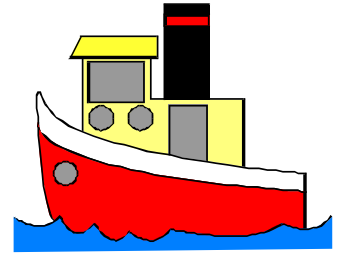




Wheels and Floats



Newsletter February 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

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

CONVENERS

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

OPERATORS 2019

24 February B McKerras
3 March N Bush
10 March M DeLues
17 March M Duncan
24 March B Fitzpatrick
31 March B Harvey
7 April P Jones
14 April W Karlsson
21 April B McKerras
28 April N Bush
5 May M Delues
12 May M Duncan
19 May B Fitzpatrick
26 May B Harvey

President's Report

With 2018 now behind us I would like to thank all those sponsors who have been along for the ride or joined us during the past year, these include: Morgan Steel, Mega Mitre 10, Page and Macrae, Classic Builders and Kids Can

We will soon have three new ride cars joining our fleet so there will be some more advertising space up for grabs. To operate our track and carry paying members of the public we must complete (on a 2 yearly basis) an Audit, that ensures the track and all its equipment are operated in accordance with the ADR (Amusement Device Regulations). This covers WOF's on our ride

cars, Safety Management and Reporting, Responsibilities of operators and maintenance to name just a few. Considerable time and effort was put in by Bruce Harvey, Warren Karlsson and Peter Jones during the later part of 2018 to complete these requirements for the MEANZ Audit. I am very pleased to advise that we have just received confirmation of this successful milestone.

December was not such a busy month for the club but I am pleased to say that club member support even on the slow days was excellent, Thank you all for getting behind your club and sharing the load.

Our Dec club night was a treat for all those who attended and I am very pleased to say that I was finally able to present the Norm Decke Award to Warren Belk for his Steam Launch. This was not only a highlight to the meeting but an excellent example of quality workmanship in both scale and attention to detail. The finish is amazing as can be seen in the photos.

Bruce McKerras fronted up with a very sad looking piston from his 1954 Velocette motorcycle. For those of you who don't know, Bruce has reconstructed a couple of these motor cycles and takes great pleasure in riding them around the country side. A December ride to Cambridge however resulted in a hole being burnt into the top of the piston....no compression.....no go! It was a case of find a lift back to Tauranga and head back with trailer to pick up the Velocette, strip it down and sort it out. We progressed through the possible causes of no compression until the piston was revealed....mmmmmm the rest he says is history. Well I am pleased to say a new piston (\$\$\$\$\$) and more midnight oil and she was back on the road again (so was Bruce for that matter) albeit taking it slower for now.

More good news, I am very pleased to advise the clubs Rob Roy project is to continue with a couple of members putting up their hands to carry out some of this work. If your keen to do your bit please contact Bruce McKerras who will surely brief you on the scope, be they large or small items.

On Sat 22 Dec some of our members were treated to a very special road run by Shane and Phil who took their traction engines for a run from the mount to Classic Flyers and back. The smiles were still evident on Sunday, well done guys.

Recently I was privileged to meet a toolmaker (now retired) who took great pride in showing me some of his very fine creations during his 70+ years of work. He is considering moving on some of the gear he has made/accumulated so watch this space as I shall bring you updates on what is available.

Regan dropped in for our Tuesday night chat early in Jan and showed off the progress he has made on the single cyl 4 stroke engine he is building. Hopefully we will see more of this at our regular club night.

Two new members have joined this month, Colin Gray, an orchardist living in Te Puna and Joanne Knights with 6yr old son Ben who is mad on trains. Please extend the hand of friendship to these members when you come in contact with them and make them feel welcome.

It can be difficult to introduce new members to the wider club as not everyone is around when the Joplin in. Be patient and help them where you can as we were all new members once.

Jason has spent some more time placing the new frogs at the points near the give way crossing. Still a little more work so please take care when passing through this area and keep your speed to no more than 5kph.

