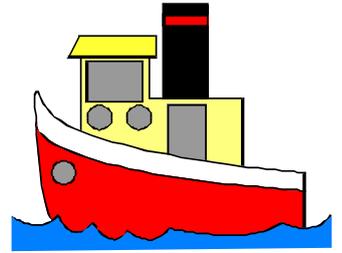


Wheels and Floats



Newsletter May 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 Morrison, 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

27 May D Harris
3 June B Harvey
10 June P Jones
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

President's Report :

Welcome to the Tauranga Model Marine and Engineering Club 2018 Annual General Meeting. It is my pleasure to present this report to you covering our clubs activities over the last twelve months.

Membership

The following is a comparative list of members for May 2017 and May 2018.

Membership status	May 2017	May2018.
Life members	4	5
Ordinary members	60	63
Junior members	11	11
Country members	8	11
Honorary members	7	3
-	-----	-----
.	92	93

Over the last 12 months sadly 5 of our Ordinary members passed away, which includes our only overseas member Anthony Dickens of Bristol England. Clive Goodley, Mike Treloar, Don Hamilton and Bill Bloomfield, were all active members during the history of our club and are missed.

Life membership increased by one, Malcolm George reversed his decision and accepted his nomination as a life member, congratulations Malcolm.

I would like to acknowledge the work Jason Flannery has done in promoting our club in the community and encouraging junior membership.

Financial

Owen Bennett has done a great job managing the finances generated by our members who turn up regularly to operate our railway. Owens work load has increased maintaining MYOB data and GST returns and the new process of banking has added to the customers workload , the committee supported Owens suggestion that some of the data inputting be outsourced. While this will reduce the Treasurers workload, the requirement to collect and bank weekly takings, collect subscriptions, refunding members expenses and paying the bills will always be the responsibility of the treasurer.

Marine section

Foundation member Ewen Baird has rejoined our club after many years and has displayed one example of his fine work. Philip Adnitt has also rejoined our club with an interest in Marine modelling so along with Warrens excellent model building we can expect to see some more examples of marine modelling in the future.

Railway Section

Our clubs miniature railway still operates every Sunday weather permitting. Again this year there were a lot of wet days and has affected our income for the last year. A decision to close at 3pm during the winter months has proved

popular, although each running day must be judged on it's own merit and it is the Duty Operator who has the final say. Jean Flockart has taken on the responsibility of maintaining the ticket sellers roster, thank you Jean, and there has been interest shown by a number of members who are willing to learn the ticket selling skills.

During November open weekend this year our club is to be audited for our ADR.

We currently have 10 members on the operators duty roster, with David Flockart in training, this is an essential duty for our ADR and I thank those who have accepted the responsibility.

A lot of work has been carried out on #1 tunnel over the past year and we owe a debt of thanks to those who have given up their Saturdays to dig drains, diverting water from the tunnel joints and re-aligning the tracks prior to fitting the false floor, a job well done, thank you. The Tuesday morning team have carried out routine maintenance on the locomotives and rolling stock, thank you team. It can be frustrating at times on Tuesdays when special runs are requested coupled with the wet days it is very easy to fall behind in maintenance, it is a delicate balance at times, but overall the dedication by that small team gets the jobs done. Work rebuilding the jigger carried out by Russell and Mark has progressed really well. There were issues with our ride cars which thanks to the team working together seems close to being resolved. John Heald has continued to be the custodian of the Tamar, having also carried out a reconstruction by adding a leading bogie which has improved the locomotives tracking extending wheel life, thank you John.

Engineering Section

The engineering section meet every Tuesday night at 7.30 during the year, excluding the first Tuesday which is Club Night starting 7.00pm. This evening is valuable to new members to our hobby or those looking for advice.

Club Library

Chris Pattison has taken on responsibility for keeping the club library in order. Chris has proposed a system of binding books which he can carry out himself and it will mean a considerable financial savings to our club. There has been some discussion about what ME material we keep and what we dispose of, although we have a video and DVD capable player we have decided that DVD should be the only media we keep and work will be done to transfer tapes worth keeping on to disc. All the volumes of ME type magazines have been catalogued, a major task carried out by Chris, and surplus material highlighted that can be moved on.

