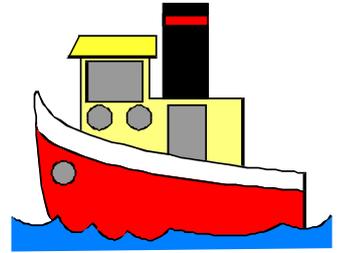


Wheels and Floats



Newsletter May 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
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
Secretary: Murray de Lues 027 3020930
Treasurer: Owen Bennett 544 9807
Committee: Warren Belk, Shane Marshall,
John Stent, Russel Prout, Clive
Goodley

Boiler Committee: Peter Jones, Paul Newton,
Bob Batchelor, Bruce McKerras,
John Heald.

Safety Committee: Warren Karlsson, Bruce Harvey,
Malcolm George, Peter Jones,
Marty Rickard, Brian Kincad

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

5 June B McKerras
12 June N Bush
19 June R Salisbury
26 June G Barns
3 July TBA
10 July B Fitzpatrick
17 July C Goodley
24 July B Harvey
31 July P Jones

Upcoming :

Club night 7th June
Committee meeting 9th June
Pub to Club Run 5th June Waihi Beach (see article page 8)

Club Shirts New Club Coloured Shirts (similar to Convention shirts) are now available at \$43.00 each
This includes Club logo and your name on the shirt.
Patches of the Club logo are available for \$8.50 each
Contact John Stent Ph 07 5793559 Email <jstent@clear.net.nz>

TAURANGA MODEL MARINE AND ENGINEERING CLUB INC
PRESIDENTS REPORT 21st MAY 2016

Welcome to the Tauranga Model Marine and Engineering Club year 2016 Annual General Meeting

It is my pleasure to present this report to you, covering our club status and activities over the last twelve months.

Membership

The following is a comparative list of membership for May 2015 and May 2016.

Membership	May 2015	May 2016
Life Members	3	4
Ordinary Members	59	57
Junior Members	3	8
Country Members	13	13
Honorary Members	10	9
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	88	91

There has been a slight gain in membership, the most significant being an increase in Junior Members. The acceptance of Clive Goodley as a Life Member raises the number of Life Members to 4. Life Membership has been a subject for discussion by committee in the past year, the general feeling that the current rule of 5% of the current membership is restrictive and will be reviewed during the rewriting of our rules. Some members have given service to our club for over 25 years and should not have to wait to be honoured.

Sadly member Eddie Evans passed away on the 1st May 2016, having been a member continuously for 33 years, contributing a huge amount to our club during his time with us.

Financial.

The operation of our railway supported regularly by our members continues to keep our club financially sound maintaining the usual benefits to our members, financing the many improvements made over the past year and the 2016 MEANZ Convention hosted by TMMEC.

Special thanks must go to Owen Bennett for the work he has done in helping with the smooth transition into GST and preparing the GST returns and monthly financial reports. Some things have changed in the area of reimbursement to members with the elimination of petty cash and the introduction of direct payments instead of cash and cheques. Our financial review has been carried out once again by David Kent, now retired, and we thank him very much for his interest in our club over the many years that he has been carrying out the financial reviews of our accounts.

The membership fees are to be set at this meeting for the coming membership year beginning 1st of June. New membership cards will be issued which include driving and operating certificates once subscription

payment has been received.

Marine Section.

Following the resignation from our club of Ken Fox we no longer have a marine report for our newsletter, thanks go to Ken for the marine representation he has given to our club for many years.

Railway Section

Last year Worksafe presented us with our amusement device certification and our railway has an ADR number, 1180. Thank you to MEANZ for their help in finalising the process in obtaining our licence before the national convention.

Our club railway continues to operate every Sunday weather permitting thanks to the continued support of a dedicated team of members. There were 6 1/2 days that the railway could not operate due to wet weather. There were occasions when our team was low in numbers but a request to members for support has had the desired result, thank you all.

