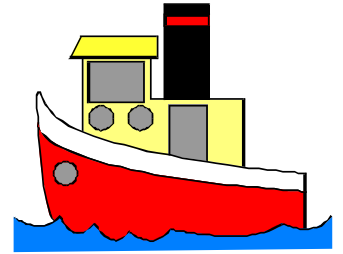




Wheels and Floats



Newsletter March 2018

TAURANGA MODEL MARINE AND ENGINEERING CLUB INC.

The Secretary
PO Box 15589
Tauranga 3112

Palmerville Station Phone 578 7293

Miniature Railway Memorial Park
Open to Public, weather permitting
Sundays in Summer: 10am to 4pm approximately
Winter: 10am to 3pm approximately
Website: www.tmmecc.org.nz

MEETINGS

General Members Meeting every first Tuesday 7pm.
Committee Meeting every second Thursday at 7pm.
Maintenance Tuesday mornings from 9am.
Engineering discussions Tuesday evenings 7.30pm.

COMMITTEE

President: Peter Jones 543 2528
Vice President: Russell Prout 5482881
Club Captain: Bruce McKerras 5770134
Secretary: Rachael Duncan
Treasurer: Owen Bennett 544 9807
Committee: Warren Belk, Shane Marshall,
John Stent, Jason Flannery
Bruce Harvey.
Boiler Committee: Peter Jones, Bruce McKerras,
John Heald, Paul Newton.
Safety Committee: Warren Karlsson, Bruce Harvey,
Peter Jones, Russell Prout, Mark
Duncan
Editor: Roy Robinson 07 5491182
royrobkk@gmail.com

CONVENERS

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

OPERATORS 2017

18 March D Harris
25 March B Harvey
1 April P Jones
8 April W Karlsson
15 April B McKerras
22 April R Salisbury
29 April N Bush
6 April M de Lues
13 April M Duncan
20 April B Fitzpatrick
27 April D Harris

Presidents Report

Sadly, I start this months notes by advising members of the passing of member Donald Hamilton on the 19th of February 2018 after a battle with cancer. Don started his working life with NZGR at Frankton as a cleaner and qualified as a fireman during the steam era. My association with Don started when I transferred to Tauranga as locomotive Maintainer in 1970, Don was a locomotive assistant, our common interest in railways and in particular steam locomotives formed a friendship. In 1973 the Tauranga Historic Village purchased a steam locomotive from Portland Cement works with the intention of using it to haul a train around the village, it arrived one Monday morning on a well wagon in the Tauranga yard and immediately sparked my interest to enquire what

was it here for and the founder of the Historic Village Noel Nicole advised they were going to build a railway and use the locomotive to haul a carriage around the Village, obviously I asked, "In Steam?" "No" was the reply "we are going to cut into the boiler and fit a diesel engine," My reply, "Like hell you are!!"

That started a three year project working 3 Sundays out of 4 for three years by a group of the most unlikely supporters, about 15 railwaymen from the depot who mostly were not railway enthusiasts, but railway men who had an interest and practical experience in the operation of steam locomotives. Don was one of the first to put up his hand to assist. When the project finished and L Class 508 was running at the Tauranga Historic Village, in steam, Don was on the roster to drive and fire the locomotive. 6 of those 15 volunteers formed the Tauranga Model Engineering Club, later combining with the Tauranga Model Marine Club to form the Tauranga Model Marine and Engineering Club Inc. in 1979.

One of those 6 was Donald Hamilton, he was involved with our club in those early years serving on the committee taking up the position of Club Secretary for a couple of years. Don had a passion for steam, he was well read, had an interest in trees amongst a lot of other things, he had an amazing knowledge in that field, supporting tree croppers throughout New Zealand. I know his history well, we stayed friends for all those years. I was delighted when Don started to get involved again with our club over the last two years, however he was able to do this because he had retired from Railways due to failing health, if he had still been in good health today he would still be working for Kiwi Rail. Don's Funeral service was well attended by his fellow railway men, in fact Kiwi Rail Servicing Depot at Mt Manganui was closed on the day of Don's Funeral service so the staff could attend his service, such was the respect for him by his past railway workmates. It was great knowing you Don.

