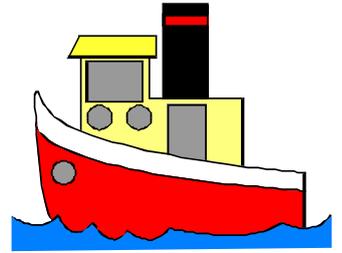




# Wheels and Floats



Newsletter September 2019

## TAURANGA MODEL MARINE AND ENGINEERING CLUB INC.

The Secretary  
PO Box 15589  
Tauranga 3112

Palmerville Station Phone 578 7293

Miniature Railway Memorial Park  
Open to Public, weather permitting  
Sundays in Summer: 10am to 4pm approximately  
Winter: 10am to 3pm approximately

Website: [www.tmmecc.org.nz](http://www.tmmecc.org.nz)

Facebook: Memorial Park Railway Tauranga

### MEETINGS

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

### COMMITTEE

President: Russell Prout 548 2881  
Vice President:  
Club Captain Bruce McKerras 577 0134  
Secretary: Jason Flannery 572 1165  
Treasurer: Owen Bennett 544 9807  
Committee: Ash Thomas, Max Donnelly,  
Joanne Knights, Bruce Harvey  
Brian Fitzpatrick.  
Boiler Committee: Peter Jones, Bruce McKerras,  
John Heald.  
Safety Committee: Chris Pattison (Chair), Peter  
Jones, Warren Karlsson.  
Editor: Roy Robinson 07 5491182  
[royrobkk@gmail.com](mailto:royrobkk@gmail.com)

### CONVENERS

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

### OPERATORS 2019

8 September B Harvey  
15 September P Jones  
22 September W Karlsson  
29 September B McKerras  
6 October N Bush  
13 October M de Lues  
20 October B Fitzpatrick  
27 October B Harvey  
3 November P Jones  
10 November W Karlsson  
11 November B McKerras  
17 November N Bush  
24 November M de Lues  
1 December B Fitzpatrick  
8 December B Harvey  
15 December P Jones

### President's Report

For me the last couple of months have been a period of rehabilitation initially from my knee replacement, but alas, what would recovery be without a hospital bug. Yep everything was going along swimmingly and then I had a reaction to the post op medication (the night before attending the Manukau Open weekend) I was admitted to hospital very early the next morning. Many hospital visits later and a bug to boot I found myself feeling worse than before the knee operation. Hopefully now I am improving and look forward to resuming my full activities.

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From the committee we have noted some ongoing maintenance jobs and with the longer days approaching Jason will send out reminders for the works planned on these days.

Owen has continued with updating the Club Rules and has now collated the remaining comments from members who volunteered to review the document. A last pass over this should see it in print early next month. All members will receive a copy.

Warren Karlsson recently coordinated the replacement of our mains distribution board and thanks to Warrens expertise this is now functioning well. Switches are labelled and once Warren returns we shall have all operators and committee members undergo a familiarisation with Warren.

Peter J has been busy in the station fitting the sliding window panels. This should give our station hands a little more well deserved wind protection during those chilly days.

With Mark and Ollie heading south we have a few committee vacancies. One of those is on the Safety Committee. Please let Jason know if you would like to take on this role. Warren Belk has kindly stepped back into committee mode to take on Marks position, thank you Warren.

The weather has definitely turned for the worse and shorter operating days has resulted. That has not slowed our patrons too much though.

With Hamilton hosting the 2020 Convention it was time to head over and support their monthly night run on 18th July. The weather radar didn't look great but we had planned so off we went with a good car and trailer load. Bruce M, Max D, Joanne and Ben and I arrived at Hamilton just in time to find out the event had been postponed! Well we couldn't waste the day so off to Subway for lunch, thanks Bruce and then off to the shed of Peter Wisely. That nearly turned into a non event too, as when we arrived he was nowhere to be found. He soon arrived (to one of us peering over the fence whilst the other knocked on the door, not suspicious at all) and the shed talk began. Very interesting when you walk into someone's shed and see they have an office in there too. Obviously Peter is feeling a little bored and he has been searching the web for a new project and coal is probably involved.

. We shall see what the next visit shows, until then it remains a mystery.

On July 19th we learnt that Ron Salisbury has now taken residence in Cedar Manor.

John Nichol is also undergoing some medical treatment at present so if you are out and about and have the time to call on either of them, I think you would be well received.