The new North end traverser is working really well, the new marshalling area is an asset and the ride car program of standardising of bogies and frames has made quite a difference to the railway operation, thank you to all involved in the hard work getting this program completed.

The annual report will state the income from our track, which will indicate the substantial increase in the total number of rides enjoyed by our passengers, boosted by the MEANZ convention.

A considerable amount of track maintenance work has been carried at working B's leading up to the convention and I thank the track gang for their regular Saturday attendance under the direction of track Manager John Stent and his dedicated track gang followers. I must also mention the input by Russell Prout and congratulate him on his innovative ideas and tenacity. The track operators have done a Sterling job over the past year with no Major issues, everyone working together to get the job done safely. We currently have 11 operators with one in training, the current issue of the operators roster is 6/2016.

Thank you to the regular members who turn up Tuesday mornings to carry out maintenance of the ride cars and locomotives your efforts are appreciated.

Engineering Section

The engineering section continues to meet on Tuesday evenings, excluding the first Tuesday night of the month which is the club's general meeting. This evening is invaluable to members who are new to the hobby or are looking for advice. Members meet around 7.30pm for an hour or so.

Club Library

John Nicol continues to look after our library and doing a great job. Please make sure you help him by registering all books taken out and keep the library tidy. We often have magazines dropped down to the club that cover all sorts of subjects that members may find of interest. These are available to our members, and will be disposed of after 2 weeks if no one wants them.

Open Weekend

The open weekend November 2015 was a quieter than usual event leading up to our convention. A display on the Saturday of member's work was a hit with the public. Due to it's location adjacent to steaming bays it is restricted, it would be great to see this display grow but a suitable venue to present the display in an area where members do not feel isolated from the activities is the challenge. The Norm Decke trophy was presented to Mike Treloar for his 71/4" Phantom locomotive which is finished to a very high standard. Once again our ladies worked tirelessly in the kitchen looking after our members and visitors morning tea dinner and lunch requirements over the weekend. Once again I thank them for helping our club during this event. The 2016 open weekend will be held 12/13th of November.

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Christmas

Our Christmas celebration was again held at the home of Bruce Harvey's residence, somewhat delayed due to other club commitments, being held on February 13th 2016. Although numbers were down this year it was none the less a great day. Mike Treloar was presented with the Norm Decke keeper trophy. A vote of thanks to Bruce once again for making this happy occasion happen.

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Working B's

Working B's over the past year have concentrated on completion of track maintenance and other jobs including a quick paint job of our station leading up to the convention. . I thank all of those who attended these workdays, it was a huge commitment by our members who worked together to get projects finished, a great team effort, thank you. 45% of our ordinary members are active in assisting with working B's, that's a high percentage for any club and shows the support our club has in getting things done.

General meetings

11 General meetings were well attended; a lot of good projects are under way. All regular members who attend these meeting contributed in some way during the year.

Newsletter

Clive Goodley has done a great job as club newsletter editor over 6 years and advised during the year that he wanted to step down from the job. Roy Robinson has taken on the challenge, and will be looking to member's input of articles and general information about project's members are involved in. To produce a quality newsletter Roy needs your input please help him with this task. The newsletter is available on line to members who prefer it that way, if you prefer hard copies please let Roy know.

Playdays

Playdays now referred to as “training days” is under the direction of Club Captain Bruce McKerras. These day’s are popular, and it has been difficult in some cases to fit them in with the large number of working B’s leading up to the convention. Now that the convention is passed an annual program of training days can be organised and working B’s can be programmed around this popular event.

Website

Our website has proved popular and has proved a valuable means of keeping contact with the rest of clubs in New Zealand and through out the world. Murray de Lues and Owen Bennett, have been working together to maintain our Website.

Thankyou Murray for keeping up the photo record of Club activities.

