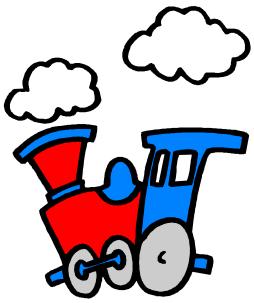
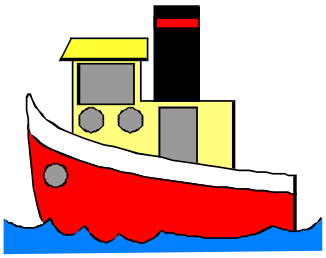


Wheels and Floats



Newsletter May 2019

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.tmmec.org.nz
Facebook: Memorial Park Railway Tauranga

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	0211265501
Club Captain	Bruce McKerras	577 0134
Secretary:	Jason Flannery	572 1165
Treasurer:	Owen Bennett	544 9807
Committee:	Chris Pattison, Ash Thomas, Peter Jones, Max Donnelly, Brian Marriner, Bruce Harvey.	
Boiler Committee:	Peter Jones, Bruce McKerras, John Heald.	
Safety Committee:	Warren Karlsson, Bruce Harvey, Peter Jones, Chris Pattison, Brian Marriner, Russell Prout Jason Flannery, Oliver Duncan.	
Editor:	Roy Robinson royrobkk@gmail.com	07 5491182

CONVENERS

Workshop:	John Nicol
Track :	Bruce Harvey, John Stent.
Marine:	
Librarian:	Chris Pattison
Rolling Stock:	
Website:	Murray de Lues

OPERATORS 2019

19 May	B Fitzpatrick
26 May	B Harvey
2 June	P Jones
9 June	W Karlsson
16 June	B McKerras
23 June	N Bush
30 June	M DeLues
7 July	M Duncan
14 July	B Fitzpatrick
21 July	B Harvey
28 July	P Jones
4 Sept	B McKerras
11 Sept	N Bush
18 Sept	M De Lues
25 Sept	P Jones

President's Report

Play day - April 6th saw a great turnout of steam locos and drivers getting involved with all aspects of them. It was particularly good to see Joanne and Carolyn driving. A few more days of driving and studying and you could hold your steam tickets. Don and Yvonne Moffat dropped in before heading to the Deep South (Christchurch). Good to see you both and we will miss your frequent visits. Public running day on April 7th saw 1080 passengers passing through our gates and this kept everyone on their toes. Don Moffat was seen driving most of the day whilst Yvonne enjoyed the company of our ladies. Thanks again for your continued support.

As this is the last month of my term as president I thought I would share a few significant details

34,872 was the number of passengers carried in the past 12 months

8,700 is the approximate number of ride cars used to ferry these around

8,700 is also the approximate ride car kilometres travelled

3 is the average consist number

2,900 is the approximate number of trains leaving the station

45 is the number of days we were open to the public

64 is the approximate average daily train departures from our station

64 km is the approx. total distance travelled on any given public running day

2,546 is the number of wheel revolutions for each wheel for each circuit of the track

20,371 is the approx. number of wheel revolutions for each ride car on one circuit

1,303,798 (a very big number) single ride car wheel revolutions each day

3,911,395 (a bigger number) average 3-car consist wheel rotations each day

It is little wonder that maintenance is an ongoing issue and to keep things running takes time that generally falls on a relatively small number of people. If you can appreciate these numbers and see your way to assisting with maintenance don't be afraid to put up your hand.

Sunday 14th April had us again running flat out with nearly 1200 passengers taking advantage of the spectacular Autumn weather here in the BOP, how lucky we are.

Easter for me was very family oriented and as such my plans to visit Keirunga Park were shelved. I do so enjoy the Havelock North track and hope to be back next year.unday 20th April started fast and ended with 1281 passengers being carried around our track. A new record I think.

Working bee on April 27 saw an amazing turnout with the tunnel 1 entrance being concreted in record time. The photo below shows Jason and Warren completing the final floating and finish-ing.

