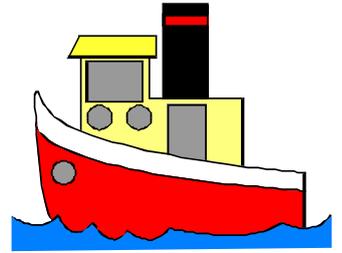


# Wheels and Floats



Newsletter October 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](http://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 0211265501  
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, 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 07 5491182  
[royrobkk@gmail.com](mailto: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

16 September M De Lues  
23 September B Fitzpartick  
30 September M Duncan  
7 October D Harris  
14 October B Harvey  
21 October W Karlsson  
28 October P Jones  
4 November B McKerras  
10 November D Flockart  
11 November N Bush  
18 November M De Lues  
25 November M Duncan

### President's Report :

September had been a very busy month with tremendous support from our local community showing up in their droves with two Sundays resulting in 1000 plus rides. This sure keeps the team busy especially when one or two locos were out for maintenance. The team seems to take it all in their stride and they look forward to the next.....well done team.

The club photographer Cosima Ray has achieved a GOLD status for both her paper and electronic photography, congratulations on behalf of our club for an outstanding achievement.

The Tuesday maintenance team have also been busy getting the new batteries and charger in one of the two electric locos. It is estimated that the two electric locos carry up to 75% of our passengers so on a busy Sunday this could be around 800 people. Given that a ride takes about 8min and the same loco leaves the station about every 12 min carrying around 12 passengers each time....60 per hour for 6 hours x two = 720 give or take. Each electric loco travels about 30km per operating day and around 1500km per year. It is no wonder that these are deserving of major maintenance once in a while.

Oct 2nd club night saw members treated to some seriously good tooling thanks to Ashley Thomas and guest speaker Pieter van Heerden from ISCAR. Peter shared his knowledge of specialty tooling and application of this to the various materials that model engineers use.....even the price for some items was favourable. What was a little intriguing was speeds of 5-6000rpm and feed rates in the meters per minute in some cases. Most of us have been used to maybe 1500rpm and several mm/minute feed rates. One fact remains, whilst these carbide tips will cut deep and fast, they do not like swarf build up. Coolant is not necessary but clearing the swarf with air works really well. I am sure Peter will happily visit the private workshops should you have machining difficulties so don't hesitate to give him a call.

On the table we saw yet another ball turning attachment from Owen. I think we need to have a special showing of everyone's 'ball turning attachments' at a club night to be determined so dust yours off and put it somewhere convenient for when the call comes.

Jason finally drew the first of the 'morning tea vouchers' from Robert Harris, congrats to Lloyd Breckon and Max Donnelly. All you need to do is to put your name in the attendance register whenever your are down at the track for working bees or public running days and your in2win, good luck for the next one and thanks again to Robert Harris.

Play day 6th Oct featured Peter Wisley's phantom (alias Thomas) once again, only this time the minor surgery proved to be just what it needed with a very pleasing look from Pete and the other drivers. The sound is awesome Pete! not every day that the boys get to play with a brand new loco and it makes it tough getting your hands back on it when you want to take it for a run. Great sharing Pete and thanks again.

Good to see Mike Treloar's phantom back at the track under the watchful eye of its new owner Warren Karlsson.

What with the Tamar and two other steam locos, the two electrics and No.4 running there just wasn't any time or space for me to run my Dash 9, oh well next time.

This day was also time for our apprentice chef (alias Max Donnelly) to learn the fine art of cooking breakfast for around 30. Never cooked an egg in his life! Under the watchful eye of Murray, Max excelled and certainly earned his place as chef de mission for the up coming open weekend Nov 11. Well done Max, sterling job.

It was also great to see young family members having a go at driving with proud parents sitting close behind, they are our future and I am sure benefit from our guidance, good to see you all enjoying ride.

Bruce McKerras, once again you have excelled with weather, food and attendance, thanks from us all.

Ride-car spring upgrades are underway, thanks to all those who helped Jason with this work, still a few more to do if you missed out, just let Jason know when you can help.

Our latest ride car sponsors Morgan Steel now have their signs displayed, welcome aboard.

With our open weekend on 10-11 Nov we already have many intending visitors and we can expect some very special displays so don't miss it.

Hamilton's evening run on Nov 3rd will be my next official visit so if anyone is keen to accompany me, please let me know soon.

