

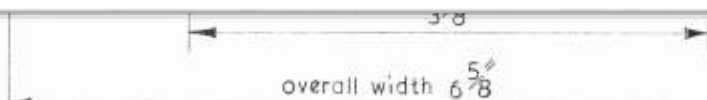
# Wheels & Floats

February 2026



A petrol driven locomotive using a truck engine working at the Mata bush near Waipu, 1936. The Contractor was Bert Collins for Kauri Timber Company.

CATALOGUE NO: U2 2001/256/3



**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  
Bank Account 03-0435-0461711-000

Website: [www.tmmec.org.nz](http://www.tmmec.org.nz)  
Facebook: Memorial Park Railway Tauranga

### MEETINGS

General Members Meeting : every first Tuesday  
of the month, at 7pm.

Committee Meeting : every second Thursday of  
the month at 7pm.

Maintenance : Tuesday mornings from 9am.

Engineering discussions : Tuesday evenings  
7.00pm.

### COMMITTEE

President: Warren Karlsson 027 5422863

Vice President: Owen Bennett 027 5914992

Club Captain Ethan Bramley 022 0972 767  
Joanne Knights 020 41909567

Secretary: Warren Karlsson 027 5422863

Treasurer: Jerry Payne 021 486 013

Committee:

Ian Bain, Ethan Bramley Graeme  
Hayley, David Ingley, Brian  
Marriner, Russell Prout,

### CONVENERS

Boiler Committee:

Owen Bennett, Ross Camp-  
bell, Bruce McKerras, Ash  
Thomas.

Safety Committee:

Ethan Bramley, David Ingley, Warren  
Karlsson, Bruce McKerras.

Workshop: Ethan Bramley

Drivers Licencing :

Warren Karlsson, Bruce  
Mckerras.

Track: Russell Prout, Ash Thomas.

Librarian: Chris Pattison.

Rolling Stock: Jason Flannery

Website: Peter Davies.

MEANZ rep Russell Prout.

Editor: Roy Robinson 027 5491182  
[royrobkk@gmail.com](mailto:royrobkk@gmail.com)

**Cover photo :** Kauri Timber Co, near Waipu

## Presidents Report January—February 2026



Tauranga Model Marine and Engineering Club Incorporated.

Welcome to a New Year albeit tinged with sadness after 8 individuals lost their lives to land subsidence's, following record rainfalls in early January, the effects of which will change many lives and the use and access to some lands, possibly for ever.

Our condolences to all those directly affected.

The club resumed operating the Memorial Park Railway, as planned after the holiday break with one and half days consequently being affected by the weather.

An attempt was made to enter one of our tunnels but the long standing padlock box proved it was made of tougher stuff.

We made a special run for the Tauranga Deaf Association on Saturday 31<sup>st</sup> January, in conjunction with Mini Golf, although a small group I am sure they enjoyed an insight into the history of the Park, our Railway and the Mini Golf. Thank you to those club members whom turned up to support and drive the trains.

Ian and Lance turned up earlier than most, on that day, and were faced with human excrement in and about the station, and they had it all cleaned up promptly. A younger woman, found incoherent and under some influence, was offered assistance to help call the appropriate authorities, however she caused no further nuisance and we continued to monitor her from a distance

Again I used the "ANTENNO APP" to advise the Council of the above incidents, and although there was some rubbish left behind the culprits seem to have "disappeared".

I have used this application, to alert the Council, on many occasions and find it works very well with the council attending to all matters raised in a reasonable expeditious manner.

The ANTENNO application is available to each ratepayer in every local body in New Zealand, allowing you to communicate directly with your own local council – worth downloading

One barrier arm failed after its internal actuating clevis was broken, more than likely due to the pivot fouling the support, however both stanchions are showing signs of corrosion and require some attention ( powder coated steel only lasts so long). A big thank you to Bruce McKerras' for fixing that at short notice. Graeme Hayley continues to beaver away and apart from keeping the lawns mowed, is now painting the steaming bay rails and supports, the results highlight the fact that we do not always see what is in front of us and all kudos to Graeme for picking up and attending to improving the club's image.

The raised Track revitalisation is again about to restart following a well-earned break – Russell and Ash are taking stock of what is needed before they (we) launch into another round of working bees.

Russel represented the Club at the recent MEANZ annual conference in Christchurch, and floated the idea that Tauranga could be open to hosting the 2030 Convention.

. This will be an item to be considered by the membership and a topic for the forthcoming AGM, allowing time to garner support and the possibility of forming a subcommittee to plan for such an event. The minutes of the 2026 MEANZ convention have been circulated to all members.

We also need to consider that our 50th Anniversary of our Club's formation and consider how this can also be celebrated – This would be a separate event to the MEANZ Convention, as that is held in January whereas the Club Anniversary falls in July 2029.

The 2029 November Open Weekend seems a logical date to be considered for such an occasion

A little bit of housekeeping:

The Club premises and amenities are available to all members to utilise, especially the workshop however any consumables such as oils, tapes, paint, drill bits, welding rods and grinding discs (as examples) are strictly for Club Maintenance purposes and if used or consumed should be replaced, as it is frustrating to find such items in short supply when we need them. Any Items borrowed should be noted on the White Board, remembering that some volunteers do come down to carry out Club maintenance at any time that fits into their own personal schedule and expect to find all club tools and consumables to hand.

The Sunday Public running days require manpower to be actively involved to ensure we have sufficient volunteers to cover all duties and allow for fatigue and rest periods for those who are out performing what is required to have a safe operation.

Sunday is not a day for non-urgent maintenance or a play day as such, and any assistance in helping to run the track on what is normally a busy day is appreciated.

If you can help for all or part of the day, and especially at all important set up or closing down stages it is appreciated by all those attending.

The Duty Operator's Roster has just been modified to allow a fellow member to relocate elsewhere and is working well, if you feel like you want to be added to the roster please advise, the more DO's we have the more time between duties for all. Thank you Bruce Bocock for your services, and all the best in the "Naki"

Note you as a club member can take advantage of discounts offered at Super Cheap Auto and Century Batteries by quoting the clubs name, showing your membership card, or in the case of SCA my mobile telephone number. All transactions are for cash/eftpos only there is no invoicing back to the club. The Club Secretary and Treasurer hold a Biz Card for the Warehouse Stationery for club business only.

In May our biennial MEANZ Audit is due, this slips back about 1 month every two years due to allow time for the Audit and the application to be processed under the current requirements – in essence a 23 month licence to operate a Miniature Railway.

Now we are settling into the pattern for the year, a reminder that the Club AGM is in May and all positions on the Committee are again open for nominations – Please consider how you may contribute to the club by helping with the administration, it is a necessary part of ensuring we have a viable and democratic organisation.

Nomination Forms will be available in the club House (or by email request) two weeks prior to the AGM date

I am sure Roy has the recent Club Annual BBQ outing well covered in his narrative, a well-attended and from my view point a successful day out.

