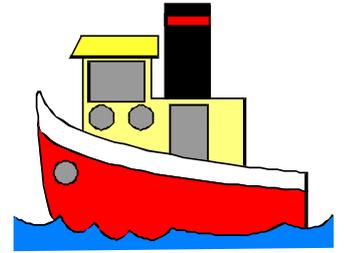


Wheels and Floats



Newsletter June 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: Russell Prout 548 2881
Vice President: Mark Duncan 574 773
Club Captain: Bruce McKerras 577 0134
Secretary: Jason Flannery 572 1165
Treasurer: Owen Bennett 544 9807
Committee: Chris Pattison, John Heald, Peter Jones, David Flockart, Max Donnelly, Bruce Harvey.
Boiler Committee: Peter Jones, Bruce McKerras, John Heald, Bruce Harvey.
Safety Committee: Warren Karlsson, Bruce Harvey, Peter Jones, Chris Pattison, Brian Marriner, Russell Prout.
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
Driver Training:

OPERATORS 2018

17 June W Karlsson
24 June B McKerras
1 July D Flockart
8 July N Bush
15 July M De Lues
22 July M Duncan
29 July B Fitzpatrick
5 August D Harris
12 August B Harvey
19 August W Karlsson
26 August B McKerras
2 September D Flockart

President's Report :

It is quite daunting taking on a presidency after the 23 years continuous service in this roll by our past president Peter Jones. We have been well represented over those years and I am pleased to say that Peter shall remain on the committee for the insuring year as well.

Welcome to all of our new committee members, farewell to those who have given exceptional service for so long and in particular Warren Belk who has served the committee for 35+years. But don't worry we are not letting him or the others stray too far from the fold.

At our last club meeting we were presented a partially completed 2-1/2" locomotive and tender from the family of Brenda and Bob Butler. A club enthusiast worthy of the completion of this excellent model is being sought to complete it to the standard from which it has been constructed to date.

From our previous club meeting our editor had made the comment "not sure how that actually works" when referring to one of my ball turning attachments. Well I was pleased to see that his and another were tabled for close examination by the members present, well done Roy and Peter. We hope to see more of your craftsmanship at subsequent meetings.

Sat June 2nd (the original play date) proved to be a very happy and celebrated day for Shane Marshall with family and friends joining with club members to travel aboard the 'Big Boy' for several trips around the track, well done Shane for sharing this special day with us.

Sat Jun 2nd with a 6-30 departure from Tauranga saw Owen Bennett, Bruce McKerras, Ollie Duncan and Max Donnelly join me for a trip to Manukau Live Steamers. This was to be my first official visit as president and with very poor weather expected and a bit of rain before we left I was greeted with "are we mad" to which I replied 'we are all model engineers, of course we are mad' and with that we battled the cold to enjoy a very successful day and evening with many other visitors to the MLS club. It was pretty obvious that Max and Ollie had struck up some good friendships in Nelson at the convention and these were rekindled on Sat. I have to say that with the cold temperatures (but no rain) my loco provided the warmest seat in the house or on the track. Thank you MLS for your excellent hosting of the open weekend. Regrettably we had to return to Tauranga that evening so could not stay to enjoy the lake and river runs of Sunday. Fortunately we may have avoided the SH2 road closures by returning early.

Sat June 9th saw yet another very successful Play Day at the track organised by Bruce McKerras. Great to see two traction engines and four steamers out in the sun. One of those steamers was of course the late Mike Treloar's Phantom, proudly displayed by its new owner Warren Karlsson. Several boats were also on display thanks to Ewan Baird's initiative to display some of his magnificent collection of battle ships.

It is driver licensing time again and all drivers are reminded to contact a member of the safety committee to update your competencies ahead of the issuing of licences

Forthcoming visits- July 14th is part of the River Edge Railway mid winter (brass monkey) run at Whakatane and I shall be attending this event. There are still a couple of places for loco's on my trailer and seats in my car, first in best seat!

Visiting and being visited by other club members is a good way to celebrate achievements and developments within clubs and to see first hand how the clubs operate. One of our regular visitors from River Edge Railway, Gavin Morris, passed away during the past month and our thoughts go out to Kirsty at this time.

