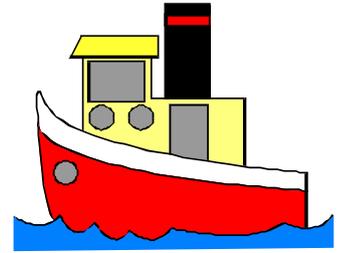




Wheels and Floats



Newsletter February 2018

TAURANGA MODEL MARINE AND ENGINEERING CLUB INC.

The Secretary
PO Box 15589
Tauranga 3112

Palmerville Station Phone 578 7293

Miniature Railway Memorial Park
Open to Public, weather permitting
Sundays in Summer: 10am to 4pm approximately
Winter: 10am to 3pm approximately
Website: www.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: Peter Jones 543 2528
Vice President: Russell Prout 5482881
Club Captain: Bruce McKerras 5770134
Secretary: Rachael Duncan
Treasurer: Owen Bennett 544 9807
Committee: Warren Belk, Shane Marshall,
John Stent, Jason Flannery
Bruce Harvey.
Boiler Committee: Peter Jones, Bruce McKerras,
John Heald, Paul Newton.
Safety Committee: Warren Karlsson, Bruce Harvey,
Peter Jones, Russell Prout, Mark
Duncan
Editor: Roy Robinson 07 5491182
royrobkk@gmail.com

CONVENERS

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

OPERATORS 2017

18 February N Bush
25 February M De Lues
4 March M Duncan
11 March B Fitzpatrick
18 March D Harris
25 March B Harvey
1 April P Jones
8 April W Karlsson
15 April B McKerras
22 April R Salisburt
29 April D Harris

Presidents Report

Greeting Members

Happy New Year 2018.

Our members returned from Steam & Cinders 18 with totally positive reports, congratulations Nelson Society of Modellers on a very successful Model Engineering Convention. Russell Prout was the proud winner of the Les Moore Challenge Trophy, and TMME Junior member Max Donnelly returned with a Junior Award, Well done team. Also in the Bay Of Plenty John Lawson of the Whakatane Club was awarded the ICON trophy, congratulations John. The next Convention will be hosted by the Hamilton Model Engineers in January 2020.

Our New Year get together will be held at Bruce Harvey's Residence 5 Youngson Road on Saturday afternoon the 24th February from 2.00pm on. As usual our club will provide the meat, please bring a salad or sweet to share, bring you own cutlery and crockery. Cancellation will be notified on our website, check around 10am if the weather is doubtful, if you don't have internet access and in doubt, call one of the committee who will advise if this event is on or off on the day.

Those that have been to the Station recently will have noticed the installation of a digital lock on the entrance door. The means of unlocking the door is in the process of change, there will still be two padlocks but the addition of the digital dead lock will mean to gain access you will need to enter a 4 to 8 digit PIN number (your choice) linked to an access number to gain entry. Those that are to be given access will be issued with a key, and when that part of the change over is complete, a PIN can be entered once any current security keys have been returned. The ideal would be to have this happen all at one time but that's a dream, so it is planned that the new system will change over will progress planning to go totally live Tuesday morning the 20th February.

The last storm to hit the Coromandel and Bay of Plenty cause a huge amount of damage to the Thames Small Gauge Railway track. At Tuesdays Club Night it was suggested that perhaps our club could give assistance if working B's are planned to put the track right. I contacted the TSGR Club President Gordon Rutherford and advised the offer and he was very appreciative. At this stage he is still in consultation with the Thames Council as to the best way forward to get things back in order, and will contact our club further down the track

At our last committee meeting the subject of members compensated financially for their time given to our club was briefly raised, so I thought a simple explanation of the ruling that no member can gain financially from the activities of our club was made. It is a standard ruling for Incorporated

Having to pay GST is a totally different issue, we have to pay because of our annual income exceeds a specified amount, it has nothing to do with personal income. The operation of our club relies on members donating their time, if during that time a member pays out for something from their personal funds then they entitled to reimbursement when a receipt is presented. I hope that makes it clear.