We were very privileged to see Trevor Chapman up in Tauranga for our 40th celebrations but as he lives so far away I don't get to hear how he is going. If you have been in touch with Trevor lately please let me or Jason know. Stay well Trevor.

August 24th working bee saw new underground works (yes even more) under the stewardship of Warren Belk (Earthworks extraordinaire) ducting for future items and a new treated water supply line to the station are now in place. A few plumbing items to fit and we should have pressurised treated water to speed up the loco filling.

Jason has also been busy in his shed making some new linkages for the older point systems. These when coupled with pneumatic actuators should see better performance from the now 40 year old points. The life of these is a tribute to the engineering skills at the time and another 40+ years should be available.

August 25th we had the privilege of carrying Simon Bridges and his family aboard the TAMAR train with Max Donnelly at the controls. I heard from many that you did another excellent job Max, well done.

Jason and Ashley T have been very busy recently as we saw the new CNC crossing being shown off at the club. After a bit of fettling by Jason this will be installed in the southern end of our track.

Ashley T has also been busy machining the new tyres for the TAMAR, thanks Ash we will put these aside until required as it seems the new pony truck has provided some respite from an urgent replacement of the tyres.

Father's Day took me to New Plymouth so whilst our team in Tauranga looked after the 1000+ visitors I was swanning around my home town in beautiful weather. The Mountain looked spectacular and yes you could see it most of the time. I also had an opportunity to call in at the NPS-MEE where I was greeted by Ian Payton. It was very nice to talk trains and remember a mutual friend, Ted Barnes. Thanks you Ian.

I am frequently contacted by people wanting to sell off their tools and equipment and recently another gentleman asked me to move his collection so I am pleased to say there are still

Upcoming events -

- We will be entering the Tauranga Christmas Parade again this year and with the help of Jason's concept and the use of Shane's very large trailer all we need now is your contribution.

Watch this space or emails from Jason for updates.

- Visits to Hamilton for their night runs, see the calendar for details

November TMMEC Open Weekend

January 9-13th 2020 is of course the biannual Convention hosted by the Hamilton Model Engineers Club and I urge as many as possible to support this event. As a club we have secured some limited facilities for tenting and resting during this period so please let me know if you would like to share this venue. Numbers will be limited but costs will be minimal. A good tent or at least a stretcher is recommended.

I hope you all get through the winter with minimal discomfort, keep those colds and flu's away and rejoin our team when you can.

Your President

Russell Prout



The cleaning sheds in Wellington. Early 1900's

I wish to acknowledge these several old interesting pics have come for Kev's vintage transport and historic photo pages on Facebook

# Transport by Tram in Early Waihi

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Ohinemuri Regional History Journal 7, May 1967

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By LES MORGAN

As the result of an enquiry from the South Island re privately owned tram lines in the Waihi area the thought was born that a number of present day residents did not remember the tram lines that were about Waihi and a short article about them might be of some interest.

The main one, of course, was the last one to disappear, the Mining Company's line to Waikino. This was constructed when the company built the Victoria battery at Waikino and was used to transport the quartz from the hoppers at the various shafts to the crushers at the battery and also to bring coal and other stores from Waikino to Waihi. It was opened in the late 1890s and was about 5½ miles long. There were 2 rakes running on the line and a passing loop and water tank were built about half way between the mine and battery so that while one was at Waihi picking up a full load the other was at Waikino unloading. Each rake consisted of about 35 trucks, each of 3 tons capacity. When the Government line was built, the construction being assisted by a loan from the Mining Company, a spur was put in at the Waikino yards and most of the mining supplies were put off there and transhipped to the company's rakes and delivered right to the mine. It was often a Saturday morning entertainment for some of the small lads of Waihi to go along the line with a sugar bag and collect the coal that had fallen from the trucks or the hopper on the locomotive.

There was a branch line which ran along Silverton Rd. and up Schoolhouse lane to the old No.3 shaft and opposite the old Central School there was quite a cutting and many old pupils will remember the bridges that spanned the cuttings, e.g.: one with the steps right opposite the headmasters house, where some of them used to try and drop stones down the funnel of the locomotive as it passed underneath, risking the "cuts" [**Corporal punishment, by way of stick or leather strap –E**] from "Pa Benge" if caught at it.

Prior to the Waikino line being built the quartz from the mine was treated at the old Union battery [**Waihi Battery at Union Hill – E**] at the East end of the town, there was a short line from the mine to this battery. It ran along Pipe Lane and the trucks were horse drawn.