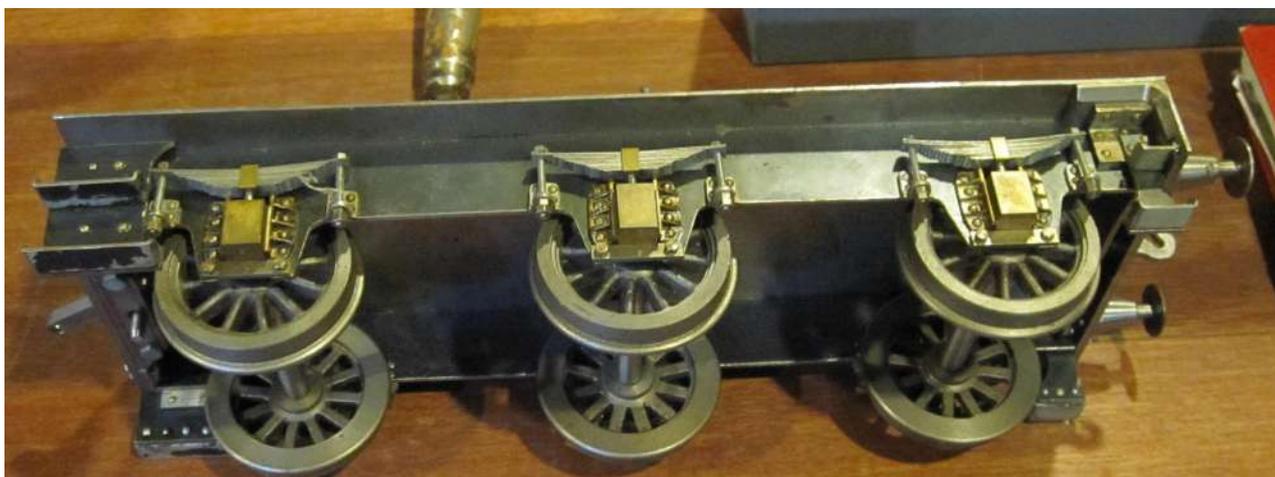
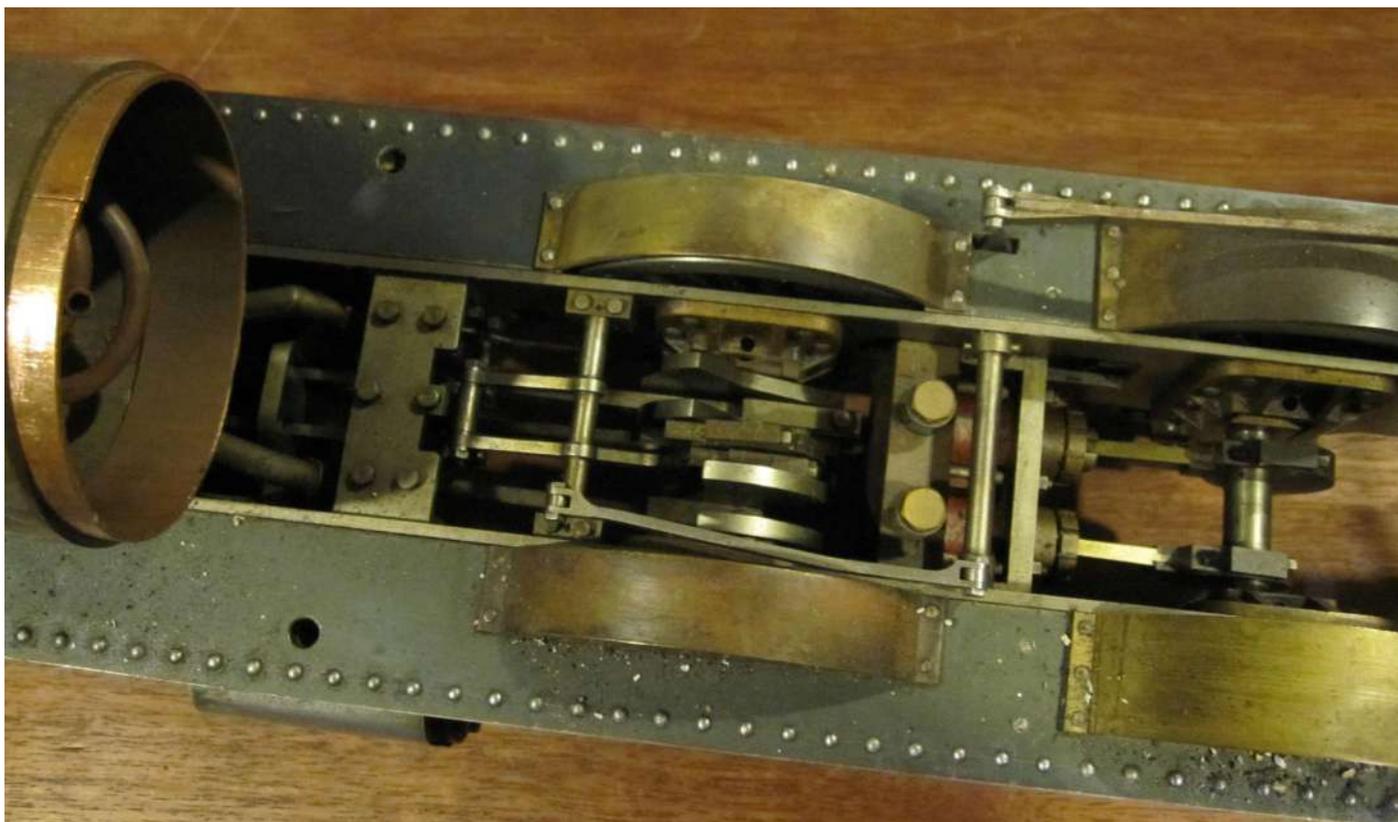
Club Committee Meeting- The next meeting is to be held on Thursday June 14th at 7pm in the clubrooms. Please contact a member of your committee with any items you want discussed at this meeting.

Russell Prout President



President Russell Prout presents long serving Peter Jones with a commemorative watch in recognition of his 23 years as Club President.

Show and Tell



The 3 loco pics on the previous page show a semi finished loco and tender was built in the UK in the 1970's. It subsequently came to New Zealand and has been through many hands none who developed the model any further than the original build. It arrived into the ownership of Bob and Brenda Butler who decided that it was not for them and it was given to John Heald. John brought it to the Club as a challenge for a model engineer to complete. The detail to which this model has been produced to date defines that it would need to be a very very competent person to take it on.

The bottom left pic shows 2 ball turning attachments from the caves at Katikati as made by Roy Robinson and Peter Lawn. Russell Prout had brought his ball turning attachment to last months "Show and Tell" (see last months mag) and Peter and Roy felt that a more simple example needed to be displayed to members!!!!

