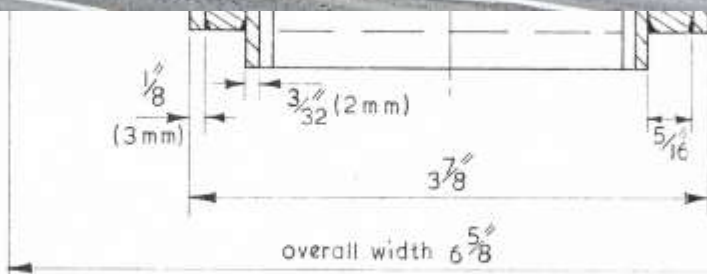


# Wheels & Floats

May 2025



**Tauranga Model Marine and Engineering Club Inc.**

## TAURANGA MODEL MARINE AND ENGINEERING CLUB INC.

The Secretary  
PO Box 15589  
Tauranga 3112

Miniature Railway Memorial Park  
Open to Public, weather permitting  
Sundays : 10am to 3pm approximately

Palmerville Station Phone 578 7293

Website: [www.tmmec.org.nz](http://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  
7.00pm.

### COMMITTEE

President: Warren Karlsson 027 5422863  
Vice President:  
Club Captain Joanne Knight, Ethan Bramley  
Secretary: Warren Karlsson 027 5422863  
Treasurer: Jerry Payne 021 486 013  
Committee: Russell Prout, Owen Bennett,  
David Ingley, Graeme Hayley,  
Brian Marnier, Ethan Bramley,  
Ian Bain.

### Subs are now due :

**Ordinary Member \$30.00**

**Country Member \$18.00**

**Junior Member \$6.00**

**(up to age 17)**

**Bank details TMMEC**

**03-0435-0461711-00 Please put your name in  
the Particulars line and the word Subscrip-  
tion or Sub is in the Reference line.**

### CONVENERS

Boiler Committee: Owen Bennett, Bruce McKerr  
ras, Ross Campbell, Ash  
Thomas (training)

Safety Committee:

Warren Karlsson, Bruce McKerras,  
Russell Prout, David Ingley

Workshop: Owen Bennett, Brian Marnier

Drivers Licencing : Warren Karlsson

Track: Russell Prout, Ash Thomas

Librarian: Chris Pattison

Rolling Stock: Jason Flannery

Track Managers : Ash Thomas, Russell Prout,  
Owen Bennett

Website: Peter Davis

MEANZ rep Russell Prout

Editor: Roy Robinson 07 5491182  
[royrobkk@gmail.com](mailto:royrobkk@gmail.com)

**Cover photo :** Sentinel Steam Truck. See article page 12. ( photos and article thanks to Otago Daily Times)

## Presidents Report May 2025

Firstly thank you for electing myself to become the Club President, I respect the trust that you have shown in installing myself into this position.



My view is that each and every member should at some time be given the opportunity to fulfil the needs of the club, become accountable and serve in an elected role ensuring the club remains truly democratic.

The AGM this year was attended by 20 members and with written nominations being light in number it appeared that we would struggle to fulfil all the required 10 committee positions, however we managed to appoint 9, in total, to the committee leaving just the one vacant position - to be filled.

The committee this year has possibly seen the largest influx of new members after many of those whom have served on the previous committee(s) have stepped aside for many personal reasons, some having been entrenched for some many years and needed a break for their own benefit.

I would like to acknowledge Bruce “Mac” for his past two years as president, a role that he fulfilled very well and now can relax and get back to his garage of good things.

Warren B, a foundation and life member who must have served, over the last four decades, on every club committee must be congratulated and acknowledged for all the time and effort put into the club. Warren works quietly in the background attending to the many things that make a club work, ensuring the cogs are oiled and working without any noise.