Our Safety Committee met on Feb 7th and amongst items discussed was mirrors that are on some of the locomotives. In general all agreed that the drive must focus on what is in front of the train more so than what is behind so these mirrors shall be removed. It is still the drivers responsibility to manage all aspects of the trains movements but the signage and audio messages are designed to guide passengers on the behaviour and actions whilst riding the train.

Feb 9th 2019 and the scene was set at Bruce Harvey's place for another annual Xmas bar-b-q. Attendance was excellent and great to see some of our new members and families getting to know the old hands. A big thank you to Bruce making this fabulous venue available once more, Jean Flockhart and Carolyn for taking charge of the kitchen and to all who took the time to come along.

Thanks also for Ashley Thomas for making the motorised bar stool available for those willing to test their limits.

Your President

Russell Prout



Xmas Party at Bruce Harvey's



All sort of toys for kids small and big to play on!!!!!!

Ash has a wee job for the "regular" users of the "Bar Stool" to fix.....



My Railway Career by Clive Goodley

Part 10

Recruiters from Western Australia

In 1975 Mount Newman Mining Co. had people recruiting e'drs and other staff for their mining operations in Western Australia. Quite a number of e'drs from N.Z. were recruited, including a young Tauranga e'dr, Alan Zanders. I discussed making a move there with the family but decided against it.

Two years later for various reasons the idea came up again. This time, after several family discussions we were all keen to go. Because Mt Newman Mining Co. was having lots of strikes we contacted Hamersley Iron and were smartly snapped up.

WESTERN AUSTRALIA

William Dampier, an English buccaneer and explorer sailed along the west coast of Australia in 1699 and noted in his log that the compass had become unreliable, for the needle pointed in an unusual direction, which the sun told him was not north. He deduced that large deposits of iron ore were nearby. I think he would have been astounded by just how big those deposits are.

About 1960 the Australian government lifted its export embargo on iron ore. Four companies became involved in mining and exporting the ore from the Pilbara area, 900 miles north of Perth. The Pilbara extends from the coast four hundred miles inland and includes the Hamersley Ranges, which is where most of the deposits are. The mountains, 1000 metres high, rise 500 metres above the plain and contain most of the iron ore, which has sixty six percent more iron in it than that mined in Britain during the industrial revolution.

In 1977 Goldsworthy was the smallest company, mining ten million tons a year. It had a short railway and used Port Headland for shipping its ore. Cliffs Robe River shipped fifteen million tons through Wickham, forty kms east of Dampier. Mount Newman Mining was exporting about the same amount as Hamersley Iron, around forty million tons annually, but using Port Headland, its track mileage and trains were of similar length to H.I.

Hamersley Iron

H.I. was formed in 1962, by Con Zinc Rio Tinto, 60 percent and Kaiser Steel 40 percent. Later the Bank of New South Wales held 10 percent and so our wages were paid into that bank whether we liked it or not. The holding company was known as C.R.A.

Two C.R.A geologists in September 1962 found higher grade ore deposits on Mt Tom Price, subsequently estimated to contain over one billion tons. The mine, railway, port and towns of Tom Price and Dampier were developed over two years and the first shipment of ore left Dampier in 1966.

Hamersley Iron constructed three towns in the Pilbara, Dampier, 20m above sea level, Tom Price, 800m asl and Paraburadoo, 500m asl. They were all company towns, with shops and pubs leased to the operators. The schools, police stations and hospitals were built by the company but staffed by the W.A. Government. Karratha, on the coast, was also developed by H.I., but was an open town with company housing in it. The company sent me to Paraburadoo, where a nice brick house awaited me and my family.

The Drought.

We arrived towards the end of a two year drought, as the annual rainfall is only about six inches, (150mm) a year, when they say we are in a drought, there really is a drought, no rainfall whatsoever. Massive electrical storms performed spectacular pyrotechnics for us every afternoon for about two hours, but no rain.

