

# Wheels & Floats

September 2020



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

## TAURANGA MODEL MARINE AND ENGINEERING CLUB INC.

The Secretary  
PO Box 15589  
Tauranga 3112

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

Palmerville Station Phone 578 7293

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

Facebook: Memorial Park Railway Tauranga

### MEETINGS

General Members Meeting every first Tuesday  
7pm.

Committee Meeting every second Thursday at  
7pm.

Maintenance Tuesday mornings from 9am.

Engineering discussions Tuesday evenings  
7.30pm.

### COMMITTEE

President: Jason Flannery 5721165

Vice President: Bruce McKerras 5770134

Club Captain Max Donnelly 5716778

Secretary: TBA

Treasurer: Joanne Knights

Committee: Ash Thomas, Russell Prout,  
Warren Belk, Bruce Harvey  
Brian Fitzpatrick, Owen Bennett

Boiler Committee: Peter Jones, Bruce McKerras,  
John Heald.

Safety Committee: Chris Pattison, Peter Jones,  
Warren Karlsson, Jason Flannery.

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

### CONVENERS

Workshop: John Nicol, Brian Marriner.

Track: Bruce Harvey, John Stent.

Librarian: Chris Pattison

Rolling Stock: Bruce Harvey

Website: Max Donnelly

MEANZ rep John Heald

### OPERATORS 2020

13 September B McKerras

20 September R Prout

27 September M de Lues

4 October B Fitzpatrick

11 October J Flannery

18 October B Harvey

25 October P Jones

1 November W Karlsson

7 November B McKerras

8 November R Prout

**Cover photo :** Ashley Grant gets some advice from John Heald !!!!!

## Presidents Report September 2020

Where do I begin? Well it may be Level 2 and no Sunday running for the public, but things are still quite busy in our club.

Firstly, we have two new members to our club, Grant Alexander, and John Bremner. Most of you probably already know them, but if not please introduce yourselves next time they are around. And on behalf of the TMMEC members I would like to say welcome to the club.

Not only do we have two new members, but we have had several visitors from other clubs at our last few playdates and they have all commented what a great vibe the TMMEC has. Its great to see people from other clubs taking an interest in what our club is up to and joining in our activities.

Also, a great job by our members in making the effort to help them feel welcome, may you reap what you sow and receive a warm welcome when visiting other tracks.

Hopefully, the word gets around about the atmosphere in our club, good word of mouth for people thinking of any new hobby can go a long way.

Another successful playdate on Saturday the 5/9/20 which was well supported by our members. The Menzshed and family members attended and were grateful for the experience. They had a great time and were impressed by the reception they received. With luck, we have turned some of them to the dark side of model engineering.

The raised track saw use again, three playdates in a row. The kids thought Grant Alexanders 3.5" DA was the best thing ever and have now persuaded me to build one for them. They were on it for hours taking turns to lap around the raised track, I better get cracking.

Johns Gadget hit the rails again and is well run in by now, it didn't get a break all day and performed flawlessly.

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A couple of Phantoms were also on the track plus Ashley Grant getting his Speedy steamed up, a lot of activity all round.

Next playdate the plan is to have the Tamar also running, so if you are interested in getting some time in on this engine then please let John Heald know. The only way to know how to operate it is to give it a go.

Thanks once again to Barbara and Roy for putting on the food, much appreciated by all. And thanks to the contributors for morning tea including those who also helped in the kitchen during the day, its hungry work being a model engineer.

Our container request to the TCC has been approved. We are currently sourcing prices for a container with doors both ends, plus timber and roofing to clad over. Working bees are going to be required to get the ball rolling on this one so please look out for any email updates about this.

Warren Belk has agreed to take over as custodian for the Tamar now that the club fully owns it. John Heald will still be helping to service/maintain it, but overall responsibility will soon be dealt with by Warren. Thanks for stepping up Warren, I am sure there are several members who are keen to give you a hand so it should be well looked after for years to come.