Open Weekend

Thank you to the ladies who assisted in the kitchen over the weekend, your help was very much appreciated. It gave me great pleasure to present the Norm Decke Memorial trophy to Peter Lawn on completion of his traction engine, and the Ron Salisbury Junior Award to Oliver Duncan

for his involvement in the National Trust Power Volunteer Awards, congratulations to you both. A public ME display was organised and this was a great hit with the public, thanks you to all who were involved in setting this up.

Working B's

Regular working B's have been concentrating on finishing track realignment in #1 tunnel, drainage and shedding from the tunnel section joints. Two major projects that have been approved by the committee is the laying of vinyl in the wash room kitchen and club room area, and replacement of the station roof. There are some major works planned for this coming year with the lifting of a section of track at the Eastern end of #2 tunnel. The proposed round house project is on hold at the moment, the final concept has not yet been decided. I thank the project committee for the work they have done up to this time, especially Shane and son William who looked at the alternatives and provided the specifications for the project.

General Meetings

There were 11 general meeting this year with average attendance of 20 members. There were lots of projects and items of interest presented during these meetings.

Newsletter

Roy Robinson carried out the duty of Editor of Wheels and Floats over the past year, thank you Roy. The newsletter is the primary source of keeping members up to date with what is happening in our club and needs to be aligned with the timing of the committee meetings held in the evening of the second Thursday of the month. During the year I have made sure that those who do not have access to a computer, have received a copy of Wheels and Floats. Not everyone can attend our monthly meetings, let Roy know what you are up too, your experiences, your current model engineering challengers, I know Roy will appreciate it.

Playdays

5 playdays/training days took place during the year under the organisation of our club captain Bruce McKerras. These have proved popular and are well supported.

Website

Our web site is something to be proud of maintained by Murray de Lues. This is our shop window for those that use computers. Like our newsletter there is always fresh input required. Jason Flannery suggested and implemented a Facebook page which has been very popular with the public. Murray De Lues has assisted in administrating the site, thank you both for a job well done.

Other activities

- 1) The 2017 National Convention held in Nelson was well supported by our members, congratulations to Russell Prout who returned with the Les Moore Memorial Challenge Trophy. It was a great opportunity for two junior members Oliver Duncan and Max Donnelly, to experience such an event. I'm sure there will be even better support at the 2020 convention in Hamilton.
- 2) Our annual Christmas party held at Bruce Harvey's residence has now become a new year party which certainly makes things easier for all those involved. The opportunity was taken to present Oliver Duncan with his Ron Salisbury Junior keeper trophy, and the Norm Decke keeper trophy to Peter Lawn. The gathering this year was down in numbers but was extremely pleasant, thank you once again Bruce for your hospitality.
- 3) Health and Safety. Our clubs Safety committee has met regularly under the chairmanship of Warren Karlsson who has carried out this vital roll for 11 years, thank you for a job well done Warren. Please remember that any accident or incident that occurs must be recorded no matter how minor it may seem, the Safety Committee will make the decision as to how it should be dealt with.
- 4) A Life Membership Certificate was presented to Lloyd Breckon and the club celebrated Ron Salisbury's 90th birthday during a combined play day/training day. This event was attended by our City Mayor Greg Brownless , Partner Li-Jong Laio, and councillors Bill Grainger and Catherine Stewart, we certainly appreciate their support.
- 5) Bruce McKerras has been quietly working away on the Rob Roy Club project, he is finding the project challenging working on such small bits. Bruce is just as busy as the rest of us and appreciates any assistance with this project.
- 6) Murray DeLues delivered the show case he had been working on and it is a magnificent piece of work. It currently houses the late Eddie Evans unfinished Hiesler locomotive and is a real asset to our club.
- 7) John Nicol has done a great job carrying out the duties as workshop manager, and Brian Mariner has been a great asset to our club with his building experience. Both John and Brian have recently moved house, we can all understand that disruption, but somehow they have managed to stay involved with the various projects.

Conclusion

Again it has been another busy year. I thank those members who have been able to give so much of their valuable time to our club. With the millionth passenger looming and celebration of our 40th anniversary 2019 will be a milestone year.