The planned new year get together went ahead at Bruce Harvey's residence, as always a great event enjoyed by all, thank you Bruce for your hospitality and thank you to all that assisted on the day, especially Jean Flockart and Master BBQist. John Stent who looks great in an apron, Master Chief watch this space.

We have gained quite a number of junior members recently which is nice to see, bringing younger members into the hobby is extremely important and is part of our club purpose. At our last committee meeting there was quite a discussion about how we manage young members during the various club activities, making sure they stay safe and stay interested, it is not at all a simple task. What all of our members need to be aware of is that any child under 14 has to be supervised by a parent or guardian at all times, which means we are not set up as drop off point for enthusiastic youngsters. When there is an enquiry about a youngster joining our club, the

parent or guardian must understand that they come as a team, mum or dad or guardian must be part of the package if they are under 14, please understand, that if you are approached by an enthusiastic old trying to get their children involved, they must understand we require them to become involved also.

Safety is everyone's responsibility in all our clubs activities, if you see something that worries you then approach the person and say that you are concerned about their safety. During the operation of our railway remember the Duty Operator is in Charge, he is not a mind reader and cannot be in every place at once, make sure he is aware of what you plan to do, or if you have any concerns during the day.

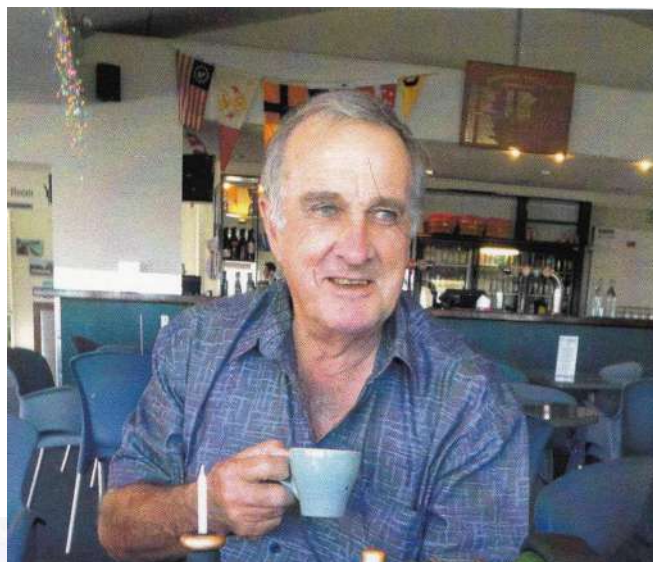
Finally, the AGM is fast approaching, there will be nomination forms for committee on the table at Palmerville Station, if you are interested in nominating yourself for any position, don't be shy, find someone who will support your nomination, fill in the form and pass it onto the secretary.

Best wishes

Peter Jones.

Don Hamilton a Foundation member of TMMEC

A pencil drawing by the late Don Hamilton.



Forthcoming Events

Hamilton Model Engineers 17th—18th March Annual Open Day
TMMEC AGM 19th May More info in the next months mag
(See the year planner at the end of this mag)

Show and Tell



Ashleigh Grant's loco with Baker valve gear showing the actual valve mechanism.



Jeff Hallam's scratch built Double Fairley as discussed November's months mag.



Russell Prout's tools for rerailling carriages and locos.





Thames Small Gauge Rail. Damage from the recent storm which is going to take more than a Saturday morning to repair!!!!!!!!!!!!!!!!!!!!



A & G Price Ltd

The following article is a continuation Decembers instalment. Thanks to Graeme Carter of the NZ Rail Observer for allowing me to use it in this magazine.

THE T^R ERA

In mid-1956, NZR placed an order on A & G Price for ten 107hp (15 ton) and five 150hp (20 ton) diesel T^R shunting locomotives. On 14 November the same year, the Minister of Railways took delivery of the first locomotive, a 107hp model, appropriately numbered T^R100. To assist with the construction of these locomotives A & G Price engaged R J (Reg) Gard as a consultant. Reg had recently retired as NZR's Assistant Chief Mechanical Engineer, and at Prices designed and supervised the building of the T^R Class.