But as the saying goes:

*"Only mad dogs and Englishmen go out in the midday Sun"*

*However (some) intrepid Kiwis will go out in any weather for Fun, a BBQ, anything to do with Trains.*

Thanks Roy and Barbra for the excellent BBQ, thanks to Waihi Goldfield's Railway for the venue and to Jason our in house tour guide

Regards to you all,

**Warren Karlsson.**



What's called Heavy Metal!!!!!! In one of the sheds Waihi Goldfields Railway.

Humour :



## Club Captains Report for January — February



Hi team,

A Happy New Year to everyone. The club is back up and running for the New Year with plenty going on.

### Club Outing :

On 14th February we had 37 club members and associated spouses and children attending Goldfields Railway at Waihi for a shed tour, train ride and BBQ. As optimistically forecast the weather did clear in the late afternoon, just in time for an open air train ride and cab rides for the children (and a couple of big kids).

Thank you again to Roy and Barbra for catering for all, a great meal and to Jason for acting a tour guide (herding cats).

### Upcoming Events :

Saturday 28th February, 10:30am-2:30pm St.John Ambulance Association are having their annual BBQ in the park. We are supplying our Gazebo some trestles and chairs and putting on free rides for them. Volunteers needed to assist opening up and driving, to support a deserving organisation, please help out if you can.

Tuesday 3rd March our monthly General Engineering meeting at 7 p.m :

Saturday 7th March is our first Play Day for the year, so plan to get some steam raised, or further your driving skills. If the weather is against running on the day the default is to the following Saturday.

Hamilton Model Engineers Open Weekend 21st 22nd March with public run from 10.30 to 3pm. Food will be available with a BBQ for visitors and members. Hope to see you there.

Thanks,

Joanne and Ethan

(Pics next page)

The logo for MITRE 10, featuring the word "MITRE" in white and "10" in orange on a black background.



**Look at those smiles, bet they didn't sleep that night!!!**



## Show and Tell



Presi Warren has been approached by an elderly machinist who has a considerable collection of tooling, projects, etc for sale. Above left Drawings patterns and parts for a hot air engine. Above right : Jacks. Below left Vertex ER 32 (I think) collect set with R8 fitting, nearly all the collets are still in cellophane packets. Below right : I believe a Clarkson collet set with an R8 fitting, once again with little use. Contact Warren for more info on these and other items.

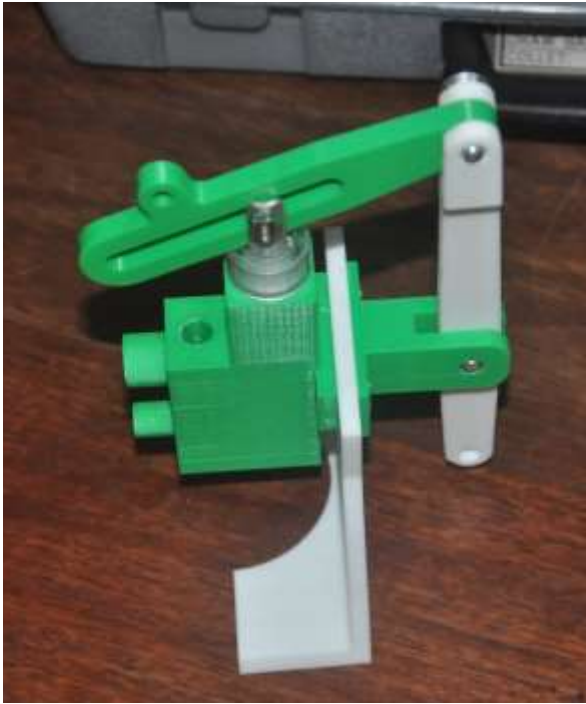


Bernie P : had this set of plyers on the table, initially I thought he may have brought them from his dentistry, but no, they are designed with parallel acting jaws. Never seen anything similar. Graeme also had a very large open ended spanner complete with a leather sheath, had been very loved at some stage of its life.



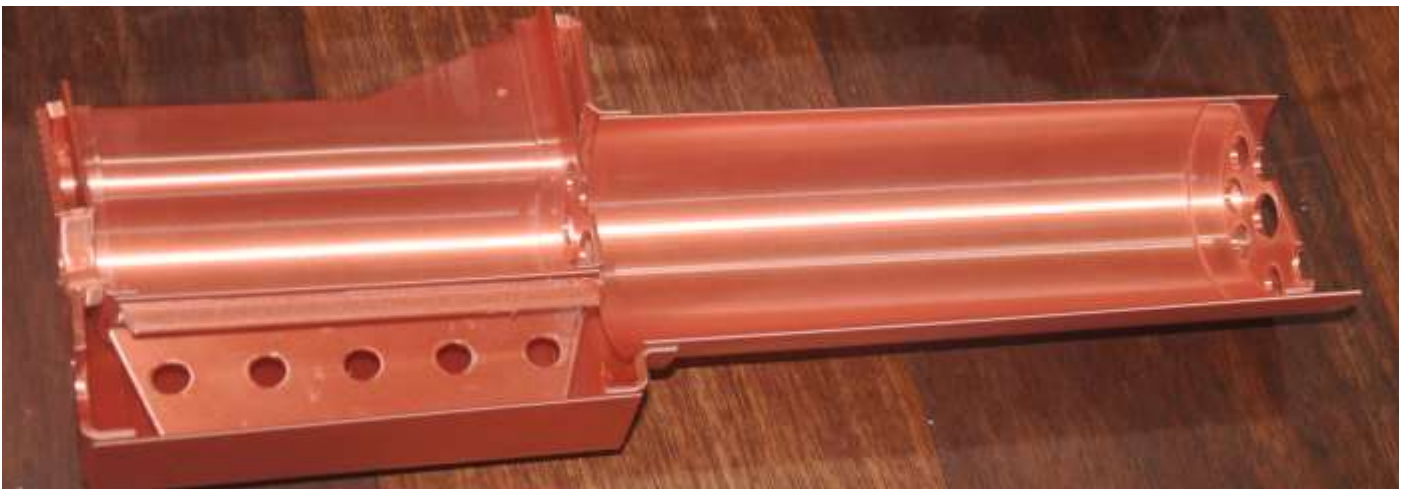
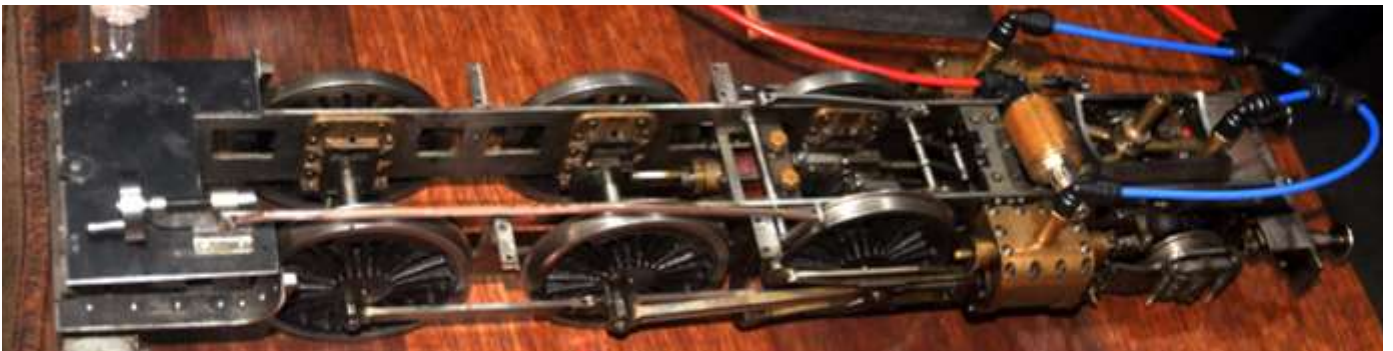
Right : Kerrin G has completed his micrometer stand, very impressive.