The earliest tram line connected with the carriage of quartz from a mine to the treatment plant was the one built by the Silverton Gold Mining Company [**no – E**] and ran from their mine, at the back of Union Hill, through the well known Worths Paddock, near George St. It crossed Rosemont Rd. between Wilson and Evans St. and went to the battery at the end of Silverton Rd.,

on the bank of the Ohinemuri River, near the junction of the Mangatoetoe Stream.

These lines were all used in connection with the carriage of quartz for treatment, but there were a number of other tram lines which were used in connection with the timber required for the mines, both for use underground and also for firing. One of these served Hogans bush and ran across the hills to the north of the town, from west to east and came down from the hills near the Junction battery and along Junction Rd. to No.6 shaft. This line was about 4 miles in length and there were a number of branches from it to the various bush workings.

Another line used practically for mining timber only, was the one serving Walmsley's bush. This ran in a northerly direction at the east end of the town, up past the Willows, and about 5 miles back into the hills. This line was used by a number of the residents of the East-end to transport firewood by trolley at week-ends also by the younger fry to travel to "Kingfern Gully" or to get Nikau. When this bush was worked out the line was used by the Borough Council to bring metal from the quarry to hoppers which it had built at the Barry Road end.

It was this line that was referred to by that great story teller of yesteryear, "Bones", when he told the following about his fowls. "The fowls were not laying too well and were getting thin so Bones and his brother watched them to see if they could find the explanation. They found that when they threw the wheat to the fowls the sparrows came down in flocks and stole most of it. To combat this they switched to maize and all went well for a time but then the fowls lost condition again. A watch was again set up and it was found that the sparrows were taking the maize and carrying it to the tram line and waiting for the trucks of metal to come along and crush it".

Most of the building timber of that era came from the bush to the south west of Waihi and was milled by the Tamaki Sawmilling Company. The timber from this bush was brought out by horse drawn tram and the rails of the track were wooden. The tram line came from the bush - down what is now Woodlands Rd., along Ford Rd., past the site of the cheese factory and out to the Tauranga Rd. opposite the cemetery. The logs were then taken by horse drawn lorries to the mill which was situated at the rear of where the Memorial Hall now stands. When checking details of this tram line with a well known business man of Waihi, who spent his boyhood here, he stated that he remembered the line well. It was often a week-end past-time of this man and his father to go to the bush and shoot pigeons. Strictly legal in those years he states, and they would call at the stables where the horses were kept and the man in charge, one Gillibrand, would harness up a horse, yoke it to a truck and off would go the party. It was uphill to the bush and when the party arrived they would turn the horse loose and it would return to the stable. When the time came for the shooters to return they just launched the truck at the top of the line and coasted down to the stable, often having to use a large piece of wood as a brake to steady its progress.

nother tram line not actually connected with Waihi, but which will no doubt be remembered by many is the Kauri Timber Company line which brought timber logs from the bush at Waitawheta to the Government railway line at Owcharoa. This line was cut out of the side of the hill on the opposite side of the Falls from the roadway and reminded one of a scenic railway, as there were inclines and flat parts all the way down. It joined the line just on the Paeroa side of the bridge and trains used to shunt from the old Owcharoa station to pick up the logs. After the Kauri Timber Company ceased to use it an incline was built down to the yard at the Waikino battery and mine timber was brought from the Waitawheta bush for the mine.

Such is the story of the old tram lines, now only a memory, having had to give way in the name of progress to the large diesel lorries which transport the material much quicker and more economically.