**Your President**

**Russell Prout**

## Smile

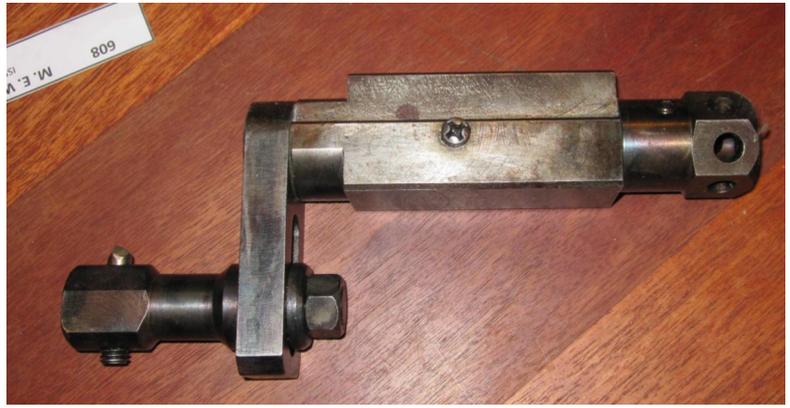
A little boy was doing his maths homework. He said to himself, 'Two plus five, that son of a bitch is seven. Three plus six, that son of a bitch is nine....' His mother heard what he was saying and gasped, 'What are you doing?' The little boy answered, 'I'm doing my maths homework, Mum.'



'And this is how your teacher taught you to do it?' the mother asked 'Yes,' he answered.

Infuriated, the mother asked the teacher the next day, 'What are you teaching my son in maths?' The teacher replied, 'Right now, we are learning addition. 'The mother asked, 'And are you teaching them to say two plus two, that son of a bitch is four?' After the teacher stopped laughing, she answered, 'What I taught them was, two plus two, THE SUM OF WHICH, is four.'

## Show and Tell :



Top right : Yet another ball turner!!!!!!!!!!

Top left : Burnt out archway plate from Bruce Mc Phantom.

Centre : Water tank from John Stent's Garrett.

Bottom : Tooling from Iscar.

Our guest speaker at Show and Tell was Pieter van Heerden from Iscar. He gave us an in depth insight into tipped tools and holders with examples to illustrate his points. For me (and I think others) it was like a foreign language particularly when he talked about the speeds that one should run these tools at. My Myford is not even at first gear when one considers the modern metalworking machinery. However I did understand that if I purchased a few more tips of different profiles I should get better performance and especially finish. If you didn't attend you missed an excellent informative night

## From the Editor's desk.

### Open Weekend 10—11th November

Max D will be providing bacon and eggs for our Open Weekend in November. Perhaps some of you were undecided if you would attend over this event. Well now you won't have to get out of bed so early as you will be able to have breaky at the Club!!!!!!!!!!!!!!!!!! Sounds good to me!!!!!!!!!!

# My Railway Career by Clive Goodley

## Part 7

### Oil burners at Tauranga and cab temperatures :

In 1966 the Main Trunk Line was being dieselised at an ever increasing tempo. Several Ja oil burners and a Jb oil burner were redundant there and were sent to Tauranga. They were certainly cleaner and easier on the fireman, but the challenge was not as great as on the coal burners. The challenge changed from keeping the steam pressure up near the mark, using the minimum of coal, to keeping the steam pressure at 199lbs. The last steam engine was transferred elsewhere in the spring of 1967 and so I was several months too late to drive them officially.

Winter on a coal burning steam engine is not too bad for the fireman. The sliding windows can be shut and regular shoveling is enough to keep him warm, with heat coming from the firebox back plate. The e'dr has a warm front, but most preferred to keep their window open with their head out looking through the small side extension window. With the wind whistling past their ears, around their back and having no exercise to keep their blood circulating, their lot was more uncomfortable than the fireman's.

An oil burner was colder than a coal burner, as less heat came off the back plate because a large steel box surrounded the area of the firehole, and at no time was there direct contact between the fire and the air in the cab. The fireman was as cold as the e'dr and most of them organized a scrim sheet with means to fasten it across the rear of the cab, which then became quite cosy.

The line between Papamoa and Te Puke we called Siberia. Crossing the swamp going north especially, the wind whistled down from Rotorua through a wide gap in the hills. With the back of the cab open to the wind on a cold winters night with no back sheet (impossible to have while shoveling coal) the body had two very different temperatures,

In summer on a hot day the coal burner never seemed to be excessively hot, but then I prefer being warm, and hot is just a degree of warm. When on the move there was always a draught blowing around and that kept the conditions pleasant, for me at least. Trundling along the coast between Matata and Otamarakau was always very enjoyable and on a hot day the sea looked so inviting.

## **Preparing to be an e'dr :**

To prepare for the e'drs exam entailed nearly two years of working through a correspondence course. I found it very hard to study, when over half of our shifts were night work, with the accompanying lack of sleep. I have no doubt others had the same problem, as few finished it in less than two years. The studying, or the stress of the approaching exam caused me to have frequent and sometimes severe headaches, something to which I was not normally prone. Once it was all over, the headaches went away and so there was no doubt as to their cause.