Bruce H, again a life member, gave the club his immense wealth of knowledge into making sure the Executive, the Safety and the Boiler committees were functioning correctly. For example the Warrant of Fitness for all rolling stock, bridges and tunnels were his domain. Bruce was also a Duty Track Operator and Locomotive Driver and was always around, however he has retired from all of this activity to focus on himself.

Jason’s increased business activities have affected his valued place on the committee but he remains very active behind the scenes ensuring compliance and also focusing on making sure the working bee’s have the desired impact, with the raised track rejuvenation being a passionate project.

Joanne, our most active woman in the club has also stepped aside to focus on herself and family (and the new house mortgage) but is still an enthusiastic member and will continue as “events and social media manager “( aka Club Captain) and ensuring we (some) are all dressed up for Halloween.

We co-opted two other members during the last year, Bruce B and Stewart W and thank them for accepting the challenge to serve on the committee.



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I have again accepted the role of Secretary, which is possibly the most challenging of all positions having to manage all the incoming information and then distribute all the outgoing business of the club while ensuring dates are met and records kept.

This year it is in the dual role of President and Secretary, not unprecedented but seemingly acceptable to the members in the interim at least. Thank you all for your respect given.

The small amount of written nominations received prior to the AGM was very low, but the club also is at its lowest number of members for some time.

We are not alone as all clubs are reporting similarly, thus we must again promote our club and encourage new membership.

In twelve months we will also face another AGM with the election of officers and other roles to be filled within the club. I encourage every and anybody whom has the club's interest at heart to dwell on this so we can create a pathway to successive management without resorting to having to co-opt and fill roles at the eleventh hour.

I look at the club assets that were built over the last near 5 decades of the club's existence, and realised the majority of it is showing its age, requiring ever increasing ongoing maintenance and replacement.

The committee is here to manage the business of the club but relies upon the membership to be involved in the ongoing evolution of the club.

If you have a vision or a solution or see a need then I encourage you to present this with an outline (a plan) with the options and the costs so it can be progressed through the committee to fruition.

The Committee cannot act alone or dictate what the club needs without all being involved, but can act upon any plan or idea that has been well presented in advance.

I know we have an active group promoting the revitalisation of the raised track, so that it again is used and has a future.

The increasing popularity and demand from the public forces us to find new and replacement locomotives and again there is a small group involved in this.

The most important item on the agenda is the resubmission of the Clubs Constitution as required under the new Incorporated Societies Act 2022, a small group has been working on this, however we need some immediate assistance to take a last look at where we are before it is presented to a Special General Meeting and then to the New Zealand Companies Office (NZCO) well before October this year.

We are using the template offered by the NZCO with the club adding in the relevant portions (Purpose and Objectives, and types of Membership), but more importantly it must contain a dispute resolutions clause, which is included in the template.

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I expect we will call a Special General Meeting before the end of June to present the new Constitution for ratification.

Following the first meeting of the new committee it was moved that we increase our ticket prices to cover increased costs such as the 430% rise in our lease, maintenance and replacement of aging infrastructure, and also allow for future build and expansion.

The cost of a single ride will rise to \$3 and to \$25 for a 12 ride concession on the 1<sup>st</sup> of August.

Having absolutely no communication for well over a year, the committee is about to re-engage with the City Council, regarding their final plans for the Memorial Park Redevelopment. We did submit plans for expansion, the track was to be affected by the Council redevelopment, however with no formal resigning of the lease we still cannot make definite plans, so the initiative is with the club to cement us in for another four plus decades.

The club remains as popular as ever with the public so the challenge is to ensure we are the best we can be.

Thank you

Warren Karlsson

President 2025

The logo for Rutherford Signs features the word "Rutherford" in a red, sans-serif font above the word "Signs" in a larger, bold, dark grey sans-serif font. The text is positioned on the left side of a white rectangular area, which is partially overlaid by a red geometric pattern of overlapping triangles on the right side.

