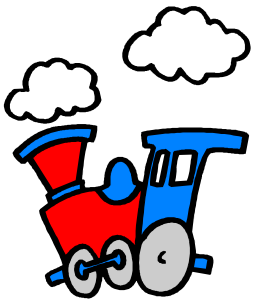
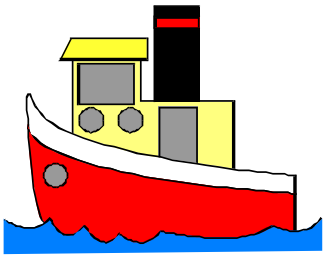


Wheels and Floats



Newsletter October 2017

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

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

COMMITTEE

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

CONVENERS

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

OPERATORS 2017

15 October	B Fitzpatrick
22 October	B Harvey
29 October	M Duncan
5 November	P Jones
11 November	W Karlsson
12 November	R Salisbury
19 November	B McKerras
26 November	M Duncan
3 December	G Barnes
10 December	N Bush
17 December	M DeLues

Presidents Report

Greeting Members.

Congratulations Shane Marshall on getting Big Boy on the road and certified, a massive project and I am sure for Shane, a satisfying result.

At our last committee meeting the “Round House” project was discussed, focusing on it’s purpose, function, and design. At our last AGM members showed their support for this project, we certainly need some covered space heading into the future.

A decision was made at the committee meeting to have the working party meet and report within four weeks to the general committee before presentation to our members with their recommendations. This is another major project for our club, and while we have a lot of jobs on the go already that have to be finished, the planning process of design, consultation with council prior to building consents etc. is such a long process we need to get this project moving if is to be finished before 2020. It is envisaged that this will be a club project carried out by club members with a little help from our friends. Lots of work to do so lets get started.
The team carrying out the drainage project around No1 tunnel have done a great job, a satisfying flow of water is coming out of the drainage pipe and we all know how important that is. Well done guys.

A request for someone to take on the Christmas Float has not resulted in anyone showing any willingness to lead this project for Christmas 2017, so the decision has been made to make a special effort next year. I guess what we need to think about going forward is our involvement, do we work to have the best float, or just contribute something that demonstrates our support for this community event. Something to think about.

Finally not too long until our open weekend, this is a chance to welcome visitors from other clubs and a chance to show to the public what we do besides run trains, please give this event your support.

Happy Modelling

Peter Jones.

From the Editor

I'm working with Tracey Gibbs Secretary of Steam & Cinders 18 the upcoming Convention in Nelson to see if we can arrange a visit to the Cobb River Power Station. So far there has been little response to the odd notes I have placed in this mag.

As this Power Station is unmanned there are some boxes we need to tick especially as the Convention is in peak holiday time to arrange a visit. If you are interested in visiting this unusual Power Station please let me know soon as.

Still requiring more articles. PLEASE!!!!!!

Roy

Christopher Pattison has sent the following pics of a Steam Cane Train on display at Rocky Point Mill, Woongoolba, Queensland

This interesting little locomotive was built by John Fowler & Co in Leeds as their builder's number 16249 of 1925 and operated at the Rocky Point Mill, Woongoolba. [a]

Fowler 16249 had been displayed at Gilltraps Auto Museum, Kirra during the 1970's. It moved to Dreamworld, Coomera in the 1980's, where it was cosmetically restored and statically displayed within the gardens of the amusement park. [c] About 2000 or 2001 it was moved to the Dreamworld locomotive shed and was stripped for assessment, with a view to overhaul as a third operating engine for the Dreamworld tourist railway. However it was found there was too much wastage around the boiler and a new boiler would be required. [b]