The Db locomotive was a 1000hp machine built by General Motors. In line with their other locos, they had two stroke engines in them and they were very noisy, inside as well as outside. I went to work one day with a headache, as we always went to work, healthy or not, but after ten hours on those thundering machines I just about had to be carried off. I swore then never to go to work again in that condition, but of course I did. I was thankful when my headaches were over and done with, diesel locos and head aches are not a good mix.

## **Taneatua :**

Taneatua was a friendly little town: it had couple of shops, a pub, a school and garage. Train 321, which was a through train from Auckland, arrived there about breakfast time and we then had several hours to spare before departing on 392.

To stretch my legs, I often walked around the township, receiving and giving friendly greetings with the residents. They were mostly Maori and many were small children, it was all very pleasant and refreshing. It seems hard to believe that now, thirty years later, the town is renowned for its gang activities and sometimes, hostility towards strangers. Those happy, friendly children I exchanged greetings with, are now these belligerent gang members.

## **Young and fit :**

On the eastern side of the station, just a few paddocks away, are low hills, several hundred feet high and covered in grass, except at the top which then, had a bit of ti tree spread around. The hills always looked enticing and on days when I felt especially energetic, I ran all the way to the top and back again. Train 315 arrived there about lunch time and when diesels hauled that train later instead of steam, I did the same exercises, weather and energy permitting.

There was a small loco shed and a turntable at the end of the station yard, as it was the end of the line. Nearly all goods from Auckland and the Waikato, bound for Gisborne and Hawkes Bay, were transferred there, in the little goods shed, onto trucks. Two e'drs, two firemen and a cleaner, were based there.

## **Fergie, enginedriver and running out of coal :**

Fergie was unmarried, which was not surprising, considering the way he lived, rough and ready would be an understatement and a compliment. The engine off 315 stayed there and we brought back an engine prepared for us by the local crew.

Running out of coal was never an issue in the region, as the length of the runs were too short. The longest trip between coaling, was on the 'morepork', and that was about 135 miles, with twenty of those being light engine. Taneatua was only seventy miles from Tauranga, it was therefore with some shock that I found the tender empty of coal, when changing over with Fergie and his fireman at Te Puke one night.

Their engine had been doing yard work since coming off 315 that day and neither the day crew nor the train crew had coaled the engine. By the time we got to Te Maunga I had climbed into the tender and had swept even the coal dust out. Normally we should have stayed around and taken the train into Tauranga with us after it had been shunted, but that night we cut and ran while there was still enough steam to get us home.

## **Enginedriver exams :**

As the exam approached, so did the birth of our third child. Sitting in the labour ward, waiting for things to happen, was not time to be wasted and so Sheila lay there with my books, asking pertinent questions.

There were twenty one of us sitting the exam at Frankton that November in 1967. Some of us were sitting the steam exam and the rest the diesel exam. The former, which included me, if we passed, later had to go through a diesel conversion course. Most of the candidates were having their second or third attempt, as the pass mark was high, 80% for the signals, and consequently the fail rate was quite high.

The exam, which took two days, was split into three parts. Rules and Regulations plus Signals took all of the first day. The Air Brake exam was held on the second morning and the Mechanical exam was held in the afternoon, only the last being different to the diesel exam. It was nonstop writing over the two days, I still had calluses on my pen holding fingers five years after the exam. I wrote twenty one pages, which I believe was an all time record low for a successful candidate, some candidates used over forty pages.

The practical part entailed dismantling some of the valve motion on a J in the shed. One of the supervisors was in charge, he was mostly interested in how we handled tools, this was of course an advantage to me as I had seven years workshop experience behind me in England and a further year in N.Z.

## **My first official drive was unofficial :**

Because I had sat the steam exam in preference to the diesel exam, before I could be rostered to drive, it was necessary for me to do a diesel conversion course. I arrived at work just before Christmas and was told by the boss that I had passed the exam and would be driving the next day. At this stage I did not even have the piece of paper to say I was an enginedriver, but with the holiday season starting Likker had decided to use me on the town shunt.

The job entailed doddering around Tauranga station yard, placing wagons where required for the carriers and goods shed. It was one man operation, and the locomotive was a little 200hp. Dsa. I was not allowed outside station limits, but it was driving, which meant a significant boost in my hourly rate of pay. I managed to get through the first day without any incidents or accidents.

## **Practical tests :**

In February I went to Frankton for the three week conversion course, staying with our friends Lyn and Blair Campbell. On the course with me were Dave Simpson and Kevin MacCarthy. We three were the only first time entrants from the November exam to pass. For three weeks we learned about the diesel engine and all the various electrical circuits, switches, relays and contactors that make up the innards of a diesel electric locomotive.