## More Show and Tell



Above : Russell P has designed, CAD drawn, and 3D printed a variable stroke pump for a project he has.

Below : Peter L did not have suitable chucks to hold particularly larger cutters so he made up individual Morse taper holders to suit.



David I displayed a 2 in 1 project. His loco is to rolling stage and when air was applied ticked over just so perfectly. David has no usable boiler for this project so to get a handle on the build he drew it up on CAD then 3D printed a half cross section, looked the part too!!!!

# Lloyd Mandeno OBE

A passionate advocate of hydroelectricity, Lloyd Mandeno was a central figure in the Wairoa River Electrical Power Development, later named the Kaimai Hydro Power Scheme. He worked for the Tauranga Borough Council from 1915 to 1926, promoting the use of electricity from the Ōmanawa Falls power station. Electrical engineer and local politician, Lloyd Mandeno is credited with nine hydroelectric installations and numerous inventions.



LLOYD MANDENO OBE

The son of a farmer, Mandeno was born on 3 October 1888 at Rangiaowhia, near Te Awamutu, Waikato. He was a foundation student at Auckland University School of Mines and Engineering, later transferring to the University of Canterbury, graduating in 1909.

From 1910-1911, Mandeno worked on the installation of the first alternating-current plant in Auckland, a 6600-volt link between tramways. He was next employed in the erection of the Horahora hydroelectric station for the Waihi Gold Mining Company – the first hydro station on the Waikato River.

In 1926 Mandeno went into private practice in Auckland. In 1947 he received a special award from the NZ

Institution of Engineers for his paper 'Rural power supply' and was made an OBE in 1965. Lloyd Mandeno served on electric power boards, regional councils and as a deputy mayor. He died in December 1973; his professional work had spanned over 60 years.

An unorthodox figure, Lloyd Mandeno made an enormous contribution to electric-power generation in New Zealand. As he said, *"I am by nature too prone to seek out a path not regularly trodden by others"*.



Ōmanawa Falls power station, where Lloyd Mandeno was employed by the Wairoa Electric Power Company. It was the first hydroelectric power station in New Zealand. It was the first hydroelectric power station in New Zealand.



Laying of Queen Street from the Carlton Street tramway, Auckland. A tram car is visible in the distance. Lloyd Mandeno was one of the engineers of the city's first AC tram system.



Thomas Ferguson, a local and much-loved engineer, worked in Whangape. He was one of the engineers of the city's first AC tram system. He was one of the engineers of the city's first AC tram system.



Rutherford Signs

# H.W. Climie & Sons



H.W. Climie and sons, 1911, photograph of Omana Falls.



A group photo of the construction of the Omana Falls power station, 1911, with H.W. Climie and sons.

Engineering firm H.W. Climie & Sons played a significant role in the development of hydroelectric power schemes in New Zealand, designing and managing the construction of power stations like those at Ōmanawa Falls and Maraetotara in the Hawkes Bay.

Henry Westcott Climie (1857-1929) was the son of Daniel Climie, one of Wellington's first engineers. He became a pioneer surveyor and engineer in Taranaki and between 1880 and 1890 surveyed much of southern Taranaki, designing a number of roads and bridges. He was also a consultant for the early Taranaki hydroelectrical schemes and sewerage systems. His son Henry 'Harry' (1884-1961) joined the family firm in 1910 and designed or advised on several North Island second-generation hydro schemes.

In 1912 Tauranga Borough Council engaged H.W. Climie to report on the streetlights, drainage and roads in the borough, at a cost of £75. From his report the Borough decided to build a hydroelectric station to generate power. He explored the Kaimai Range on foot with the borough surveyor Mr Gumley, and decided the Ōmanawa River at the 60-foot falls was the best location. H.W. Climie & Sons were instrumental in improving facilities in Tauranga in the early 1900s.

# David de la Hyde

'Power to the People - Hydroelectricity Lights up Our World', is based on the work of David Hyde, who joined the Tauranga Electric Power Board (TEPB) in 1972 just after the Lloyd Mandeno Power Station had been commissioned. As a hobby he started taking photos of the evolving Wairoa River Development Scheme.



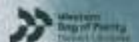
David de la Hyde, 1972, photograph of David Hyde at work.

Thirty years after it was completed, David decided to create a web site of some of the photos for anyone interested in this type of scheme. "I have tried to make this site visually appealing, as pictures of engineering construction work often resemble a nightmare of concrete mixed with steel reinforcing rods." He uses the "nom de foto" 'David de la Hyde' - the surname is that of a branch of his family - because a Google search for "David Hyde" turns up thousands of references to the TV actor David Hyde Pierce.

For further information or technical details visit: [www.delahyde.com/tauranga](http://www.delahyde.com/tauranga)



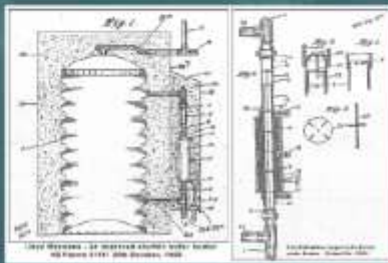
Photograph of the construction of the Omana Falls power station, 1911, with H.W. Climie and sons. Photograph of David Hyde at work, 1972.



Web Development   
Graphic Design   
[www.redeydesign.co.nz](http://www.redeydesign.co.nz)

# Mandeno's Inventions & Innovations

Electrical engineer Lloyd Mandeno had a distinguished career designing and building hydro power stations. He was also an inventor.



Improved electric water heater.



The first all-electric home in New Zealand was built on Firth Avenue, Tauranga.



Zane Grey's fishing camp was on Urupukapuka, the largest island in the Bay of Islands, located about 13 km from Paikia.