A thank you to Warren Karlsson who has finished servicing Kiwirail. Fortunately, it was in nowhere near the same condition as Silver Fern. Some new brushes and the odd nut and bolt and it should be back on the track this weekend.

Our ADR is coming up shortly and the Tuesday morning maintenance crew have done a great job double checking all the paperwork is up to date. As our fleet has been continually added to, they have done a whole new numbering sequence for all the ride cars, now having a system to clearly identify where everything is at.

Overall, the club's assets are in pretty good condition at the moment, Tuesday morning has seen up to a dozen members at the clubrooms tackling all sorts of items, well done there. Another working bee to catch up some painting and we will be done for the ADR. The only thing left to do until level 1 comes along is keep having playdates, how inconvenient.

We have received the last of the new drivers trolleys, Ash Thomas is busy turning up the axles and wheels, a coat of paint all round and that should be all the consists complete with their own drivers seat. Thank you to Ash for all the work he has put into these.

The annual open weekend is coming up soon and the Vintage Machinery Club will be joining us this year. We have arranged for them to use the grassed area in the mini putt section, it means they will be able to leave their display there overnight locked behind the fences. The plan is for them to also join us for a Saturday evening BBQ. They have said they hope we like beer with our BBQ's, more inconveniences for us to have to deal with.

If you would like to display any items, this year then please start letting Bruce McKerras or Max Donnelly know so we can start planning display areas. And of course, don't forget to invite any members of other clubs that you may know.

There has been quite a bit of talk about the raised track lately. An easier traverser system, easier access through the current gate, so if you have any ideas about this then please discuss them amongst yourselves and we will see if we can get some momentum going. It has also been suggested having a raised track only running day. Maybe a Saturday, open for the public, only the raised track being operational.

Still no solid news on the BVL development next door, only a letter to say its ongoing.

When we finally get back to level one and the Sunday services start again, the Committee has agreed on a few changes to the current running procedure. These should be brought up at the morning's toolbox talk but to keep all in the loop for now, here they are.

What the latest Auckland Covid cluster has shown is that you just do not know when there may be more cases in the community. We went cashless to minimise risk. The plan was also to be ticketless, but we had an issue with people wanting to buy multiple rides, thus the concession cards were still being used. Well the plan is to now eliminate these too, when we re-open there will be no paper tickets of any kind, only the pay and get on the train queue.

At the end of the day it is our volunteers safety that needs to be put first and we all have families to go home to at the end of the day, part of our volunteering service to the public should not have to include risk. All old paper tickets will still be valid, just no issuing of new ones.

Also, no more holding of bags, people being able to sit in drivers' seats, pushing the horn etc. You are sharing a common space with other members who may not have the same level of health as yourself and they need to be confident about their own personal safety. We are a club; we are friends and we all need to help look after our team.

Please remember to keep your other articles coming in for Roy, it's your contributions in all areas that make the club successful.

Thank you all for your ongoing support to your club and see you on the rails.

Regards

**Jason**

**Show and Tell** No Meeting this month so I thought I would put in some pics I came across. Credits where noted.



Top L : Piston from a Cat 398 which cocked a leg.

Top R : Raurimu Spiral.

Left : X595 at Ongarue 1923.

Below L : Drewry Railcar at Morrinsville 1962.

Below R and Bottom : Excursion Train Ka 935 to Rotorua 1967.