There were about two and a half miles of wiring in a Df locomotive and most of it is protective circuits for the traction motors, main and auxiliary generators and high voltage circuits. Although I enjoyed the mechanical part, I struggled with the electrical. At the end of the course the instructor, Laurie Zanders set us tests of simulated break downs, on a Df, by inserting bits of paper in between various contactors. We, (that is mainly Dave and Kevin) managed to work through the circuits and get the loco operating.

## **Df.s Di.s and Db.s :**

In 1968 the mainline diesel locos in the Bay of Plenty area were the original English Electric Df,s. I think the Di,s and the G.M original Db,s arrived around about this time.

Df.s were the only mainline diesels in the Bay of Plenty because of the 55lb rail, which in 1962 extended from Karangahake Tunnel to Taneatua. The Kawerau Branch, as it was called then, had 70lb rail. 90 lb rail was progressively laid from Apata southwards only, as the Kaimai Tunnel was even then in the pipeline, but the heavy rail never reached Taneatua. Da.s were introduced between Kawerau and Murapara, when heavy rail was laid as far as the junction at Hawkins, but had a 25kph speed restriction over the light rail when being ferried from Frankton to Tauranga. They were towed as part of a train for transfer to Kawerau and never worked over the light rail.

The introduction of Di.s and Db.s came just in time. Tauranga port was booming and so was the tonnage we were shifting. Our Df.s were well past their use by date and were gradually phased out as they gave up the ghost.

My introduction to the Df was at Frankton when we cleaners had to clean not only the outside, but also the engine room. The space between the 1500hp engine and the side walls was about 12 - 15 inches, 300 – 375mm. Oil and diesel fuel was thick on the walls and floor, it had to be wiped off and mopped up with cotton waste. Later, as a fireman we were supposed to do this when traveling along the track with the engine roaring next to our ears in the enclosed space. I now need hearing aids, as do many other retired footplate crew, we were not allowed ear muffs or sun glasses. Needless to say very few firemen cleaned the engine room at any time.

At Tauranga, a Df arriving from Frankton, a 96 mile run, needed 40gallons (150ltrs) of sump oil added. This figure was fairly consistent, and even if the loco had come through from Auckland it was the same, so I assume it was topped up at Frankton. Just as a comparison, Db.s rarely needed oil at all.

There were many things wrong with the Df, but I never had one fail to get me home. The hierarchy, in their wisdom, raised the maximum load from Kawerau to Te Maunga to 2000tons, previously 1500tons. Some had already been retired by this stage and the rest were completely clapped out. If a loco in its prime is only good for 1500 tons, how on earth did the hierarchy expect them to manage 2000 tons at the last stage of their life.

### **A Df and 2000 tons :**

Our train from Kawerau was 2000 tons, on paper at least, it could have been more. The loco was the last Df still in use, every little rise we had to surmount meant I needed to use notch 10, the maximum. Every time I used notch 10 there would be a flashover from the traction motors after a minute or so. It was dark by then and the whole countryside lit up. I throttled back and notched up again as fast as I dared and cleared the little rises. There are only two significant grades, the first, coming off the plains before Matata, and then coming off the beach at Otamara-kau. Somehow I managed to coax the poor old Df up and over the inclines and on to Te Maunga. It was withdrawn soon after and I am sure that trip with 2000 tons hastened its end.

The Db was an efficient loco but had a couple of drawbacks as far as the crews were concerned. The cab was extremely noisy when the loco was working hard, and the seat, the same as on the Da.s was uncomfortable after a couple of hours, and we had to sit on them for up to twelve hours. These problems were never fixed in my time on them. They were also cold to work on in the winter. I never heard of a Db breaking down on the road, they were very reliable, but their maximum load was two thirds that of a Di, despite being nearly the same horsepower.

I don't remember putting sump oil into the Di's, and so I guess they were not as prone to losing oil as the Df.s. Engine and electrical noise was not a problem, however rattles and squeaks from windows, doors and anything else that could possibly make a noise made them somewhat noisy. They certainly did a great job, usually running in pairs coupled long hood to long hood, shifting big tonnages over the light rail. There were a few break downs, but I think they were a good buy as a stopgap measure. Our final step to become fully qualified enginedrivers was a practical road test on a timetabled goods train. For this I had the same companions as before and we were to be under the beady eye of Lot Fahey, the road foreman.