A date for the AGM has been set for 2 pm Saturday the 19th May at Palmerville Station. I advised our members at the 2017 AGM that I would not accept nomination as President after this year and that decision still stands. Our club is in a very sound position financially and we have a strong committee, so I am happy to stand aside after a long innings. The time now is for members to sort out a committee to lead them forward.

Owen Bennett has advised that he is looking at retiring as treasurer, not immediately, but would like to see someone else take on that task leading into the future. If you have an interest in that position please have a talk with Owen.

Best Wishes

Peter Jones

Steam & Cinders 2018

Well the talking point this month is the Convention at Nelson. This is only the third I have attended (including our own in Tauranga) so I can't say I'm a connoisseur on Conventions.

The track and facilities I thought were excellent. The track at a guess went for some 1000m and wound around a lake through a woodland with the usual tunnels and bridges. This made for an interesting scenic tour for the passengers. General track layout and around the steaming bays seemed to be more than adequate to cater for the large number of local and visiting locos, ride cars and other freight wagons. The round house and general storage buildings had some innovative ideas which I suggest should be considered for any building design our club may have. The stations (2) struggled to cope with the huge numbers of passengers and locos. The event was well supported by the "locals" and the station always seemed to have a never ending line of passengers awaiting allocation to a loco. The only comment I would make was that the unloading bay was within the mainline confines so anyone wishing to unload or load a loco had to stop all mainline traffic. This was not too much of a problem as most locos were there for the duration so there was little interruption once the weekend was underway. At best guess there was 15 traction engines (including off rail) and 85 locos with a small smattering of boats.

Saturday morning was the MEANZ meeting. I'm only a new boy but I felt there was very much "them and us", with those within perhaps having knowledge which seemed not to have been distributed on the basis that there was nothing new to report. I felt that the MEANZ team hid behind "we can't get any progress with Government particularly now with the change of Government". I also thought the MEANZ committee missed a golden opportunity when the Chairman said that "We (the masses) needed to think about replacements as they (the existing MEANZ members) wouldn't be around forever". A huge opportunity was missed to put a couple of "extras" to the committee perhaps without voting rights so these "extras" could be blooded and learn the ropes.

The anti against the TMMEC "Mitre 10 Group" is, I found real and odd overheard comments are not creating or cultivating a warm fuzzy feeling within clubs. One of the MEANZ members comment during prize giving were less than helpful to the harmonious running of the hobby.

The Les Moore Trophy Challenge was to build a boat cut out of a large fruit tin with a copper coil inside with the two tails protruding out the back. A fire lighter tablet was lit underneath the coil and the theory was that the fire heated the water in the coil and as it expanded it squirted out the pipes at back pushing the boat through the water. This happened in pulses. The lack of direction of travel was a problem with all entries scattered far and wide. The great thing about this challenge was the 12 odd entries which had a large crowd of followers supporting "their" boat.. TMMEC had 3 entries. Most boats went extremely well and for a considerable time however the look on Max's face as his entry did a Titanic will be forever engraved in my mind!!!!

Awards Dinner and Presentation was great with some 320 attendees. TMMEC had a reasonable cleanup with Olly and Max both getting awards, Mark for his boating efforts by getting an eel to assist the boats forward movement and Russell who jumped to the wrong conclusions at the sight of another competitors boat on the prize table, won the Les Moore Trophy with his entry being judged going the greatest distance (Russell will be happy to buy beers all round!!!).

The Team TMMEC comprised 12 members and all enjoyed the weekend and were sad to say good-bye to both new and old friends. For me a great experience and with the 2020 Convention in Hamilton I suggest you put it on your “to do” list. You will enjoy the contacts and camaraderie.

Roy Robinson

(Pics on following pages).



Part of the steaming bays and Nelson Model Engineering Clubhouse.

Nice traction engine??? Yes, battery operated, batteries are in the trolley.