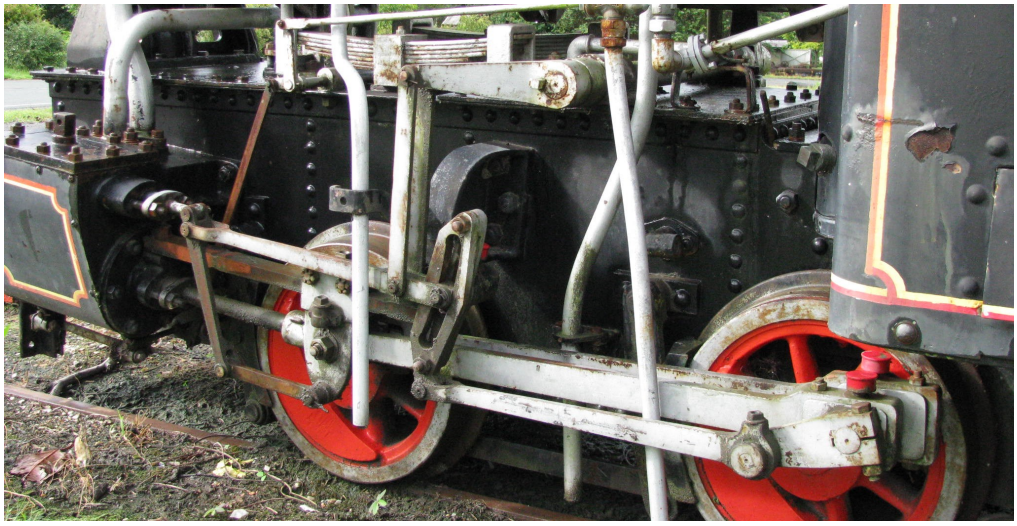
Fowler 16249 was relocated to Rocky Point in 2002, still in stripped condition. Recent photos show that it has since been thoroughly restored to a good standard as a static exhibit at the Rocky Point Mill. [c] It now carries the name "Rocky Point".

This locomotive is similar to the preserved Tasmanian engine "Wee Georgie Wood". [c]


ROCKY POINT


ROCKY POINT


ROCKY POINT



The Sishen – Saldanha Rail Line

The **Sishen–Saldanha railway line**, also known as the **Ore Export Line**, is an 861 kilometres long heavy haul railway line in South Africa.[1] It connects iron ore mines near Sishen in the Northern

Cape with the port at Saldanha Bay in the Western Cape. It is used primarily to transport iron ore and does not carry passenger traffic.

The Sishen–Saldanha line was built by Iscor, the then iron and steel parastatal, opening in 1976. The track gauge being 1,067mm.
In 1977 the line was transferred to Transnet Freight Rail, then known as *South African Railways & Harbours*, and a decision was made to electrify the line. A voltage of 50 kV AC was chosen instead of the usual 25 kV in order to haul heavier loads and to allow a larger distance between transformers.
A single-track line with ten crossing loops to allow trains travelling in opposite directions to pass was constructed; number of crossing loops has since increased to 19 in order to increase line capacity.
From an altitude of 1,295 metres at Sishen, the line climbs for 42 kilometres before descending to cross the Orange River about 10 kilometres downstream of Groblershoop. For the next 300 kilometres, the line rises and falls before descending towards the Atlantic coast. The railway crosses the Olifants River on a 1,035 metres viaduct between Vredendal and Lutzville and reaches the coast about 160 kilometres north of Saldanha. From there the line follows a coastal route.

Note the very long 50kV insulators on the catenary masts

Example of a locomotive

Inside the cab of a locomotive

Initial train lengths consisted of three class 9E electric locomotives, hauling 210 type CR ore wagons with a payload of 80 tons. Upgraded wagons now carry 100 tons. Train lengths have been increased to 342 wagons, employing Radio Distributed Power (RDP) technology. These trains have 8 locomotives, a mix of electric and diesel-electric, and 342 wagons with a total mass of 41,400 tonnes and are 3,780 metres long, and they are the longest production trains in the world. More than 3,000 of these RDP trains have been operated since launched in December 2007

South Africa's World Record Breaking Train!