## **Nearly the shortest career as an engindriver; ever!**

We left Frankton bound for the Bay of Plenty in the morning, taking turns at the controls of the Df at the head of the train. Arriving at Paeroa South we were told to bank a train already in the yard up to Waihi and return light engine to Paeroa South. We then had to take our own train to Waihi. The road foreman meanwhile, would stay at Paeroa South and have a few cups of tea and a natter with the station agent, he was good at that.

The first part was accomplished without anything untoward happening. At Waihi we then uncoupled the loco and after taking it back to the station isolated the various controls and then installed ourselves in the cab at the other end of the loco. We duly set off from Waihi, down the hill back towards Paeroa South.

I was now at the controls as we trundled at less than 30 mph down the line, which was still light rail, 55lb per yard down to the tunnel, and had a 25mph speed restriction. Once through the tunnel the grade eased and we were now on heavier rail. As we sighted the 'distant' signal, set less than half a mile from the 'home' some idiot said I bet you can't hit sixty mph by the 'distant' signal. Being a bigger idiot, I opened the throttle wide and kept an eye on the speedometer as our speed gradually built up. Of all the braking systems on N.Z.R. locomotives, steam and diesel, the Df class are the most useless and by a long way at that. Seventy metres short of the 'distant' signal I chickened out at 55mph and closed the throttle and applied the brakes. The distance between the 'distant' and 'home' signals seems a reasonably long way at 25mph., at 55mph it is frighteningly short. As I played off the air brake against the dynamic brake, the 102ton locomotive showed little inclination to slow down. Closing in on the 'home' signal far too fast, we were still moving at over 40mph as we flashed past it. I prayed firstly that the points in the yard were set for an empty road, for our train was made up of a solid block of loaded coal wagons, and secondly, that Lot Fahey was still sucking tea inside the station building. I reckon we lurched through the main line points into the loop at 35 mph and then I saw thankfully that the yard points were set for an empty road and we then lurched the other way into the empty road, still at double the speed we were allowed.

The brakes may have been useless but the bogie design was tops, as I am sure most loco's would have derailed under those circumstances. With the brakes still full on we came to a stop right opposite the station building.

We were all shaken up, for if we had derailed, we surely would have been sacked or at least put back as firemen. Should the points have been set for the loaded train, we could well have been killed or at the best severely mangled. Lady luck was surely with us that day. We could have set new records for brevity of being an enginedriver.

### **Trapped by trap points :**

Trap points are positioned where a track from the yard joins a main line or running loop. It protects the main line or loop by derailing a vehicle before it fouls the main line or loop when the points are set against it. Twice I had the embarrassment of taking my loco through open trap points. I was on the Tauranga yard shunt when I put a pair of wheels through the trap points at the south end of the yard. The driving position on the Dsa in Tauranga has the e'dr facing north, I guess I just did not turn round to check soon enough.

A year or so later at Te Maunga I was drawing a long heavy rake of wagons out of the yard down the shunting leg. I was well aware that the trap points were open and was slowing down nicely in order to stop just short of the aforementioned points. The train surged, as they were wont to do at inconvenient moments and pushed the leading bogie of the Dsc through the points and into the dirt. Although the bosses never heard about the first derailment, there was no escaping a blister from the hierarchy for this one; as the track workers and loco fitter had to be called in to rerail the loco.

### **Papamoa overbridge :**

S.H.2 crossed the railway line at Papamoa by means of an old narrow wooden overbridge. In the early 1970.s a new bridge was built that was so long that the rail line actually went through a tunnel. It was made of concrete and was on the same site as the old bridge. During the many months that it took to build, a temporary track was laid around the site with tight reverse curves at each end and a 15kph speed restriction was in force.

No. 36 shunt went to Te Puke six days a week in the morning, usually light engine only. I struck a long run of this job on the roster and to liven things up I started increasing the speed through the reverse curves a couple of kph each time I went through light engine.

The loco we used was a Db, they had poor bogies, which were a hand me down from the original Da. The Da class had been improved for express working by the substitution of a better design bogie. As we went through the first curve, a righthander; the loco went into a lean and was still leaning the wrong way as we hit the reverse curve, by the time we stopped rocking we were into the same thing at the other end of the deviation. I chickened out at 27kph, no firemen complained, at least not to me, but it was quite hairy.

### **Now you see a bridge, now you see half a bridge :**

The aforementioned overbridge, which was really a tunnel, part of which was in a cutting through a low hill, had more than a third of the tunnel hanging out over a peat swamp. Before there was time for the rails to be put through, the swamp end of the tunnel sank 600mm. Work was put on hold for several months until a decision was made to cut half of the tunnel into small sections and cart them away to Otamarakau and install them there under State Highway 2 where a new bridge was also needed. The original intention at Papamoa, was to have the alignment of S.H.2 on a slight deviation to cross the railway, the eventual alignment was of course far more angled.