Les Moore
Challenge ,
the Mitre 10
Team.
Boats on the
water



Case Traction engine driving a sawmill.

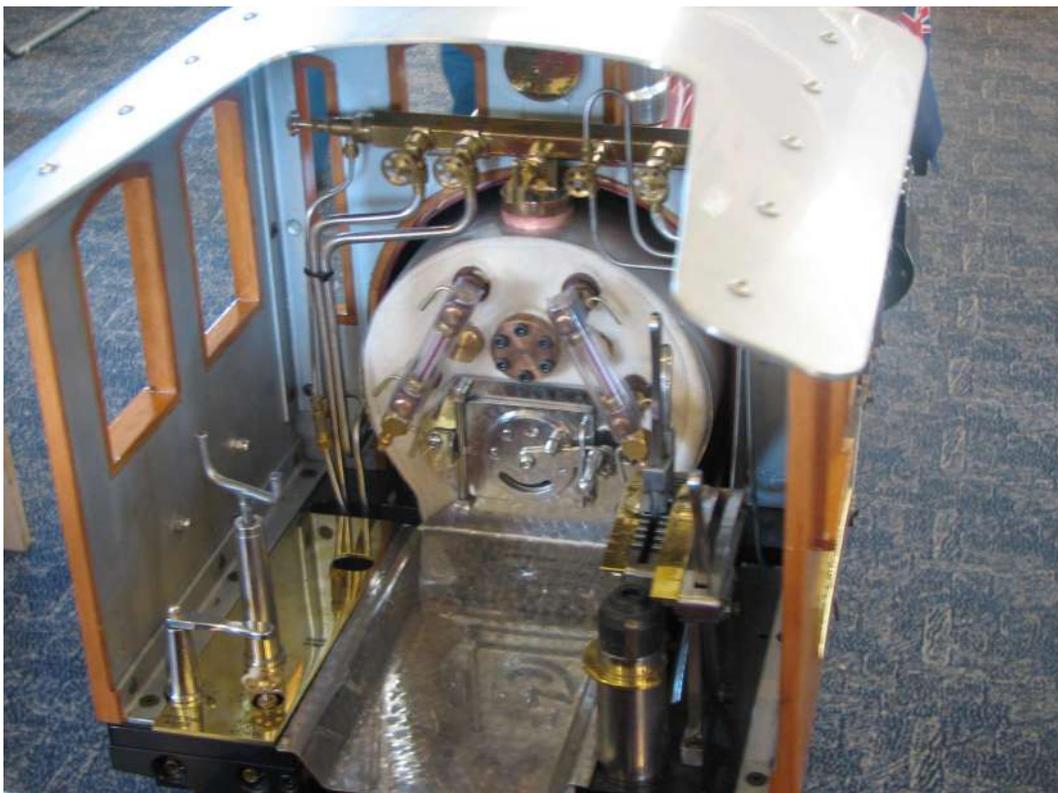


Showman's engine complete with Merry Go Round.