Editors Desk

Bruce McKerras has been beavering away with the Rob Roy steam loco which will eventually add to the Club's collection of live locos. Bruce distributed several pages of item drawings some time ago with the request that those items be made and delivered back to Bruce for assembly. It appears that several of the items and their drawings have not been completed. If you have either parts and / or drawings could you please return them to Bruce so he can assemble or redistribute the drawings to keep this project heading toward completion.

Below : Where is the bowler hat Phil????? Phil with Lord Darby on Play Day.



Play Day June 9th

The June play day was held on Sat 9th. On display were a wide range of different examples of members skills and interests. The superb scale ships of Ewan Baird created a lot of interest from both members and public. Many a small boy wanted to look with his fingers. Peter Davies had his Burrell traction engine running for a number of hours quietly ticking over. Thanks to the magic fingers of Bob Stacey aka The Steam Whisperer. Peter designed and built a very neat stand for dropping the fire from the engine. Phil Allen had Lord Darby fired up and he has got the rosebud grate working a treat. Even had the canopy there for a couple of trips. It did many laps around the park. Bruce McKerras was spied driving a steam loco. Not the Red Rocket but Mark Duncan's!! Seems his was used by others. Now there is a surprise. Jason Flannery had brought his loco down to show progress. As can be seen from the photo of the rear truck the detail is amazing. If this is his first effort, the mind boogles what the next one will be like.

A perfect day with little wind and brilliant sunshine made for a very pleasant day.

Murray de Lues



Top left : Jason Flannery's South African loco under construction with Owen Bennetts Phantom in the background.

Top right : Peter Davis's traction chugged away all day thanks to a "tune up" by Bob Stacey

Left : The Boat Yard. Models by Ewan Baird and Russell Prout

Manukau Live Steamers Open Weekend

My 1st official visit as President of TMMEC

Accompanied by Bruce McKerras, Owen Bennett, Ollie Duncan and Max Donnelly on Sat 2nd June. It was very cold but the rain held off just long enough to get everything loaded for the return trip to Tauranga. An excellent opportunity for our juniors to meet up with several of the contacts they made at the Nelson Convention. They seemed to enjoy themselves well into the night.



MLS welcomed everyone and kept us all watered and fed with nibbles all day and a delicious meal Sat evening.

Russell Prout

MY RAILWAY CAREER by Clive Goodley

Part 3

TAURANGA 1962

Tauranga Depot

There were three rosters at Tauranga, the railcar, mainline and shunt, about twenty five places altogether. The firemen went round all three, and so we were never long with one e'dr.

The depot at Tauranga was between the Otumoetai Rail Bridge and Sulphur Point, it was across the main line from where the sewerage works is now situated. In 1962, from the boss's office and lunchroom windows you could throw a fishing line into the harbour. The site of the Sulphur Point industrial estate was under water at high tide, as was the sewage works site. The station and goods yard stretched from the loco depot to Dive Crescent.

The running shed had two roads; it was long enough to cover one large and one small engine on each road, both tracks had inspection pits. Outside the shed were an ash pit and an inspection pit. A turntable at the side of the shed was only a couple of metres from the water. I never heard of anyone putting an engine in the tide, but I bet there were some close calls, for sobriety was not a strong point for a good percentage of e'drs, even while on duty.

In later years, that two metres of track beyond the turntable leading to the edge of the harbour, figured prominently and regularly in my dreams. I used to fantasize about driving engines into the harbour deliberately, especially when I had become even more frustrated and stressed than usual with the antics of the railway hierarchy, which was quite often.

Pitfalls around the running shed

There were few lights around the shed, so with steam and smoke drifting and swirling in front of the lights at nighttime, it could be quite creepy and also dangerous. I had been at Tauranga only a few months, when one Monday morning at 4.00.am. when starting a shift, I walked in front of an engine and dropped smack into the inspection pit, hitting my back on the rail as I went down. I had difficulty breathing and was taken to Tauranga hospital, from where I was discharged Tuesday afternoon and told to return to work on Wednesday. I could not raise my arms, even enough to drive a car, there was no way I could swing one shovelful of coal, let alone five tons.

Bosses

Norm (Kiwi) Billings was the boss at Tauranga when I transferred there and he was as good as they come. A promoted e'dr as all our immediate bosses were, he had a simple way of dealing with blisters from those who had nothing better to do. Trivial complaints were thrown straight into his rubbish bin, those of a more serious nature he showed to the miscreants and gave them a mild admonition, both kind were reported to the Frankton hierarchy as 'dealt with locally'. Really serious breaches of conduct were the only ones that he allowed to go further. That is a good boss. Loyalty has to go both ways.

Kiwi retired a year later and his replacement had six months to see out before he too retired, as did the next one. The latter two never had time to make any impression, good or bad, being so close to retirement I don't suppose either one cared

Unfortunately for us at Tauranga our next boss would not only qualify for being the worst in N.Z., but we were stuck with him for ten years. Lionel Farr had a heart attack while driving a rail-car and spent his time while off work convalescing, studying for the supervisory exam, which he duly passed. He became a supervisor far earlier than the norm and instead of taking a position a couple of years prior to retiring he had ten years and that was all at Tauranga.

