

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
Bank Account 03-0435-0461711-000

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
7.00pm.

COMMITTEE

President: Warren Karlsson 027 5422863
Vice President: Owen Bennett
Club Captain Ethan Bramley 022 0972 767
Joanne Knights 020 4190 9567
Secretary: Warren Karlsson 027 5422863
Treasurer: Jerry Payne 021 486 013
Committee: Ian Bain, Ethan Bramely,
Graeme Hanley, David Ingley,
Brian Marriner, Russell Prout.

CONVENERS

Boiler Committee: Owen Bennett, Ross Campbell,
Bruce McKerras, Ash Thomas.

Safety Committee:

Ethan Bramley, David Ingley
Warren Karlsson, Bruce
McKerras.

Workshop: Ethan Bramley

Drivers Licencing : Warren Karlsson, Bruce
McKerras.

Librarian: Chris Pattison

Rolling Stock: Jason Flannery

Track Managers : Ash Thomas, Russell Prout

Website: Peter Davies

MEANZ rep Russell Prout

Editor: Roy Robinson 027 5491182
royrobkk@gmail.com

Cover photo : Mods to the high level track

Russell P

Presidents Report October 2025

Tauranga Model Marine and Engineering Club Incorporated.

Its sounds a mouthful but it reflects the genesis of the club dating back to November 1974 when ten individuals met and formed the Tauranga Model Marine Club. They agreed to meet one hour before high tide every second Sunday between Otumoetai and Pillans Point to sail their boats, and once a month at a members garage for a formal meeting.



By July 1978 a special meeting was called where the Boating Fraternity and a bunch of Railway guys saw the present Club formed

Early 1983 saw the Tauranga City Council approve the construction of a fixed railway track in the Memorial Park, and mid-year a donation of track was received from the New Plymouth club to allow construction of a raised 3 ½" -5" track

Prior to this the Marine division sailed at MacLean's Falls on a regular basis whereas the Railways guys stood up a portable track, with a tent/caravan, at many locations including the Racecourse, before settling on the Park as a more central location.

By mid-1989 the club had expanded and had gained a licence, from the then Minister of Transport to operate a fixed ground based 5- 7 ¼" miniature railway within the Park.

You may ask what is the point here?

There is often some debate whether we are a Model Engineering Club or a Railway?

I believe we are both.

The genesis of the present Club was always to establish a railway to showcase our interest, and without the income it generates, the Model engineers could still be meeting in a garage somewhere.

Without the Railway there is no Club and without the Model Engineers there is no Railway

The Railway provides great enjoyment to the public and has become an institution in its own right, in fact we have a contract (unwritten) with the public that we will open every Sunday, weather permitting, and provide an attraction for all to enjoy and marvel at.

On the Model Engineering side we have a Traction Engine, a Steam Lorry, at least four Steam Locomotives under construction and three fine scale Locomotives are being given a new lease on life.

The Club provides the venue for all of this to come together, and the income generated by the Railway allows the Club to remain viable, and have a place to meet.

The members whom formed the club back nearly 50 years ago had a vision which they built by sheer determination, today we utilise that vision.

But maybe we need a new vision of what and where we want to be in say 5 – 10 years hence.

The original Raised Track is having an upgrade because the fine scale engineering seems to be having a revival, and this is something the club can build on to attract more interest.

We must be mindful that we operate in a public domain and we are only as good as the last week's positive interaction with the public.

The Park attracts the Public but also restricts what the Club can do to improve or expand, all within the limits of any Council Lease we may hold.

Maybe the club needs to develop a long term plan – can we improve the Club Rooms? can we make the track more interesting without over complication and additional maintenance becoming a burden?

Like all clubs, membership remains a problem so the question remains how do we attract and increase membership?

In the short term Club membership remains Static with an entrenched core regularly and actively involved in ensuring the Railway operates as “contracted” and bringing in the funds needed to remain viable.

Lately we have operated on minimum numbers especially at the start and conclusion of the day, and it would be appreciated if all members could give at least part of their time on any one Sunday in the month.

With our 50 year anniversary due in just over two years (2028), maybe we should now begin planning to ensure this is celebrated in the fashion it deserves.

Again thank you for your attention and regards to you all,

Warren Karlsson.



Club Captains Report for October

Hi Team,

The club operated on all four available Sundays in September.

On Father's Day, we provided approximately 107 free rides for dads.

Interestingly, cash payments accounted for about 25% of all transactions, with the remaining 75% made electronically.

Due to weather disruptions during the first six months of the year (April–September), total passenger rides are currently 4–6 weeks behind last year's record numbers.

Working Bees will continue to be held every Saturday throughout October (contact Russell for coordination). These will run alongside Play Days to help ensure members have their locomotives in top condition for our upcoming Open Weekend.

Halloween is an especially popular event at our venue, attracting a significant number of riders. We value the dedication of our volunteers and appreciate your willingness to contribute. Our decorations have consistently improved year-over-year, with everyone working hard to create a fun atmosphere. We aim to continue and grow this tradition this year, and your assistance would be very much appreciated.

We are pleased to announce that our Open Weekend will take place on Saturday 8th and Sunday 9th November. We will be sending out invites to other clubs and promoting the event via Facebook. The event is an excellent opportunity for us to showcase the diversity of our club and highlight the skills of our members. We will also be inaugurating the new modifications to the raised track, enabling us to host a broader range of engines and locomotives. I would like to extend my gratitude to everyone involved in this project for their hard work and dedication. Thanks to Ian for a big waterblast to clean up the track in the station area. Also, thank you to Wet and Forget for the generous donation of two bottles of their cleaning product from a recent promotion.