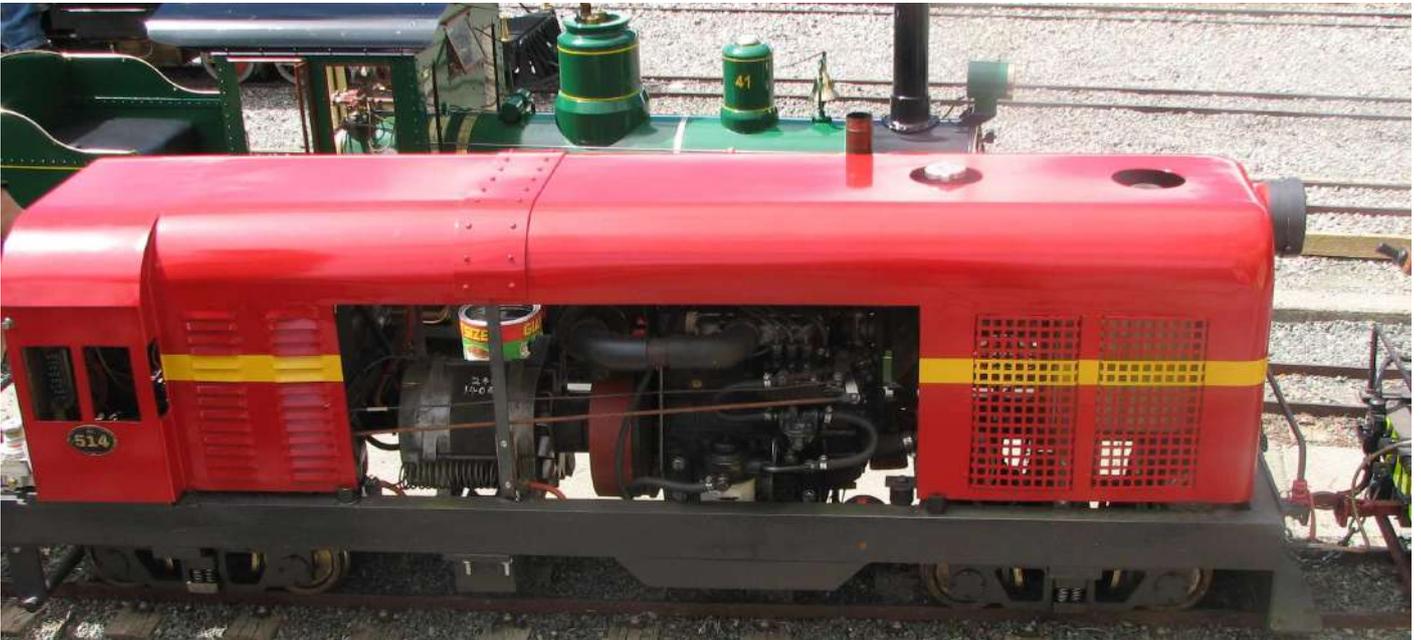
Left : Model Foden

Above : The real thing!!!



John Lawson's Chattanooga Choo Choo.

John's entry from Whakatane won the Best Phantom



This loco was at Tauranga 2 years ago. It comes from Kapiti and now has an identical brother. With both 3 cylinder diesels running it sounds just like the real thing.

John Stent attempting to get / steal some hints for his build of a Garrett.