Employed as Tauranga's Borough Engineer, when Ōmanawa Falls Power Station was nearing completion, one of Mandeno's responsibilities was to encourage people to use electricity. He set up a demonstration room in Devonport Road, Tauranga, generating electricity with a dynamo which was driven by an oil engine. Within a year 100 homes had been wired for electricity.

He then persuaded R.S. Ready to build his new home relying solely on electricity - the first all-electric home in New Zealand. The house, which no longer exists, was said to have been the first in the world dependent on a public power supply for all its energy requirements. It was also the first home in NZ, and perhaps the world, which had been built without a chimney.

To provide hot water he designed a galvanised-iron cylinder, insulated with six inches of pumice, with a 350-watt heating element. Mandeno later improved on the original water heater, using copper to prevent corrosion and developing a quick recovery system for heating water after heavy use. He patented the idea, but lacked the business skills to profit financially.

Lloyd Mandeno experimented with prefabricated steel poles and developed portable moulds to cast concrete poles on site, using NZ's first pole-erecting machine at Kaikohe. He set up the first electrically powered sawmill and milking shed in the North Island, powered Chateau Tongariro and its ski-lifts and developed high-pressure hot-water systems for Auckland and Tauranga hospitals.

One of the first submarine cables of any length in the country was laid by Mandeno. It went to Zane Grey's fishing camp on Urupukapuka Island in the Bay of Islands. An American dentist and author Zane Grey was known for his Western adventure novels. He was also an avid fisherman, and wrote many articles highlighting the uniqueness of New Zealand fishing. He first visited the country in 1926 and established a base at Otehei Bay, which became a destination for the rich and famous.

In 1925 Tauranga became the first electric-power authority in the world to use the single-wire earth return (SWER) system of line construction, known as 'Mandeno's clothesline'.

Invented, developed and successfully promoted by Mandeno, this form of grid used only a single wire, which was much cheaper and more commonplace, making it economically viable to reticulate remote and sparsely populated areas, improving the standard of living of rural families.

This system was used in Northland during the late 1930s, in the central North Island after the Second World War, and subsequently in Australia, South America, South Africa, India and the Soviet Union. Mandeno later modified it to prevent interference on telegraph lines. More than 200,000 kilometres of SWER power lines have been installed in Australia and New Zealand.



SWER Power Line



One of the two Cahora Bassa (Mozambique) high-voltage direct current (HVDC) SWER power lines as it crosses through South Africa



SWER 15kV transformer

Below : Photo taken in 1996 of the Lower Mungapapa Power Station



# Mods to my Bandsaw

Kerrin G

## 6 x 4 Metal Cutting Bandsaw, a few upgrades

A Metal cutting bandsaw is a great tool to have in the home shop! These come from a variety of suppliers & hence a range of colours.

I've had mine since 2003.

The first change was to add a longer cable, the corner of the garage used as a workshop at the time had limited hot points, turned out to be a good choice as my sparky happily informed me at the time that the wiring was s@@t....a technical term you are no doubt familiar with!

Next was to do away with the screws that held the blade guard on, unlike others I've seen which had a hinge down one side mine has 3 screws, I happened to acquire some nice stainless finger screws that fitted. At the same time I also made & fitted the usual 2 wheels to the motor end & drop handle to the other as the saw didn't come with them.

The end stop that came with the saw was just about useful! I modified the stop with an adjustable fine work piece end stop, it worked but not that well. I put up with this for a number of years.....other things kept getting in the way!

Fast forward a number of years, like most I wasn't ever happy with the table, either the little "blade or material stop table" or the bigger one.

Time to troll the net for inspiration!

I also found a larger "blade table" a quick change bigger table ( this one is different from what I finally came up with), & a nice design for a bigger table! After a bit of thinking I figured away to combine all 3.

Time to get the saw sorted!

Like most I have limited shop space, moving the saw about on the 2 wheels finally got to me & fixing this started the ball rolling.

The 2 wheels were removed, a 4 wheel all steer, with 2 locking wheels, trolley was built, with a ply base for more off cut storage. The saw is bolted to this.

When using the saw the swarf ends up all over the floor, time to sort that out! A slide out swarf tray was also added.....reduces the swarf on the shop floor by heaps! Still need to add a tray to catch the swarf in the vertical position

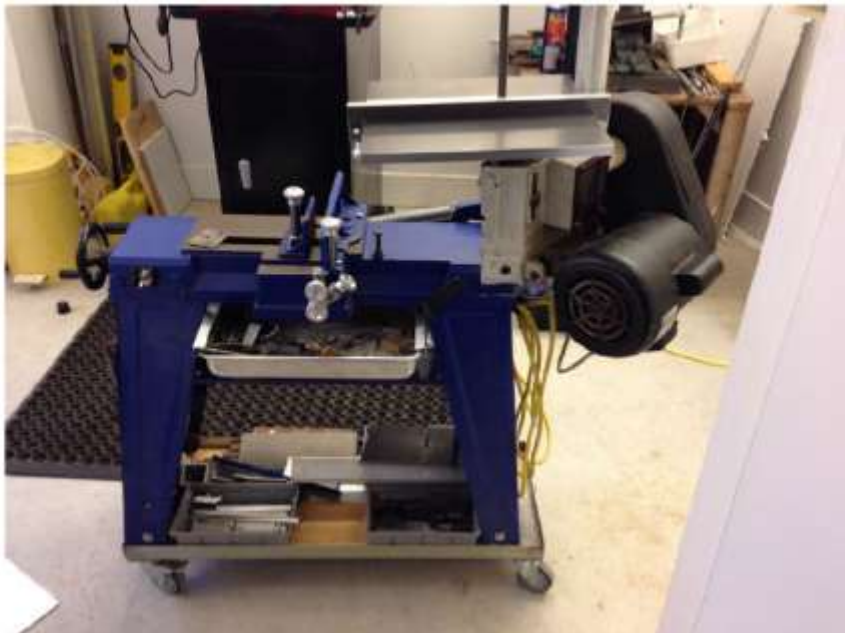


Photo 1 shows an over all view"

I found a neat design for a hydraulic piston to slow the blade decent, to get access to the drawings at the time I had to join the 6x4 bandsaw group, this proved to be a good move as there's lots of information available & help for the asking, I've since found another one via YouTube, see latter. I read about a tune up guide so downloaded that and worked my way thru that, it did make a difference

One of the guys posted up a very nice addition for a way better work piece end stop plus a back stop to stop the work piece jamming & possibly snapping the blade, next addition coming up! These two items are probably the best that you can add to the saw.

My backstop differs from the one posted in that I used 65 x 65 x10 mm angle, The gent suggested using larger angle than he used, mine is full height of the fixed jaw. I milled the fixed jaw edge so it was square & reduced the thickness slightly so it matched the angle, then fixed the angle to the jaw with 4 x 6mm bolts thru a cover plate, yep over kill but it doesn't move! There wasn't enuff meat in the table to bolt it there. The out board end angle was bolted to the table & a hole drilled thru to allow a new extended knob fitted bolt for the end stop rod lock. The angle was then cut for the blade, I should of made the gab a bit smaller & I reduced the width of the lower leg so it didn't foul the saw in the horizontal position

Photo 2 shows the fixed jaw extension & the work end stop.