George Slack, an e'dr said to him, 'to be a good boss you have to be a bastard, and you're a good boss'. I struck his attitude problem one morning having just come off a fourteen hour shift. I had gone to work in daylight, watched darkness fall and seen dawn break. We were relieved outside the office by another crew, it was now midmorning, our affable Lionel came to the office door and snarled in a loud aggressive voice 'where have you bastards been'. I have not, nor will ever forget that greeting. It was indicative of his whole demeanor. He retired not long before I resigned and the new supervisor was again close to retirement and was just seeing out his final months.

There were five loco supervisors at Frankton and the senior one was visiting the Mount when Sandy Sandilands had a logging truck smash into his train. Frank Hay, full of self importance, pointed at the loco and loudly proclaimed in front of the onlookers who had quickly gathered 'excessive brake travel'. Whether or not the brakes were correctly adjusted, that was certainly not the place, nor time, to voice such an opinion. It put the railways in a position of guilt even if the truck driver was completely at fault, but of course our Mr. Hay just wanted to let every one know he was the big man. In the main e'drs and firemen held loco supervisors in contempt. They were all promoted from the footplate, and so well knew the extraordinary rigours of the job, but only a few acknowledged the fact in their dealings with us.

Te Maunga

In 1962 Te Maunga was the main shunting yard in the Bay of Plenty: there was no cut-off line from the north to Mt. Maunganui. Trains from the north were broken up and new trains were marshalled from the incoming train. Wagons were taken from the Tauranga yard on 35 shunt and rakes of vehicles shuttled out from the port at Mt. Maunganui for trains to the north and south. There would then be trains made up for Kawerau and Taneatua.. Tonnage for the Tauranga yard would go back on 35 shunt at the end of the shift.

Trains from the south went through the same process, those from Kawerau had tonnage mainly for the port.

The time between trains was filled in by playing cards, euchre, five hundred, crib and sometimes other card games. There could be up to eight players, with the three shunters, the number taker, train examiner, station agent, a train crew and guard if the train was made up early and of course the shunt engine crew.

Shunt Locomotives

In 1962 the diesel mechanical 200hp Gardner engined Dsa was the shunt loco in use at Tauranga, Te Maunga and Mt. Maunganui, with one each at the former two and two at the latter. They were reliable but not designed for the loads we were handling. When there were more than four loaded wagons to transport between Te Maunga and Tauranga 25kph was rarely achievable. On the shunt they were a reasonably quiet and comfortable loco, but on the main line 40kph was their maximum speed and that was a noisy, uncomfortable, bone shaking experience. The e'drs rarely went that fast, only when they were in a hurry for something special did they put themselves and the fireman and shunt crew, for they usually were crammed into the cab for a crew change, through the discomfort that would entail.

Towards the end of the 1960s Te Maunga and then the port were allotted the diesel electric Dsc locos with two 200hp engines at each end. A large central cab with plenty of glass, more power and more adhesive weight made for a much improved all round performance.

After steam engines were eliminated from the Bay of Plenty, the General motors Db was used when a Dsc broke down. If that happened at the port, they took our loco and we used a Db. The Db was quite a good loco on the shunt if, like the Dsc, the brakes were adjusted right up. With both, but especially the Db, I checked the wear of the brake blocks before leaving the depot. If they were even half worn, that would not allow me to shorten the brake piston travel to 35mm and so I changed the brake blocks there if there was time, if not I threw enough on the loco to change them at Te Maunga. As far as I know I was the only e'dr to do this, but it made shunting a lot quicker, easier and less stressful. Stopping six hundred tons with just the engine brakes was not

easy, and trap points were waiting for a misjudgment by the e'dr.

A DAY IN THE LIFE OF A FIREMAN

In the Depot

I could always be relied upon to be five minutes late, which still left plenty of time to prepare my part of the engine and myself for the shift, so long as nothing went wrong. First I checked the blackboard for the engine number, then grabbed my case out of my locker and nipped out to the engine. Straight away I checked and tested the water level in the gauge glasses. Testing was done, by opening and shutting the drain, steam and water valves in the right sequence.

Opening the blower valve, I then checked the steam pressure and the state of the fire. Both injectors were then checked, for if one was not working the engine was failed. When the e'dr made an appearance, most also checked the water level and glanced at the steam gauge.

Ideally the cleaner should have spread the fire, which had previously been banked, and then built up the firebed, especially in the back corners. The water level should show half a glass and steam about 150lb psi. Sometimes the cleaner was slack and then I would get stuck in, as there was still plenty of other work to be done. Getting a can of oil from the oil store, I filled the hydrostatic lubricator in the cab, at Tauranga all our engines had them until 1966 when a few Ja.s arrived with mechanical lubricators, which were situated outside the cab, on the running board above the cylinders. All the cab windows were cleaned, using pumice powder and cotton waste.

Most firemen did not check that the smokebox door was fastened securely, but I always did, not because I was particularly conscientious, but an air leak around the door could make a significant difference to the amount of coal I moved. It was kept tight by a nut on each of fourteen toggles around its rim. J. loco's also had a trapdoor at the bottom of the smokebox for removing soot and cinders, that also had to be securely shut. Those jobs were done between doses of shovelling coal to build up the fire, and operating the injector to control the steam pressure.

Back in the shed office there was paper work to be done. There is a saying that an army would come to a standstill without paper, this is certainly true about railways. The e'dr and I checked the fifteen to twenty 'Train Advices', then signed for and collected the half dozen or so pertaining to our shift. The T.A.s covered speed restrictions, timetable amendments, special trains, over gauge loads and anything else affecting that section of the track on the day.

The e'dr may want to place the engine over an inspection pit and need my assistance to adjust the brakes.