On completion of this order a further ten 153hp T^R locomotives were built for NZR, with deliveries starting in December 1959 and finishing the following December. Another five 153hp T^R locomotives were built for NZR between July 1962 and March 1963, followed by an order for five 107hp T^R locomotives which were delivered between November 1963 and March 1964. Prices' final order from NZR was for four 107hp T^R locomotives which were delivered between December 1965 and March 1966. The last two orders were for diesel-hydraulic locomotives, whereas the previous orders were for diesel-mechanical locomotives. Over ten years A & G Price supplied 39 T^R shunting locomotives to NZR.

THE T^R DESIGN FOR INDUSTRY

Following the success of the T^R design, similar type locomotives were supplied to New Zealand industries. Starting in 1958 with a 107hp diesel-hydraulic locomotive for Glen Afton Collieries, the last locomotive, also a 107hp diesel-hydraulic, was supplied to Borthwick's freezing works in Feilding in 1969. All the locomotives had a 0-4-0 wheelbase, except for four which were 0-6-0.

In 1964 a 25 ton diesel-hydraulic 150hp locomotive was delivered to Milson Lime and cement in Dunedin. In 1965 N Z Forest Products at Kinleith purchased a 344hp diesel-hydraulic locomotive. Weighing 35 tons, it was the largest diesel locomotive built by A & G Price. In 1968 N Z Steel at Mission Bush took delivery of a 307hp diesel-hydraulic locomotive, and a 315hp diesel-hydraulic locomotive was supplied to Pacific Steel at Otahuhu. All these locomotives had a 0-6-0 wheelbase.

Over ten years A & G Price supplied 16 shunting locomotives to industry.

In 1971 A & G Price built their final locomotive, and this was for themselves. It was a 0-4-0 with a Ford Thames motor and a tall cab, of a design similar to those built by Prices in the 1920s.

As well as building industrial shunting locomotives, A & G Price also overhauled diesel locomotives, and this work continued into the 1980s.

RAIL EXCURSIONS

Since the 1950s there have been several railway excursions to Thames, and invariably each has included a visit to the works of A & G Price. Perhaps the most notable excursion was run by the Railway Enthusiasts Society from Auckland on 18 April 1964. An account of the day featured in the spring 1964 issue of *Development*, the journal of the Cable Price Downer group. The article is reproduced below.

‘Few locomotive manufacturers have been as versatile as A & G Price Ltd of Thames, New Zealand. During their history they have designed and built almost every type of steam locomotive and small diesel, from industrial switchers to the large Pacifics of the NZGR.’

So said Thomas T Taber and Walter Casler – quoted by K I Bullock in his fascinating story of the railways and the Thames goldfields – ‘Steam at the Rainbow’s End’.

The two Price brothers built their first steam locomotive for the Wairongomai tramway in 1883, and no other private undertaking in New Zealand can match the contribution made by A & G Price Limited to the railways in this country.

It was fitting therefore, that the Railway Enthusiasts Society Inc., should decide to give their members what will be their last opportunity to travel over the Auckland-Thames line behind a coal-fired locomotive, built by Prices, by arranging an excursion to their Thames works.

On Saturday, April 18, some 450 members of the Auckland Branch of the Society chartered a special train for this purpose which was hauled over the route by J class 4-8-2 and A^B class 4-6-2 coal-burning locomotives.

Both management and staff at Thames went to considerable pains to make the visit of the railway enthusiasts an unforgettable experience. A conducted tour of the Works under the guidance of staff members included a visit to the locomotive shops where three NZR locomotives were being overhauled.

The Wagon Repair Shops with their extensive programmes of repair and rebuilding of La wagons was also on the list of attractions, and one of the highlights of the day was a full scale steel melt which was specially arranged for the members’ benefit. To ensure that everyone had as good a view as possible as the molten steel was poured from the electric furnace, a temporary stand was erected in the Foundry.

Afternoon tea was provided for members of the Society at the staff canteen and before the members entrained for their return trip to Auckland a hearty vote of thanks was passed to the A & G Price management and staff who had done so much to make the day a memorable one.