**Rutherford**  
**Signs**

The logo for Metalcraft Roofing consists of a stylized black silhouette of a person's head and shoulders on the left, facing right. To the right of the silhouette, the word "Metalcraft" is written in a large, bold, dark blue sans-serif font, with the word "Roofing" in a smaller, dark blue sans-serif font directly below it.

**Metalcraft**  
Roofing

## Captain's Report – May 2025



The club ran 2½ of the 4 available Sundays in April due to wet weather, this affected our number of passenger rides to the lowest for this month in 3 years.

We had four visitors from the Cambridge Club, and they assisted us with driving and other duties. The Cambridge Club is currently out of action to a local council redevelopment of the park in which they operate, the restart date being pushed out to the end of June when a full weekend run with public celebrations will be held - Watch for announcements there will undoubtedly be a group of us heading over to join in and help out.

Apart from the last Sunday, the railway ran a little understaffed for the majority of the month, which meant that some were stuck in the same role all day with little respite. A big thank you to those who give up their time to keep the trains running for the public, the railway is a big part of the club's revenue and it is a big job keeping everything on track.

The Track Operators AGM had another 3 members add their name to the Duty Operator Roster, which, once familiar with the role, will be changed to include these welcome additions and spread the frequency of the duty. A big thank you for taking on the role to Steve, Ethan and Ian.

Matariki is early this year, Friday 20th June. We have yet to finalise the catering so are looking for volunteers, if anyone is interested in helping out with that, please let us know. We are running 5:00pm – 8:00pm for the public so will aim to have a meal around 4:00pm with the track set up prior to that. As usual, we will need volunteers to set up and run, if you are able to help it would really be appreciated.

The new committee has already met for the first time, since the AGM have made the decision to increase the price of tickets to \$3 a ride and \$25 for a 12-ride concession. This will come into effect from the 1st August.

We have a new sponsor in Rutherford Signs, whom donated the fabulous artwork for the new DL front sections fitted to both Electric locomotives, along with other new signs that provide information to the public.

Graeme Hayley is the innovator behind this and we thank both him and Rutherford Signs for their generosity.

I have stepped aside from the committee this year, but am still involved in the events side Club Captain role.

### **Events Coming Up:**

**Club Playday**, Saturday 7<sup>th</sup> June – a chance to bring along your toys without the stress of public running.

**Manukau** are holding their open weekend on King's Birthday weekend for anyone interested in heading up there.

**Matariki Night Run** – Friday 20<sup>th</sup> June one of our busiest occasions.

**Morris McFall's Tractor Collection** – a possible visit to this private collection in Mount Manganui is being planned.

**Joanne**

## Humour :

**Wife:** I have a bag full of used clothing I'd like to donate.

**Husband:** Why not just throw it in the trash? That's much easier.

**Wife:** But there are poor starving people who can really use all these clothes.

**Husband:** Honey, anyone who fits into your clothing is not starving.

**Husband is recovering from a head injury now**

A man is reading his newspaper when his wife walks up to him and hits him on the back of the head with a frying pan.

He says, "Why do you hit me?"

"There was a piece of paper in your pocket with the words 'Betty Sue' on it."