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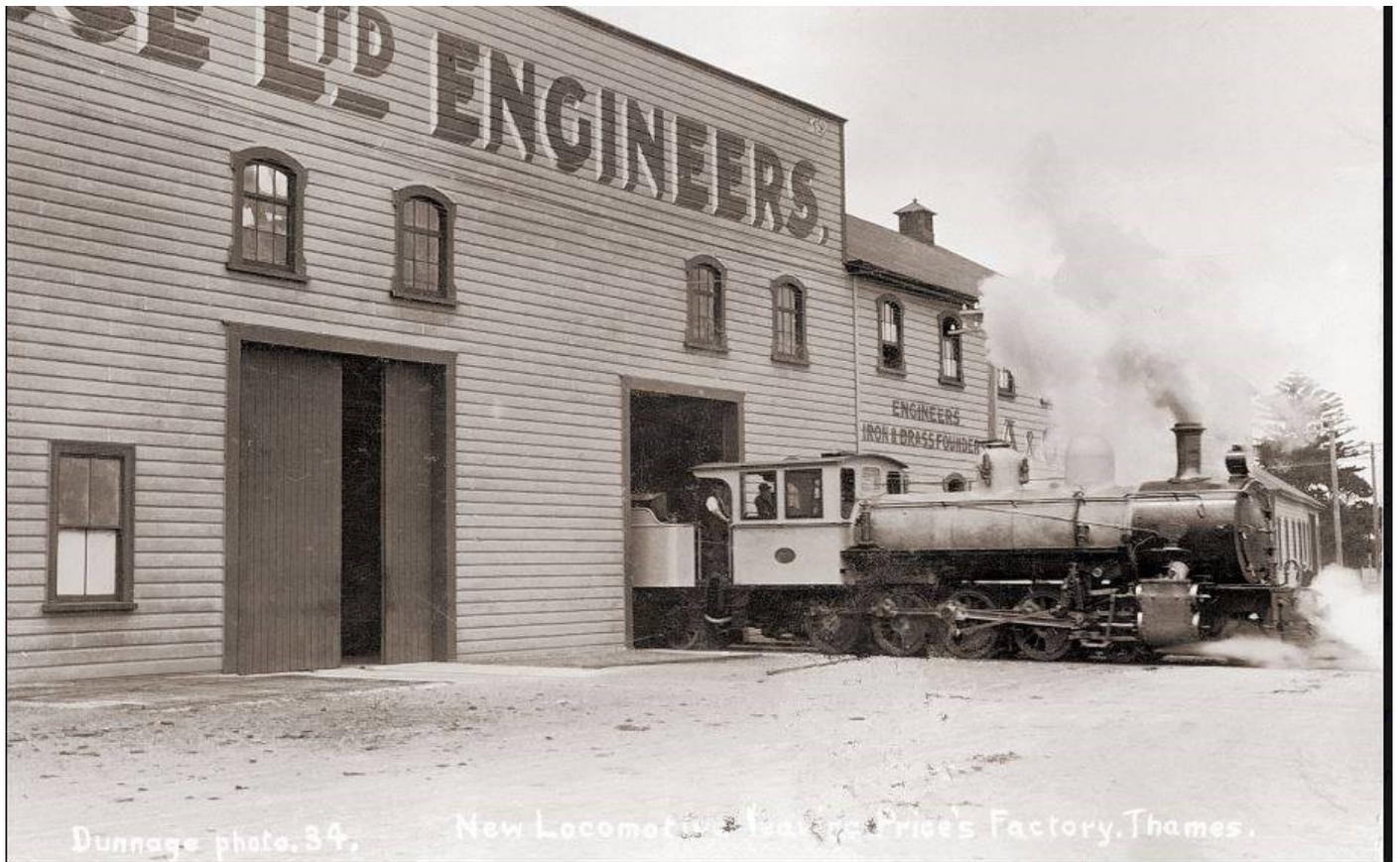
Above : 16 wheeler owned by the Mountain Rimu Timber Company Mamaku.

Below : 100 Locomotive out of A & G Price Thames.





A couple more taken at Thames am sure someone will tell me what loco's they are!!!!!!



Dunnage photo. 34.

New Locomotive leaving Price's Factory, Thames.

## Surplus engineering equipment for sale.

Metal cutting band saw, approx 100mm square cut, single phase  
Pedestal drill, Dyco (oldie but a goodie) single phase  
Collection of hammers (ball pene, soft face)  
Engineers square approx 150mm  
Micrometers  
Thread gauges  
Feeler gauges  
Dial gauges  
Files (NOS) good quality and some still wrapped  
Dividing head with tailstock chuck, key and plates  
Vies grips  
screwdrivers  
Spanners (mostly imperial)  
Drill vices (2)  
combination squares  
T-Slot clamp set  
120A caddy type welder  
Crox tools  
Tap reseating tools  
Oils stones  
BSW taps and dies (single and three piece up to 1")  
Boring bars  
Lathe tooling (HSS), 1/4", 5/16", 3/8", 1/2", 5/8"  
HSS tool holders, LH, RH and straight  
Driving dogs straight and angled  
End mills (HSS) up to 45mm dia.  
Pistol grip drills  
Jigsaw  
Bearing puller  
Lathe chucks, 3-jaw self centering  
Circular saw attachment for use on B&D 1203 drill (no drill)  
Disc grinder 4" (brand new still in box)  
Small tool boxes (unused)  
Foot pump suitable for car/trailer (unused and still in box)  
Socket set 51pc still in wrapping  
Trolley jack (unused and still in box)  
Axle stands (unused and still in box)  
Turret attachment (possibly for Boxford, Logan or similar with V-bed) auto indexing, 6 position, (no tooling)  
Turret for crossslide of Myford lathe, 6 position, incl some tooling  
Myford lathe bed, has been re-machined  
Myford super 7 headstock (no spindle) never used  
Myford Backgear and reverse feed handles with spring loaded knobs