As advised at our last AGM it is time for me to move aside from the presidency of our club after 23 years. I have enjoyed support from the numerous committees and members during my term and I thank them all. Tauranga Mayors and Councillors who have held office over those years have all been very supportive and assisted our club to achieve our goals, including our Patron Noel Pope who has supported us quietly in the background. However the greatest thanks goes to my wife Beverley and my family who have allowed me to pursue my interest in our club, without their support it just would not have happened.

Warren Belk has served on committee for thirty years and has decided to step down, on behalf of our club thank you for your commitment for all those years. Shane Marshall has also advised he will not be standing for committee, thank you Shane for the work you put into our convention, the Christmas parades, the rail safety video and as chairman of the building committee.

Finally I wish the new President and committee all the very best for the coming year 2018/19

Peter Jones.

Clive Goodley photos

Outgoing President Peter recently received an email from Grant Anderson who makes the following comments on Clive's photos in the last club mag :

In case its of interest to any of your readers, I would suggest that the location of the photo of the Ab & J in front of an engine shed is almost certainly Frankton - the different roof pitches, stud heights and telephone line are compelling evidence. The photo would be before November 1963 as that is when Ab717 was transfered from Frankton to Dunedin. Also the two photos captioned "1966 special" are most likely the RES organised "J" down the Bay excursion run on 25 September 1965. The unusual consist of the train (4 x 2nd class, guards van, 3 x 1st class and 1 wooden carriage) are exactly as described in the RES flyer. Photo stops were held at numerous places including the two shown in the newsletter - top at Edgecumbe on the Rangataiki River bridge and lower on the Pekatahi combined road & rail bridge and the loco is J1202. The train travelled down from Auckland behind a Ja, J1202 took over at Tauranga & ran the train to Taneatua where J1219 took over for the return to Hawkins Jct and out to Kawerau & then return to Tauranga where Ja1278 took over for the run home. My photos at the same locations shown in the newsletter are very similar - in fact I think I must have been almost next to the photographer in the latter photo!

Forthcoming Events

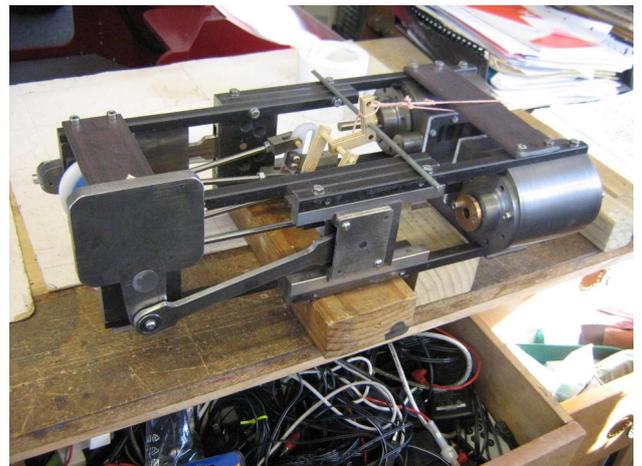
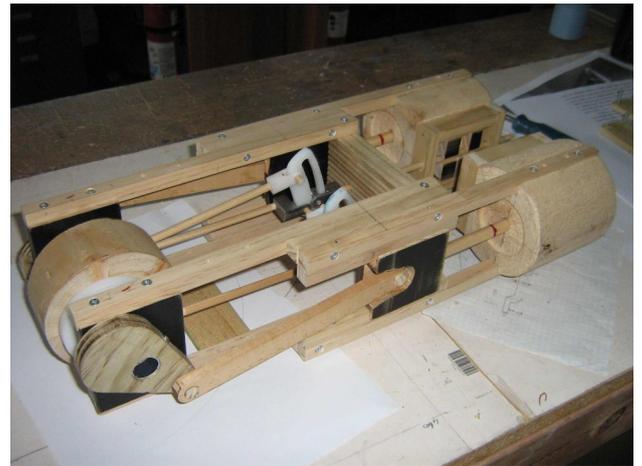
Manakau Live Steamers Queen's Birthday Open Weekend 2 — 4 June

Please register to attend. Form available on their web site.