By the time we were ready to leave the depot I may have put over half a ton of coal in the firebox. If the e'dr decided the tender needed topping up with coal and water, we would proceed to the coal heap and use up more time. Before moving out of the depot I swept the floor, hosed down the inside of the cab, the tender front and the coal. I wiped down the boiler front and all the various handles and then washed and cleaned myself. It was hopeless trying to stay comparatively clean in a dirty cab. We were allowed forty minutes to do all this.

The case that I carried onto every engine contained a brush, billycan, cotton waste, soap, food, teapot, rulebook and working timetable. Most firemen and e'drs had a leather bag, specially made for them. The leather, four millimeters thick, was cut from the hosebags which connected the trackside water tanks to the tender filling openings when taking water. As the hosebags got progressively shorter it became increasingly harder to take water, because the sheer pressure of the water kicked the shortened hosebag up out of the tender. If we were to hook onto the train at Tauranga, I had to build the fire and get it hot fairly rapidly and then inject water into the boiler to keep its pressure at less than 200lb. psi. I did not want the safety valves lifting and wasting steam, water, coal and my energy.

On the Main Line

A shunter was supposed to pilot us from the shed, through the yard and onto the train. It was not unusual for me to do this if no shunter was around, in any case I checked the coupling between engine and train to see that it had been done correctly. If the train was late arriving, or we were to start it from Te Maunga or Mt. Maunganui, I organised my fire at leisure.

On the whole our e'drs were pretty good and drove in the most economical manner, which meant that they were looking after the fireman. Before leaving, the guard came up to the engine and gave us a train list, showing tonnage, length (number of axles), and any unusual loads. We confirmed crossing places with oncoming trains. I kept a lookout for the train examiner signalling the brake test and then when a green signal was displayed ahead, looked for a 'rightaway' from the guard. Each signal seen by the crew was called by both to ensure the other was aware of its display.

Leaving Tauranga going north, the running was near to level until Te Puna, which allowed the engine to heat right through before the hard work began. I fired just enough to keep building the fire to a depth of about 200mm. Theoretically, the way to fire was throw three or four shovelfuls into the firebox frequently, which meant the fireman was up and down like a yo-yo. I preferred to double that amount while on my feet, and do it less often, as did most firemen

Apart from having longer periods sitting down, I could better organise keeping a lookout on left hand curves, level crossings, stations, signals and when approaching track workers. As it was a crime not to look out at those places, the time firing, and operating the injectors was quite limited in some areas. We also had to frequently look back and check that all was well with the train.

Knowing the road was essential, so that I could judge where to put on a big fire when a steep climb was imminent and a series of potential hazards meant I had to put my head out of the window and keep it out for some time checking the track ahead. When working hard the goal was to keep the boiler pressure within a couple of lb psi. of the safety valve setting, which was 200 lb psi. on a J.

The Road North

The first real grade going north was out of Te Puna Station, where for over a mile the engine was worked with full throttle and long cut-off (steam ports open wide). As the train slowed the exhaust became loud and spectacular: the fire was white hot and if I did not withdraw the shovel swiftly when firing the hair would be singed off my arm.

Short banks, such as that at Te Puna were a feature of the line all the way to the bottom of the Athenree Bank. It was not necessary to put on more than a couple of fires while ascending the banks, firing while working hard let too much cold air into the firebox. I opened the blower and the e'dr closed the regulator at the crest, gradually the train slowed to a crawl and had just enough momentum to keep rolling until gravity took over and it gathered speed downhill. This technique saved coal, water and brake wear.

Highly paid experts have recently recommended, after expensive research, as the above being the most economical way to drive a train where speed is not important. We knew and practiced that technique fifty years ago.

I had to ensure there was plenty of water showing in the gauge glasses when going over the top, as the incline of the boiler showed a false level. When the engine pointed downhill, the water flowed to the front of the boiler and dropped six or more inches at the back. If the level was already low, the crown of the firebox would have been exposed, causing extensive and expensive damage to the crownsheet. On the downhill run, with the blower lightly on, I still fired lightly and then put on a bigger one, maybe a dozen shovels, ready for the next climb. As the e'dr opened the regulator I shut off the blower and injector, closed the firehole door, which had been left partly open to keep the exhaust

clear of smoke. I then sat back to enjoy the moment, of noise, heat, smells, vibration and the feel of the engine thrashing its way uphill. The challenge, the control and the accomplishment; something I will never forget.

Athenree Bank and its tales are covered elsewhere. At the crest the gentle downhill run from Waimata ended just before Waihi. The final approach to Waihi was a nasty half mile of steep uphill gradient, which sometimes caught firemen out if they had allowed the fire to get too thin, or the steam pressure to fall. Waihi Station was on a plateau and the approach from Paeroa also had a short sharp final ascent.

Shunting en route was very much a part of the scene: at manned stations, such as Katikati and Waihi, we usually picked up or dropped off wagons. At odd times shunts were needed at unmanned stations along the line. Crossing trains at unmanned stations meant the fireman had to walk forward and set the points when his train arrived first.

Most crew changes were organised to occur where the timetable had trains crossing at Waihi or Waimata. A lot of Frankton crews wasted time on the outward run so that they did not have to take their train up through the Karangahake tunnel. Consequently it seemed to me that Tauranga crews did more than their fair share of enduring the traverse of the tunnel uphill. We did make more overtime because of their reluctance to tackle the grade and tunnel between Paeroa and Waihi.