Those of you that have one of these saws will know that the rod used for the end stop flops around in the hole. Simple fix get a length of 10 mm rod, much better! You can see the end stop is made to articulate to allow it to be set in the best position, the adjusting screw uses a 6 mm x 1 mm thread & 10 division makes for close enuff cutting! I also drilled a hole thru the other (left) side of the frame so that a longer rod can be used & the end stop can be put on the left side.

You will also notice that my obsession with doing away with either an Allan key or wrench is evident!



I also changed the moving jaw hold down bolt, & you should also just be able to see that I rounded the moving nut so it opens the jaws another 10 to 15 mm

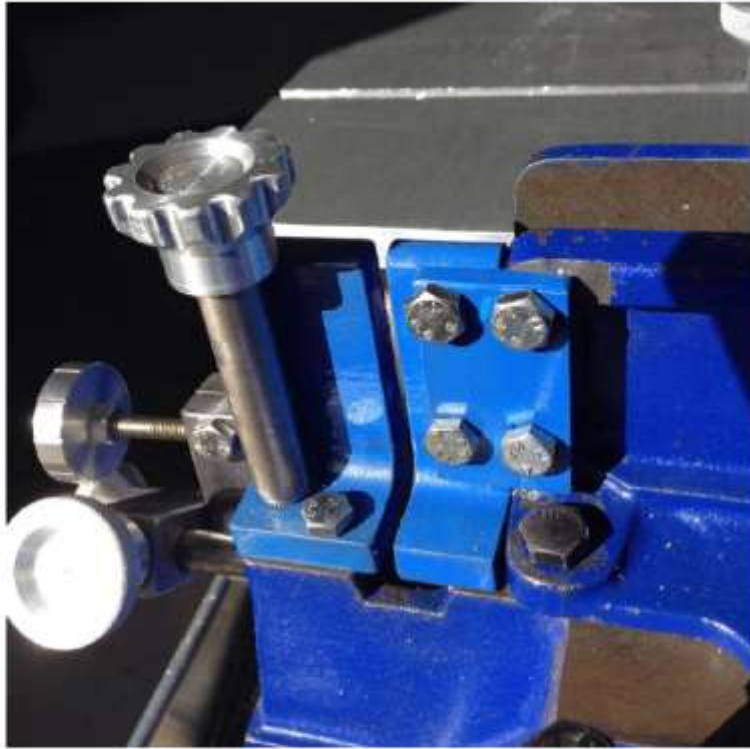


Photo 3 shows the other side of the stop

Ok onto the tables. First the blade table. Being a bit lazy I had used this numerous times to cut bits, the fingers are not far away from the blade, one slip & a another finger would get a saw scar....did the first on with a hand saw....don't recommend it! So this one is about twice the size of the old one, it also acts as the base for the bigger table.

Photo 4 shows this & the shape to fit around the saw base

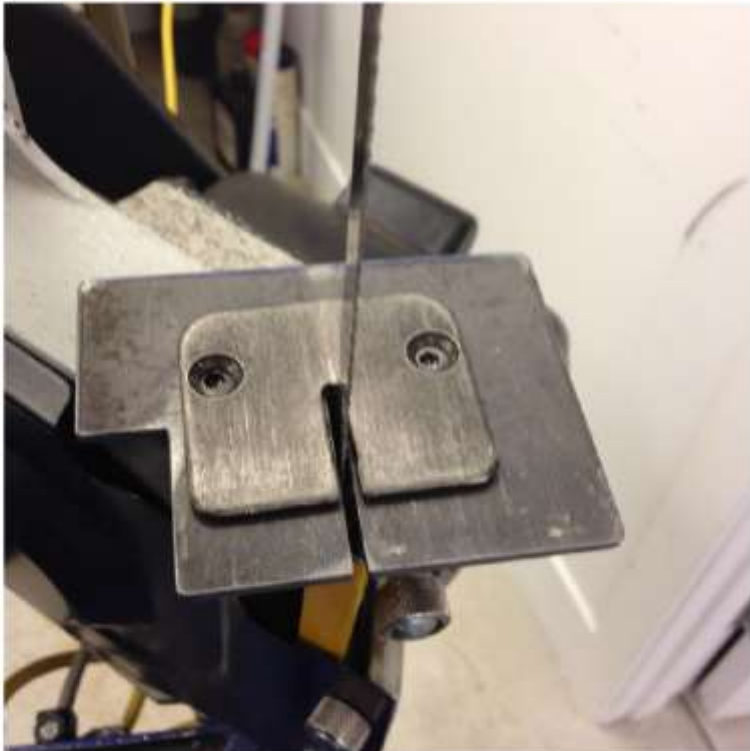
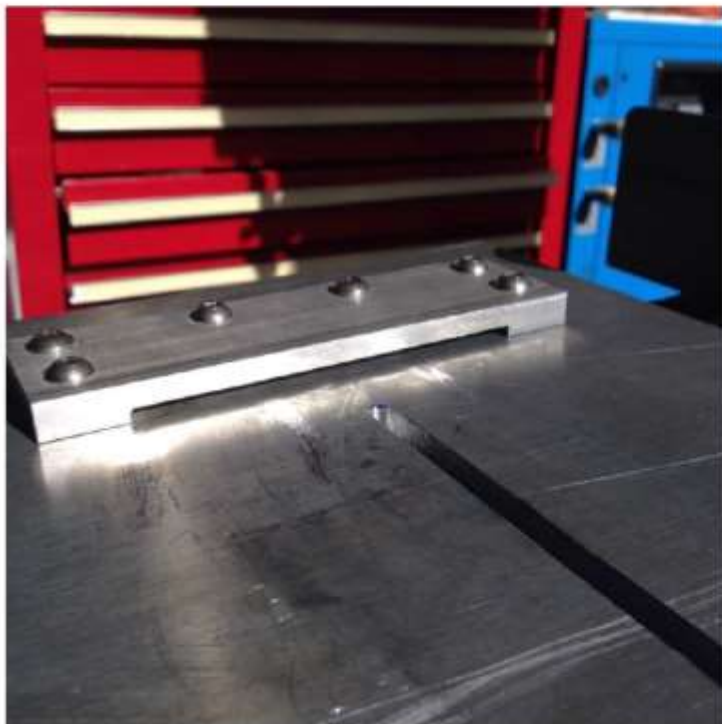


Photo 5 After eventually finding a supplier of Ali plate a suitable sized piece was purchased & a 300 x 300 mm table cut out, 2 & 1/2 times bigger than the old one.



Photo 6 On the back is an other piece of plate with a recess cut in it that slips over the blade table.



