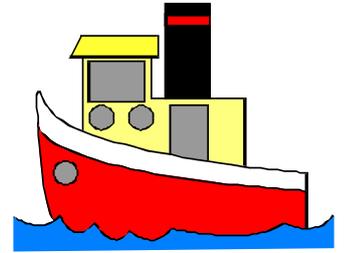




Wheels and Floats



Newsletter July 2016

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 approx

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:	Bruce Harvey	548 0804
Club Captain	Bruce McKerras	5770134
Secretary:	Murray de Lues	027 3020930
Treasurer:	Owen Bennett	544 9807
Committee:	Warren Belk, Shane Marshall, John Stent, Russell Prout, Clive Goodley.	
Boiler Committee:	Peter Jones, Bruce McKerras, John Heald, Paul Newton.	
Safety Committee:	Warren Karlsson, Bruce Harvey, Peter Jones, Malcolm George, Marty Rickard.	
EDITOR:	Roy Robinson 07 5491182 royrob@wave.co.nz	

CONVENERS

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

OPERATORS 2016

17 July	B Harvey
24 July	P Jones
31 July	W Karlsson
7 August	P Lindsay
14 August	B McKerras
21 August	N Bush
28 August	R Salisbury
4 September	G Barns
11 September	B Fitzpatrick
18 September	C Goodley
25 September	B Harvey

PRESIDENT'S POINTS

Greetings Members

Sadly I start these notes with advice that two members associated with our club have passed away recently, John Leonard and Rob Moxham.

John Leonard an Honorary Member was an Aero Modeler so not well known in model engineering circles, but those in our club who had an interest in finishing Steve James two electric locomotives and helped with keeping them on the railway will certainly have known John. He worked with Peter Wisely in completing the electrical parts of the locomotives and in appreciation of his help he was accepted as an Honorary Member of our club. When we encountered problems with the elec-

trical components of the two locomotives John was always ready to assist, in all cases the problems were minor and we learned a lot from his patient assistance.

Rob Moxham was an early member in our club. In recent years Rob faded out of the hobby club due to advancing years. He was a competent marine modeller and was of assistance to our club during the many civil constructions in the early years of our clubs development. Rob surveyed both ground level tracks for our club. To the Leonard and Moxham families I offer our clubs sincere sympathy.

On a happier note it was with great pleasure to present Clive Goodley and Ron Salisbury with their Life membership certificates at last training day on the 9th July. A great turn out of members and visitors to witness this event, congratulations Clive and Ron.

We like to keep track of our active members, there are times when they "go missing" and we find out later that they have spent time in hospital, or have had some misfortune that has prevented them from keeping in touch. We have discussed the need for a member to keep in touch with the missing and Lloyd Breckon has thankfully taken on this task and is now the official "Welfare Officer". Thank you Lloyd for taking on this task so willingly. If you know of any member who is on the sick list please let Lloyd know.

Finally, as a requirement of our ADL and our own safety rules there is a requirement that the attendance register held in Palmerville records all members who attend the Station on the day, that is at any time for any reason. Please make sure you carry out this requirement, just your name clearly written is required.

Happy modelling

Peter Jones.





My wife Barb took these photos whilst on a trip in The Isle of Man recently. The pics show three forms of rail transport on the Island.





This Bayer Peacock engine "Fenella" originated in 1894. Beyer's of Manchester produced all but one of the 16 engines for the Isle of Man and all have survived but one. Fenella was named after a character in a Sir Walter Scott novel popular at the time. Fenella was purchased by a preservation group in 1978 with a view to a complete restoration and was stored in an engine shed at Port Erin. In 1988 she returned to Douglas and the boiler was removed for re-construction. This was a long term project and was soured by a breakdown in relationships between the owners and the railway's management. A change in management saw the now completed boiler fitted to the engine Sutherland. It was used in the loco Sutherland so she could return to service as star of the show for Steam 125 celebrations in 1998. After the agreed 3 years the boiler was returned to Fenella and has been returned to service as being the sole representative of the smaller engines and gives a more graceful look than the larger workhorse engines.