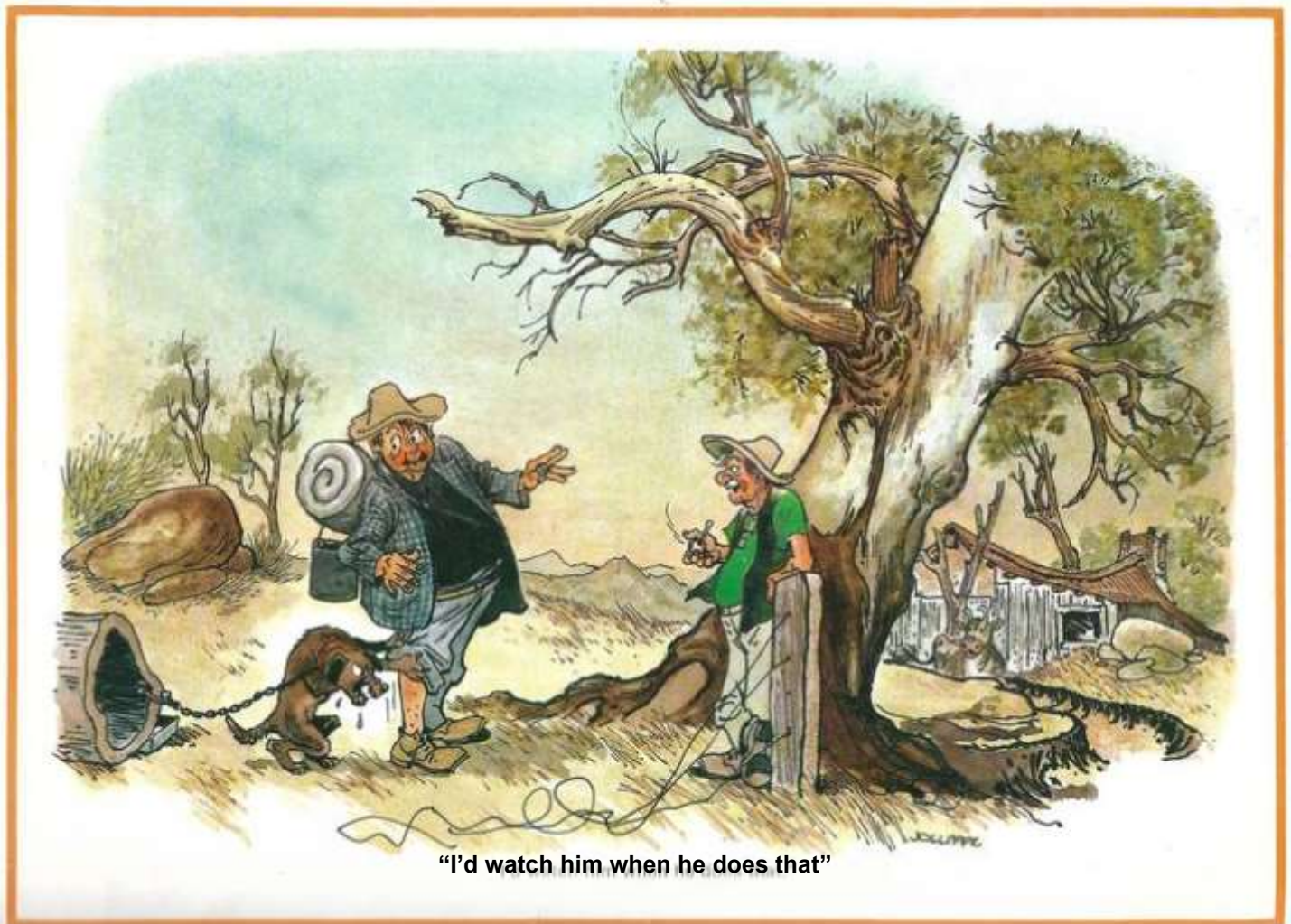
He says, "Honey, 'Betty Sue' is the name of the horse which I want to buy."

The wife doesn't say anything.

Three days later he is reading his newspaper again. His wife comes to him and hits him with a frying pan again.

He says, "Why do you hit me again?"

She says, "Your horse is on the phone."



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## Wheels at Wanaka (not model engineering)

Most of you will be aware that 1964-1969 I served my time as a diesel mechanic at the Ministry of Works in Tauranga. It was in this era 60-70's that some of NZ largest power projects were under way, Tongariro Power Project and The Tekapo Power Project being the main developments. Either fortunately or unfortunately I was not involved in any of the Projects just completing my apprenticeship at the Tauranga depot.

Sometime in 2024 I saw an ad advising that after 4, Wheels at Wanaka events the next, in Easter 2025 was to be the last so I quickly booked a Motel in Cromwell and

purchased tickets for 2 of the 3 days. Son also was keen so booked him in also.