Other Activity’s

- 1) Safety committee has met regularly under the chairmanship of Warren Karlsson who has supplied a separate report to be read at this meeting. Warren has advised he is prepared to carry on as chairman.
- 2)Track work around the station was altered with the addition of another track to allow the servicing of steam locomotives which keeps the main line open during operating days.
- 3)Tunnel doors were decorated with artwork sponsored by the Tauranga City Council and painted by local artist Jan Morrisson. This has certainly added interest to our railway site.
- 4)Tauranga Christmas parade float. The effort that went into this event was rewarded by first prize in the not for profit section. Well done to all those involved.
- 5)MEANZ convention, separate report.
- 6)TECT volunteers awards. TMMEC entered the TDC volunteers award held in Omokaroa. Unfortunately no award this year.
- 7)Security system installed at Palmerville Station is an updated system organised by Warren Belk, thank you Warren well done.
- 8)North end traverser completed and working well, thanks mainly to the efforts of John Stent and Russell Prout.
- 9)Steaming Bay service centre completed, thanks to Shane Marshall for his efforts in this project.
- 10)Marshalling area completed, thank you to Russell Prout for his efforts in manufacturing the points for this extension, well done.
- 11)Duplex Boiler certification. Our club has supported John Heald in his efforts to get a boiler constructed using duplex materials accepted officially in New Zealand. The first boiler constructed using Duplex that was a commercially certificated in New Zealand in April this year. Congratulations John.
- 12) The standardisation of ride car frames and bogies has been completed, this will make a huge difference to the maintenance of our ride car fleet. The addition of drivers seats with backs rests to three of the

cars has proved a hit with most drivers, some work yet to be done in this area.

13) Upgrade of battery charging 230volt supply for battery electric locomotives. This was a safety issue thank you Warren Karlsson for carrying out this work.

14) Full implementation of GST, This has created a lot of work for Owen Bennett which he has carried out methodically and explaining to the uninitiated step by step. Thank you Owen for a job well done.

15) System developed to allow any visiting locomotive to operate breaking attached to TMMEC ridecars.

It was a busy year.

National Convention.

The MEANZ national convention and hobby expo went virtually as planned except for the Friday which rained and put a dampener on some of the activities. We had as many locomotives attend as we could comfortably handle, and the night run was a real bonus. Our stand on failsafe breaking was not popular but we went to lengths to make sure those who wanted to haul passenger were able too. The meals supplied by Daniel's Caterers were well received, and the Rowing Club was an ideal facility for such an event. The MEANZ meeting was very well attended and congratulations to the new MEANZ committee and we wish them well in the coming year. There was a lot of effort put into the exhibition and thank you to our members who organised the displays and manned the stands, also to the other hobbies groups who supported the exhibition, it certainly was a hit with the public. The QE2 management team was so very helpful.

It was a huge undertaking for our small club and so many people to thank including the tractor club for their support and our front row team Dale Allen and Barbara Robinson great work. And of course the hard working convention committee under the chairmanship of Shane Marshall, hours of meetings and organising so many things that need to make the event happen. Thanks to Bob Stacey for his work in preparing our challenge engine, it didn't make the fire on the day but we have enjoyed watching it perform since the convention. The financial awards given to Palmerston north and Nelson ME clubs was much appreciated.

Comments from our visitors were positive, although one comment made that the event was a little dry, and it was not the weather they were commenting on. If we were to do it all again next year it would be quite a bit easier, but who knows when the next convention will be held in Tauranga. All the very best to Nelson next year, information to hand so far indicates it is going to be a great event.

Conclusion

It has been another very busy year, and I thank our committee for their dedication in and attendance at meetings, which in most cases was 90% and for carrying out the various tasks asked of them.

The committee has worked well as a team over the past year and a lot was achieved.

Peter Lindsay and John Nicole have advised that they will not be standing next year and on behalf of the club thank you for your input over the time you have been involved with the club committee.