Special Runs

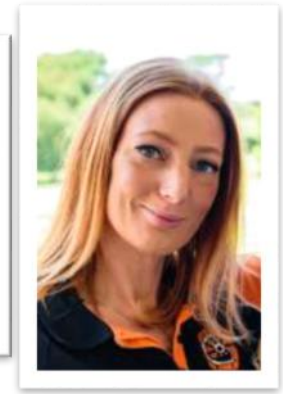
The upcoming Halloween event and November Open Weekend will be featured in next week's Sun Live newspaper.

For Halloween, the Secretary will email members with details about the night run. In the event of bad weather, the run will be postponed to the following day (Saturday), or cancelled if conditions prevent running on both days.

Members intending to bring display models for the Open Weekend are asked to contact Ethan to coordinate display space. Including a small information card with a brief description and maker details of your model is encouraged, as it helps visitors gain greater insight and appreciation of the exhibits.

Social Events

We are still looking at trying to organise a bowling night for those who would like to come along. Further details to come.



Thanks,

Ethan and Joanne

Show and Tell

Russell P has been slaving furiously with not only with the alterations to the raised track but also with mods to the hydraulic hoist. These fittings will assist locating the mating of the hoist to the steaming bays but also contain locos on the hoist and track.



Kerrin G used water cutting to cut out additional quick change tool holders. Also he mounts his small boring bars in mounts that locate in the tool holders to reduce the number of tool holders but enabling multi pull tools to mount straight on center. He also has Quick Knurls that also mount on the same tool holder.



Ross C had the all but complete front end of his 3" Burrell traction engine he is building. Talking with Ross, one finds that it has not all gone smoothly. The main housing connecting the chassis to the front axle his first attempt broke one flange off which required a complete replacement.



Humour

A husband and wife who work for the Circus go to the adoption agency looking to adopt a child but the social workers there raise doubts about their suitability.

So the couple produce photos of their 50 foot motor home which is clean and well maintained and equipped with a beautiful nursery.

The social workers are satisfied by this but then raise concerns about the kind of education a child would receive in the couple's care.

The husband puts their minds at ease saying, "We've arranged for a full time tutor who will teach the child all the usual subjects along with French, Mandarin, and computer skills."

Next though, the social workers express concerns about a child being raised in a circus environment.

This time the wife explains, "Our nanny is a certified expert in pediatric care, welfare and diet."

The social workers are finally satisfied and ask the couple, "What age child are you hoping to adopt"?

The husband says, "It doesn't really matter as long as the kid fits in the cannon."



55 years with a Ford 10 Special By Peter Lawn

I was driving a 1947 Ford Prefect and saw a MGTD for sale. Dads opinion was that it was too fast for me. When someone wrote off my Prefect, I purchased a 1953 Prefect and swapped engines to make up a good car.

I read a book about building Ford Specials and went to acquire another Prefect. It had a broken front crossmember, so I was directed across the road to the remains of a Microplas Mistral plus four good large tyres and an accessory Ford water pump all on a drivable chassis. This was towed home along with the remains of the fiberglass body, all purchased for \$80.

Friends and I stripped, cleaned and painted the chassis and running gear and then went about designing and building the body out of 3/8" square tube and 20g alloy panels, after which we got a WOF with the body work just polished alloy which was hard to keep clean.

Rear shocks were deemed necessary with the front shocks coming much later.

After a few trips in the rain, a hood seemed a good idea. Dad had acquired a covered roof rack off an early 1960s Ford station wagon, The cover was cut up to make a hood and side screens.

Mums sewing machine could not handle the material so I hand sewed it and this lasted about 25 years. The present top was made about 30 years ago by my neighbour in Palmerston North.

I purchased a new pair of 1 1/4" SU carbs and made a manifold to suit and with a modified camshaft being obtained, the block was ported and polished. With the non-adjustable tappets, the valves were too short but a drop of GP bronze on the valve stems solved the problem.

Racing at the Levin Circuit resulted in engine oil pressure problems with boiling and surging, so I made a high capacity pump from side valve V8 oil pump gears and a portion off an oil pump body.

A larger sump with baffles was tried to solve oil surge and a later modification was made to give clearance around the pick-up area.

The Ford water pump had a short service life due to the bronze bush wearing rapidly with 6000 revs being obtained. It was later machined to fit needle roller bearings and a ceramic seal which lasted about 30 years before needing attention.

At times, a valve would pull through the collets or the collet broke. After running out of good collets and guides, I made new replacements.

I purchased a close ratio gearbox out of a Lotus 6 but could not afford the overhead valve engine.

The gearbox gave me much strife. The first motion shaft lost a tooth and I had a new gear made and welded on. later, second gear started jumping out of mesh, I tried building up the outside of the bronze bush which only lasted a short time and collapsed internally, so I had a new bush splined internally and then finished the outside to suit.

Second speed became noisy with three teeth breaking off the cluster second gear. I spent much time building up the teeth with weld and filing to suit.

The end of the mainshaft was worn down to .025" so gear mesh was not great at 5000-6000 rpm in second and more noises eventuated from two teeth breaking off the first motion shaft.

----- continued -----

By this time I had acquired a better lathe, milling machine and dividing head and I bought the correct grade of steel to make a straight cut set which I test fitted and case hardened to a depth of .030".

I decided to key the gear to the first motion shaft as I believe the heat from the welding resulted in the teeth becoming brittle and although still noisy in 1st and 2nd gear, this seemed to work well.

10 years later 2nd became very noisy, my welded teeth had failed after 21 years and the straight cut gears lasted 10 years and I refitted the standard ratio box.