Time ticked on and it was soon time to join the Bluebridge Ferry to cross the Strait (don't trust the Interislander it might run aground), a mill pond crossing and on to Nelson where I was to collect a clock, a Gents GPO 36 master clock which I had "stored" there. I think

the seller was real pleased to see me as he had been looking after it for 9 months!!! Next stop was Rakaia also to collect a clock or more correctly a Gents Chart Recorder "stored" at a friend of my daughters, am sure he was please see the back of it, little did I realise, it took 2 to lift it into my ute. With the Wheels at Wanaka event due to



Gent's GPO 36 hipp toggle master clock.

A story to come in a future mag

start the next day we hightailed it to Cromwell, and caught up with son Brent and his partner Tanya. With the gates to open at 9.00am on Friday we were away by 8.15am to be early in the que. It was a straight run in and we were at the gate when it opened.



25 row punch card chart recorder. It came with no providence unfortunately.

did I realise, it took 2 to lift it into my ute.



Terex TS18 scraper, 18cubic yards capicity 21 cy heaped, powered by 2 X 6/71 GM two stroke diesels.





Soley's from Takaka had several vehicles involved.



Staying dry . . . Brent (left) and Roy Robinson, father and son from Katikati, seek shelter from the rain under a large earthmoving truck.

This pic was taken by and featured in the Otago Daily Times, famous for once????



An English, Vickers Vigor dozer, track gear design based on the military tank engineering, powered by a Rolls Royce C6 diesel. (1951—1958)

Threatened rain started as a light drizzle so after a look at the action in the heavy machinery playpen we decided to visit the area where all the large machinery was parked. The first thing we noticed was the complete lack of taped off areas and restrictions and this stayed true for the whole event. One could climb all over any machine and probably talk

with either the owner or operator anywhere on the whole site any time. I must add quickly the public respected this and used common sense when around machinery etc. If one was standing on the viewing terrace looking into the playpen of the heavy machinery all this equipment was to the right, on the left was the lighter machinery and they had their own much smaller playpens. This total machinery area was the only section that was open on the Friday except for the tractor pull so we decided to go and catch up there. One cannot resist the magnetism of black smoke and roaring



Some companies had a line of trucks

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engines to get one's attention!!!!!! By this stage the rain was getting very wetting and I don't have the farmers plastic rain coat or gortex jacket any more so we decided to



A table top 6 wheeler Kenworth all spick and span and another but with a 5th wheel.

bail and return tomorrow.

We were on the road to be at the site with gates opening at 9.00am This was the first full open day and a large crowd was expected. Additional road signs were in place and from the Cromwell end an alternative route was sign posted. It was our only bad decision of the weekend, it took till 12.00 noon to get in the gate!!!!!! Weather wise this was the best day and Brent and I decided that trucks were to be our project for the day and there were lots and lots of them well laid out and just a matter of walking up and down the rows. Shutter count on my camera was over 300 and I didn't take everyone so you can only guess how many trucks there were. Old ones, new ones, some in their working clothes, some with art on the cabs, some with machines on the back, many trucks from one company and I know of one collector who had taken over 20 trucks and trailers with machines on. It took all after-



Some amazing artwork on display on the trucks



Sunday we took an alternative route in and were there in time for the gates to open. It was vintage cars, Land Rovers, vintage farm machinery, steam traction engines and of course the steam truck, stationary engines plus plus on the menu for us today. Farm tractors were lined up by manufacturer, most were in working clothes but also quite a selection of restored



Random pics of other displays pieces.

equipment. Adjacent to this general area was the Parade oval and there was always some group circulating around the oval. I understand the Caterpillar Parade took some 2 ¾ hours to get the 350 odd machines in and out!!!!!! All the traction engines (I estimate 12 – 15) blasted their whistles together making

as much noise as some of the GM powered earthmoving equipment. Once again light rain was threatening but we decided to visit the stationary engines. Whilst there the owners had decided to start and V16 submarine engine which was on the back of a truck. Once again you can't beat black smoke and open exhaust engines to draw the crowd. We spent a little more time watching the heavy machinery in their playpen but the drizzle was getting heavier so we decided to bail.

