in a smaller, sans-serif font below it.

**Metalcraft**  
Roofing