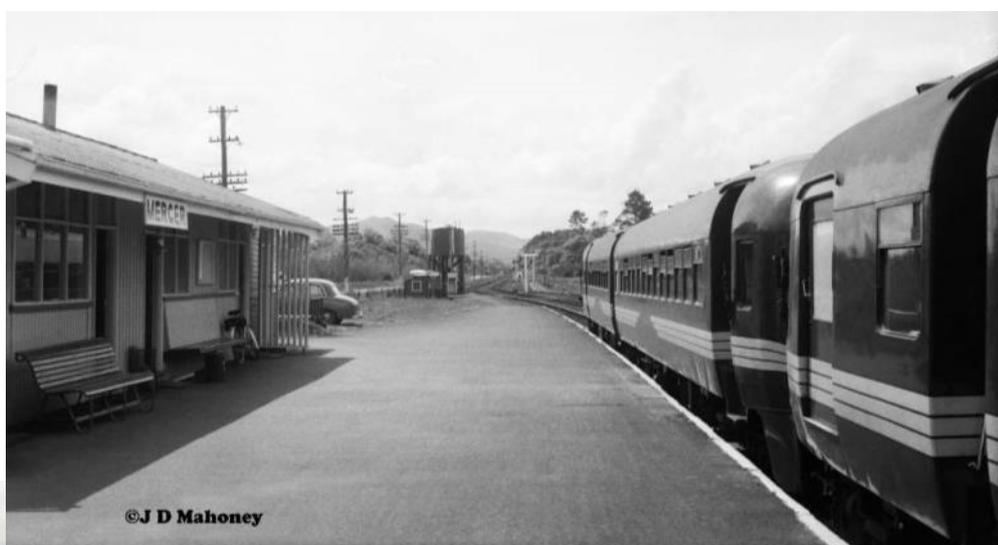


© John Agnew Collection

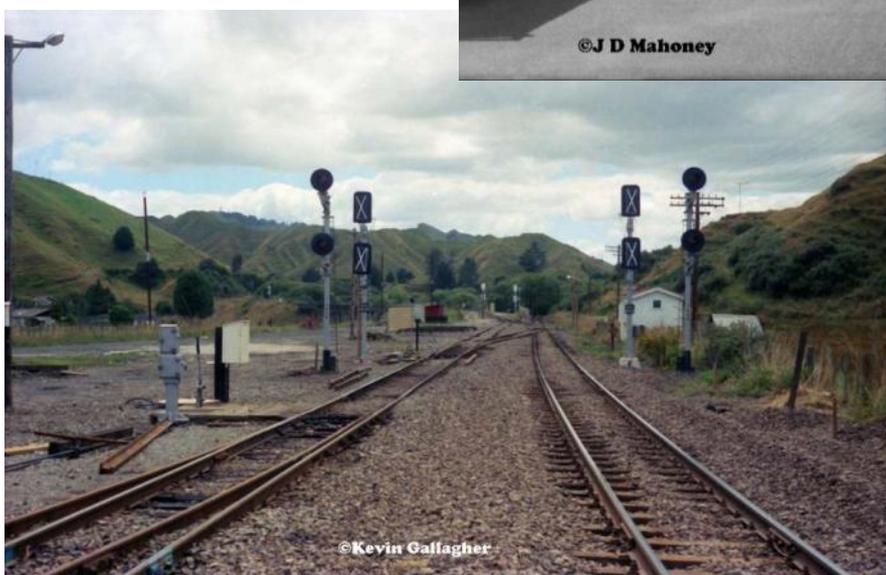
Top : Oakune Rail Bus.

Middle : Railcar at Mercer.

Below : Okahukura 1986.



©J D Mahoney



©Kevin Gallagher

# VERTICAL STEAM BOILERS

*Since witnessing John Heald's "Gadget", I thought this article would be of interest.*

*by Peter Davies*

Many steam locomotives have been built with vertical boilers, though horizontal boilers are greatly in the majority. A vertical boiler allowed a locomotive to be built on a short and narrow wheelbase, allowing it to negotiate the tight curves and narrow gauge tracks typically found in industrial railways. Maintenance is easier because a vertical boiler can be simply lifted off the chassis for replacement, while horizontal boilers are much more an integral part of the locomotive.

A major advantage of the vertical boiler is that it is much less sensitive to being tilted on inclined track; with a horizontal boiler an incline could lead to the firebox becoming uncovered, with disastrous consequences.

A disadvantage is that the size of a boiler is limited by height restrictions. Other limitations are restricted grate area and relatively short boiler tubes.

This is one of three locomotives built by Alexander Chaplin & co, delivered in 1874 to Beckton Gasworks east of London, which were variously described as "The largest gasworks in Europe" or "The largest gasworks in the world". They had two vertical cylinders that appear to have been geared to one of the driving axles.