I would have to give it 15 out of 10 with my only grizzle being the traffic jam on day 2. Yes, there was

mud but there was a stone base so only had sloppy mud on top. Supposed to be the last but I'm confident that with the success of this one am sure they will find another sand pit to play in close handy and I will definitely be there!!!!!!





Hot work . . . Leslie and Thomas Searle steam past Lake Tekapo as they make their way down the South Island's high country yesterday in a 1934 Sentinel S4 steam truck, on the way to the Wheels at Wānaka Show this weekend. PHOTO: GERARD O'BRIEN

## Brothers chug full steam ahead to Wheels at Wānaka

JOHN LEWIS

THOMAS Searle drew the short straw.

While his brother, Leslie, got to drive the vintage 1934 Sentinel S4 steam truck and admire the spectacular views as it passed through the Mackenzie Country yesterday, Thomas had his head down, shovelling coal into the truck's voracious boiler as fast as his arms would allow.

"The driver probably gets a better look at the scenery," Thomas said.

"I'm doing the coal shovelling and checking on the water, so my head's often down.

"It's pretty hot work in the cab.

"But I did manage to get a good look at Lake Tekapo and a few other bits of scenery — it's beautiful."

The steam-powered, shaft-driven four-wheeler, operating at 275psi, has two speeds and can reach about 70kmh.

Thomas said it was running like beads of sweat off his brow, and the good quality New Zealand coal was helping

it to reach speeds of up to 50kmh on their journey south to the Wheels at Wānaka Show this weekend.

The duo were taking great care to make sure no sparks escaped the truck as they travelled south.

"We've got spark arresters on here, so we're managing quite well.

"We have to, especially down by Tekapo, because all the grass is quite brown there."

The S4 is owned by their parents, Les and Dee Searle, of Horsham, West Sussex, in

England, and is one of a number of restored steam engines they own and operate under the name of the Horsham Traction Company.

The truck has spent the past three months in a shipping container, travelling from England to Port Lyttelton, where they started their drive south on Wednesday.

They stopped at Pleasant Point (inland from Timaru) on Wednesday night, and then again in Omarama last night.

Today, they will make the mammoth journey over the

Lindis Pass.

"Everyone keeps telling me it's very steep and we should be worried about it, but we haven't got there yet and we don't know what it's like," Thomas said.

"It's a case of, we'll find out when we get there.

"It's my job to make sure the fire's nice and hot when we get to the bottom of it.

"I'm looking forward to seeing how it copes."

The duo are expected to arrive in Wānaka later today.

[john.lewis@odt.co.nz](mailto:john.lewis@odt.co.nz)



Taken at Wheels at Wanaka April 2025 as it chugged around the Parade Oval by the Editor