Mark tidied up the lighting on Black Magic, Final spring changeout on the ridecar bogies was completed and everything was on track for the night run on May 4th.

It is with great regret that I must advise our members that Geoff Hallam has decided to relocate to Hawkers in south Taranaki. Whilst I am sure we will see him from time to time, his regular visits and display of craftsmanship will be sadly missed. On behalf of your fellow club members Geoff we wish you all the very best.

AGM on May 11, so will see you all then.

Thank you to all.

Your President

Russell Prout

Jason and Warren do the hard yards. Concrete additions to the entrance to Tunnel 1.

My Railway Career by Clive Goodley

Part 13

Breaking trains

Although the method of driving trains of that size was to a point taught by those with more experience, it was basically all guess work, as no one really knew what was happening in the middle and rear of the train.

Experienced e'drs as well as beginners broke their trains in two. During my first few years there, trains were breaking at the rate of three or more a month. Each broken train normally meant a delay of at lest five hours to that train. Should any other trains be following they also of course were delayed and on the single track sections opposing trains too were delayed.

The first indication the e'dr has of a broken hose or train is a drop in brake pipe pressure and the air flow meter needle fluctuating wildly and maybe, but not usually, a jolt felt through his seat. Hopefully the cause is only a burst hosepipe and so the observer goes back along the train carrying a spare hose, spanner and radio transmitter / receiver.

In the daytime especially, he has a big drink of water before departing as it may well be several hours before he gets another chance and the body soon dehydrates in forty plus degree temperatures. With a loaded train he has to put hand brakes on all the wagons on a steep grade and half the wagons elsewhere because the loco brakes will not hold the train on even the slightest grade Most of the line has some grade for or against. When the hose is replaced and the B.P. taps opened, as B.P. pressure rebuilds, the train brakes are released and the poor old observer will be left standing as the train rolls away. He has to wait thirty minutes at least for the B.P. to fully recharge so the ed'r can re-apply the brakes and then he walks back to the engine releasing the hand brakes on the way.

To wind on 180 hand brakes and unwind them again on a hot day would be quite exhausting even for a fit person, most of our observers were not fit, spending most of their time sitting on a loco or a bar stool or stretched out flat doing nothing. There were several track workers camps along the length of line and as soon as the e'dr appraised T.C. of the situation a number of track workers were dispatched to the broken down train from their camp or work site to assist with hand brakes etc. The one time I was in that situation, the track workers were only several kilometers away and were on the spot within half an hour: nevertheless the train was delayed several hours.

The coupling knuckle was the weakest link and always broke first. Rather than carry the knuckle any distance, the e'dr dropped a spare knuckle off the loco onto the ground and

once the brakes on the front portion were released, moved that portion forward until the last wagon was level with the knuckle on the ground. The broken knuckle was replaced there or the new one carried back on the rear wagon of the front portion to the first vehicle on the rear portion if required there. Usually trains broke near their center, but the one I experienced when an observer, was near the front of the train.

On another occasion there was a severe jolt on the loco and I expected the B.P pressure gauge and the flow meter to show the indications of a train parted, but nothing untoward happened. For some reason, probably a strike or loco breakdown, we changed over with a Dampier crew and took their train back to Paraburdoo while they took the train we started out with, on to Dampier. Half an hour after the changeover I heard a call from them on the radio that their train had broken in two. Although we laughed at their misfortune, I did feel a little guilty, as I have no doubts about the origins of their situation. My miscalculations earlier had fractured a knuckle and just a small area of metal would have been of no consequence, caused the last remaining part of the knuckle to give way. Of course I never owned up, but then I never claimed to be Mr. Perfect.