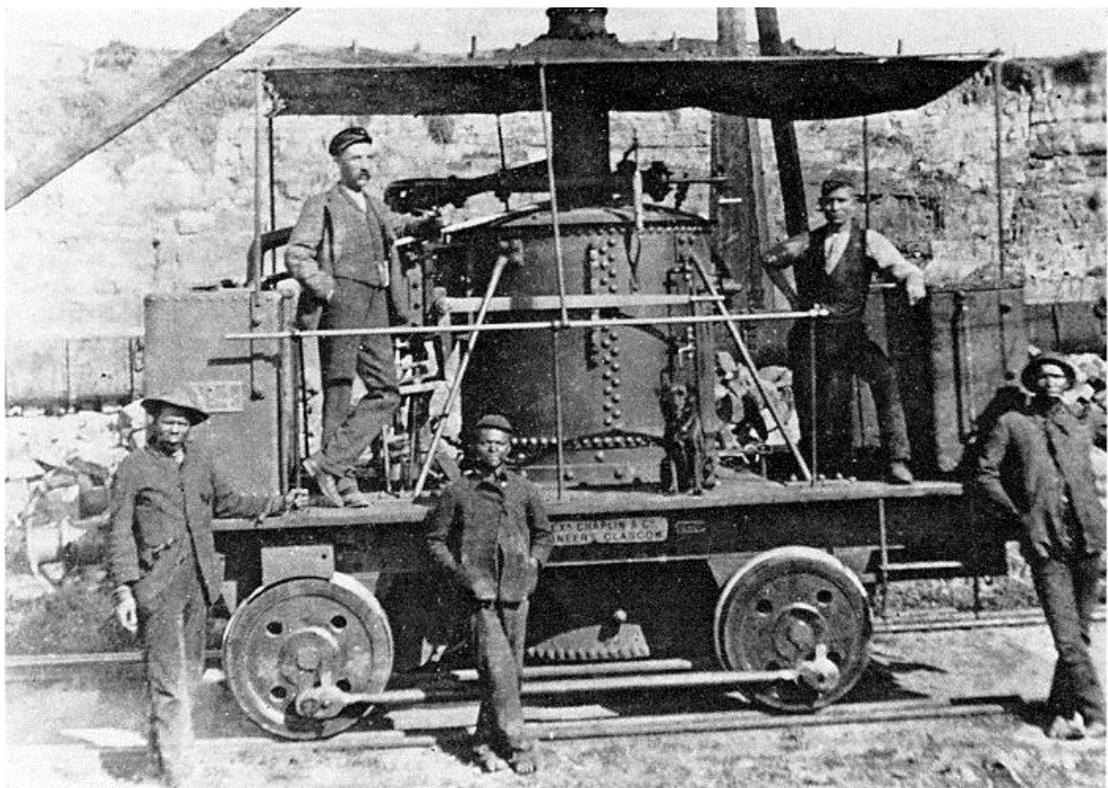
They worked trains removing coke from the Beckton retort houses; they were numbered 1675, 1756, and 1757. Little information is available on these engines; it is believed that all were scrapped around 1900.