This concludes my 21st president's report. It was my intention to hand the reins to Bruce Harvey who has been a great support to me as Vice President over the years. Bruce has

advised that he would prefer to stay as Vice President and after much discussion and deliberation I have agreed to make myself available for another year.

What happens from here is up to the club membership and I wish the incoming committee all the very best for another busy year.

Peter Jones

President TMMEC

Thank you to our members who attended the 2016 AGM, a record I think, nothing like a bit of controversy to generate interest. Congratulations to the new committee and I wish them all the best for the coming year. Peter Lindsay and John Nicol advised they were not standing for committee this term and I thank them for the work they have done for our Club over the past year. I have expressed my wish to have members involved in what we do and that's what I will be endeavouring to do over the next year. Last year was very hectic and now it gets back into enjoying what we are in the hobby for.

Best wishes, Peter Jones

Editors comments :

I'm still having articles sent to me in formats other than Word or Word derivatives. It is a major for me to get a PDF file back into a format I can manipulate so please Word only, pics in JPEG.

This months mag is late owing to info from the AGM. Love to have some more articles and pics from you , please get them to me by say the 10th of the month so they can be included in that months mag.

If you need a mag hardcopy please let Sec Murray know. (Mob 027 3020930 Email <typbc.photoman@xtra.co.nz>). If we don't know you haven't got a computer we can't send you a mag. As Peter said at the AGM "It's important all members have access to Club information via the Club mag."

I have sold my business Dingo Worx. Please note change of phone numbers.

Home 07 5491182

Roy mob 027 5491182

Roy Editor

FIRST LEGAL DUPLEX BOILER IN NEW ZEALAND

After nearly 6 years of testing and trying to get legal certification, the first known commercial Duplex model steam locomotive boiler in the world has at last come to fruition. With a DV (Design Verification) completed in October 2015 the last hurdle of a statutory inspection was completed April 2016. With a New Zealand DV and Statuary Inspection process completed it now opens the door for other modelers here and around the world to look at using Duplex as an alternative construction material in their domain.

At this point in time I must thank those people behind the scenes who have not only encouraged and inspired me, but also supported the quest to see these boilers come into our hobby as an alternative to copper and carbon steel. A special thanks must go to the Tauranga Club support group and close friends who have many times heard me say enough is enough and continued to edged me onwards.

The proposed Duplex code 4 is now one step further down the road to being accepted here in New Zealand with some tweaking on the way forward to ensure they are not built by back yard welders, although the same applies to carbon steel boilers.

Over the last few years the proposed Duplex code has been seen as doubtful in some quarters by some individuals, and media reports, that have deliberately ignored the science and metallurgical evidence presented in its support. It's going to be important that future built boilers are constructed with certified methods and specifications, in conjunction with AMBSC Code Part 4.

The DV for the Tamar gives out the following main facts:

1. The design safe life of this boiler rated to a minimum of 7000 'steam ups' (temperature cycles) from cold to hot.
2. Fusible plug certified to a maximum of 230 C only.
3. Weld die penetration test being acceptable, giving an efficiency of 0.75.
4. Boiler design referenced to the AMBSC Code Part 4 and AS 1228-2006.
5. Corrosion allowance is zero mm. (the boiler will more than likely out last the engine!)

As I put this article together I can confirm that both AS1210-2015 and AS1228-2015 (AS1288-2015 comes into print July this year) exempts AMBSC Code PART 4 from the commercial arena here in New Zealand and is one step closer to reality and giving model engineers a third option of materials to build boilers. As I pen this together I know of two failed copper boilers since Christmas and over the last 10 years I know of at least 10 steel boiler failures. Of the 42 known Duplex boilers in use to date (since 2010), no known failures!

JOHN HEALD

Sidetracked again??????

I have been side tracked again from work on my traction engine...!!??!

By a 1922 BSA motorbike this time.