Strange phenomena

A strange phenomenon I experienced while driving to Dampier on a scorcher of a day, happened just after we ran into a small local rainstorm. The flow meter started fluttering quite severely, showing that the main reservoir was busy replenishing lost air. B.P. pressure was holding up and so I kept on going. After half an hour we were clear of the rain and soon the flow meter stopped its fluttering. I figured out that the cold rain hitting the exposed auxiliary reservoir tanks on each wagon, caused a rapid cooling of the air in the aux. res. tanks; resulting in the air shrinking and thereby reducing the B.P. pressure. I had not been warned of this and so for a while I was quite perplexed.

The line from Dingo to Dugite goes from the coastal plain to the first plateau, not a great rise, less than a hundred metres. Climbing steeply through a gorge the line then goes through a cutting straight into Dugite crossing loop. We left Dampier on an ‘empty’ with a clear blue sky above and as we crossed the plain we could see a massive bank of clouds reaching thousands of metres into the sky. Constant lightning split the sky above the rocky escarpment leading to the plateau ahead. It seemed strange to watch the lightning strikes across the face of and inside the clouds while we were still under a clear blue sky.

As we emerged from the cutting, the storm engulfed us with great ferocity. A hail of small stones rattled on the cab windows along with the rain. The wind was so fierce the rain and stones were traveling horizontally. Visibility was so restricted that as we passed the ‘Arrival’ signal I

could not see the indication it was displaying just two metres away. The ‘Distant’ had shown green and so I knew we could pull down to the ‘Departure’ safely, but that was probably also obscured. If I did carry on to a position where I could hopefully see it, I was sure that the train could not be stopped in time if necessary, once I did see it.

Luckily radio contact was not affected and after I stopped the train somewhere between the signals I got verification from T.C. that we did in fact have a green ‘Departure’ and could continue on our way. Again the storm was local and we soon came under blue skies.

Radios

Calls to T.C. always started by quoting the loco number; they would go “Dampier forty thirty one” and T.C. would reply “forty thirty one Dampier” whereupon we could go ahead with our message, sometimes we were told to wait if something more important was happening, but that was rare as we could hear anyone else on the radio and would wait for a clear space. Main line loco numbers were in the 3000plus for the C636 class and 4000plus for the M636 class. Lower numbers were for the wagon fleet and the three earliest locos.

Open radio contact could be an embarrassment as well as a bonus. The procedure at Swan after detaching the banker locos was for the e’dr, once his observer has signaled he has uncoupled, to announce over the radio ‘Dampier 4032, bankers are detached from the rear’. Normally I had no problem with that, but one afternoon there was no way I could spit out ‘detached’. After four or more tries coming out with “bankers are ddddd’ T.C. broke in with ‘are you trying to tell me the bankers are detached’? ‘Yes thanks’ I gratefully answered and the instruction to return to Paraburdoo was given.

Unfortunately every-one you would rather not be listening in at that moment, by Murphy’s Law was, and needless to say I came in for a bit of teasing for several days.

Another time we were stopped in the passing loop at Pelican, waiting for a train to cross us. I was dozing off when T.C. called us up and asked me where we were. He should have known as little lights on his control panel in front of him showed everything on the track, unless it was malfunctioning. Waking up from my doze my mind went blank and I could not tell him. My observer was not any help, but eventually, it seemed like ages, I came up with the answer. When I returned to Paraburdoo the next day I again received a ribbing.

Passing a signal at ‘Red’, again.

The departure signal at Pelican was the setting for my first final warning. Approaching it at ‘red’, I thought I had the train nicely under control to stop half a wagon length short of the signal. By this time I was perhaps a bit more than confident and pushed my luck a bit too far.

. Getting maybe a bit too close to the signal for comfort, an e'drs nightmare happened, a surge from the back of the train pushed the front of the loco past the signal. I quickly hopped down to have a look as we were only half a metre past the signal and the joints in the track were not always in line with the signal. Unfortunately the lead wheels were over two hundred mm past the rail joint.