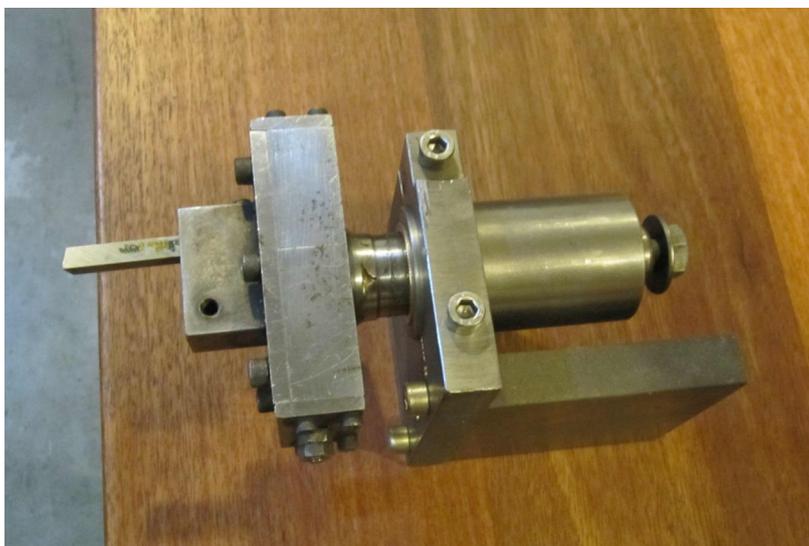
“Glow's in the Dark” EBoP Model Engineers mid winter Open Weekend

14—15 July Please bring lots of rugs and your hotty!!!!

Show and Tell



Above : Owen Bennett's scratch built 2 cylinder steam engine for his Buggy. This is work in progress.



Left : Russell Prout's lathe ball generator. To be honest I didn't understand quite how it worked, did you????

MY RAILWAY CAREER by Clive Goodley

Part 2

Frank O' Sullivan

I spent a lot of time on the shunt roster with Frank O' Sullivan. He was after a transfer to Westfield, which had been promised him as soon as his house had been built there. He and his wife had bought a section in South Auckland and had organised a builder to start on his house as soon as possible. This was during a building boom and consequently there was a waiting time of six months before even seeing your house being started. After six months or so, they went to have a look, but the section was bare, nothing had started.

Every month they went to check, but after nearly a year, although the builder had assured them several times on the phone that he had started, there was no sign of a house. Arranging to meet the builder on site, they found him on the section next door, with the house almost finished, he had built on the wrong section. Soon after, I transferred to Tauranga, and so I never heard of the outcome.

The Huntly connection and others

Ernie Lowen, Johnny Williams and Ron Harris were three young e'drs who had spent time at Huntly, working trains up into the hills where the coalmines were situated. All three seemed mad on sex, and talked of nothing but sex, sex and more sex, I think there must have been something in the water at Huntly.

I was firing for Johnny Williams on the 'south west shunt' late shift and frequently passed the bike rack below the signal box in which my bike was stowed. We did not lock our bikes in those days as it was rare for one to be stolen, even a fairly new one like mine. I had drop handlebars and they were rare in N.Z. and so my bike was easily recognized.

Johnny was on the bike shed side of the engine, he called to me that my bike was being taken. This was such a rare event and windups were so common I disbelieved him. It was not until he jumped off the engine and ran off after my bike that I took him seriously. By that time it was too late and my bike and its rider were too far away to catch. I reported it as being stolen to the police and luckily it was found the next day a mile away.

A windup or for real..

Sitting during a quiet spell on the N.W. shunt, waiting for a train to depart, I glanced across as the train engine, a Da. pulled past several tracks away. To my consternation I saw there was no crew on board. I told the e'dr and as we watched, an arm and fist rose above the level of the windowsill and then disappeared again, then up and down again, my e'dr remarked casually, "that crew were always wrestling and fighting". I sometimes wonder if it was put-on for our benefit and was just an act.

Jim Dooley, Reg Kawiti, Tom Mott and Frank Borell were great guys to work with, Frank and Reg transferred to Tauranga about the same time as I did.