A funny thing, human nature. Whilst stationed at Frankton, the Tauranga crews were known as those Tauranga 'bastards'. This was because it was alleged that they hung back to make the Frankton crews travel further than they should. I had been in Tauranga only a few days and the Frankton crews were now the Frankton "bastards" and we were the good guys.

To be continued

The following article comes from The Old Machinery Magazine produced by Jarrah Media of Australia. Editor, Michelle Zavone has generously allowed me to reproduce this article in our mag, many thanks Michelle. Any further information can be obtained from www.tomm.com.au Ed

FODEN WAGONS

On the Western Front

WWI

ARTICLE BY TIM KEENAN



World War One Foden No.7768 at the 2017 Great Dorset Steam Fair - seen from the driving side.

In May 1918, five Australian Army Corps, under the total command of Lieutenant General John Monash as GOC, made history as the Australian Imperial Forces went in to action to achieve some of its greatest victories south of the Somme River, in the rolling fields of Picardy, France, forcing back the German Kaiser's retreating armies.

I am sure this will be remembered with great pride in Australia in this 100th anniversary year, as John Monash, later General Sir John Monash (1865-1935), was a much respected and distinguished Army commander, loved by his men, and a holder of many War decorations. To remember these important

times, I looked through my World War One photographic archives and discovered an historic vehicle picture. This tells a story not much known today.

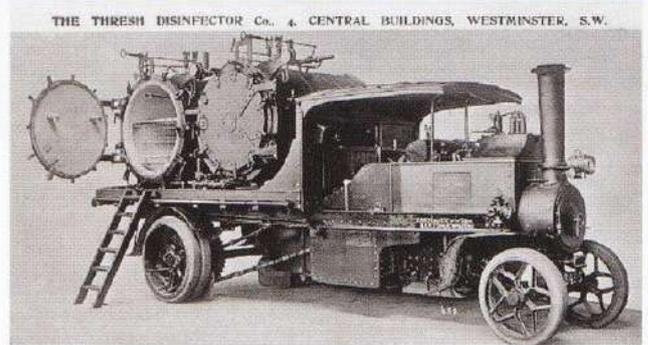
It is well known that the French Emperor Napoleon Bonaparte said, "an Army marches on its stomach" meaning

soldiers do not fight well without a good daily feed - this quote is also attributed to Fredrick the Great, King of Prussia. It is also well known that to keep their morale going, an Army also needs to have clean uniforms on a regular basis.

All over the Western Front and north Italian battle field areas, as well as other fronts in the Middle East at this time, as the conflict progressed and conditions steadily got worse, the British Government devised and introduced a method whereby when the soldiers left the Front Line trenches, with the horrendous conditions of mud, human waste, and other detritus of War, their uniforms and other clothing including bedding, were thoroughly cleaned to eradicate the verminous lice and other devilish mites which plagued all the Tommies and contributed to the poor conditions and helped spread diseases - all of which impacted on the effectiveness of the fighting forces. This was, of course, a huge operation with the many hundreds of thousands of military personnel on the Front which included the Australian Digger - War has always been a lousy business!

In 1904, the Thresh Company, who had offices in Westminster, at 66 Victoria Street, in central London, applied for a British Patent for an improved disinfector - a device which used hot steam from a boiler that was channelled into sealed chambers to fumigate infected clothing and bedding. The company, under the name of Summersides Ltd, had their Phoenix works at Keighley, west Yorkshire, where the Thresh Disinfectors were manufactured. The disinfectors were well known to the War Office as well as Crown Agents, and were known to have been sold in some numbers for use in the British Empire colonies. They were also supplied to Rural District Councils and hospitals.

Mainly during the 1900s, they were mounted on a specially designed type of horsedrawn 2-wheeled cart, with a single horse used for ease of movement, though they could be



View of our size "QO" "Quest" Disinfectors mounted on Steam Wagon, a number of which have been supplied to H.M. War Office.

"SILVER THIMBLE" (No. 4).

▲ A World War One period postcard by the Thresh Disinfector Co. London showing the set-up of the sterilising ovens.

installed as a static unit (a 4-wheeled cart was also offered). It was insulated with wooden slats on the outside to keep in the heat for efficiency of use, and was of an oval design. The clothing and other items to be treated were put into a purpose-designed basket which closely fitted the interior of the disinfector. They had their own furnace at the bottom of the oval boiler.

One such example is in store at the well-known Beamish Industrial Museum in the north-east of the UK, and another resides in an Army museum at Quetta, India.

The (British) Army Service Corps (ASC) ran most of the transport on the Western Front and had many sections; one of great importance was the transport of clothing for the Royal Army Clothing Department. They had a huge amount of differing vehicles in both steam and petrol, which numbered over 38 makers, including British, French, Italian and American manufacturers. I would suggest that this **Continued over...**

British Tommies, somewhere on the Western Front in France, with a single horsedrawn unit at Camp Anglais at L'Etuve.



Camp Anglais - L'Etuve - C.B.

FODEN WAGONS

On the Western Front **WWI**

Continued... would have been quite a serious headache when ordering spares? However, vehicles which could carry the greatest loads at this time were steam wagons.

So with most British makers being used, the famous firm of E Foden, Sons and Company Ltd, Elworth Works at Sandbach, Cheshire, in the north-west of the UK, were without doubt, the most prolific, with the Sentinel Steam Waggon Company of Shrewsbury coming in a close second.