THANK YOU  TECT

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of our community

[www.tect.org.nz](http://www.tect.org.nz)

Photo 7 The slide in cover plate with the locking plate & a second locking screw holds it all in place, takes about 20 seconds to install, & no screw drivers needed!

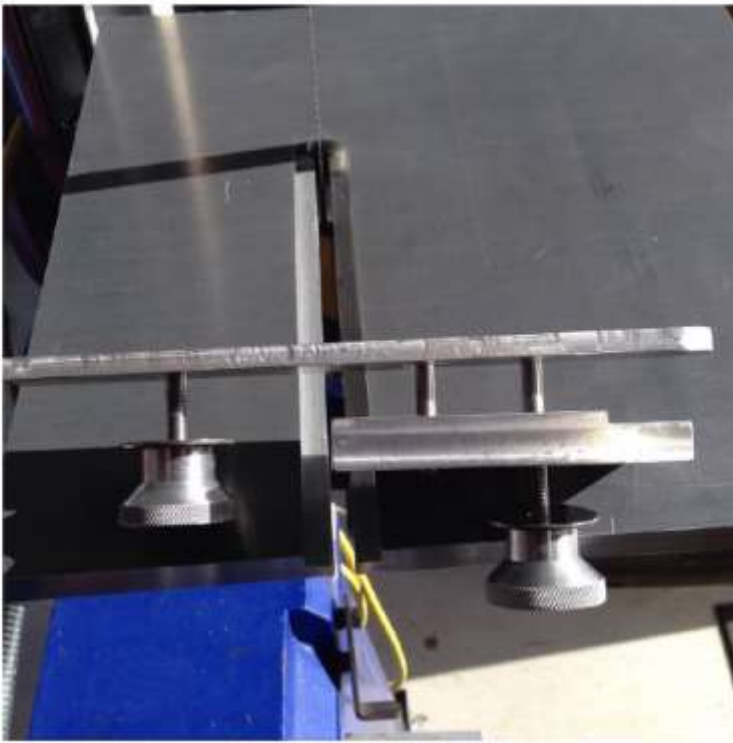


Photo 8 shows the finished table attached to the saw, with a fence. This was added to use for parallel cuts.



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The fence has worked out great! I had to reduce a bunch 20x20x3 angle down to 13x13, I set up another parallel fence to hold the angle parallel & away I went, ending up with it about 14 & a bit for both legs. The mill did the rest. I have also had a play of making angle from square tube, supporting the tube in vee blocks & cutting across the corners..... I was cutting 1/2" square stainless..... I only cut a couple of inches to prove the concept & it looks like it will work, once again finish off in the mill.

The plan is to add a miter fence for angle cuts. I have one but I think the groove for the tongue will reduce the strength of the table to much, its a bit over half the thickness of the table, a work in progress!

I've also replaced the blade guard screws with finger knobs!

The hydraulic downfeed came from watching a guy on YouTube, he showed the making & gave some info sizes & a link of were to get the plans! Once built it proved to be a HUGE improvement over the spring thing! As you do I couple of mods got added, as well as the control valve ( the one on the right) I added an on/off valve ( the green one) this stops the downfeed which then makes lining things up easy, without having to touch the control valve.



As you probably gathered the aim was reduce or do away with using screw drivers or spanners to change things, so far the only thing left is the motor tensioning bolt.  
Now to start using the mods in anger!  
Hopefully some of you may find the ideas here useful. Any questions I'm happy to answer!

Cheers Kerrin

**TAURANGA MODEL MARINES AND ENGINEERING CLUB INC - OPERATORS ROSTER 2026**

	Date	Operator	
	11th January 2026	Warren Karlsson	
	18th January 2026	Joanne Knights	
	25th January 2026	Steve Mannington	Auckland Anniversay Monday 26th Jan
	1st February 2026	Bruce McKerras	
	8th February 2026	Russell Prout	Waitangi Day Friday 6th Feb
	15th February 2026	Ian Bain	
	22nd February 2026	Bruce Bocock	
	1st March 2026	Etahan Bramely	
Saturday	7th March 2026	TBA	PLAY DAY
	8th March 2026	Brian Fitzpatrick	
	15th March 2026	Warren Karlsson	Saturday 14th Annual Social
	22th March 2026	Joanne Knights	
	29th March 2026	Steve Mannington	
	5th April 2026	Bruce McKerras	Easter Weekend - Daylight saving ends
Saturday	11th April	TBA	PLAY DAY
	12th April 2026	Russell Prout	
	19th April 2026	Ian Bain	
	26th April 2026	Bruce Bocock	ANZAC Day Monday 27th April
Saturday	2nd May 2026	TBA	PLAY DAY
	3rd May 2026	Etahan Bramely	
	10th May 2026	Brian Fitzpatrick	Mother's Day 10th - AGM Saturday 9th May 2026
	17th May 2026	Warren Karlsson	
	24th May 2026	Joanne Knights	
	31st May 2026	Steve Mannington	King's Birthday 1st June
Saturday	6th June 2026	TBA	PLAY DAY
	7th June 2026	Bruce McKerras	
	14th June 2026	Russell Prout	
	21st June 2026	Ian Bain	
	28th June 2026	Bruce Bocock	
Saturday	4th July 2026	TBA	PLAY DAY
	5th July 2026	Etahan Bramely	
Friday	10th July 2026	TBA	Matariki Friday Night Run
	12th July 2026	Brian Fitzpatrick	
	19th July 2026	Warren Karlsson	
	26th July 2026	Joanne Knights	
Saturday	1st August 2026	TBA	PLAY DAY
	2nd August 2026	Steve Mannington	
	9th August 2026	Bruce McKerras	
	16th August 2026	Russell Prout	
	23rd August 2026	Ian Bain	
	30th August 2026	Bruce Bocock	
Saturday	5th September 2026	TBA	PLAY DAY
	6th September 2026	Etahan Bramely	Father's Day
	13th September 2026	Brian Fitzpatrick	
	20th September 2026	Warren Karlsson	
	27th September 2026	Joanne Knights	Daylight saving starts
Saturday	3rd October 2026	TBA	PLAY DAY

**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.

**Congratulations to Ian Welsh on his award of  
NZ Order of Merit for Services to Rail Preservation  
New Years Honours 2026**



**TAURANGA MODEL MARINE ENGINEERING CLUB**

**FACEBOOK: MEMORIAL PARK RAILWAY** **WWW.TMMEC.ORG.NZ**



Below : TMMEC display at the Tauranga Model Railway Exhibition which was held over 17th 18th January weekend