Running short of steam

Tom fired a long time before becoming an e'dr, and was a top man on the shovel. We were bringing a train back from Waihi to Frankton one evening with a J on the front: as we crossed the flat plains I was struggling to maintain steam and water. Eventually I got so worried about the fire and boiler pressure, I forgot to put out the tablet onto the exchanger arm at Waitoa. Tom brought the train to a stand and I ran and stumbled back to the station in the dark to exchange tablets. On returning to the engine I found Tom had put on a fire for me, within minutes the steam pressure was up and we carried on with no further problems. It's not whom you know, but what you know on the footplate.

The Huntly jobs

A fireman's worst duty at Frankton was the weekly engine change with Huntly. Two Bb engines were stationed at Huntly and each Friday night one would return to Frankton for washout after two weeks of running up into the hills. The boiler would be in a bad way and invariably a full load of 800t of coal would be put on behind the engine for the return trip.

The working timetable shows maximum loads for various types of engine on a given length of track according to the grades encountered. It does not make allowances for crook engines. I did the trip only once, with Gerry Dromgool, an e'dr on the express roster, just one step below God, and so I was pretty apprehensive to start with. I knew the trip home was always going to be a struggle and it kept up to expectations, however luck was on my side. Twice I was losing the battle to the point of asking for help, but each time a red signal on the track ahead brought us to a stand and allowed me to fill the boiler and bring the steam pressure up to the mark.

These trips were among my early ones on the main line with coal burners; about half of the workings were diesel engines or oil burners. On the shunts, steam was used only when the Dsc's broke down, which was not infrequent. The main cause of the early Rolls Royce Dsc failure was piping from the compressor to the main reservoir fracturing. The simple remedy, which I think was thought up by one of our own fitters, was to coil the piping just out from the compressor, which allowed any vibrations to be absorbed by the coil.

Another job was to work an Ab to Huntly, then double head with a Bb up to Glen Afton, then single engine down to Huntly with the school train, do another trip, then return home. I did this shift only once, thank goodness, the line had very tight curves and light rail. On the first leg we hurtled around these tender first, well over the 25mph allowed it seemed to me. With the tender, boiler front and cab floor jumping, swaying and jerking violently, and independently of each other, I was scared stiff of being thrown out of the cab while on my feet firing. But it had to be done, as the track was all steep uphill gradients, and we would soon run out of steam if I didn't.

My only other jaunt on the mainline with an Ab was to Cambridge, which was the terminal of a branch line that left the main line to Tauranga at Ruakura. All went well on my side of the engine, but things went wrong for the e'dr. It was a frosty morning with ice on top of the rails. We were running tender first, which meant the sanders were on the wrong side of the driving wheels.

The Cambridge Branch was laid across the flat Waikato plain, but it was built on the cheap and never upgraded. A gully which crosses its path was not bridged level with the plain, the track dropped sharply ten or fifteen feet down to a small bridge and then climbed just as sharply up the other side.

The e'dr was not on his game, for letting us drift quietly down onto the bridge, we did not have enough momentum to get up the other side without power. We did not make it to the top. Although the load was light, the icy rail and no sanders made it a near impossible task. After several roll-backs and failed fresh attempts, it was down to me to take several billycans of sand forward and dribble it on the rails. We scrambled our way out of the gully and finally reached Cambridge, having needlessly lost half an hour messing about in the gully.

. Running short of steam, again, on the shunt for goodness sake

Running short of steam on the shunt would be quite unusual, as there are constant stops during the process of shunting, but I managed to do just that in embarrassing circumstances. At lunch time when there were no goods trains around to be shunted, the empty wagons accumulated in the West Yard were moved to the East Yard on the other side of the main line and station.

On one of the early occasions of my being rostered on the 'day' Southwest shunt we had a Bb. as the Dsc had broken down. I had a thin fire on the grate as that was enough during the morning's light shunting to maintain steam pressure. Came the time to drag the empties to the east yard and we hooked on to a long, long rake of wagons, most of which had been there all night and had stone cold axle bearings. We started off alright, but the lack of a thick fire soon began to tell as the engine, working hard, soon used up the available steam, which was not being replaced as the thin fire quickly burnt out in the fierce draught.