Edwin Foden commenced trading in 1856, as a small agricultural machinery concern and proceeded to build stationary steam engines. By 1899/1901 they outshopped their prototype steam road wagon which achieved some success in the famous War Office Trials of 1901. Traction engines were also produced up until 1914 but were discontinued at this date. It is known that a fair number before that year were shipped to their well-known agents, Langwill Bros and Davies Pty Ltd, Melbourne, and were considered top quality by users, both in single cylinder and compound configuration.

The Foden 5 ton steam wagon was fitted with two road speeds (though 3-speed versions were also used) and, early in the War they were shod on steel wheels. Later, they were supplied with solid pressed rubber tyres for an easier ride and less road shocks to the vehicle. They were much favoured by the ASC for the fitting of these Thresh Disinfectors (a type of Autoclave as we would know them today). Two were fitted to the Foden's rear tray and steam, at around 200lb per sq.

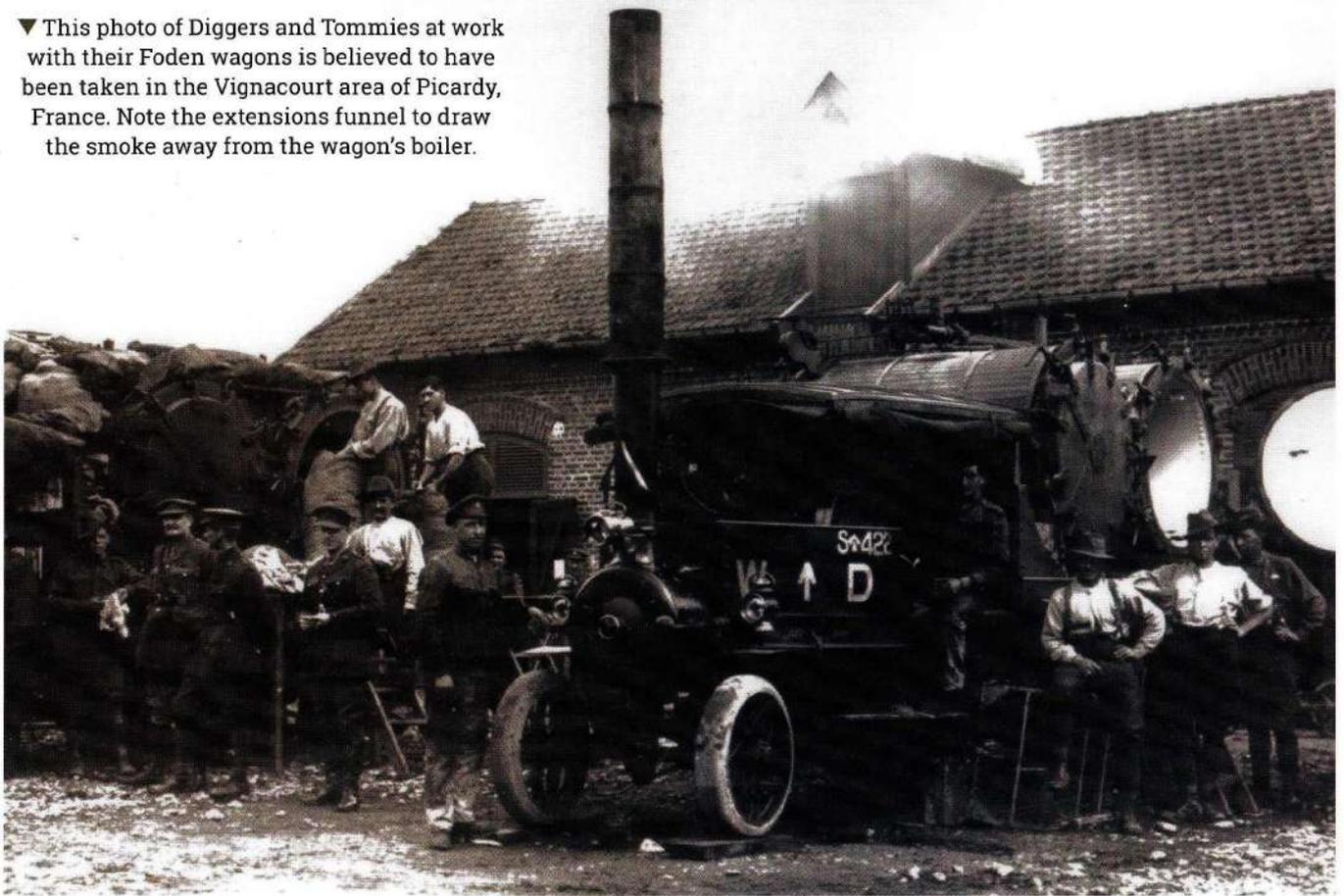
inch, was supplied to them via a steam takeoff from the boiler. The heat from the steam not only eradicated the vermin, in particular lice, from the material but also dried it.

Some of the American troops later in the War, complained that this device was really too efficient, as it melted the buttons on their tunics! These Thresh units were also in use by the 26th Infantry Division (or Yankee Division as they were nicknamed) of the American Army on the Front, when they arrived in some numbers in France in 1917. It is known that a hundred of these Foden steam wagons were fitted with Thresh Delousing Chambers and all had two chambers mounted at the rear of the trays.

By 1918, at least 90 were at work on the Western Front, with five in Italy and three in England according to various reports. It is known that the first Australian Imperial Force soldiers moved into the Somme valley in July 1916, and soon the small town of Vignacourt was completely filled up with them, including as a home to the 61st Casualty Clearing Station where many Diggers were treated for their wounds - there were also large Australian camps very close by, at Pernois and Flesselles. These rest areas were on the south Somme and were a huge training area (not in the battle fields) used by all the Allies, where soldiers trained and rested, and were supplied with new uniforms, as well as personal items.