Model Engineering

One of the many pleasures of our Model Engineering hobby is that it caters for all types of individuals from different backgrounds with various skills and a diverse range of interests. Some builders like small, whilst others like big, some prefer steam whilst others prefer more modern means of motive of power. Some are on the rails while others are off.

This want-to-be model engineer from a legal background with no practical engineering experience was introduced to our hobby some 15 years ago. Having joined the local Tauranga Model Marine and Engineering Club (Inc) and with appropriate mentoring and perservance by me, I proceeded to build in my modest home workshop a 1.5" scale Allchin traction engine of W.J. Hughes design with castings supplied by Reeves of England. Taking over five years to build and many hours, the project set me firmly on the traction engine path and a 3" Plasto designed Burrell was acquired second-hand and upgraded to running condition.

It soon became apparent that bigger would be better. The dream of a compounding Showman's in 4" scale would tick all the boxes. The first hurdle was to find a set of plans and castings that I could be confident were accurate. Live Steam Models in England sold me a set of plans for a double crank compound Showman's traction engine which I thought would set me on the right path. It soon became apparent from talking with other model engineers that a compounding engine to compound efficiently would need to have a boiler operating at a minimum working pressure of approximately 150 psi. The LSM model only operated at 100 psi.

The other challenge I faced (other than finding the time to undertake such a large project) was re-equipping my workshop to cope with the larger build. This was going to be a major issue not only in terms of the cost but also the additional space required. My life partner was clear that if the workshop was to be enlarged and re-equipped then some of the other toys would have to go. A dilemma, which whilst cogitating on, was resolved by my pommy (now Kiwi) mate Phil Allen, who suggested I pull out the cheque book and sign up for a series of 33 kits from Steam Traction World in England. He is also building a similar engine from Steam Traction World in the road locomotive livery.

Cheque book model engineering may not be everyone's cup of tea but initial enquiries made of Steam Traction World certainly ticked all the boxes. The decision was made some three years ago to proceed with their 4" Scale Burrell double crank compound Showman's engine subject to sorting out boiler compliance by the New Zealand authorities.

Boiler compliance in New Zealand was much easier than first anticipated. The boiler had been CE rated and approved by Royal Sun Alliance in England. SGS, an approved New Zealand Government certification agency accepted this approval and having checked all plans and calculations were happy to sign off and issue a boiler certificate. The boiler is subject to bi-annual inspections.

With boiler compliance sorted and money paid, my kits were stockpiled on a pallet at Steam Traction World's premises in Daventry, England and most of the 33 kits were shipped, arriving just prior Christmas 2012.

The kits are fully machined and ready to be assembled. Everything is supplied except the necessary tools. It sounds simple. The instructions are easy to follow and you could theoretically just bolt everything together and with some patience have a 4" Scale double crank compound Showman's engine operating within a short pace of time.

With my model engineering background, the prospect of this easy path was a no-goer. With the help of other builders' build threads on Steam Traction World's website, I decided that it was worthwhile spending the time preparing all the metal for painting and pin-striping. The painting of models would be a new and frustrating experience for me. I purchased the book "How (Not) to Paint a Locomotive" by Christopher Vine and started to teach myself how to spray paint. With the benefit of hindsight, I wish I had completed a course at the local tech.

The paint I selected was a two pack industrial paint by Altex in New Zealand. The specifications of this paint made it resistant up to 120 degrees C and to steam, oil and other muck that tend to be associated with steam traction engines. The problem however was the pin-striping. Normally pin-striping is either completed with a brush or a pin-striping tool such as a Beugler pin-striping pen. The paint supplier would not guarantee that any pin-striping paint applied other than their paint would be fit for the purpose. This proved difficult as to pin-stripe with a two pack paint with a brush or pin-striping tool would be virtually impossible. Talking to a sign writer, he suggested that I use a 3M product which he could cut the pin-stripe shapes on with his computer signwriting programme. This involved him taking a photo of the particular item, scaling it, completing the design and cutting the template which would then be applied to the top base colour coat on the particular area being pin-striped. I would then mask the pin-stripes that I did not wish to paint and with a three colour system over three days and masking and removing as I went, was able to give effect to the pin-striping as shown in the photos. This is a time consuming process but hopefully worth it in the long term. I also applied two coats of two pack clear as added protection. The final coat of clear also included an "anti-graffiti" additive to further protect the paint from oil and dirt.