### **Scary old ladies and Morris Minors :**

As a temporary measure the road crossed the track as a level crossing, within the deviation, protected by bells and flashing lights. On the left side of the track a tanker truck was stopped waiting for us to pass and behind that was a car also stopped. The bells and flashing lights were operating and a car was stopped waiting, on the right side of the track. Along the road from the right came a Morris Minor with two old duckies inside talking flat out. Despite the warning bells and lights, despite the loco horn sounding non-stop, despite the stationary cars and truck, the Morris Minor was driven around the stationary car, across the track and then swerved left to avoid the truck, as the temporary road was just two vehicles wide.

Luckily that day I was behaving myself and keeping to the speed limit, the car passed about a car length in front of the engine and from their body language I would say they still had not realised what they had done.

To be continued

### **Disclaimer :**

The views and opinions expressed in articles contained in this magazine are those of the author (s) and do not necessarily reflect the policy, position or opinion of the TMMEC or its officials.

# THE BOOKWORM

Most of you may be aware that John Nicol late last year asked me to step into the breach and relieve him of his position of librarian. This was later formalised at the last AGM.

I have since made an inventory of the books that we have, as well as the extra magazines stored in the attic. As far as possible, the missing volumes of magazines on the shelves have been topped up by those upstairs. Unfortunately, there are still a few issues missing and remain to be found (or donated).

Due to the cost of binding, the club agreed to purchase a thermal binding machine, which has been put to use and new volumes will be noticed with blue covers. As far as possible, our magazines, such as Model Engineer, have been organised into their volumes. As the refining process has taken place, other magazines have been discovered and have been bound. Titles such as: Modeltec; The Home Shop Machinist; Rails and others of rail and workshop interest are now available for browsing. All of these have been suitably labelled.

So, the back of the work is now broken, but still an amount of refinement still needs to take place. One of these is the conversion of Video Tapes onto DVD, so if anybody knows of somebody who does this, please advise.

The books and magazines now also have a different numbering system which allows for future expansion as new magazine issues and books are added.

The elephant in the room now is the mass of magazine back issues that have been donated to the club by various people, and which duplicate what we already have. So, I am making the call to everyone in our club, and in other clubs reading this – please give me a call if you need missing back issues of Model Engineer and other similar magazines. It will cost you nothing to drop me a line. Some of these volumes go back to Volume 100 and before, some are even bound.

Otherwise, unfortunately, these magazines will have to go to be recycled, as they are occupying space and straining the roof they are in. Magazines can be heavy!

Secondly, we are missing Australian Model Engineer No.194 (Sept/Oct 2017). Someone must have borrowed it and forgotten to return it/ mislaid it. It is needed to make up the set for 2017 for binding.

I will leave it at this point and keep you updated on progress.

Chris Pattison (Bookworm)      [ytrose2@gmail.com](mailto:ytrose2@gmail.com) 021 231 6612

## Trevor Chapman

Kumara resident Trevor Chapman was always fascinated by steam, from his working life with NZ Railways to later years spent retrieving and restoring old steam trains. He even built one himself.

Trevor Chapman grew up in Christchurch, where he attended primary and high school at Linwood but spent most of his working life on the West Coast. “I wanted to be a motor mechanic but it was the end of the war and they were giving the apprenticeships to the returned servicemen, but an opening came up at the Railways,” Trevor said. “I started off as a porter at the station but a relieving job came up on the West Coast at Ikamatua and then they sent me on to Westport. I was still working as a porter but was knocking around with the loco boys. I was shunted down to Greymouth, where I lived at Muritai House and got a job cleaning the locos.” Six weeks later he passed his boilerman’s ticket and was put in charge of the boilers at the Round House at the railways hub in Elmer Lane. “I would line the trains up and get all the fire going, light them all up and have them steaming ready to go. Sunday afternoon was the busiest time — it was nothing to have 16 engines bubbling away and the PPA crew were preparing and putting away the engines. “There were 18 roads into the engine shed itself. The old Round House was a large half-moon shed and the 18 roads that led to it had to go through the turntable. You drove the train on the turntable, balanced it, pulled the levers or locking pin at either end and then pushed your guts out to where or what road you wanted to go,” he chuckled. “Trains would come in and you would have to turn them around to face the right way so they could go out again. The turntable was an important part of the rail operation. There were also turntables at Ross, Hokitika, Inangahua, Reefton and Westport.” Trevor next sat his fireman’s ticket and began working on the Greymouth wharf to get first-hand experience on the trains before sitting his second ticket, which gave him access firing out on the mainline. “I transferred to Reefton in 1950 and I was still firing but I sat my second-grade driver’s ticket and then went out driving. I worked in Reefton for 10 years. There were four crews in locos — four firemen and four drivers.”