Before having the wheels respoked with new rims the hub, bearings and the sprocket needed work. After sorting out a sprocket with the correct offset a close inspection was made. The sprocket is splined into the wheel hub. It has 2 sets of bearings under the sprocket and one in the wheel hub. The splines in the wheel hub were deemed serviceable but the sprocket and its splines were not OK.

The decision to make a new splined hub and purchase a blank sprocket was made.

A block of steel was obtained and machined to the diameter of the splines. I counted the number of splines 70 (3 times!!) and set up the mill and dividing head. The chart said to use the 49 hole plate on the dividing head and the "wings" to give 28 holes. I idly glanced at the previous column 69 and that gave exactly the same ratio!!!! Having found a few mistakes in the Vertex chart previous and not knowing the formula I dug out my Caxton Engineers Handbook which had the same chart hopefully with no mistakes.

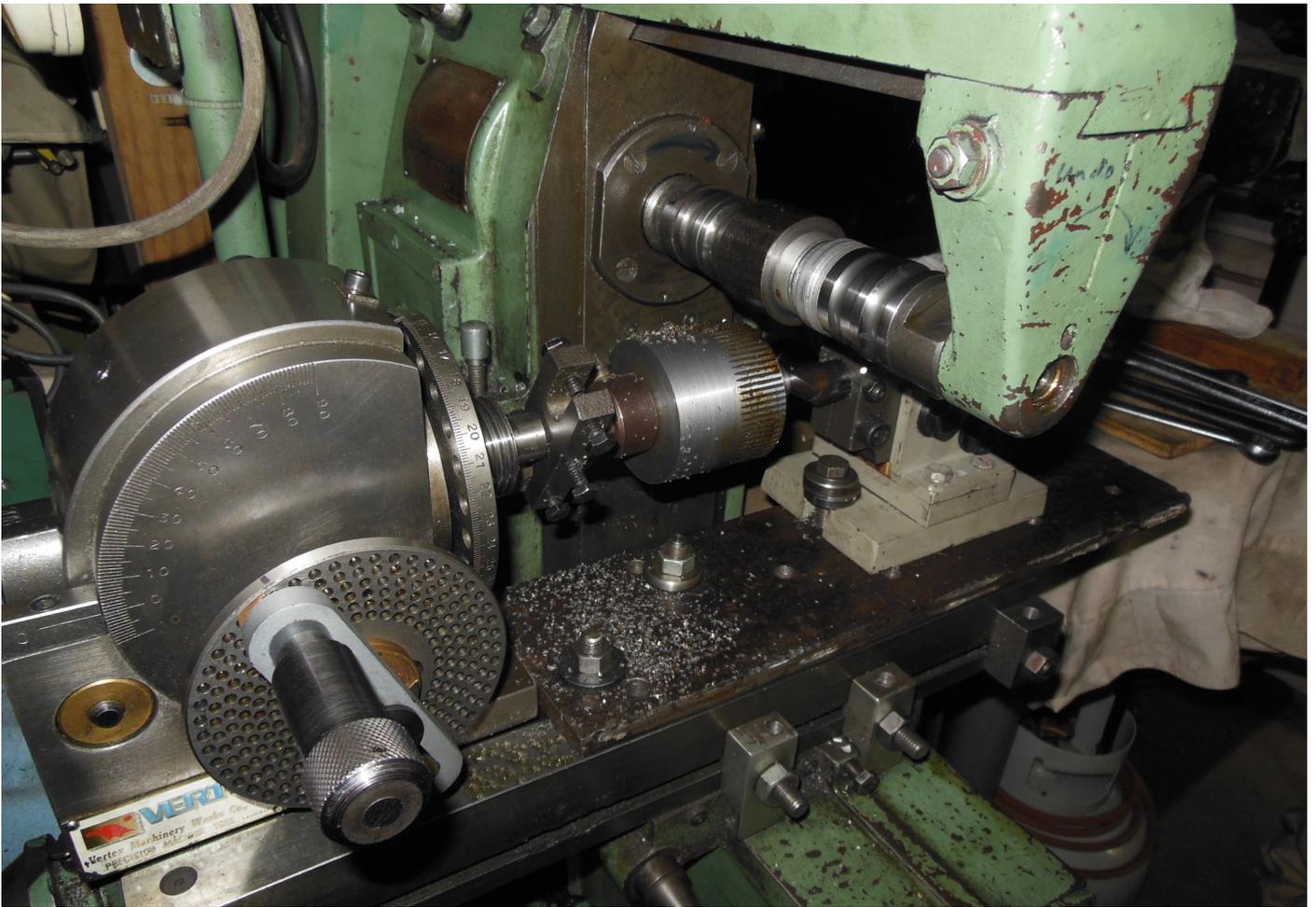
Owing to the size of the dividing head and the size of my Contec Mill a 3 inch cutter will not work so a flycutter was ground up from an old broken tap. Keeping the speed down to 195RPM a light cut was taken. When the full circle was completed the splines were counted, 70, the correct number. A further 2 cuts were taken then the hub was removed and then checked into the wheel hub. Perfection, only a light press was required to assemble.