Paraburadoo

Following the success of Tom Price, further expansion saw the development of a new mine, and town at Paraburadoo. The town was built and the railway extended in 1970-1 but was then mothballed owing to a downturn in orders. In 1974 operations began at Paraburadoo and by the time we arrived the town had settled into a pattern with school, shops, pub, police station and sports etc in full gear.

The town had a total population of 2500 including the workers families; some 350 single men lived in the single men's quarters. Known as the barracks, the S.M.Q. consisted of four large two storey brick buildings set in pleasant lawns surrounding the mess. Each occupant had his own room with a 900mm wide bed, mattress, pillow, a table and chair, all supplied by the company. The rooms were cleaned and beds made every day courtesy of H.I. and the bed linen changed regularly also. All meals at the mess were free for single men and this was all done for a paltry rent of \$27 per week. Every room and the mess were air conditioned, always far too cold for me.

Accommodation for married men was in very nice brick houses, mainly three bedroomed, but with a few four bedroom homes spread around the town. The town was built on a flat valley floor and the streets were set in a grid pattern each side of the town center, school sports field and barracks.

The Railway

My expectations of a bright, shiny and efficient railway set-up were sadly misplaced. True, the trains were big and running on 140 lb rails, which were fastened to wooden sleepers when I arrived there, but the railway was in the process of resleepering with concrete sleepers. The signaling was by Centralised Train Control, and we had constant radio contact with T.C., at Dampier, but the loco running side was not up with the play. The locos were unreliable and despite the hot, dusty conditions, could be much better, as later events proved.

The line from Paraburdoo to Dampier is 386 km long. Most of it is single track with passing loops every twenty kms or so, apart from two short sections of ten kms and twenty five kms which were double track.

Induction

Before being allowed near a train I first had to endure a four day induction course. Some of which was interesting, such as the mine tour, but mostly I, along with several others, were inundated with politically correct rubbish, which kept somebody in a job.

At the start of the induction before I was allowed anywhere on the mine site, I and the other new recruits were marched to the stores and issued with steel capped work boots. Optional items also were free sunglasses, leather work gloves and earmuffs. Quality sunglasses with safety lenses were available at a subsidized price. Compare that attitude with the culture on N.Z.G.R. where we were prohibited from wearing earmuffs or sunglasses and to hell with our health.

Eventually graduating to the place and reason of my being in Paraburdoo, I was introduced to my new working environment and the locos I would be working on. The depot had no engine shed or fitter; any defective locos were towed to the workshops at Dampier.

The Depot

A hillside had been cut away to provide a flat area for a few short sidings where locos were stabled and also for a brick building which housed the foreman's office, lunch room, locker room and toilets. The man-made cliff face, some twenty metres high, overlooked the aforementioned area and the shiny, north facing granite rock face, reflected the searing sun onto any thing or person working or parked below.

For nearly half the year with daytime temperatures more than forty degrees centigrade, it was necessary to wear gloves when touching metal outside in the sun, otherwise the skin would blister. If one were silly enough to grip the metal, then on removing the hand skin would be left sticking to the metal. Temperatures in the sun were another ten degrees higher than in the shade. The hottest shade temperature in Paraburdoo while I was there was forty eight degrees.

The lunchroom, foreman's office, etc were in a building the size of a small house. It was air conditioned and there was a drink cooler filled with orange juice. There was always a foreman, train examiner, messenger and shunt crew on duty. The messenger collected crews for work and took crews home or to the barracks at the end of their shifts, he also picked up lunches for the base staff and chilly bins (called 'eskys') for the train and banker crews.

Trains and Shifts

Hamersley Iron was running the biggest trains in the world on a daily basis at that time. Of course the Americans ran bigger trains every few years, just to be able to say they ran the biggest. On H.I. every train was scheduled for 184 cars grossing over 23,000 tons: only in the case of equipment breakdown, either between the crusher and stockpiles, or stockpiles and load out, or a locomotive failure, was the load reduced to 120 or 60 cars. Normally three locos were on the head end, but this number was reduced to two or one as required.