# A new workshop project

By Geoff Hallam

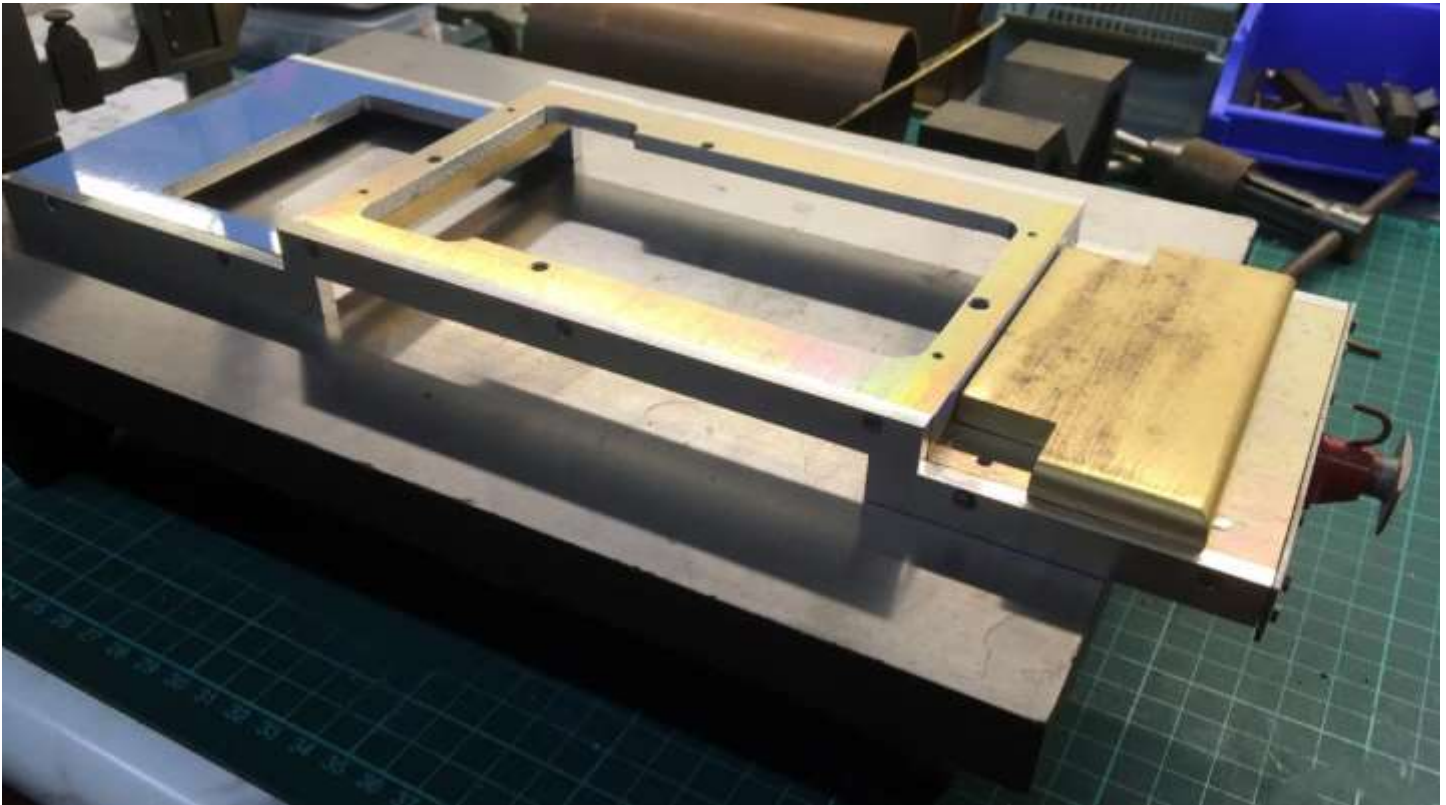
After our trip to Kerikeri, I was inspired by Paul's coal fired loco and wanted to build something different. Recent engineering projects made me realise how much enjoyment can be experienced building something from scratch in metal. I looked through all of my books and drawings and came across a set of drawings given to me by Andy Whyman many many years ago. It was of a 7/8<sup>th</sup> scale Festiniog Prince and better still, it was coal fired. I had said many times to myself "I don't need another scale to work in" but my desire of a coal fired engine overruled that thought.

The fact that it would run on 45mm track meant that it is a 1:13.8 scale instead of the 1:19 scale of a 16 mm locomotive. It turns out to be a substantial locomotive which will still get around my track regarding loading gauge. It would also make a change working from drawings as opposed to design and build as I had to with the double Fairlie and Garratt.