The painting also created its own set of problems in that the tolerances allowed for in the factory by Steam Traction World had to be altered by me to allow the correct fitting of all components.

The woodwork on my project also proved to be a challenge. The wooden canopy was supplied laser cut and ready to assemble. I however wanted the canopy roof to be fibreglassed. My friend, Murray, who has some experience in this area, assisted me in the preparation of the wood in readiness for the fibreglass to be laid. A significant amount of time was spent in preparing the surface to make it as smooth as possible. Again, Altex two pack industrial paints were used to keep the surfaces resistant to heat, oil and steam. My spray booth at home was not sufficiently large enough to handle the size of the canopy and this painting was completed by an outside contractor experienced in applying industrial paint. The pin-striping underneath the canopy and the circus style lettering were also completed by a very experienced signwriter freehand.

For those interested, the colour scheme follows generally the colour scheme of "Ex-Mayor" a full size Showman's engine situated in England. My colouring does however differ and is of my own design with significant input from my wife as Chief Colour Consultant.

I am pleased with the result and the progress of my build can be viewed on my build thread on Steam Traction World's website (<http://traction.forumandco.com/t1685-starlight-expres>).

I believe if I had built this engine from scratch with all the necessary workshop equipment, it would have taken me close to 20 years. Two and a half years is not bad whilst working full time as a pen pusher.

I am also very pleased with the performance of the engine. It is free steaming, powerful (over 15 kph in high wheel) and a pleasure to drive. One does however need some practical common-sense in terms of the maintenance of the engine.

I have no financial interest in the business known as Steam Traction World however am happy to endorse their product as being the way to go for those model engineers in a hurry (and with a cheque book).

Shane Marshall

Special Day Special Occasion!!!

At a wedding ceremony, the pastor asked if anyone had anything to say concerning the union of the bride and groom. It was their time to stand up and talk, or forever hold their peace. The moment of utter silence was broken by a young, beautiful woman carrying a child. She started walking toward the pastor slowly.

Everything quickly turned to chaos. The bride slapped the groom. The groom's mother fainted.

The groomsmen started giving each other looks and wondering how best to help save the situation.

The pastor asked the woman, "Can you tell us why you came forward?
What do you have to say?"

The woman replied, "We can't hear very well at the back."

The Sixteen Signs of Age

! : Everything hurts and what don't hurt doesn't work.

1 : You feel like the morning after but you haven't been anywhere.

3 : You get winded playing Chess

4 : You know all the answers but no one asks you the questions.

5 : You look forward to a dull evening.

6 : You turn out the light for economy rather than romance.

7 : You sink your teeth into a steak and they stay there.

8 : You are 17 around the neck, 42 around the waist and 109 around the Green.

9 : Your knees buckle but your belt won't.

10 : You burn the midnight oil till 9.00pm.

11 : You can't stand people who are intolerant.

12 : Your back goes out more then you do.

13 : The grey haired old lady who help you over the crossing is your wife.

14 : You get exercise acting as pallbearer for friends who exercised.

15 : You have too much room in the house and not enough in the medicine chest.

16 : You sit in the rocking chair and can't get it to rock.

Editors Notes

More articles PLEASE. No items for sale / trade this month.

I, like some of you will be considering going to Nelson 2018 for the Convention. It has been on my bucket list to try to visit the Cobb Power Station at Takaka as it is of an interesting design with a head of approx. 750m. It's lake is the highest hydro lake in NZ. I've made some initial enquiries and it just may be possible. It is at least an hours drive from Nelson. Would anyone else be interested???????

Roy