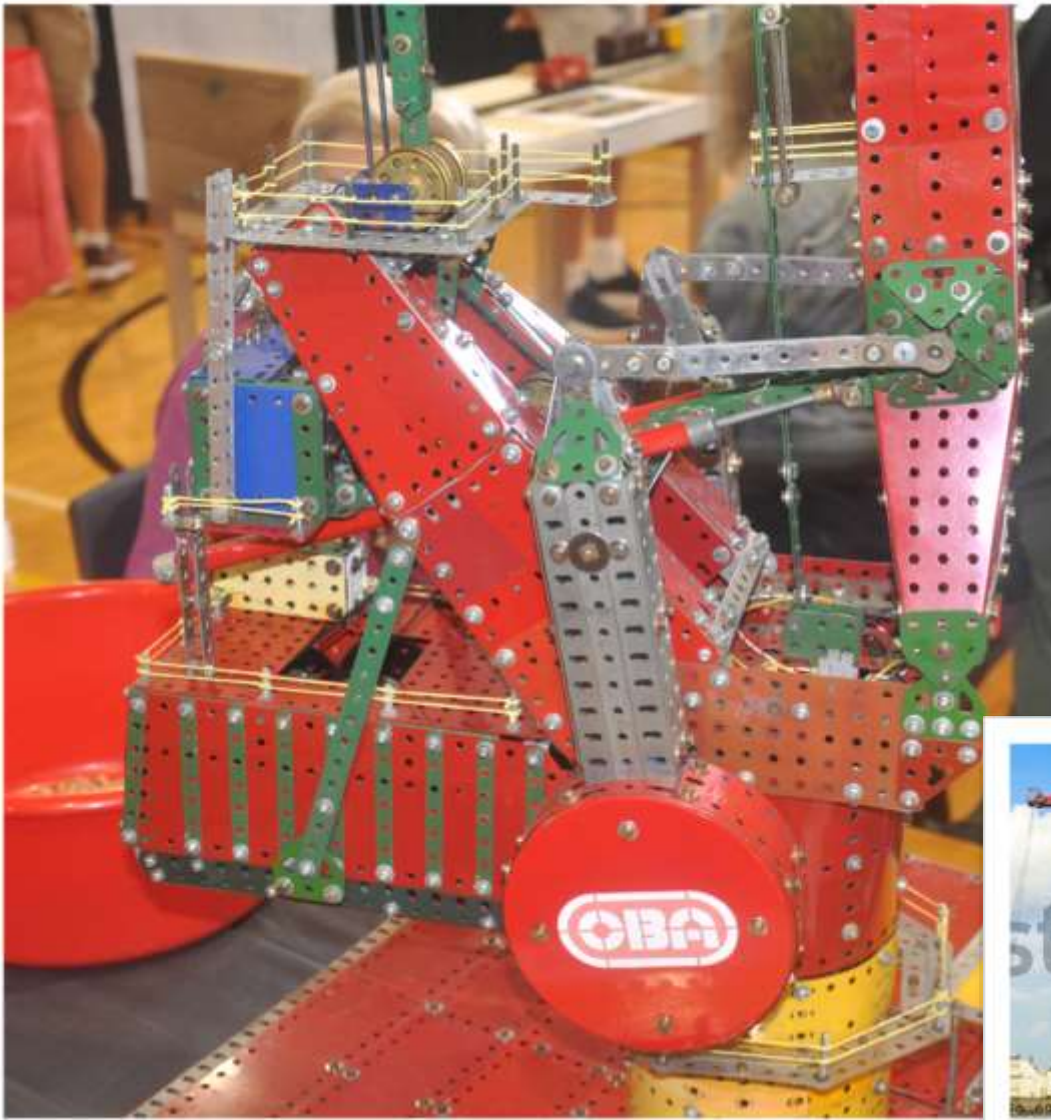
Below left : to me just a great very English scene.

Below right : Can you smell the coal? A very realistic layout of a colliery.



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Left : Not a great photo but it was just impossible to get the whole crane in without the background. This is a model of a floating crane in Amsterdam. The pic below is of the actual crane "Nijlpaard OBA Bulk Terminal Floating Crane."

It works on a parallelogram such that the tip of the crane stays at a constant height despite the angle of the mast.



Left : Couldn't resist, Katikati Rail Station as it was.

Right : Raurimu Spiral.



# PRECISION WORKZ ENGINEERING

Contact Gavin Thomas 027 670 3870 07 578 4171 27 Glasgow Street Tauranga



This display was made up with Lego blocks, yes, the whole thing is Lego.

If you didn't visit the Model Railway Exhibition at the Boys College Gym you really missed a great show. The effort and real life representation was just exceptional. Katikati Rail Station was just how I remembered it in the 70's, the Raurimu Spiral was another example of great correctness to the real thing.

I would like to thank Kerrin G, Jason F, Peter I, John H, Jerry P for bringing along there items for the display then staying on to man the stand together with Brian M and Lance C.. It was a great place to get exposure for our Club and whilst one can always improve we certainly punched above our weight. It was also a great opportunity to catch up and discuss engineering with other like minded people. Their toys are not too much different to ours and they have similar problems.

Roy R

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Saturday 9am - 3pm  
 Monday to Friday  
 6am - 3pm

# Replacement alternator for 1936 MG

Peter L

The generator on my 1936 MG stopped charging. The first step was to remove the generator to check the armature. The field windings showed a short circuit and the commutator sever burning. The armature may stand rewinding but based on passed experience it is not always successful. Because the generator forms part of the drive for the OHC the chances of locating another Rotax generator is somewhat remote, despite not working it must be retained.

I decided to fit an alternator under the car driven off the front of the drive shaft. I had a chunk of 2" ali plate so I marked out and chained drilled a couple of pieces to make the pulleys. The piece for the drive shaft pulley I cut in half and bolted it back together with cap screws. I had enquired about very short V belts for the drive but there was nothing available. Both my lathe and Quorn tool and cutter grinder both use 5mm wide polyflex belts so I followed this line but they were only available from the USA at \$160.00 each!! My lathe also utilizes a toothed belt and I had a couple of spares and these just fitted my application. How do I calculate the number of teeth on the diameter of the to be sprocket???? I coated the inside of the teeth of the belt with bearing blue and wrapped the belt around the blank leaving a series of blue lines, 50 on the driveshaft blank and 36 on the alternator blank. I machined up a mandrill out of some scrap and mounted these blanks in the dividing head. With a 3/32' slot drill cut the slots in the blanks. The belt fitted perfectly so I completed machining the sprockets including keyway slots to fit the alternator and the drive shaft sprocket with a broach I had made some years ago.

I mounted the alternator to the chassis with angle iron, and a couple of U bolts thru the chassis. The pulley on the drive shaft is about 12" from the gearbox so there is some vertical movement which required a spring mounted tensioner to provide pressure to the back of the belt to give 11/4" of movement.

It all works perfectly (so far).



# WELD DEPOT

Mob0278229353

[jordan@welddepot.co.nz](mailto:jordan@welddepot.co.nz)

96 Whiore Avenue, Tauriko, Tauranga 3110

# Club Xmas Function at Waihi Goldfields Railway

**14th February 2026**

Call from Warren, Tuesday 10th Feb, "Weather map doesn't look too good but I think it will be OK for Saturday. We'll make a decision on Thursday".