Our main duty at Paraburdoo was banking the trains up to Tom Price around ninety kilometres away. Paraburdoo is on the inland plain 500metres above sea level. To reach Dampier the line rises 300 metres to Tom Price and then descends through a series of plateaus and steep gradients to the Indian Ocean. We were rostered to take a train down to Dampier about once every two weeks, as it was not easy to remember 386 kilometers of track unless we kept our hand in. Dampier crews did most of the front end running.

There was a full roster of e'drs when I arrived there and so I was on the left hand side, and called an 'observer'. That suited me as I then had a chance to get to learn the road and the train handling, which was very tricky with such long trains.

At Paraburdoo most of our shifts were during the daytime, which was a welcome change from N.Z.G.R. at Tauranga, where most work was evening and nightshift. After booking on and attending to the usual paperwork, the messenger or foreman drove us to the locos, which were already on the train and set up, (Brake valves etc are set up differently on trailing locos to the lead loco) and apart from a brake test it was ready to depart. Several weeks passed before I worked a Dampier trip on the front end, but the banking was enough for starters.

Bankers

We had the same horsepower at the back as had the head end: three Alco diesel electrics, each of 3600hp. The cabs had air conditioners, which were usually in working order. There was a toilet in the short hood, which was not often used, somehow we managed our bodily functions over a ten hour trip (when on the head end) without the necessity to use the toilet. We had radio contact with the lead crew, the foreman, train examiner and train control in Dampier. On instructions from the lead e'dr, the bankers were gradually powered up and before we had travelled a quarter of the train's length we were in full power. The grade is fairly constant all the way to Tom Price, averaging close to one in two hundred and fifty. Our speed stayed about forty km an hour all the way unless we had a crossing with another train.

There were two crossing loops between Paraburdoo and Tom Price; both held 184 cars plus six locos, just and only just. To place the train, which consisted of 184 cars plus six locos, clear of the main line at both ends, the lead e'dr had to stop the lead loco right up to the departure signal, and he was in serious trouble if he passed it at red. At the rear end the banker e'dr had the throttle wide open until the train was within a few engine lengths of the desired stopping point, then the throttle was gradually reduced according to how the e'dr computed the train's dynamics. Remember this was a 23000ton train one and a half km long. Quite often, especially with a nervous e'dr at the front, the banker e'dr had to keep the train bunched, sometimes opening up the throttle again to notch 8 in order to get the trailing loco clear of the signal at his end of the loop. Sometimes after the train had stopped the banker e'dr called the lead e'dr by radio to release the brakes as the back end was not clear and a further push was needed to bunch the train even tighter to bring the train in clear. Although by N.Z. standards that section of line at a grade of 1 in 250 was almost flat; with roller bearings in all axleboxes, a loaded train could not be held stationary by the six loco's and therefore the train brakes were left applied. The brakes were specially designed for this and the Westinghouse Co. guaranteed them to stay applied for at least twenty four hours. Remember the N.Z. rail Ya and Yb ballast wagons, whose brakes released after half a minute!

There were two crests to surmount before the bankers could be detached. After passing the first crest the bankers are kept in or near full power to keep the train bunched on the short descent to Wombat. There the line from the mine at Mount Tom Price comes in from the left and the now double tracked (as far as Swan) line climbs immediately for several kilometers. Once the whole train is over the next crest the bankers are throttled back with just enough power on to keep the train together. There is a steep descent to Swan, where the train is brought to a stop. The bankers are unhitched from the train by the Observer and the e'dr calls T.C. at Dampier

on the radio informing him the bankers are detached from the train. T.C. tells us we are right to return to Paraburdoo and when a green departure signal is displayed we are off.

The 3600hp Alco's were built for hard slogging, not speed. Our trip back is not as fast as we would like, once above sixty kph the loco bangs, jolts and lurches in a most alarming manner. Most times we are back in the depot and on the way home in the messenger car six and half hours after booking on. We were still paid for eight hours and so there was no inclination to hang around. Hamersley Iron changed the rules after I left toughened up considerably, although there was nothing to do except annoy the foreman, or play cards with him.