I rebuilt the close ratio box, as I had made two sets of gears.

I noticed oil and water mixing in the sump, so removed the sump and side plate and pressurised the block with a garden hose and found water spraying out behind No2 inlet valve.

I cleaned the block with washing soda and applied a bottle of Holts Wonder Weld, this sealed well for years.

The current block had a similar problem, the block had rusted out above No3 inlet valve guide seat so I pressed in a cast iron insert. The last two engines I converted to a full flow oil filter system using an MG Midget oil filter remotely mounted.

Racing at Levin, I had the misfortune to roll the car when the right hand steering arm broke.

It was noted by the marshalls that prior to the accident, the car had been on two wheels during most laps around that corner.

When racing at Ohakea, I had valve bounce at 6000rpm. The plug gap closed and I lost one cylinder.

Some weeks later, when driving on the road, the head fell off a valve and destroyed the engine.

Again, some years later, a strange misfire developed and was traced to a closed tappet clearance on one valve. The valve had stretched!

Inlet valves lasted well but exhaust valves burnt rapidly

As I was using unleaded fuel, I fitted a Fuelstar kit. The valves still burnt but the seats did not suffer as much and internally the engine was cleaner.

I also fitted a Fuelstar kit to the MGYA and I have not had the head off the MGYA in the last 50,000 miles.

I tried various wheel and tyre sizes, 165x15, 600x16 and 650x16. 600x16 was found to be the best and would produce 90mph at 6000rpm in top gear. 650x16 produced 80mph at 4900rpm.

Some thirty years ago, I decided to repaint and fit better mudguards which were originally flat alloy.

I acquired fiberglass front guards and to build the rear guards, I overinflated a large inner tube and fibreglassed a section to make a mould. Extracting the mould was not easy, I then fibreglassed the inside of the mould to make the guards and again this proved to not be easy to extract the finished guards.

Over twenty five or so years, I have raced events at Levin, Manfield, Ohakea, Tahuna Beach and Nelson covering hill climbs and gymkhanas and have covered over 90,000 miles travelling and towing to these places with the car often being 'A' framed behind the MGYA.

Since moving to Katkati in 2000, the car has been used for commuting to and from work.

Peter Lawn. Continued



MITRE 10

WELD  DEPOT

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 **Red Eye Design**
Creativity That Never Sleeps

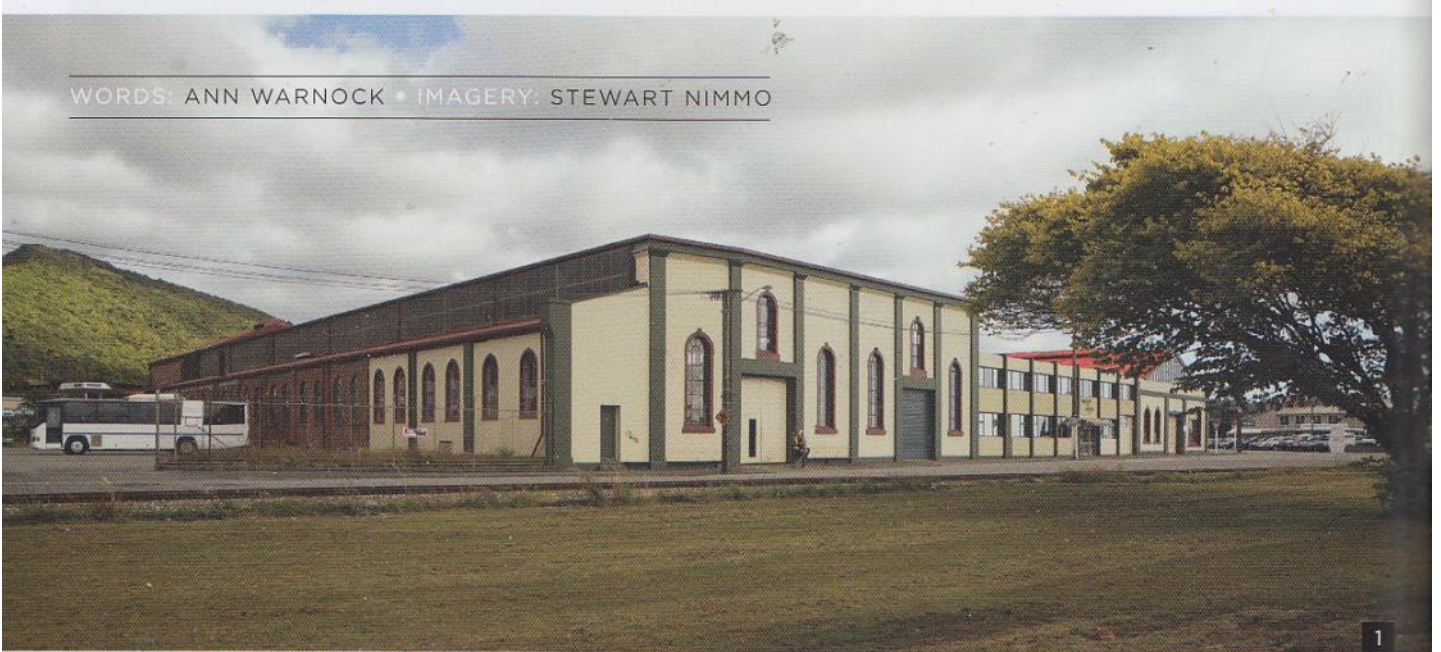
Web Development 
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The Dispatch Foundry

Whilst Prices of Thames is synonymous with foundry work in the North Island, Dispatch Foundry was the equivalent in the South Island and were based in Greymouth which was at that time the centre of native logging, coal mining and gold mining, ie close to the action. For over 100 years the Hambleton Family was associated with the Dispatch Foundry. In the late 50's my sister was housekeeper for Pat Hambleton and his family. With my interests even at that time in engineering my sister used to send me mags and sales brochures of Leyland, Twin Disc, General Motors plus others which I devoured cover to cover, all which came from the Dispatch Foundry.