The hub was then bored out to take a modern size sealed bearing then a shouldered spacer was made to suit. The wheel hub was then machined to also take a modern sealed bearing and a suitable spacer was made to suit. The original bearings were long gone but were of the ball cup and cone type with loose balls and varying adjusting nut.

A new axle was produced to take the modern bearings. When the wheel has been completely assembled I will fit a dust cover to keep the dirt out of the splines. The sprocket will be welded to the new splined hub.

Peter Lawn

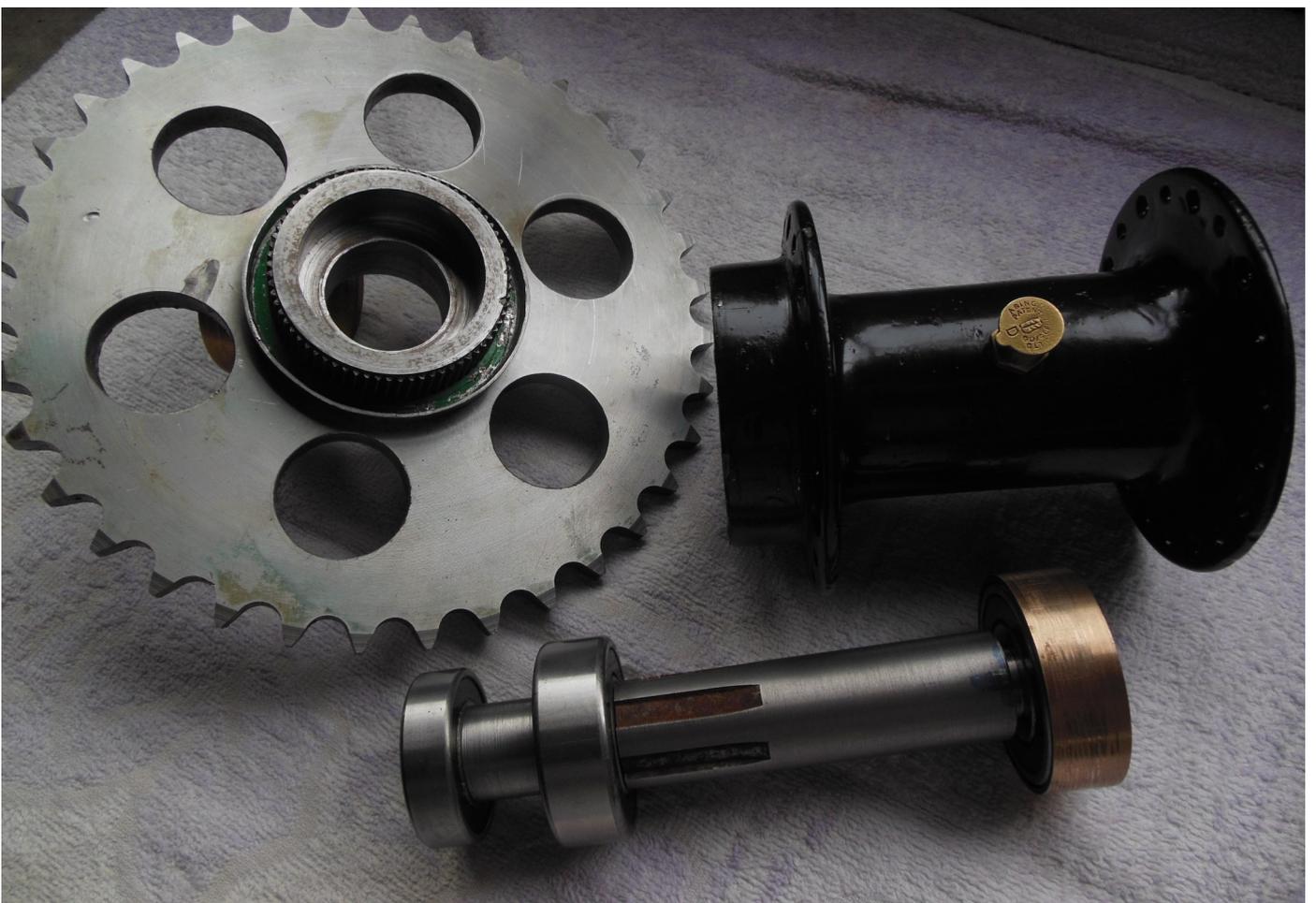




Previous page: Hub and splined insert .

Top : Milling the splined insert

Bottom : Completed job



A Head Wind????

Money certainly isn't everything but it comes second after oxygen — keep close to your business engine room especially when times are tough.

Never forget what Winston Churchill said : if you are going through hell—keep going.

About 20% of the people you deal with are against almost everything all the time— deal with the other 80% where ever possible.

I was at the Medical Centre for a check—up when my Doctor asked me if I lead an active life. I decided to describe my typical day.

“Well yesterday for example I waded across the edge of a deep lake, barely escaped from a wild pig in the heavy brush, marched along a treacherous trail up and down a mountain, stood in a patch of poisoned ivy, crawled out of quicksand, and got chased across a paddock by a raging wild bull.”