Article Author: Norman Chandler

Tuesday, October 20, 2015 - 23:06

In South Africa railway men do things big and it doesn't get bigger than the Sishen-Saldanha line. In 1989 the longest and heaviest train in the world made an historic trip down the line. The article below, compiled by Norman Chandler for The Star newspaper, tells the story of this record breaking feat. It appears as though a train in Australia broke the record in 2001.

Nightmares do have silver linings, railwaymen happily discovered this weekend. After hours of high drama, South African Transport Services are today toasting a world record for the longest and heaviest train ever run - a 7.281km monster that travelled 861km from Sishen to Saldanha Bay.

In all, 660 fully-laden ore trucks, nine electric locomotives, seven Diesel engines and three other cars made the journey, which began at Sishen at 12:45 on Saturday afternoon and ended at Saldanha at 15:40pm yesterday. But it was a close thing.

The Monster

Dubbed "The Monster", the train - which if placed on Johannesburg's M1 motorway would cover the distance from the Jan Smuts Avenue on-ramp to just short of the Corlett Drive exit - finally left Erts station, here, nearly seven hours late. On its journey it generated sufficient power to light a city the size of Port Elizabeth.
Seven years in the planning, SATS had everything ready for this weekend's bid for a place in the Guinness Book of Records as having run the longest and heaviest train ever assembled. The trucks, pulled and pushed by 16 Class 9E electric and diesel locomotives, dwarfed the 1967 feat of an American train of 500 coal trucks pulled a distance of 252km.
But, just 6 ½ hours before "The Monster" was due to leave, disaster struck. As it was being coupled early on Saturday morning for a 6am start, a fully-laden truck jumped the rails, ploughed through three sets of railway lines and wrecked meticulous planning.
The unforeseen mishap had SATS engineers tearing their hair out under the searing sun of the Northern Cape. It took another record of sorts to pull it together again.
Railway workers, helped by mine personnel, rebuilt the railway line to allow the train to leave Erts at 12.45pm on Saturday. According to SATS officials, the repair time was "remarkable" and involved just about every person at the depot. Stationmaster Mr Gerrie van Dyk had just returned home from a long day at the office putting last-minute touches into place for the record bid when he was told of the derailment.
I thought: “Oh no! We had all the senior people down to see the train off, and this had to happen. But I am very pleased with the speed at which the repairs took place," Mr van Dyk said.
Mr Tom Boshoff, SATS chief director technical operating, was on the spot to ensure that repair work went ahead speedily. The railways team which put together the record bid watched, literally with hearts in mouths, as the 70,543-tonne train began to move out of Erts on the long journey through Namaqualand to Saldanha Bay. The train took 12 minutes to pass by the watching engineers.