Ed

WORDS: ANN WARNOCK • IMAGERY: STEWART NIMMO



Mentioned in dispatches

It would take more than a tornado to destroy a 142-year-old engineering business that started with a little English tug boat and became a West Coast institution

A power cut is seldom a positive event, but in the case of a twirling tornado and a bustling Greymouth engineering business it was a godsend. "Fortunately the power went off a minute before the tornado struck so our machinery had stopped. Everyone had time to dive under desks and hide in cupboards so thankfully there were no serious injuries. One of our staff saw it twisting towards us across the street. It took 10 seconds for it to peel the roof off our building," says Dave McMillan, Managing Director of Dispatch & Garlick Ltd, describing the 2005 twister that decimated a large chunk of his engineering company's historic premises.

Sweeping in from the sea, the tornado blasted through the complex of heritage brick, concrete, cast-iron and steel structures, buckling the framework of its twin-bay main building (built in 1910-11 and expanded in 1936), smashing decorative clerestory windows and destroying its roofline. "Some of the wreckage flew up over the hill behind Greymouth. We were the worst-hit property in town but, because of prudent insurance, we were very pleased and very proud to be able to save, strengthen and restore our unique premises," says Dave.

A week after the tornado, myriad railway containers and tarpaulins allowed the company to meet its core obligations of supplying heavy-engineering components to the gold, coal-mining, fishing, dairying and dredging

industries. "It was amazing. There were no grizzles. We just got on with it."

With a post-tornado rebuild price tag of more than \$2.7 million – eased by an injection of \$100,000 from Heritage New Zealand's Heritage Incentive Grant Fund – one of the West Coast's oldest firms, originally named the Dispatch Foundry & Co Ltd, was reconstructed on a history-laden site where heavy engineering has been hammered out for 142 years.

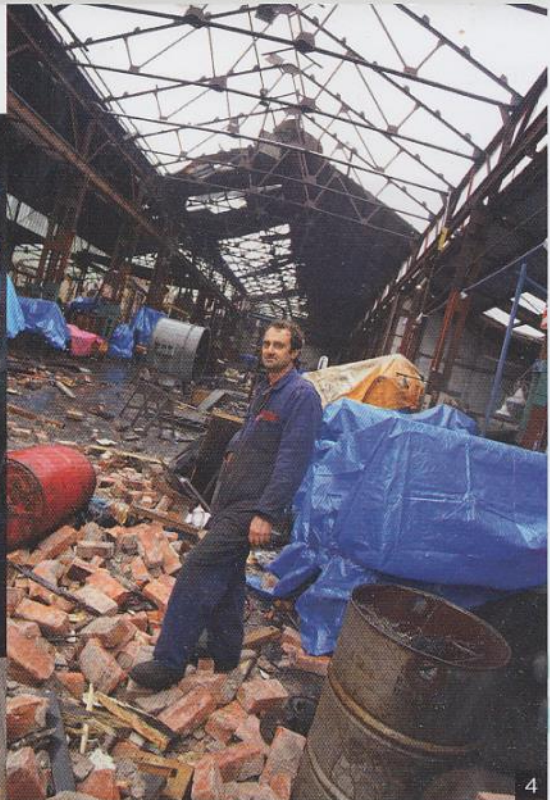
While the tornado forms an implicit part of the foundry's narrative, so too does a small tug boat from England named *Dispatch*. In 1869 the powerful little vessel made its passage to New Zealand under the watch of Scottish engineer John Sewell who was charged with delivering the boat to the Greymouth Harbour Board. The Scotsman reputedly took a shine to the mushrooming township at the mouth of the Grey River and signed up for permanent employment as the tug's engineer. When his tug duties proved less than onerous, he established a home-based engineering practice boasting the region's first engineering lathe.

With the West Coast ripe for opportunity, John's fellow countryman and cobbler A B Hughes, a pattern maker, arrived in Greymouth to place the backyard enterprise on a more permanent footing. In 1873 the duo established an iron and brass foundry in three small wooden buildings on land provided by local timber merchant William Rae. Despite reshuffling at the company's helm it burgeoned, aided by the development of quartz mining at nearby Reefton and local demand for log haulers and dredging machinery.

When marine engineer Joseph Hambleton was appointed manager in 1889, it was the commencement of a 100-year association between his family and the



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3

- 1 Historic street appeal – the frames of the arched windows were cast at the foundry.
- 2 Known as the boiler shop, the foundry's mammoth manufacturing space.
- 3 2005 tornado trail, in which the hub of heritage buildings was severely battered.
- 4 Francis Zampese picks up the pieces post-tornado in the fitting shop.



✦ LOCATION

Greymouth is situated on the West Coast close to the foot of the Southern Alps.

foundry which ended in 1989 with the retirement of his grandson, Pat Hambleton. Along the way Percy Hambleton, Joseph's son, propelled the development of the foundry site, designing the first stage of the main building himself. At the time the business employed 12 moulders, 23 fitters, 12 blacksmiths, 20 boilermakers, two pattern makers, eight labourers and four office staff and had a private railway siding.

Today its diverse cluster of heritage-hued functional spaces (a pattern store [1907], the voluminous main building, a brick motor shop added in 1915 to cater for the growing car business and a paint store [1919, replaced in 1927 by a steel store]) are unified by consistent, straightforward lines, decoration and sympathetic proportions and entered on the New Zealand Heritage List as a Category 1 historic place.