Above: The first 0-6-0 shunter built by A & G Price was for Milburn Lime and Cement Co of Burnside, Dunedin, in 1964. Bob Meyer photographed the locomotive in the Wellington railway yards on 11 January 1965, enroute to Dunedin. This photograph is from NZRLS Archives.

Below: A^o699 is the pride of Pleasant Point Museum and Railway. Built by Prices in 1922, the locomotive was written off by NZR in March 1968. Bryan Blanchard photographed the splendidly restored locomotive at Pleasant Point railway station on 10 April 2010.



OTHER ENGINEERING WORK

Rail was not the only heavy engineering work done by A & G Price. Much work was done with the forest and steel industries as well as repair work for a wide variety of businesses.

In an attempt to diversify, A & G Price in 1930 purchased the Australasian rights to manufacture the Doble Steam Bus. These buses were being built in the USA at that time. Four buses were built, with the first trialled by the Auckland Transport Board. While it was fuel efficient, it was too heavy for New Zealand roads. For Prices the venture was an expensive failure.

In the late 1930s Prices began building road graders to a design of the Public Works Department. Over 100 were built with production tapering off after 1945.

A branch was opened in Auckland in 1906 and did much ship repair and ship building work (trawlers, barges and tugs) as well as general engineering. Later a large electrical switchgear construction business was established. In 1965 this branch built a mile-long conveyor system for Wilsons Portland Cement at Portland to link their limestone quarry with the cement works. This conveyor ironically helped in the demise of the private railway at Portland in the 1970s. The Auckland branch also held a number of agencies for overseas manufacturers.

Another branch was established in Rotorua to service the forestry sector and included the manufacture of sawmilling and logging equipment as well as specialised machinery for the pulp and paper industries.

Both Auckland and Rotorua branches were consolidated at Thames in the 1990s, and Thames gained major contracts in the construction of frigates for the ANZAC Ship project. Since 1991 A & G Price has supplied syndicates for the America's Cup yacht challenge with keels and bulbs for yachts competing for the Cup.

The cessation of work from N Z Railways did not stop Prices' involvement in the rail sector. Rail work carried out since the late 1970s has included

- Building nine brake cars and 82 phosphate wagons for the 915mm gauge railway in Nauru. Each wagon had a capacity of 4.5m³ of ore.
- Refurbishing 31 former *Silver Star* carriages for the Eastern and Oriental Express, a luxury passenger train that operates between Singapore and Bangkok. The work included altering the bogies to metre gauge, lowering the bodies so they would fit the loading gauges of Malaysia and Singapore, and removal of blue asbestos.
- Reconditioning wheel sets and gearboxes for Auckland's diesel multiple units
- Refurbishing bolsters and side frames for Toll Rail
- Manufacturing for Avteq of Melbourne new 6-wheel bogies for locomotives in the mining industry
- Casting wheels for Driving Creek Railway

Rebuilding or manufacturing components for locomotives belonging to heritage railways.

CHANGING OWNERSHIP

Alfred Price died in 1907, his brother George passed away in 1917, and John Watson the following year. The management then passed to the second generation with Will (son of Alfred) as Chairman and Managing Director, George Junior (son of George) as Thames Works Manager, Harry (son of George) as Auckland Works Manager, and Ted and Peter Watson (sons of John).