Eskys

Esky was the local colloquialism for chilly bin; the name taken from the main brand in that part of the world. Crews never went out on the main line without a stocked esky, half full for bankers and full on Dampier trips. In an esky for the latter there would be a loaf of sliced bread, a lettuce, several tomatoes, a dozen slices of either ham or silverside, several apples, individually wrapped pieces of fruit cake, butter, cheese, jam and honey in sachets plus a small cooked chicken each. So called T.V. dinners were included, I think four on a Dampier trip and two on a banker trip. I am sure there was other food too, for the esky was full and heavy. On both Dampier and banker trips there was always plenty of food left over for us to take home to feed the family.

The running of the single men's quarters and the messes, (there was a mess up at the mine site) was contracted out to Poons, a well known Australian mine and industrial catering company. They also had the contract at Tom Price and Dampier. The eskys were packed by Poons.

To be continued

Santa on a mission

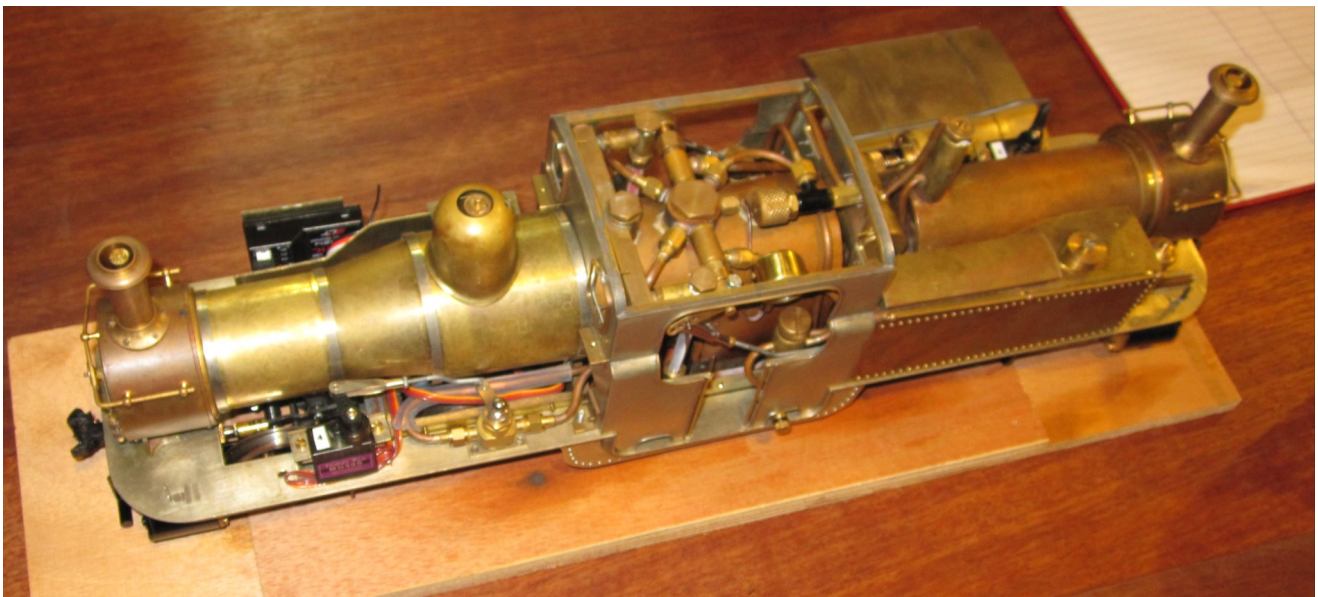
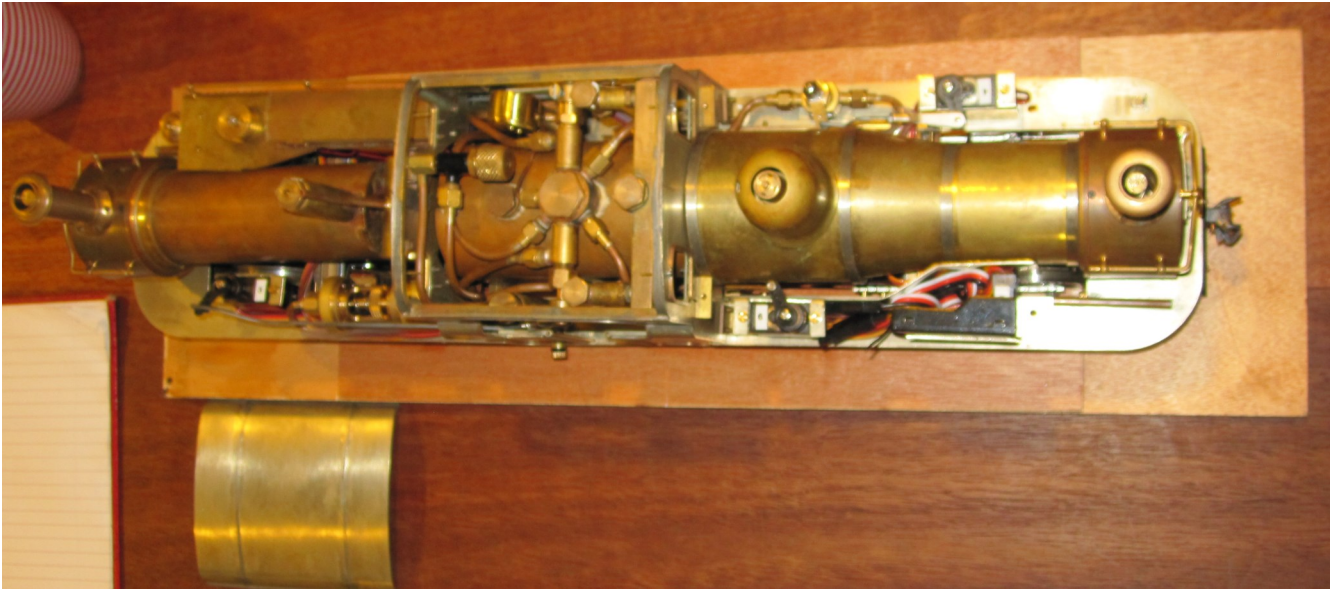
Dec 2019