Driving the steam engines through the Buller Gorge had its moments, as Trevor recalled. “The Buller Gorge was picturesque but it was also hair-raising in rough weather as you didn’t know what was around the corner. If you stopped all of a sudden you knew you had hit a slip. I struck a lot of slips in my time, especially from Inangahua up through the Buller Gorge. “We took empty wagons up and brought coal, timber and cement back. I was working with Cliff Hubbard, Lester Stewart and Ted Palmer, all hardcases — and I was the only ‘angel’ among them,” he grinned. After 10 years working the lines around Reefton, Trevor transferred back to Greymouth with his wife Avis and his five children in tow — Rod, Kerry, Mike, Rowena and Veronica.

“Mavis and I were married in Greymouth before we went up to Reefton. Mavis was a local girl, a Leach, so we headed back. I was working in Greymouth driving as far as Otira and down to Ross, as well as taking goods trains right through to Westport. “The Railways was a busy operation back then. A lot of coal and timber, plus with the cement works there was a lot of product getting moved around.”

Driving steam trains involved an everyday ritual that he has never forgotten. “The train had to be oiled up, check all your side rods and adjust them. The engine was lit up and once you got steam and were loaded with coal and water

which would keep you going when you went out on to the track you were ready for action. “To start driving you put it in forward gear and released your brakes, which were air operated. There was a big air pump on the side of the engine and a

tank on the top which you kept up to pressure at all times. Open the throttle slowly, the cylinder cocks would be open letting any excess water out, close them up and away you go. “The old steam engines used a lot of water and we

had to take water on at different places along the line. You wouldn’t make Otira unless you topped up at Stillwater and at Jacksons. You didn’t want to run out halfway up the hill approaching Otira, that’s for sure!”

Drivers were dressed in overalls, wore a cap and sometimes even a tie, which Trevor says was supposedly white, matched against a black shirt which had a mafia-style look about it. “It would get very hot and you opened everything up during summer to let the breeze in the cab, but in winter it could get cold going through the snow. We went through the snow a few times — couldn’t see the line and you would just hope like hell, cross your fingers the line was still there. I have driven the train in the snow, firing it out both sides over the fences, normally one-foot deep.”

Living in Reefton was also interesting with the fog which often enveloped the town — and the rail tracks. “We had lived there for a fortnight before we realised there were pine trees across the other side of the road! When you were driving the train it was like driving through pea soup, really thick and you couldn’t see much. “We always used to ease down through the stations but there would be a controller in Greymouth who would control the lines on the West Coast. He knew exactly where you were and where the other trains were.”

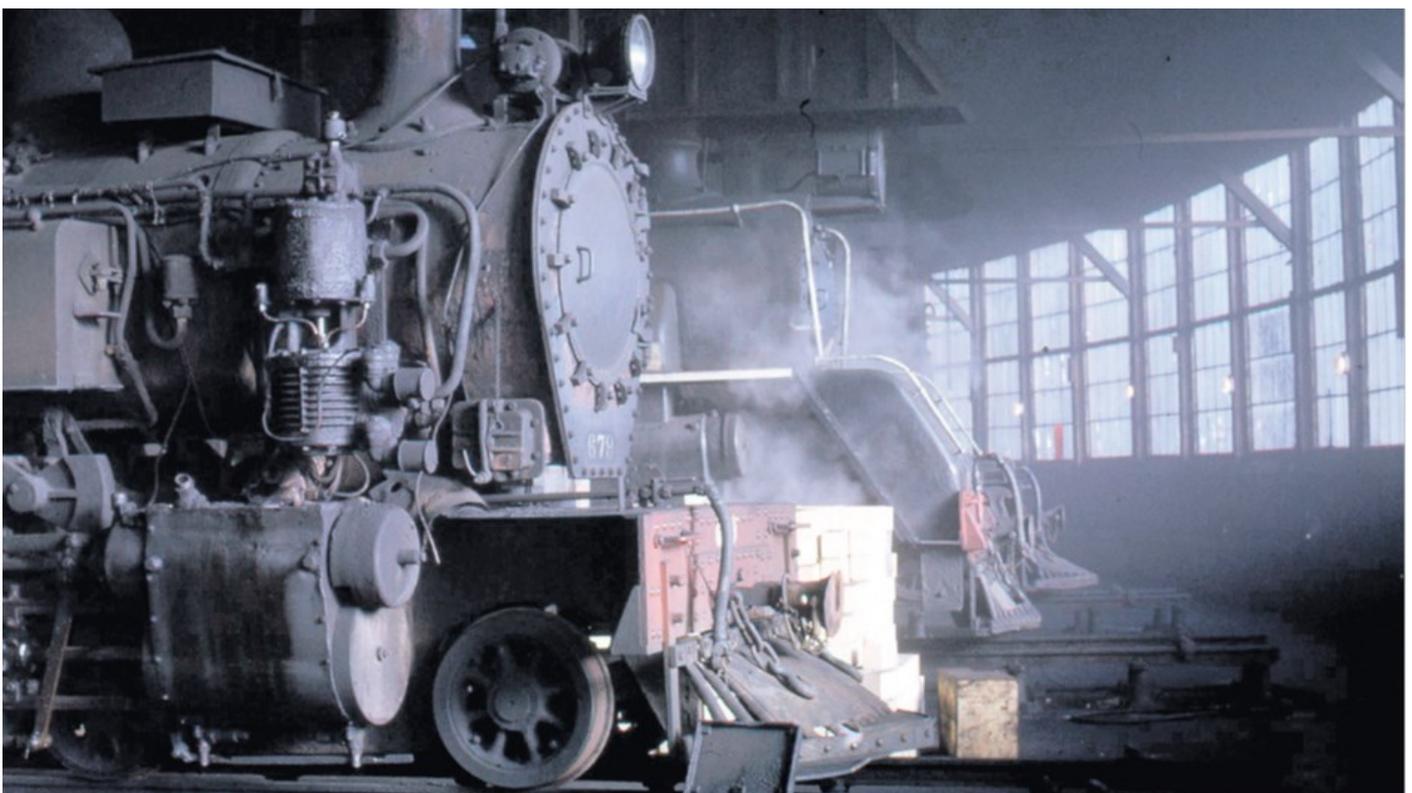
Trevor had a number of close calls while driving the lines and one in particular sticks in his memory. “I had a runaway once, 80 wagons behind me and with no air brakes, and of course I couldn’t pull up. I had to use the knowledge of the track to pull me down. My hair was standing up on end when I finally pulled up. I had to cross a railcar to pull into the loop at