The List entry salutes not only the architectural and townscape value of the structures but also the foundry's

impressive footprint on the West Coast. Over the years it has been one of the largest local employers (today it has 36 staff) and has manufactured girders for bridges and parts for the Midland Railway Line and played a role in the growth of the mining and timber industries.

In 1974 a concrete block and aluminium office building replaced an early wooden structure; a year later the business was renamed Dispatch Engineering Ltd. Twenty years ago when R A Garlick Ltd of Greymouth, a specialist in rotary dairy shed manufacturing, bought the historic site there was no debate over carrying forward the name of the little English tug boat at the start of its story. Dave McMillan says visitors to Dispatch & Garlick Ltd are intrigued by the proportions of the big main building with its soaring brick walls and its premises are much admired. "They can't get over the place. Its whole history is a big part of our brand."

That historic Dispatch brand came to the fore in 2003 when Dave had an unexpected find while tinkering with woodwork gear in the pattern room where he was building a yacht in his spare time. "I knew there was a watercolour of *Dispatch* somewhere and I was digging around in a pile of sawdust and there it was. It had been there for donkeys' years. I was absolutely chuffed and it's hung on my office wall ever since." ■

World's longest railway wagon

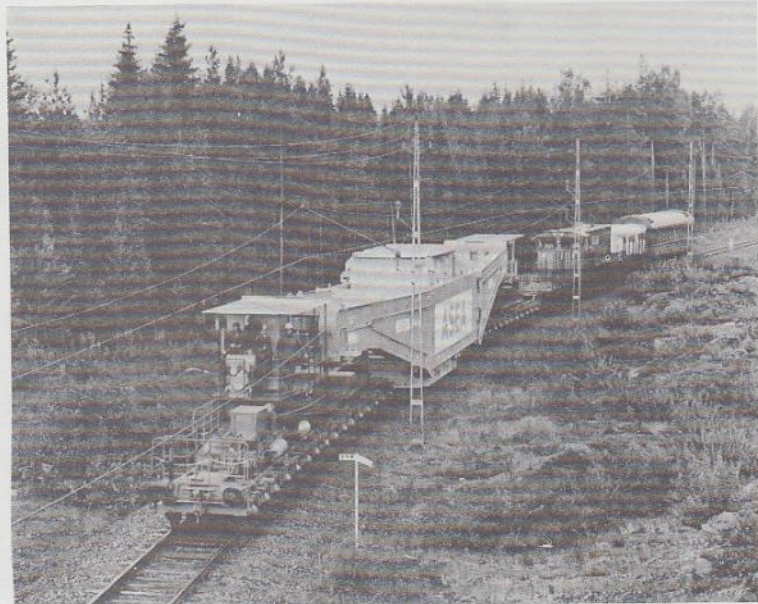
A NEW railway wagon acquired by the Swedish firm ASEA to transport heavy products has a length of 73 metres (240 feet), which makes it the longest in the world.

The tare weight of the giant wagon is 230 tons, and when carrying its maximum load it will have a total weight of over 700 tons. The imposing length is necessary to distribute the weight over the track.

It will be used primarily for the transport of power transformers. Previously the transport weight of the transformers manufactured by ASEA at Ludvika in Sweden has been limited to 270 tons. The company is now able to supply transformers weighing up to 500 tons. The new wagon will give ASEA more scope in its continued development work on large power transformers, thus enabling it to maintain its position as one of the world's leading manufacturers in this field.

The 64-wheel wagon's 32 axles are distributed over eight bogies.

The wagon has a width of 4.34m (14.2



The world's longest railway wagon—the ASEA vehicle for transporting heavy loads.

Credit NZ Rails

feet) and a maximum height of 5.2m (17 feet). These dimensions considerably exceed the normal loading profile of the Swedish railways. The height means that the top of the load comes so close to the overhead catenary system that this must be switched off. The wagon is therefore hauled by a diesel-electric locomotive instead of an electric locomotive.

To allow the wide well to pass obstacles close to the track, the central part of the wagon can be displaced laterally 0.55m (1.8ft) in either direction. The load can also be lifted hydraulically 0.6m (2ft).

The wagon normally has a crew of two, with one stationed at each end in a cab. They are in radio communication with each other and also with the locomotive driver. Their main task is to watch out for any obstructions and to operate lateral displacement on passage of the obstruction.

The locomotive pushes the wagon in front of it. When the wagon is loaded, the average speed will normally be about 20km/h (12mph).

Apart from the transport of transformers, the giant wagon will be used for other heavy ASEA products, such as high pressure presses and stators for turbogenerators. It will also be available for loan to other companies having problems with the transport

of heavy loads.

The wagon was recently used in conjunction with the world's largest self-steering unit for heavy load road transport to deliver a big ASEA generator transformer in Sweden.

The transformer was transferred from the ASEA railway wagon to the Swedish State Power Board's road transporter and driven on board a roll-on roll-off ship.

The road transporter has 96 wheels, 192 tyres, is 59 metres (194ft) long, 3.6 metres (11.8ft) wide and can carry loads weighing up to 480 tons. Its width can be extended to 4.2 metres (13.8ft) by hydraulic means.

The transporter is powered by four 300hp Volvo-Penta diesel engines of type TMD. These engines drive oil pumps which power hydraulic motors in 48 of the transporter's wheels.

The maximum wheel load is eight tons and the maximum axle load is 32 tons. The transporter has a total weight of 750 tons. The maximum speed without load is 18 km/h (11mph) and with load 6 km/h (3.7mph).