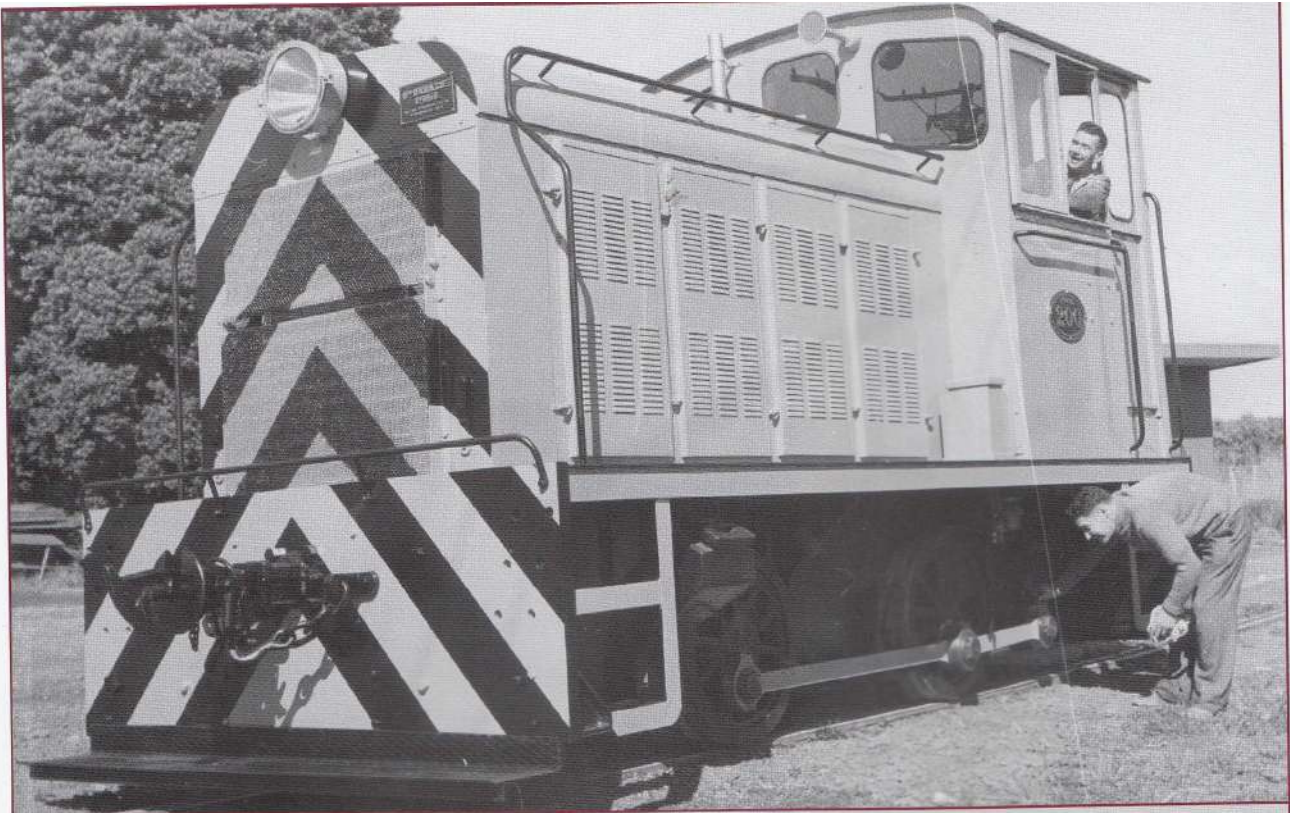
By the late 1940s the need for more capital to expand A & G Price was becoming apparent, and Will and George were considering retirement. On 11 July 1949 Will stepped down as Chairman and Managing Director and was succeeded as Chairman by Garnett Mackley, former General Manager of N Z Railways and Earl Brodie as Managing Director, who was previously General Manager of A & G Price. Later that year A & G Price Ltd was taken over by Wellington engineer, William Cable Holdings Ltd.

In October 1954 the civil engineering and contracting business, Downer and Co Ltd, was taken over and William Cable Holdings changed its name to Cable Price Downer Ltd. Cable Price Downer became a diversified manufacturing, distributing and construction group throughout New Zealand. In 1988 this company came under the control of Brierley Investments Ltd, who then proceeded to break up the business. In 1993 many of Cable Price Downer's subsidiaries, including A & G Price, plus other Brierley companies, were floated as a separate public company, Skellerup Group Ltd. Within four years Skellerup Group was in financial difficulties. A & G Price Ltd was owned by Tiri Group of Auckland at the time of the Price liquidation. The Tiri Group owns many of the companies that were previously owned by Skellerup.