The Auckland to New Plymouth railcar was due in as we ran out of puff, with the long rake of empty wagons stretched from the West to the East yards blocking both main lines. N.Z. passenger trains are few and far between and so delaying them is a near criminal offence in railway terms. After five minutes I had raised enough steam to get the train moving and clear the main line. The railcar then drew in to the station. As far as I know there were no repercussions from on high and so either the railcar was already running a few minutes late, or allowances were made for a green fireman, although the latter was unlikely.

Engines can be too good

Most Bb's were past their use by date, but now and again one came out of the workshops in top condition. I got caught out on the shunt one day with such an engine, Bb. 144. We had been doing just light work for an hour or so, without me needing to put coal in the firebox, as both steam and water were keeping up to the mark. Eventually I thought it was time I checked the fire, when I did have a look in the firebox, to my consternation the grate was bare, with just a few embers in the corners. I managed to find enough scraps of wood around the shunting yard to restart the fire. Even a good engine can get you into trouble.

Express firing

Happily, I did two separate weeks on the express roster, firstly on the Auckland express, involving a Ja. as usual. The oil burning Ja was a lovely runner and there was no problem maintaining steam pressure, however I found out the hard way it was tricky raising the steam pressure while working hard once it had been allowed to drop.

On my first day, when we stopped at Mercer the e'dr told me we had plenty of time and so I left a small fire while I went up on the tender to take water. Immediately on getting back into the cab, the guard gave "right away" and we were off. With half a glass of water and steam pressure 50lbs down, we left Mercer facing the long climb to Pukekohe. I managed to pull it back without us losing time, but I never fell into that trap again.

My other week on expresses was on the run to Taumaranui. Maintaining or even regaining steam was never a problem on this run, as oil burning Ka's were used. They had a brilliant boiler, just feed it more oil and atomiser steam and the steam pressure needle just wound round the dial.

That week Ka 942, the reserve express engine, was on roster for the first three days. The Ka was rougher riding than a Ja, in fact on one curve at speed, I nearly got kicked out of my seat. If I had been on my feet, as I would likely have been on a coal burner, I could have shot right out of the cab. Steam engines in N.Z. did not have doors in the cab like the British ones.

The last two nights we had Ka 953, which was one of the regulars and rode considerably smoother, but they were really just grunt machines. The Taumaranui run was hard, as it was an express both ways, all in the dark and with me still learning, very stressful, but I am glad I had those experiences. The e'drs never complained, so I could not have done too badly.