The two drivers' cabs, one at each end, are in telephone contact with each other.

Footnote: The longest rail vehicle in the United States of America is a similar car with an overall length of 175ft.

TAURANGA MODEL MARINE ENGINEERING CLUB



FACEBOOK: MEMORIAL PARK RAILWAY

WWW.TMMEC.ORG.NZ

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.

Working Bee Saturday 11th October

Thanks again to our small dedicated team the 5" lines of our raised track deviation are now connected back into track at the tunnel end allowing our first testing of this new section.

There is still much to do with the 3-1/2" and 2-1/2 rail sections to be added, some minor levelling and super elevation adjustments as well.

The first pass by our Peter L drew a smile and very satisfied look.

Well done team, see you all again next Saturday.



Article by Russell P as used in another medium.



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Flexible Gas Pipeline

Karrin Galvin

A Flexible high pressure gas / condensate flow line from an offshore platform to an onshore production station

Prior to retirement I worked as a Production Co-Ordinator operating the latest gas / condensate processing plant in New Zealand. When it started up we supplied 40% of New Zealand's gas demand.

So I thought that others may be interested in the pipeline that connects the offshore platform to the production station onshore.

The offshore platform has no processing facilities on it. It only contains the well head shutdown & control valves, all the processing is done on shore.

The pipeline that connects the two is made of three sections, the first at the platform is ridged steel pipe, this is only a short section & runs from the platform wellhead pipework to the sea floor to just outside the platform legs. This is then connected to the flexible flow line which in turn is connected to a further section of ridged steel pipe to the plant.

The flexible section of the flow line is made of 11 sections of between 550 & 730 meters each, these arrived in New Zealand on really large spools, with a total length approx 7.2 kms. The last 1.8 kms (the bit closest to the shore) is a standard rigid pipeline which was horizontally drilled from on shore, & goes underground down at an angle (the plant is approx. 30 meters above sea level & the pipeline is approx. 30 meters below the sea bed) then flattens out & then angles up again out to sea beyond the inshore reefs, the flow line is connected at this point & then goes out to the platform approx 8.5 kms offshore. Each of the sections is connected with a flange weighing in at approx 900 kg.

As you can see from this photo



the flow line is made up of multiple layers. The inner diameter of the pipe is 292 mm with an outer diameter of 445 mm.

The layers are from the inside;

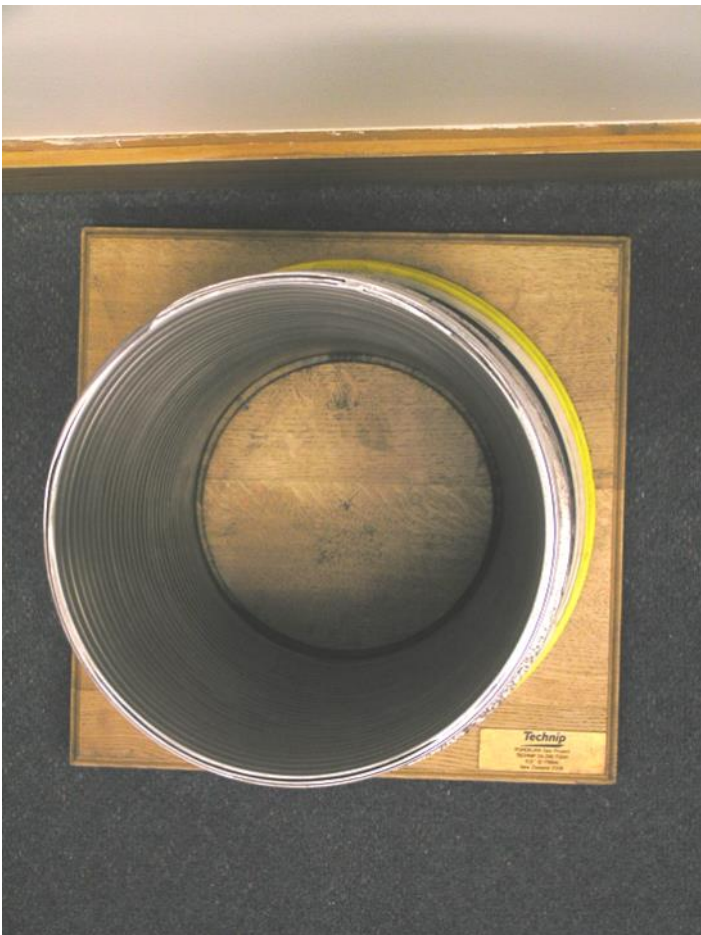
- 1, Interlocked Carcass, made of stainless steel 7.5mm thick
- 2, Sacrificial Sheath, 3mm thick
- 3, Pressure Sheath, 7mm thick
- 4, Zeta Wire stainless 8 mm thick
- 5, Spiral wound, stainless steel 12 x 3 mm
- 6, First Armour lay at 35 deg, stainless steel 12 x 5 mm
- 7, Second Armour layer at -35 deg stainless steel 12 x 5 mm
- 8, High Strength tape, not visible in the photo
- 9, Intermediate Sheath of black polyethylene 10 mm
- 10, Insulation 11 mm
- 11, Fabric Tape, not visible in the photo
- 12 External Sheath 1 13mm thick
- 13, External sheath 2 13 mm thick

Now the statistics.... the flow line has

a working pressure of 125 bar, this equate to approx 1800 psi,

a design pressure of 315 bar, this equates to approx 4600 psi

a bursting pressure of 512 bar, this equates to approx 7400 psi



And with this photo, you can see from it has a serious wall thickness, its also seriously heavy 261 kg per meter!