DIFFICULT TIMES

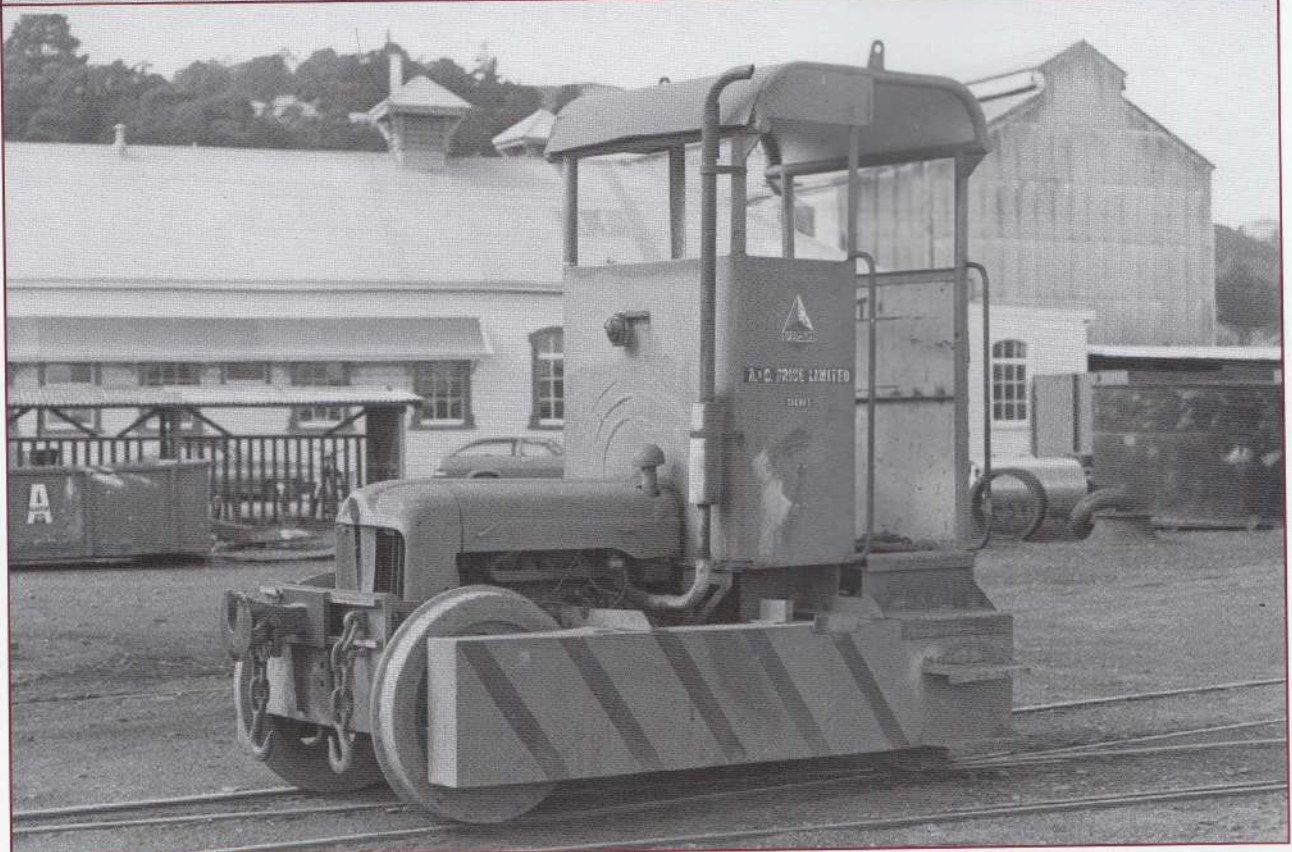
In the months prior to liquidators being appointed, A & G Price Ltd suffered a significant downturn in business and profitability which severely impacted on its cashflow. Much of the company's engineering work was exported and Prices experienced difficulties gaining work in competition with low-wage economies.

A & G Price Ltd had a proud history of heavy engineering in New Zealand over 149 years and will be remembered for its quality work, particularly the rail-related sector.