Although it is not known where the photo of the Diggers and the Foden wagon, fitted with the Thresh Disinfecter, was taken, it is likely to be in this area of these small villages? Today, this district of Picardy still has very strong connections to the Anzacs. This part of France is north-east of the city of Amiens, and it is also interesting to note that the famous Australian World War One historian, Mr Charles Bean, had his Australian

▼ This photo of Diggers and Tommies at work with their Foden wagons is believed to have been taken in the Vignacourt area of Picardy, France. Note the extensions funnel to draw the smoke away from the wagon's boiler.





▼ World War One Foden 7768 at the 2017 Great Dorset Steam Fair, note the correct livery.



▼ A close-up of Foden 7768's front smokebox with its special spring buffers.

War Records section at Vignacourt, which was connected to the 1st ANZAC Corps Salvage Section. He collected many War items which today, form part of the Australian War Memorial's massive collection at Canberra.

Foden 5 ton wagon, Build No. 7768, built October 1917

The 2017 Great Dorset Steam Fair held annually at the end of August, around a three hour drive west of London in the rolling hills of the West Country, is a fantastic event. Set out on farm land, the rally grounds cover over 600 acres (242ha) and has a large replica layout of World War One trenches and a Cavalry remount depot. It is an event with much going on, and one is hard pressed to see everything, even in a couple of good long days. Starting in 2014, the management decided to request owners of World War One vehicles to attend the rally to commemorate those used in World War One; owners have risen to the challenge over the last few years and will continue in 2018 to bring some very rare and interesting vehicles to this rally site.

One in particular, Foden wagon, No. 7768, is certainly the only one existing from the Great War era in original order that was displayed at last year's event, though of course there are many Foden steam wagons in the UK in preservation today. Foden 7768 was shipped to France in 1917 and today carries a road-registered number plate, M 8562, which is quite possibly an age related plate. This engine was originally supplied new to the WD Roads Department to haul stone for effecting repairs to the roads behind the Front Lines. It was a huge and continuous effort by the lads operating these wagons as the roads were in constant need of repairing and upgrading, with some working very close to the Front Lines. Sometime in 1919, the British held a number of WD disposal sales in France (as they did in the UK) and this wagon was purchased by a Chicory producer in Cambrai in the heart of the battle fields area, who used it until 1948 when it was sold off to a local scrapyard. It is not known what it was used for by the grower but it is likely that it was used for soil sterilisation.

By 1976, it was purchased by an English steam collector and returned to its homeland after 59 years working and resting in a foreign land. It was restored at the well-known Kew Bridge Steam Water Pumping Station, now a museum in west London over a number of years.

Foden 7786 sports many original features from its World

War One time. It has the original screw type rear tipping body to WD specifications i.e., high sides with the legend painted in white lettering, "Load not to exceed 5 tons" - which I am sure was exceeded many a time when a big battle field push was on! The tipping body was operated by a belt drive off the pulley on the flywheel on the left-hand side of the crankshaft, with the screw gear mounted on the rear of the cab. Perhaps more interestingly, it still has the twin spring-loaded buffers attached to the smokebox which butt up to the wagon's chassis to take the shocks. These buffers were fitted to many such wagons for use in railway yards and docks operated by the Inland Waterways and Docks section of the Royal Engineers, to move trucks around - this wagon is the only one known today with these features. The cab also has a very nice period black-painted klaxon, fitted to the small wooden tool box at the rear of the cab, a fitting hard to find nowadays. A set of period paraffin side oil lamps complete the picture though many were supplied with a large oil lamp mounted on a bracket at the base of the chimney.

This Foden is painted as it would have been during the War, in War Department light khaki, making it a very distinctive vehicle. It is not known if the white lettering on the motion side aprons, S1917, was the number it carried when operating on the Western Front, but it is known that there are many wagons painted with similar lettering and numbers which, of course, operated effectively as the WD registration numbers, for instance S1254, S155 and S1422 (the vertical arrow is standard). An average daily journey with a load of 4 tons was considered to be 25 miles (40kms) firing on coal. Also, on the left-hand side of the chassis at the front, there is lettering that indicates the allowed road speeds of the wagon - on steel shod wheels it is 5mph and on solid rubber tyres it is 8mph.

The Army Service Corps Mechanical Section ran extensive training courses for drivers and their mates in the operation and maintenance of their charges, and there were huge workshops in the rear areas of the battle fields to repair and service many kinds of road transport vehicles. It was taken very seriously if anyone was found not following the correct procedures and they were dealt with most severely; after all the vehicles were the King of England's property (King George V)!

This article is respectfully dedicated to all the lads of the Australian Imperial Forces who served King and Country during World War One - Heroes All! *Tim Keenan



TMMEC 2018 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	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	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31								
MAR		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								
APR						1 - Easter	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		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								
JULY						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				
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	31				
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	31								
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 – FIRST SATURDAY OF THE MONTH
- WORKING BEE – LIGHT MAINTENANCE LIST – TRACK TIGHTENING, VIADUCT BOLTS, PAINTING
- COMMITTEE MEETING – 19:00 START
- GENERAL MEETING – 19:00 START
- ENGINEERING TUESDAY -- 19:30 START
- OPEN WEEKEND
- CANCELLED
- AGM