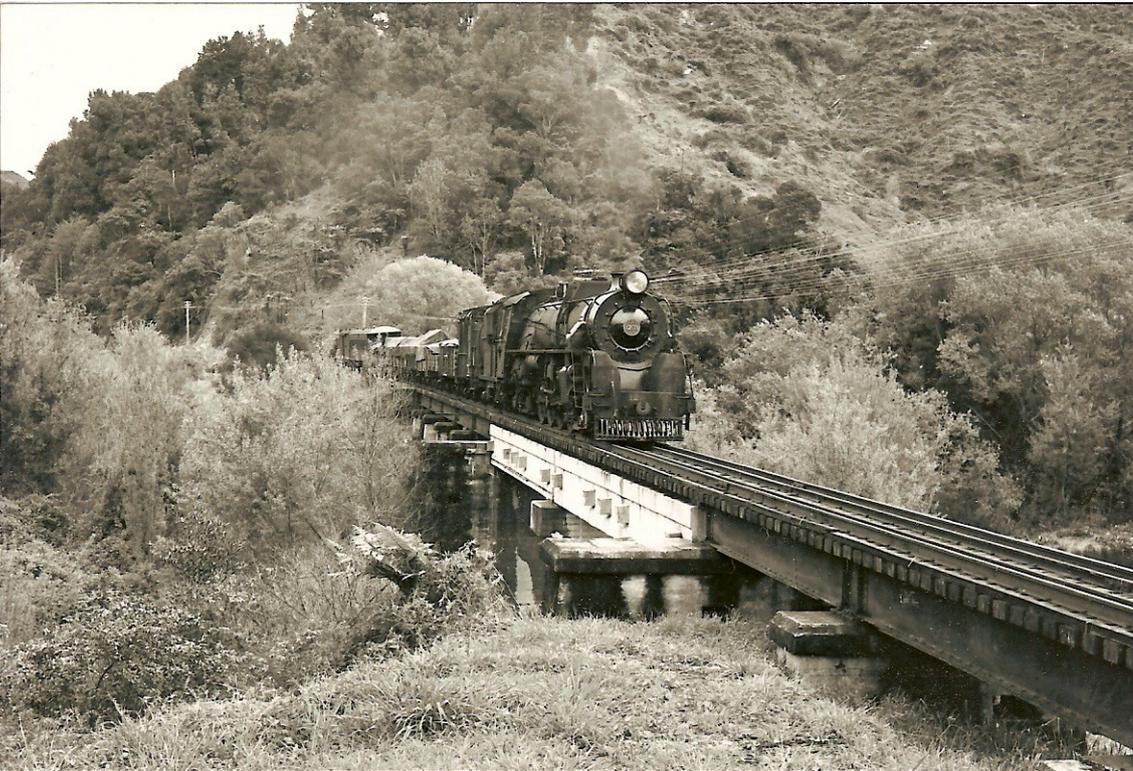
One jigger down

One exciting incident happened on a very foggy morning, when returning to Frankton from Auckland on a Da. On rounding a curve north of Huntly, two track workers appeared out of the fog, frantically trying to drag a motorised jigger clear of the track, unfortunately they were unsuccessful and at the last moment jumped clear themselves. We stopped and walked back to check their health, they were okay, but the jigger was smashed to matchwood, I did not see one piece bigger than nine inches long and we were moving at only thirty mph. Apparently they put the jigger on the line before checking with Train Control, instead of vice versa. I guess they were writing answers to 'please explain' blisters for a long time.

The Express I didn't work

I blotted my copybook only once at Frankton, but I did it in a really big way. On finishing work at breakfast time, on a Saturday, I failed to notice that I had been booked on again for an extra shift that evening to fire the crack train, "The Limited." I was visiting Sheila and baby Susan in hospital that evening, and so frantic phone calls failed to find me. I refused to take the blame, as my e'dr had checked with the bosses before going home that morning at 8.0.am and they had said nothing about an extra shift for me on the same day.

After two years and ten weeks at Frankton, my time there was over. At the end of August 1962, I transferred to Tauranga, where I was allocated a house in Pine Ave. Otumoetai.