One of the strict rules in automatic signaling areas is, do not set back without permission from T.C. Being well aware of this, but two hundred mm is hardly setting back, after climbing back into the cab I set the train back just enough to clear the joint. I heard T.C. call me up on the radio and he asked if I had set back in a voice that was really not a question, but statement of fact. There was no alternative but to own up, as it was just my luck that he happened to be watching the panel at the wrong moment.

I was immediately told not to move the train and I would be relieved pending further action. A relief crew was sent out from Dampier and I, along with my innocent observer, was unceremoniously relieved. Immediately on arrival at Seven Mile I was whisked up to the bosses' office. I was on the carpet, literally and metaphorically. Although I put up a good argument, claiming the rear vehicles of the train would not in fact have moved, I was not able to impress them with my argument and had to carry the can. It was a matter of pride really, I had set back because I did not want to admit I had overrun the signal, especially over the radio.

The downside of unions

Workers unions at H.I. and all the mining operations in the Pilbara were very militant. All sites were closed shop, if you did not join the union that caters for your line of work the company had no option but to sack you. The union to which I belonged included the operators of heavy machinery such as the diggers, which had forty five ton buckets. Although theoretically unions are democratic and those I had been involved with previously were indeed so, that was not the case at H.I. Brian B was the second convener we had after my arrival there, he was ambitious and wanted to make a name for himself in the union movement. He was a lazy beggar and I am sure he wanted to be a full time union man, an easier vocation than most jobs and no shift work.

An e'dr at Dampier who was a known by his workmates to be an alcoholic, was taken ill at work and was sent to the firms' doctor. He did a blood test and the high alcohol reading was reported to the company. Being at work in that state was not only strictly against H.I. rules, but also union rules, and fair enough too in that line of work. The company suspended him immediately pending a decision on whether to sack him or demote him to a menial job. The Dampier branch represented him but would go no further.

Our intrepid leader at Paraburdoo decided we should go on strike to support him and called a stop work meeting for the next day. I have never been frightened to say what I feel on such matters and so I let those around me know it was a stupid idea and we would not win. The e'dr concerned had broken union rules as well as company rules and the union bosses at the headquarters in Perth would not support us in any way.

The next morning, before the meeting, two large members of the union, not loco workmates, but from up on the mine site, approached me and suggested I would make myself very unpopular if I aired those views at the meeting. No violence was mentioned, but there was a nasty feeling about their attitude. Nevertheless I stood up and had my say in front of more than two hundred men, the vote went the way of the union leaders and so we went on strike. Two days later it was called off on the instructions of head office in Perth, I had been involved in and watched union affairs long enough to know a lost cause when I see one. Two days lost pay and loss of face for nothing. I never heard any more from the two heavies, perhaps they realized the convener was not such a hotshot after all.

Strikes and flying

During my five years at H.I. we averaged three months on strike a year, one year all in one lump. I bought myself a metal detector and during the strikes visited the old gold fields, which can be found all over Western Australia. I never found any gold, but I had some good fun searching. At the beginning and end of strikes, crews were left stranded at the wrong end of the line. In such cases and at other odd times we flew to our destinations on the local six or eight seater aircraft. Sometimes we traveled on the regular daily flight, but more often on a charter flight using the small type of aircraft. The seats were small and I found it a tight squeeze inside the plane, a lot of the passengers were bigger than me,

In summer on the afternoon flight, which was the one I seemed to strike most, the ride became distinctly uncomfortable as we approached Tom Price. Its airfield was secondary to Paraburdoo's and was unsealed. A range of hills surrounded the airfield and the heat from the afternoon sun caused all sorts of currents on the approach path, resulting in a very bumpy ride. I was never airsick, but I had to put up with a squirming stomach nevertheless.

The simulator

Soon after I arrived at H.I. there started appearing black boxes hooked up to the coupling between wagons in different parts of the trains. Rumours came out that the 'experts' were gathering information for a loco driving simulator that was going to be installed at Seven Mile. It was several years before it eventuated and in the meantime I, and many other e'drs moaned

long and loud about theorists and their ideas, as against the practical experience of railway men like myself.