*The drawings are for the locomotive as it was in 1956. Trust me to be different and want to build it as it runs today with a stepped chassis and not straight as above.*

The main proviso for this build was to use as many materials out of stock as possible. The locomotive sits on a 6mm aluminium chassis. This was the first material I couldn't source from stock. I found an old industrial electrical meter that was bought at an auction in the Auckland Model Engineering club some time ago. Its base board was 5 mm aluminium plate, which was going to have to do. I managed to cut all the parts out of this sheet dodging all the pre-cut holes from its previous life. This meant resizing several components that attach to it i.e., the height of the engine sub frame and the way it attached.



*The blue footplate was the original colour of the power meter back plate.*

This part was just making a lot of swarf on the milling machine and making sure everything was square and true. The heavy lump of brass on the front footplate was cast iron on the real engine. This was to give it more adhesive weight.

The next part to make was the smoke box and chimney. I was making all the bulky parts first to get an impression of the size and scale for everything else. The first attempt at rolling the smoke box outer shell was consigned to the scrap box. I had forgotten to make allowance for the changes made to the thickness of the chassis and the fact that the boiler support was raised by 1 cm. I hate having to remake things as it is part of life you can't get back and to be assigned to the bin makes it worse. More careful thought is going into making the rest of it. The less parts I consign to the scrap bin the better. The mount for the chimney was made from 38 mm diameter brass bar. It was bored in the lathe to suit the  $\frac{3}{4}$ " copper tube and then held horizontal in the mill. The curve for the smokebox was cut using the adjustable boring tool set to the same diameter as the smoke box. The rest of it was plain sailing, milling to shape and parting off in the lathe. It is held to the smoke box with 6 x 10 Ba hex steel bolts.



Smoke box with door temporarily attached

The smoke box will eventually be silver soldered together. The chimney top was another component that went wrong. This was the second part consigned to the bin and the project is hardly off the ground!! I was trying to make do with some existing turning tools I had made for another job and the curves just didn't look right. Usual story, more haste less speed. I spent time grinding another tool but I am still not 100 % sure about the result. Might have to slim the lower ring down a little bit more as it looks just a bit too heavy.





# Show and Tell



Above and below : Warren K had recently had some good luck and scored 3 items at an Auction, two kits for a beam engine and a stationary engine and a Stuart single cylinder model..



At the Clubs AGM I asked what progress had been made to purchasing at least 1 even 2 new loco's?

Warren K showed the damaged brush holder which has sidelined one of our locos. Isn't this enough evidence to proceed with urgency on additional loco's???



Russell's plaque for the winner of the Trebuchet contest at the Con-

David I required a mounting flange for a 4 jaw chuck to mount on his lathe. Ash supplied the material and Russell did the machining.



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## Duty Roster 18th May—28th September

	18th May 2025	Warren Karlsson	
	25th May 2025	Joanne Knights	
	1st June 2025	Bruce McKerras	
	8th June 2025	Russell Prout	<b>King's Birthday 9th June</b>
	15th June 2025	Stewart Walker	
<b>Friday</b>	20th June 2025	<b>tba</b>	<b>Matariki Friday Night Run</b>
	22nd June 2025	Bruce Bocock	
	29th June 2025	Bryan Fitzpatrick	
	6th July 2025	Jason Flannery	
	13th July 2025	Warren Karlsson	
	20th July 2025	Joanne Knights	
	27th July 2025	Bruce McKerras	
	3rd August 2025	Russell Prout	
	10th August 2025	Stewart Walker	
	17th August 2025	Bruce Bocock	
	24th August 2025	Bryan Fitzpatrick	
	31st August 2025	Jason Flannery	
	7th September 2025	Warren Karlsson	<b>Father's Day</b>
	14th September 2025	Joanne Knights	
	21st September 2025	Bruce McKerras	
	28th September 2025	Russell Prout	

Below : Take in the great Kauri timber forests of Northland



IN THE GREAT KAURI TIMBER FORESTS OF NORTH AUCKLAND. LOADING SKID WITH THE GREEN LOG ON THE AWAKING RIVER, NORTHERN WAIROA.

Nostalgia