Inspired by the story the Doctor said. “Wow! You must be an awesome outdoorsman!”

“No.... I replied, I'm just a shit golfer.”

Pub to Club Run off the Rails

When : 5th June 10.30 Weather permitting

Where : Opposite Waihi Beach Pub traveling thru Wilson Road passed the shops turning left at Shaw Road. Then along Beach Road to the Surf Club and return. Possible after match function. All welcome.

Further info Shane Marshall

Buy, Sell or Trade

For Sale :

Danforth galvanised anchor 7.5 kg suit 6—8 metre boat.
\$25.00

New large “chilly” bin 55 litre with towing /carry handle and drain tap.
\$35.00

Contact David Flockhart 07 5481908

Wanted :

Fixed and traveling steadies for a Myford Super 7 lathe.

Roy Robinson 07 5491182 royrob@wave.co.nz

Remember January 1972

NZ Railways has called tenders for the construction of the South Rangitikei rail bridge, part of the Mangaweka Deviation. The bridge is to be 1020 feet long and about 250 feet above the stream bed.

The first loco's to be shipped from Australia arrived in Auckland on December 6th 1971. The electric loco's weighing 1.5 tones each were packed into a container . They were formally used on ammunition trains for the Australian Defence Force and have been purchased by Norpac Mining Ltd for use in Norpac's mine at Te Aroha extracting zinc sulphide and lead-copper sulphide for export.

South Western Model Engineers Cobden Australia