This photo shows the wall at a slight angle to give you a slightly different view, here you can make out the various layers



This gives you a view of the inside of the flow line.



There you have it a bit of high tech pipe doing a serious job of containing a flammable mix of gas, condensate & water.

LIZ VAN WELIE 
AQUATICS



From learn to swim to competitive swimming and everything in between - we develop swimmers.

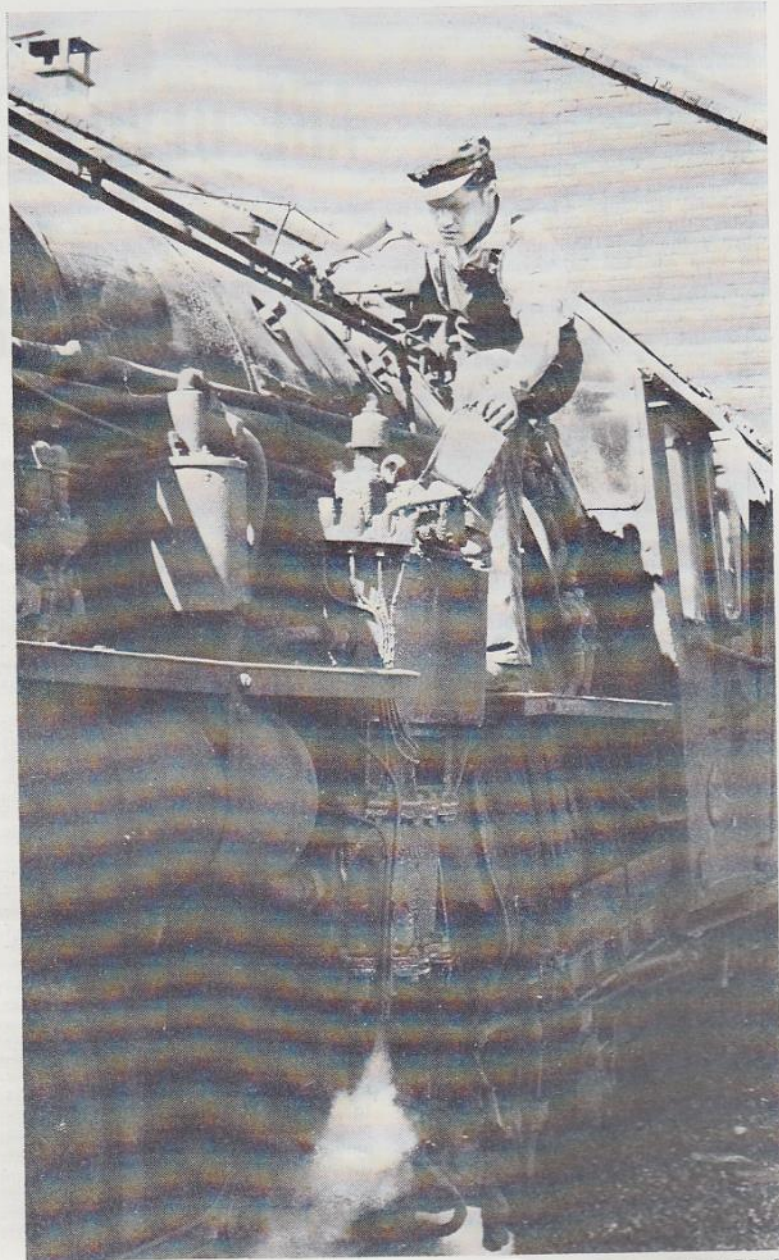
Mineral treated pools, fully heated private facility - open 7 days a week

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IN THE LOCOMOTIVE DEPOT

Back in the days of steam the locomotive depot was a holy of holies to which admission was usually granted to the genuinely interested provided a courtesy call was paid to the officer in charge. The shed was often a peaceful place, where footfalls were deadened by the accumulations of oil, grease, soot and ashes, and where the predominant sounds were the quiet hiss of steam and the occasional conversations between staff preparing and putting away their charges. It was always a good place for photography as steam, smoke, light and shade, plus the contrast in size between man and machine added up to a fine series of photographic subjects.



Dunedin — Class J 4-8-2
being prepared for train 144,
the north-bound South Is-
land Limited, September
1972.

RAILS

6

PRECISION WORKZ ENGINEERING

Contact Gavin Thomas 027 670 3870 07 578 4171 27 Glasgow Street Tauranga



Elmer Lane, Greymouth. Ab 692,
in November 1967.



Minor adjustments for We 357 inside the well-known Greymouth roundhouse at Elmer Lane. Other locomotives are Ab 823 and A 423. Photographed in November 1967.

for APRIL, 1972

7

TAURANGA MODEL MARINE and ENGINEERING CLUB INC. - DUTY OPERATORS ROSTER END 2025

	7th September 2025	Warren Karlsson	Father's Day
	14th September 2025	Ian Bain	
	21st September 2025	Ethan Bramley	
	28th September 2025	Bryan Fitzpatrick	
Saturday	4th October 2025	tba	PLAY DAY
	5th October 2025	Warren Karlsson	
	12th October 2025	Warren Karlsson	
	19th October 2025	Joanne Knights	
	26th October 2025	Steve Mannington	Labour Day Monday 27th October
Friday	31st October 2025	Jason Flanery	Halloween Friday Night Run.
	2nd November 2025	Bruce McKerras	
Saturday	8th November 2025	Jason Flanery	Open Weekend
Sunday	9th November 2025	Russell Prout	Open Weekend
	16th November 2025	Stewart Walker	
	23rd November 2025	Ian Bain	
	30th November 2025	Bruce Bocoock	
Saturday	6th December 2025	tba	PLAY DAY
	7th December 2025	Ethan Bramley	Holiday weekends
	14th December 2025	Bryan Fitzpatrick	
	21st December 2025	Jason Flanery	
	28th December 2025	No Run	

Daylight Saving starts

Labour Day Monday 27th October

Halloween Friday Night Run.