Ikamatua — it was very close. “I’ve had a couple of others but in the end I am here today, that’s the main thing. “You worked as a team and you looked after each other. The Railways was like one big happy community. The steam trains was an era never to repeated again, it was certainly part of rail history that’s for sure.”

In the late 1960s Trevor transferred to Tauranga and it was there he began driving the diesel locomotives, which were now taking ownership of the lines from the steam trains. “The diesels took over and they ditched the steam trains, cut them all up. You got attached to those old engines, knew what they could do, they were all different. I didn’t like the diesel — give me the old steam train any time.

“I had a heart attack up there and they took me off the track so I sat my boss’s ticket. I did relieving work but didn’t really want the responsibility, so I built a little steam engine up there and started a track. I was one of the founding members of the Tauranga Marine and Engineering Club. We started that 40 years ago and now it is one of the biggest in New Zealand. “I made the train myself, it was a great hobby and there were originally five of us in the club. Now we have a lot of young people interested in steam joining the club. We would put \$5 away a pay until we had enough steel to make a track. I also did a lot of casting of the parts for the miniature trains.” While in Tauranga he and a group of steam enthusiasts restored the old train which now carries tourists at Shantytown.

“We retrieved it from the bush in Tauranga. About six or seven of us restored it, stripped it. I actually cast the brass chimney or stack as it is called on the top of the chimney. “I’ve always been fascinated by steam ... there’s something about those trains. It was the best era going!”





Above: Trevor Chapman

Previous page: Steam trains in the roundhouse Elmer Lane Greymouth

Below : A steam train on the turntable at Elmer Lane, Greymouth



The Editor wishes to acknowledge and thank the Greymouth Star for allowing the reprinting of this article from their paper Greystar.

Always remember the decimal point when ordering!!

Engineers wedding ring

7.5mm??????????????



## Upcoming Events

20-22 Oct Nelson Open weekend and 60th Anniversary.

20-22 Oct New Plymouth Open weekend

20-22 Oct Keirunga Park Open weekend

November :

3-4 Nov Hamilton Halloween Night Run 6.30pm to 9.00pm 3rd Nov. Also day runs 3-4 Nov

10-11 Nov TMMEC Open weekend

10-11 Nov Steampunk ion Thames

17-18 Nov Cambridge Open Weekend

16-18 Nov CSMEE running all weekend

December :

1 Dec Manukau Family Xmas day run

January :

26-28 Jan Whangarei Open Weekend

February :

6 Feb Manukau Free Waitangi Day for kids with special needs

## Note

The proposed trip in the William C Daldy awaits further information. Sooooo don't cross it off your to do list yet as more information will be forthcoming. Hold all tickets!!!!!!!!!!!!



# 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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- 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