Both photos taken in
the Karangahake
Gorge

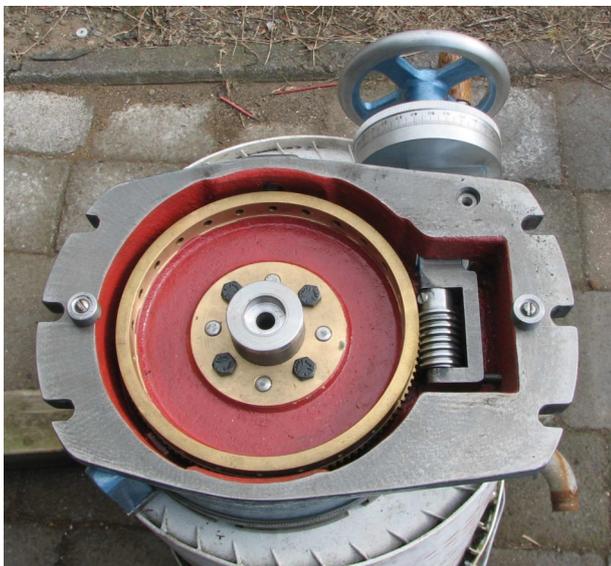
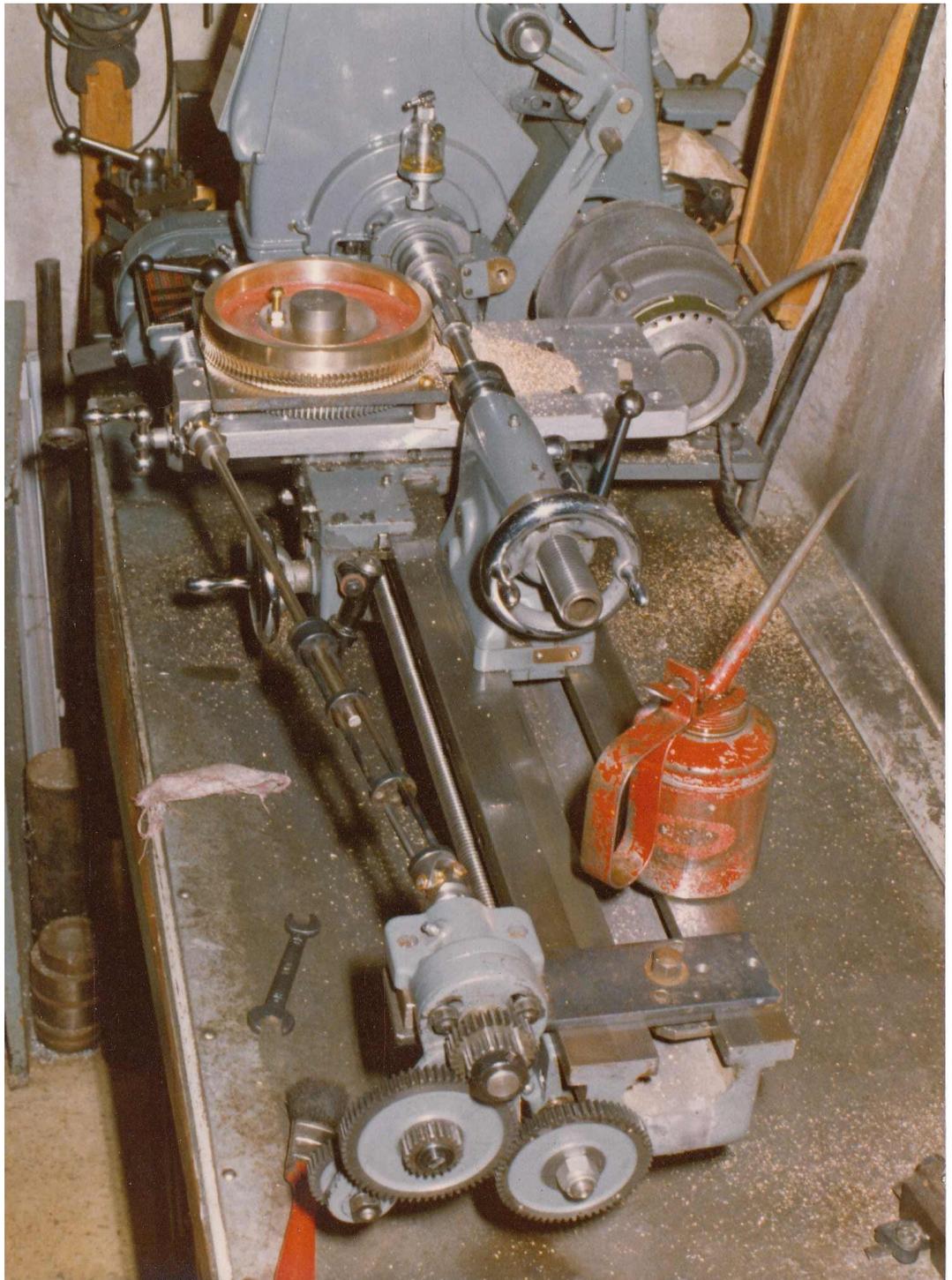
To be continued.



Eddie Evans

I recently had the opportunity to view and subsequently purchase several items from the late Eddie Evan's estate. One item I purchased was a 7 inch rotary table which I was told was made by Eddie. The general persona of this made me think that it was an off the shelf item. However inside the box which contained the table was a photo. On close study of the photo I realised that it showed the worm wheel of the rotary table being hobbled in Eddie's Myford. This is Model Engineering at its very best and just confirms what an exceptional engineer Eddie was.

Roy Robinson





TMMEC 2018 CALENDAR

	M	T	W	T	F	S	S	S	M	T	W	T	F	S	S	S	M	T	W	T	F	S	S	S	M	T	W	T	F	S	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								
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OCT																																							
NOV																																							
DEC																																							

- 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