Open Weekend

Open Weekend

Holiday weekends

tba = to be announced

To ensure cover, any changes to the roster are to be made directly between affected individual Operators.

Nostalgia

Peter L gave me a book "Railway Engineering and Maintenance Encyclopedia 1929," inside was this loose photo with the heading :

A record train going up Jenkins Hill Nelson. Returning from a show with 1000 passengers November 1908.



This photo is a reprint with the credit going to FN Jones Collection, which is held in the Nelson Provincial Museum.



So I dragged out my Lands and Survey map of the area and yes, in the hills behind Wakatu there is Jenkins Valley and a Jenkins Hill. However there is no sign of mention of a rail road up the valley or hill. To me it seems strange to have a train with 1000 passengers driven by 3 locos and no apparent history. F N Jones has a huge number of photos at the Nelson Provincial Museum and I found another, same train taken from a different angle.

The **Nelson Section** was an isolated government-owned railway line between [Nelson](#) and Glenhope in the [Tasman district](#) of [New Zealand](#)'s South Island. While part of the [New Zealand Government Railways](#), the section was never connected to the national [railway network](#), although there were plans to do so. The line operated for 79 years between 1876 and 1955.^[1] Unusually for an isolated line, there were passenger and freight services for most of its existence, with freight outlasting passenger services by just a year.^[2]

This line is noteworthy for several reasons, including being the last completely isolated section of the government-owned railway network; gaining a reprieve after being closed for the first time until being closed for a second – and final – time; and, its route was chosen to serve existing communities in Nelson's hinterland rather than being constructed to open up new areas for development or serve specific industries. Despite more than 80 years of drive and determination on the part of Nelsonians to work towards a railway that would end their isolation from the rest of the South Island, the resulting line was destined to be the railway to nowhere.

Save our Railway

Nelsonians had dreamed of a railway that would link them to the rest of the South Island from as early as the 1860s.

Permission was finally given in 1871¹ to start work on a line intended to meet up with the main trunk line. Construction of the first 30.4 km stage, from the city to Foxhill, began in 1873 and it opened in 1876.² The line followed St Vincent Street, rather than the publicly favoured port route. It went over the relatively steep gradient of [Bishopdale](#) and through Stoke, Richmond



Belgrove construction work by Midland Railway Company, The Nelson Provincial Museum, Tyree Studio collection,

An economic recession forced the suspension of construction until 1879-1880, when an extension to [Belgrove](#) was built.⁴

Meanwhile, in 1878, work had started on widening Haven Road to accommodate a line from the city to Government Wharf at Port Nelson.⁵ This followed the route of the closed [Dun Mountain railway line](#) and was opened in 1880.⁶

Work began on the Belgrove to [Motupiko](#) (Kōhatu) section in 1890. A work camp was established and a 1352m [tunnel](#) built through the Spooners Range.⁷ This section opened in 1897, and in 1901 a start was made on the 16 km stretch to [Tadmor](#), via Tapawera. A rail and road bridge across the Motueka River was completed in 1906.⁸

Frustrations grew over the time taken to build the railway. It had taken 33 years to build just 66 km of track.⁹ The line had been extended from Tadmor, through Kiwi, Tui and Kākā to Glenhope¹⁰ by 1912. Construction was again suspended, however, and the outbreak of war in 1914 brought a further halt.

A 6km extension to [Kawatiri](#) began in 1920 and the Pikomanu railway camp was established the following year. A tunnel of 185 m was cut, two bridges built across the Hope River and the section opened in June 1926.

Services were reduced in the 1920s, with passenger numbers and freight volumes having decreased due to the rapid development of road freight and passenger transport. The Nelson Progress League was established in 1924 to campaign for the line to be extended to join the main trunk. It launched a pamphlet in 1925 calling on the Government to “Fill the Gap”.

Between 1924 and 1929 a 6 km section was built to Gowanbridge, but this was only ever used for freight. With the country reeling from the Depression, all work on the railway was suspended from January 1931, terminating the employment of 300 men.

The gap between the completed section of line and Inangahua Junction, where it could connect with the main trunk line, was less than 70 km (42 miles).

The Nelson to Glenhope railway ran at a loss for most of its life, and was under constant threat of closure. Cost cutting resulted in services being run down and road transport became an increasingly attractive alternative. From 1931 the line was under constant threat of closure and people were urged to “use it or lose it”. It was announced in 1952 that the Nelson line would remain open only until major highways were completed. Rail services were suspended in 1954.¹⁶

A public meeting resulted in a 12,000-signature petition calling for a change of the decision. The Prime Minister, [Sid Holland](#), issued a challenge to Nelson to save its railway by guaranteeing 25,000 tons of rail freight per year. On June 12, 1954, an excursion took 400 passengers on “the last train to Glenhope”. A few days later the Progress League accepted the Prime Minister’s challenge and the line re-opened. Despite its best efforts, the League fell short of the target and the line was set for closure on September 3, 1955.



Toi Toi Valley train, The Nelson Provincial Museum, FN Jones Collection,

There is an excellent book on the full history of that railway ,

“Rails to Nowhere” The History of the Nelson Railway” by Lois Voller. A very interesting book.

Ed.

More on “Nelson Rail” next month.