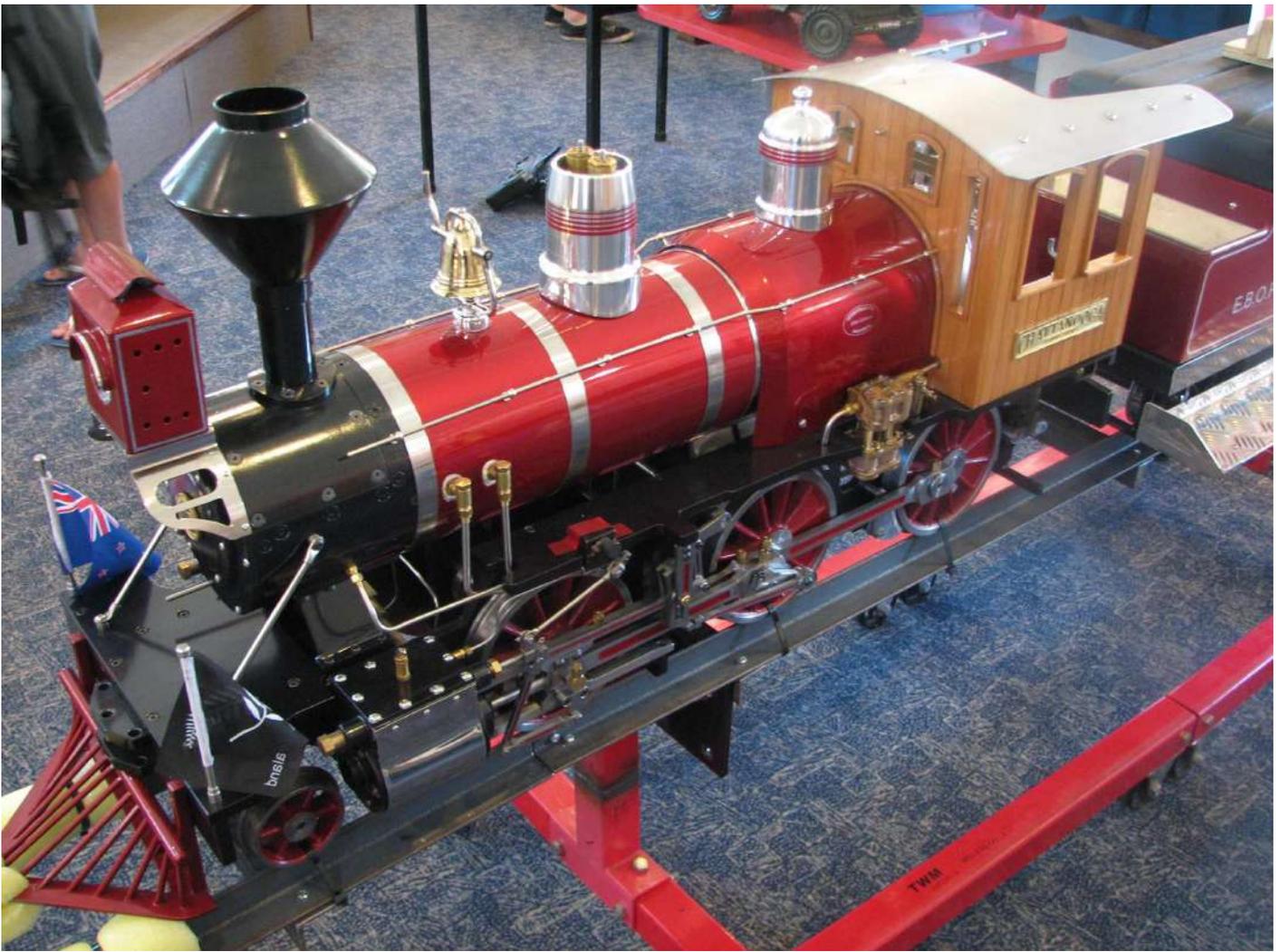




The look on the face tells it all!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!! Max in train heaven.

One of the tug boats on display





Another view of John Lawson's Chattanooga Choo Choo. Typical logging loco a Shay





Russell receives the Les Moore Trophy

Flat battery???????????



Nelson Side Trips

When ever Barb and I go somewhere there is always some “extras”, something not on the literary. Our trip to the Convention in Nelson was no exception.

John Stent organised a trip to a reli / mates “shed” at Appleby just south of Nelson. The owner restores cars, and yes, there are many car restorers around. However this was very different. The main line he restores seemed to be Jaguars. I didn't ask but I guess it's because Jaguars rust and are second only to Land Rovers!! They have the same box chassis as Land Rovers hence the same chassis rust problems. Chassis are completely rebuilt and the Jaguar one I saw was like just out of the box. All parts are made on site and this includes panel work which all starts as flat sheet and is rolled on an English Wheel to the required shape. One project under way was a Delage which I believe is French, I guess 1920's boat tailed speedster, The boat tail and the nose cone which was quite complex in shape were all hand rolled. It was magnificent, I had no idea that anyone still had and was using those skills these days,

A 1913 Cadillac was nearing completion with only the engine to be overhauled, assembled and installed. A Ford V8 Coup was all but complete with its owner scratching up some more money to complete! An engine awaiting restoration was a 1912 New Pick evidentially English something I had never heard of. Along one wall was a collection of radiators out of early vehicles kept just in case someone need them, Out side was a collection of what appeared to be scrap metal but in reality was other old vehicles awaiting there turn for restoration. At the gate was a crankshaft for an 8 cylinder Gardner, I don't know where that fitted in perhaps it was just something which seemed like a good idea at the time.