Above: Price 107hp diesel-hydraulic model 5 locomotive, maker's number 200, at Thames ready for delivery to Pacific Steel, Otahuhu in 1961. The Thames Star took this photograph which is in the NZRLS Archives.

Below: The last locomotive built by A & G Price was their works shunter, built in 1971. EJ McClare photographed the shunter in the works yard on 21 August 1980.





Above: When members of the Railway Enthusiasts Society visited A & G Price on 18 April 1964 they were treated to watching molten metal being poured from an electric furnace. It is interesting to note the lack of protective clothing worn by the operator. Photograph: Peter Baker, Graeme McClare Collection

Below: This photograph shows one of the workshops at Thames. This photograph appears in a 1970s era A & G Price catalogue, which is in the NZRLS archives. Although the photograph is not dated the locomotive in the centre of the photograph dates the image. F40 was built by Avonside Engine Company as a steam locomotive. From 1876 to 1934 it was operated by NZR. In 1934 F40 was sold to Stuart and Chapman at Ross who used it until 1948 when F40 was converted to a diesel locomotive. In 1968 the locomotive was sold to Caxton Paper Mills at Kawerau, but before entering service was overhauled by A & G Price.



PHANTOM LOCOMOTIVE FOR SALE

Winner of the Ikon Cup in 2016.

With great reluctance, "Southern Belle" is being offered for sale. This Locomotive was built by a fastidious model engineer, Mike Treloar.

Unfortunately Mike passed away recently and his family is now offering it for sale.

No expense was spared in the construction of the Locomotive. The tender is built from professionally TIG welded stainless steel. CNC cut oak was used for the cab. There is also skilful pin-striping on the cab, the tender and the operating LED headlight.

Everywhere you look it has top grade parts and workmanship. From the steam operated firebox doors (from the Franklin Railway Supply Co.) to a fully functioning steam pump.

This engine was constructed with a large boiler (with super heaters) and will be sold with a new boiler certificate. It has only been steamed up less than 10 times over the last 3 years. It has never been used to pull ride cars.

The locomotive will be sold with stands for engine and tender, plans and full array of tools for running the engine including cleaning products for the new owner to keep it in the pristine condition it is being offered at.

For further information including the asking price, please text or phone Shane Marshall at 021 421958.



Club Calendar

A few club members have been asking about play dates and locking in some dates so as they can make the necessary arrangements to be there, we have decided to give it a go.

Having spoken to Bruce McKerras he would like to go with the first Saturday of every second month, so I have noted these dates on a 2018 calendar.

I will call these the "official club playdates" but if for any unknown reason Bruce is unable to attend, please be helpful when your Captain appoints you as Lieutenant for the day.

In saying that, we all know what we are doing, we can get ourselves sorted if need be.

Also if you have any wants for the day please let me know, I will get it on a list and see what we can pull together eg: get steam ticket, learn a different loco you haven't driven yet, or even catch up on some club equipment.

Also, please all remember the club belongs to all. We have put on the calendar the first Saturday of the second month but this by no means, means these are the only club playdates allowed. If you have an engine in your shed and you want to bring it down on another Saturday, call a playdate yourself and rustle up some members to come and help you run it in.

Saturday working bees, another subject members have brought up, they would like to help out but work Monday to Friday, live far out of town, or would just like to be able to have more than 3 days notice so lock them in if you can.

We have also had junior members coming down to some Saturday working bees and find we are lacking in suitable tasks to give them, that is teaching them a bit of engineering. Its normally a bit of rush to make sure we are done for Sunday running. There are lots of light duty maintenance jobs we could be showing these guys instead.

I have suggested the first Saturday of the opposite month to do this. This will not be heavy track work (although the track guys will probably be up to something along these lines) but bolt tightening, painting etc. We have half a dozen juniors now who could be starting to learn maintenance of the track, not just driving on a Sunday. They have almost inherited the raised track now, they could be starting to look after it. We need a couple of experienced members to give them instruction, no grunt work required.

I will attempt to pre-empt these Saturdays with a list of juniors (their guardians as required) and some senior members, list of things they can do and make sure we have the gear available.

If you have any questions please let me know.

Next play date will be the 7th April.

Jason Flannery