Wonder if he's warm

Enough ??????????



Show and Tell



Upcoming Events

February :

23 24 Feb Maidston (Hutt Valley)

March

16 –17 March Hamilton Open Weekend

Note

The proposed trip in the William C Daldy awaits further information. Sooooo don't cross it off your to do list yet as more information will be forthcoming. Hold all tickets!!!!!!!!!!!!

Town and Around :

At our last Show and Tell meeting Jason sort assistance to manufacture items for his current project of 3 additional new ride cars. For once I was quick off the mark and put my hand up immediately . Now this certainly was not because I was real keen to help. I believed that if I had first choice of the jobs on offer I should be able to select a job which was not complicated and within my simple capacity. I selected some bars (square and round) that had to be cut to length and machined to diameter at each end. So far so good, material supplied with drawings (well something scribbled on the back of a cigarette packet) all in metric, which school did this guy go to!!!!. OK, items were 234mm long convert that to inches 9.213", ends to be reduced to 10mm for 8mm along the length, so that's .394: for .315" I should get 4 units out of the material supplied, length 1m for 4 units, gee, I thought I would at least get a 6m length just in case I made a mistake!!!!!! And I needed some of the material for my stocks!!!!!!!!!!

"When do you want it by?" thinking I would have at least a month ie next Show and Tell,

"Saturday would be fine," said Jason!!!