Arnold DeVilbis spray gun (unused)

Wood chisels misc

Pliers misc

Allen keys misc

Bench grinder 6" speed line

Bench drill press

Platform scales (old imperial weights, on wheels)

Tool holders (for HSS bits)

Lathe centres

Morse taper sleeves

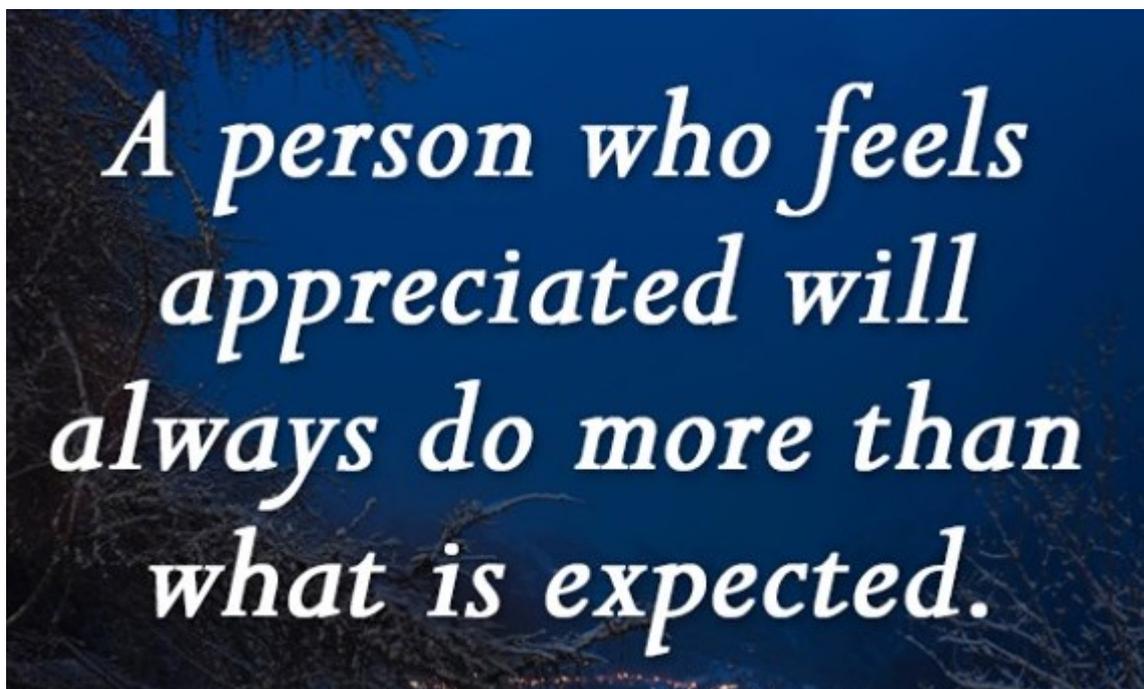
Mill/Drill, very little use by two model engineers

Model boat-PT style approx 800mm long

The owners have generally priced the items very well so I will advertise all on trademe after posting this.

I too have a large collection so if you want something specific please let me know, if I don't have it I may be able to find it for you and put you in touch with the owner.

Please phone Russell for details/photos/prices on 0279731597 or email [ingengsol@gmail.com](mailto:ingengsol@gmail.com)



## Town and Around :

**WIFE: “There is a problem with the tractor. It has water in the carburetor.”**  
**HUSBAND: “Water in the carburetor? That’s ridiculous”**  
**WIFE: “I’m telling you the tractor has water in the carburetor”**  
**HUSBAND: “You don’t even know where the carburetor is. Where’s the tractor?”**  
**WIFE: “In the pool”**

## Upcoming Events :

Hamilton Model Engineers **“Steam and Steel”** Convention 9th to 13th January 2020

Mark this date in you Diary NOW!!!!!!!!!!!!!!!!!!!!!!



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