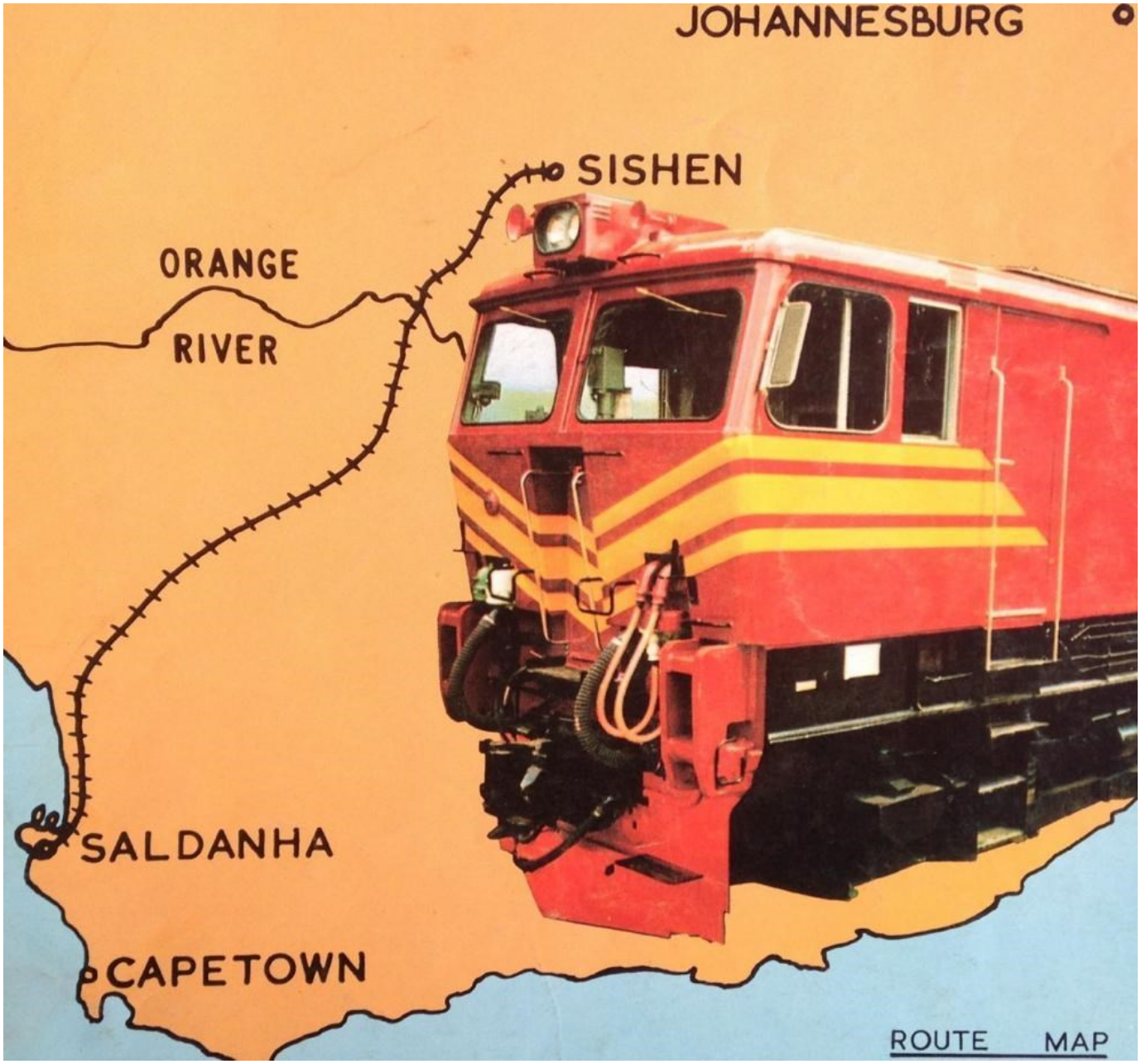
Freight Train on the Sishen Line - Source Unknown - Peter Ball collection.jpg

A similar train (shorter of course) on the Sishen Line
- Source Unknown - Peter Ball collection

Fill ship
It was carrying sufficient iron ore to fill a single ship - usually it takes three trains from Sishen to fill one ore-carrying vessel. Every coupling was checked for signs of problems as the train was eased over the newly-repaired railway

line. Travelling at 15km/h the train would have needed a braking distance of 3km to come to a complete stop in the event of any derailments.
And to ensure that problems could be speedily attended to, SATS stationed emergency repair teams at strategic points all the way to the west coast port.

Sishen Saldanha Line - Railway Magazine.jpg



Sishen Saldanha Line - Railways Magazine

AUSTRALIAN RECORD
This record was set on June 21, 2001 in Western Australia between Newman and Port Headland, a distance of 275km, and the train consisted of 682 loaded iron ore wagons and 8 GE AC6000 locomotives giving a gross weight of almost 100,000 tonnes and moved 82,262 tonnes of ore, the train length was 7.353 km . Track Gauge 1,435mm (4ft 8.5in)

The question remains which record is the better, considering the difference in gauge, the South African being smaller. Also, the distance travelled, the South African being 861km versus the Australian 275km. However, the tonnage was 71,765 ton for the South African effort, versus 99,734 tons for the Australian effort.

Christopher Pattison