When the simulator was brought into use another e'dr and I spent only two hours between us at the controls and after twenty six years the actual details of the monitor set up are a bit hazy.

The simulator had been operating for six months before I got the call to try my skills on it. I was ushered into a room that had a mock up of the engine driver's side of the cab, except the controls were real. In front of the e'dr's position and slightly to the right was a T.V. monitor, the 21 inch screen was big for that time. On the screen were displayed track diagrams, at the top a plan showing the curvature, next a profile showing the gradients, both had the kms marked. Below that were brake equipment pressures and a graph showing dynamic brake effectiveness. On the right of the screen a graph showed tensions and compressions on the draw gear throughout the train. A horizontal line across the center had tension showing above it by peaks various height and steepness: when a certain height was reached a horn sounded and that denoted a train broken in two or more pieces. Likewise valleys pointing downward from the horizontal line showing compression, had a limit, which although not indicative of a broken train, still showed poor driving skills.

We could pick any section of track on which to test our driving technique, I think about twenty kms showed at any one time on the screen. Most of the line to Dampier is either straight out slog or else controlling the train by continuous dynamic brake only, neither of which was worth trying our skills on. Mistakes were most likely to be made where changes of grade occurred and when descending the big grade between Gecko and Emu.

To be continued.

A young Clive on his bike at Tauranga yard.

Town and Around :

Scary eh!!!!! Bruce's Phantom at night. Well the customer kids didn't think so!!!!!!!

Upcoming Events :

Hamilton Twilight Run : 18 May

Ashburton Steam and Model Engineers 1 - 2 June 50th Anniversary Weekend

Manakau Live Steamers Queens Birthday Run : 1—3 June

TMMEC : 5 July 40th Anniversary Dinner

TMMEC : 6-7 July Club Open Weekend with Night Run Saturday night.

Steam and Steel Convention Hamilton 9 — 13 Jan 2020

Blow down at nights end. Bruce's Phantom make an exceptional photo in the steaming bay.

Photographer Murray de Lues

Max had to be a BOY and cook a sausage in the firebox on Bruce's loco. It came out black as a piece of coal but of course Max reckoned it was perfect!!!!!!!! I bet if his Mother dished up one like that for tea the answer would have been different!!!!!!!!

TMMEC 2019 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	PN	27	28	29	30	31					
FEB					1	2	3	4	5	6	7	8	CHR	10	11	12	13	14	15	16	17	18	19	20	21	22	THA	THA	25	26	27	28					
MAR					1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	HME	HME	18	19	20	21	22	23	24	25	26	27	28	29	30	31			
APR	1	2	3	4	5	CAM	CAM	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						MAN	MAN	MAN	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			
JU-LY	1	2	3	4	5	6	7	8	9	10	11	12	EBOP	EBOP	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	
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			
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	WCR	27	28	29	30	31

SUNDAY RUNNING DAY – 10:00 – 16:00

OFFICIAL CLUB PLAYDAY

COMMITEE MEETING – 19:00 START

GENERAL MEETING -- 19:00 START

ENGINEERING TUESDAY -- 19:30 START

OPEN WEEKEND

CANCELLED

AGM

4th MAY NIGHT RUN 5:30pm TO 9pm

5th JULY 40th DINNER CITZ CLUB

6th JULY OPEN WEEKEND AND NIGHT RUN

7th JULY OPEN WEEKEND

EBOP EASTERN BAY OF PLENTY OPEN WEEKEND 13-14 JULY

WCR WINTER CREEK RAILWAY 26 DEC BOXING DAY, BY INVITE

MAN MANUKAU LIVE STEAMERS 1,2,3 JUNE

PN PALMERSTON NORTH OPEN DAY 26 JAN

HME HAMILTON MODEL ENGINEERS 3RD WEEKEND MARCH

CAMBRIDGE 6/7 APRIL

THA THAMES LAST WEENED OF FEB

CHR TMMEC CHRISTMAS PARTY 9 FEB