Thanks John, really enjoyed it.

Our next side trip started at Xmas with our daughter giving Barb and I tickets for the Marlborough Flyer a steam train trip from Picton to Blenheim and return. This is the Ab 608 Passchendaele locomotive from Live Steam at Paekakariki and I guess the carriages came from there also. The train is operated by the Pounamu Tourism Group of Marlborough. Our motel was only a 2 minute walk to the Picton Train Station where the Flyer left from. Olly Duncan had told us to get in the last carriage and get on the foot plate so we could get a good view at the train crossed the viaduct soon after you leave Picton town. It's quite a haul to the top of the pass out of Picton and there was some excellent photo shots with lots of black smoke. Once over the pass it's a gentle roll down to Blenheim. It was a couple of hours before the return trip, plenty of time for window shopping in Blenheim.

For the return trip we decided to sit in the seats and carriage closest to the engine. There is no turntable in Blenheim so the engine was shifted to what was the last carriage and run backwards back to Picton. I again took the opportunity to stand on the carriage footplate to get some up close pics. The real surprise was that the engine was so quiet with only the rushing of air, an occasional bark when the regulator was opened for a rise.

Great trip would recommend it as a item for your to do list.

Roy Robinson (pics following)



The Delage : Hand formed panels from flat sheet. Note, NO bog.





The engine of the Delage Sportster
Radiators available for a project.





Have you heard of a New
Pick before??????



Awaiting the next step in the
restoration process.



AB 608 Leaves Picton for Blenheim

Crossing the viaduct

Running backwards to Picton



A trip to Page and Macrae for the junior club members.

On the 25th of Jan 2018 Mark Duncan and I (Jason Flannery) took three of the junior club members down to Page and Macrae for the grand tour of their facilities. Our guide was their Apprentice Training Coordinator Grant Holland (Pixie), having worked there for 15 years he knew the place well.



About to get their first telling off from the HS Officer.

So our three junior members Max Donnelly, Oliver Duncan and Anthony Martin where signed in, given their PPE, tool box talk and they where on their way.

Well almost two hours later we came out the other end. The amount of information supplied was mind blowing and very informative about how Page and Macrae operated, hell I was thinking about giving them my CV.

25 apprentices already in training, hand picked from the local Polytechs, most by Pixie himself, all on some kind of Engineer / Mechanics course already. They where learning everything there, shaping, bending, welding - how to be able to make pretty much anything required by industry. We saw a bit of everything imaginable.

All the welding processes possible. Good old stick, flux core, flux core and gas, Tig with Argon, Tig with Helium, Sub arc machines of all shapes and sizes. Even a couple of robotic weld arms. The lads got a close up on some sub arc pipe joints, 1.6mm wire at 250amps, it wasn't messing about.

The list is endless - welding shops, assembly shops, machinery for the forestry works, grab buckets and hoppers for the ports in Australia, you name it these guys were making it.

In true train nutters style Ollie spotted it all. He saw railway lines being moved about the yard, He saw a disused smokebox sitting in the yard. He saw 10" pipe that looked just right for his next project. He was even starting to wonder if they could make him a NZR K from scratch.

Well Id like to extend a big thank you to Page and Macrae, that tour was top dollar, well over and above what I was expecting.

Also a big thank you to Cameron Talbut of Bay Engineering supplies and their very generous donation of PPE for the youngsters, much appreciated by the Club.



Getting a sub arc welding demonstration.



Jason Flannery

From your Editor

Just a reminder, please submit all articles to me in a Word format and pics as JPEG files. In short it makes the job as Editor much easier.

Russell is planning a High Level Track Day. This little used track needs to be “exposed” and those with suitable gauge locos need to demonstrate to all just what an asset it is. At the Convention in Nelson the High Level Track catered for at least half of all rail traffic and showed me just what we are missing out on by not utilising this feature of our complex. More information coming but if you wish to be involved please give Russell a call.

Editor Roy