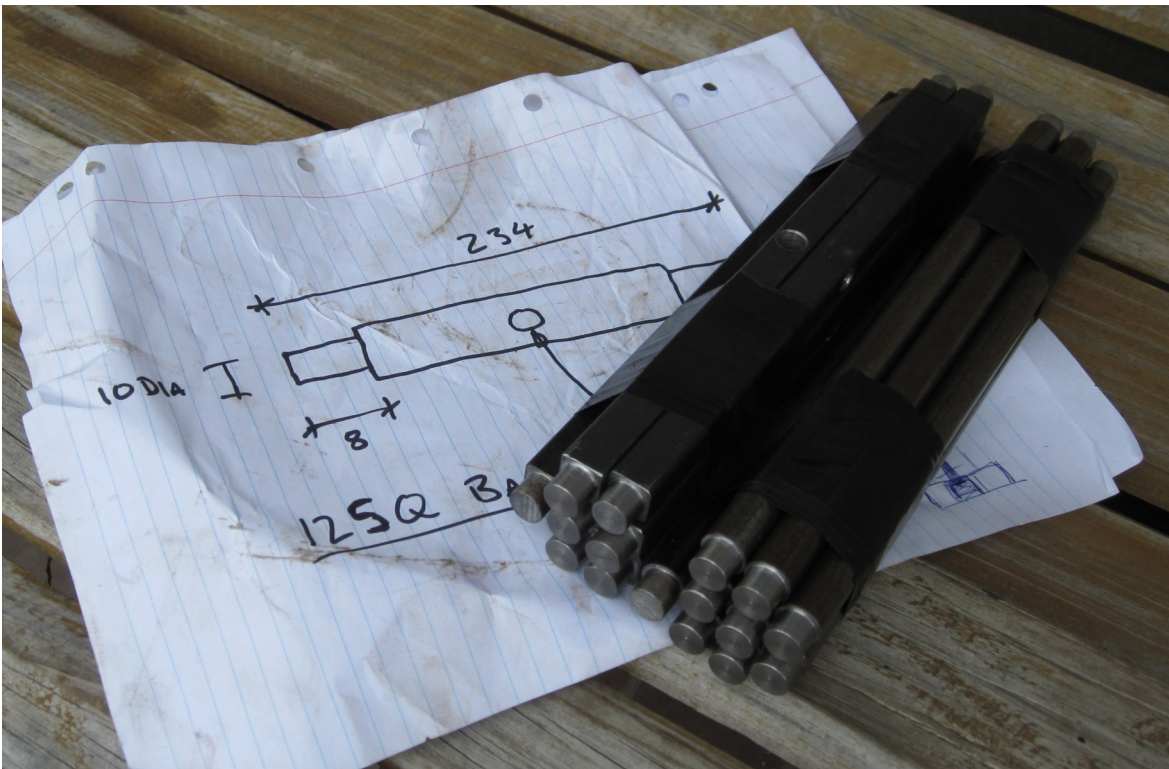
"No pressure" said the President!!!!

What, do these guys think I have nothing to do.....

Phew.....All good job completed.....

PS and on time

Roy



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					
FEB				1	2	3	4	5	6	7	8	CHR	10	11	12	13	14	15	16	17	18	19	20	21	22	THA	25	26	27	28						
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						
MAY		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				
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	12	EBO P	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31						
AUG				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		
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	
OCT	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					
NOV				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			
DEC						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

- SUNDAY RUNNING DAY – 10:00 – 16:00
- OFFICIAL CLUB PLAYDAY
- COMMITTEE MEETING -- 19:00 START
- GENERAL MEETING -- 19:00 START
- ENGINEERING TUESDAY -- 19:30 START
- OPEN WEEKEND
- CANCELLED
- AGM

- EBOP EASTERN BAY OF PLENTY OPEN WEEKEND 13-14 JULY
- WCR WINTER CREEK RAILWAY 26 DEC BOXING DAY, BY INVITE
- MAN MANUKAU LIVE STEAMERS 1,2,3 JUNE
- PN PALMERSTON NORTH OPEN DAY 26
- HME HAMILTON MODEL ENGINEERS 3RD WEEKEND MARCH
- CAMBRIDGE STILL UN-CONFIRMED
- THA THAMES LAST WEENED OF FEB
- CHR TMMEC CHRISTMAS PARTY 9 FEB