Wednesday 11th Feb. "There is going to be a break in the weather according to the weather forecast. I give you a call tomorrow".

Thursday 12th Feb. Warren : Forecast doesn't look good but they are still showing a window on Saturday".

Friday 13th Feb, 8.14am. Warren : I'll give the Rail guy a call and let you know what he thinks will happen".

Friday 13th Feb, 11.00am. Barb : I wish Warren would let us know what his decision is, we still have a fair bit to do"!!!!!!

Friday 13 Feb, 11.30am. It's all go.

Dawn broke Saturday morning with steady rain, this continued as we loaded the last of the gear into the ute. First stop was to the Supermarket to collect the buns which we had ordered Friday afternoon. On to Waihi driving in steady rain.

We were first on site with Bruce and Co arriving soon after complete with gazebo. After some negotiation on the site for the gazebo (the designated one wasn't practical with the steady rain) we set it up against a small shed off the end of the platform. It's amazing just how easy it is to erect (or take down) that gazebo if you have 8 people who half know what they are doing and listen to the instructions!! Hot plates, gas bottles, food, were soon out of the ute but not with much organization. Warren arrived with a much larger table and a layout plan soon took place. Check to see the hot plates work, get water for washing hands, fire extinguisher under the hot plate table (just incase) food on the table but leave the covers on.

The steady rain continued but by this stage it didn't make too much difference, we were already soaked. I left Barb to man the pumps (look after the snags cooking) whilst I followed Pied Piper Jason who gave us the shed tour. This was amazing, if they put all the carriages, wagons, locos on the line at once they would probably reach Waikino from Waihi, a very impressive collection.

With the rain still falling Barb and I got the patties under way, snags were in a hot box by this stage, the pre buttered buns and bread, tomatoes, cheese, corn, cole slaw out on the table. The call when out "Lunch is ready"

When all had grazed it was clean up time with a slight bright spot in the dark sky. All the bits and bobs were soon back in the ute. The gazebo was lowered and packed into its bag and into Bruce's van for the return trip.

I would especially like to thank all of the "helpers" who assisted Barb and I setting up and cleaning up despite the steady rain. Warren too, someone had to make a decision, do we continue with the proposed day or do we cancel, he is the boss, he made the decision, everyone supported that decision and "just got the show on the road". It was a fantastic day, I did enjoy it, especially the train trip. Must be 40+ years since I last took that excursion.

See you can still have fun even if it is raining cat and dogs!!!!!!!!!!!!!!

Pics on the following page, thanks to Peter D for his effort with the camera against all odds.



Bruce, it won't fit in the Bristol!



A couple of the locos, I gather some are privately owned.



20 Tonne lift each, should lift the Bristol Bruce!!!!



Remember this at the Signals Museum??



It's got a way to go to get home!!!!!!

It's stopped raining!!!!



The old and the new.



On the track.



### TMMEC CLUB CALENDAR 2026

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	V2.1
Mon						1							Mon
Tue						2			1			1	Tue
Wed				1		3	1		2			2	Wed
Thur	1			2		4	2		3	1		3	Thur
Fri	2			3	1	5	3		4	2		4	Fri
Sat	3			4	2	6	4	1	5	3		5	Sat
<b>SUN</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>5</b>	<b>3</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>6</b>	<b>SUN</b>
Mon	5	2	2	6	4	8	6	3	7	5	2	7	Mon
Tue	6	3	3	7	5	9	7	4	8	6	3	8	Tue
Wed	7	4	4	8	6	10	8	5	9	7	4	9	Wed
Thur	8	5	5	9	7	11	9	6	10	8	5	10	Thur
Fri	9	6	6	10	8	12	10	7	11	9	6	11	Fri
Sat	10	7	7	11	9	13	11	8	12	10	7	12	
<b>SUN</b>	<b>11</b>	<b>8</b>	<b>8</b>	<b>12</b>	<b>10</b>	<b>14</b>	<b>12</b>	<b>9</b>	<b>13</b>	<b>11</b>	<b>8</b>	<b>13</b>	<b>SUN</b>
Mon	12	9	9	13	11	15	13	10	14	12	9	14	Mon
Tue	13	10	10	14	12	16	14	11	15	13	10	15	Tue
Wed	14	11	11	15	13	17	15	12	16	14	11	16	Wed
Thur	15	12	12	16	14	18	16	13	17	15	12	17	Thur
Fri	16	13	13	17	15	19	17	14	18	16	13	18	Fri
Sat	17	14	14	18	16	20	18	15	19	17	14	19	Sat
<b>SUN</b>	<b>18</b>	<b>15</b>	<b>15</b>	<b>19</b>	<b>17</b>	<b>21</b>	<b>19</b>	<b>16</b>	<b>20</b>	<b>18</b>	<b>15</b>	<b>20</b>	<b>SUN</b>
Mon	19	16	16	20	18	22	20	17	21	19	16	21	Mon
Tue	20	17	17	21	19	23	21	18	22	20	17	22	Tue
Wed	21	18	18	22	20	24	22	19	23	21	18	23	Wed
Thur	22	19	19	23	21	25	23	20	24	22	19	24	Thur
Fri	23	20	20	24	22	26	24	21	25	23	20	25	Fri
Sat	24	21	21	25	23	27	25	22	26	24	21	26	Sat
<b>SUN</b>	<b>2</b>	<b>22</b>	<b>22</b>	<b>26</b>	<b>24</b>	<b>28</b>	<b>26</b>	<b>23</b>	<b>27</b>	<b>25</b>	<b>22</b>	<b>27</b>	<b>SUN</b>
Mon	26	23	23	27	25	29	27	24	28	26	23	28	Mon
Tue	27	24	24	28	26	30	28	25	29	27	24	29	Tue
Wed	28	25	25	29	27		29	26	30	28	25	30	Wed
Thur	29	26	26	30	28		30	27		29	26	31	Thur
Fri	30	27	27		29		31	28		30	27		Fri
Sat	31	28	28		30			29		31	28		Sat
<b>SUN</b>			29		31			30			29		<b>SUN</b>
Mon			30					31			30		Mon
Tue			31										Tue

**Meetings**

Committee Meeting
Annual General Meeting
General Meeting
3D Cad Evenings
Engineering Discussion
MEANZ Convention 8-11 Jan
Annual Social 14 Jan

**Running days**

Sunday Running 10 - 3pm
Club Play Day, Training 1st Sun
Open Weekend 7/8 Nov.
Matariki Night Run 10/7
Halloween Night Run 30/10
CLOSED to public runs

**Statutory Holidays**

Anniversary Day 26/1
Waitangi Day 6/2
Easter 3-6/4
Anzac Day 27/4
King's Birthday 1/6
Matariki 10/7
Labour Day 26/10

# Nostalgia

Loco hauling logs out of the Kauaeranga Valley Thames