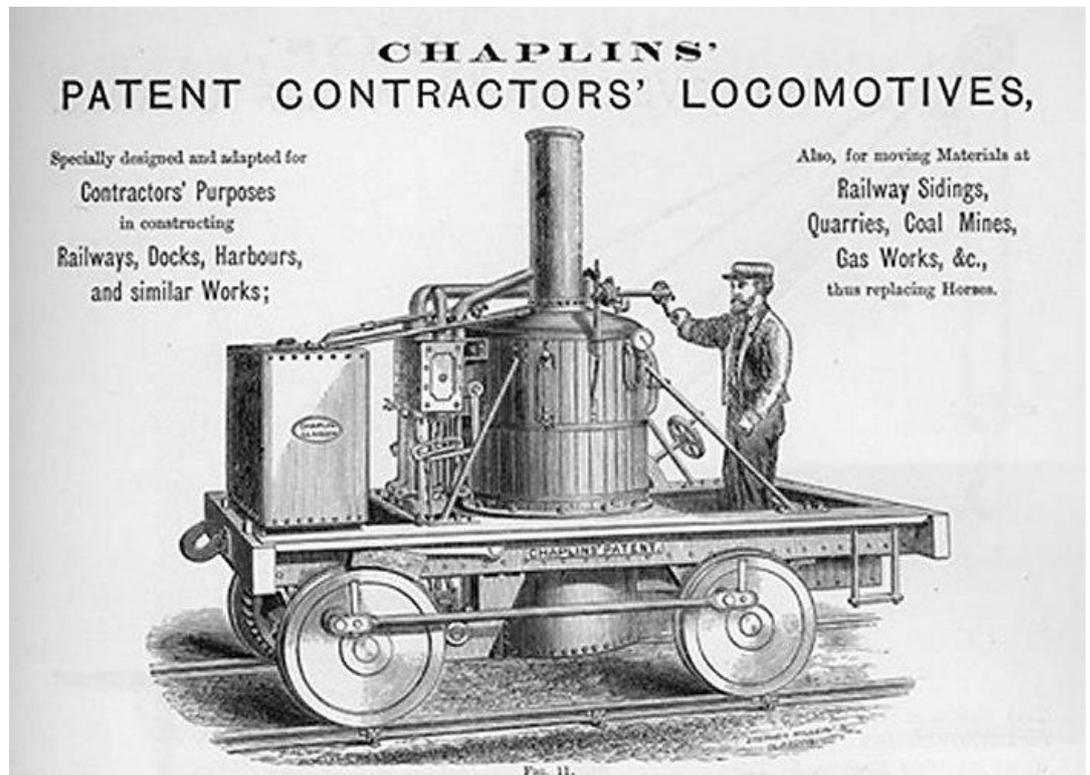
Another view of the Chaplin locomotive. It is believed that the left axle, under the water tank, was chain-driven from a sprocket on the engine crankshaft, but this is not yet confirmed.



This Chaplin locomotive is seen at East London harbour in South Africa. It was one of four originally obtained for breakwater construction in 1873, and then general harbour work. They worked on the 7 ft 1/4 in (2,140 mm) Brunel gauge and were rated at a nominal 15 HP. The Brunel gauge lines were finally regauged or closed between 1909 and 1912. Note the dog sitting next to the boiler.



This gives a better idea of the construction. The water tank is at the left, then comes the two-cylinder engine (two-cylinder to avoid dead-centre problems) then the rather fat boiler. The driver has his hand on the throttle-valve; normally there would be a coal-bunker behind him.



This is the preserved vertical-boiler locomotive *Chaloner*. The design is rather similar to the Chaplin locomotive described above. From left to right we have the coal-bunker, the driving position, the rather fat boiler, the two-cylinder engine and the water tank. It was built in 1877 and spent its working life in slate quarries.





This Head Wrightson locomotive, known as Coffeepot No 1, was restored by Beamish\_Museum in County Durham. There is much info on the details of restoration at Beamish Transport Online.

The locomotive was supplied to the Dorling Greystone Lime Company in 1871.

Modern replica of de Winton locomotive:  
2008

This replica was built by Alan Keef Ltd of Herefordshire.

This picture gives a better view of the construction than the black paint of *Chaloner*. The red lever and its linkage control the forward/reverse and valve cut-off. The white pipe above is the steam supply to the engine.



# Play Day 5th September

Right : Action in the steaming bay.



Below : Must be fun!!!!!!!



Running repairs?



Max answers queries from members and visitors for the Menzshed Mt Maunganui. Members from the Menzshed give thanks to the TMMEC for the invitation to visit.



All pics by Peter Davies.

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# From the Cave at Katikati

Still only a few articles.....**Please.....Please**

## WANTED

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27. Core Model Engineering Club
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12 High-Quality photos showcasing  
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**JUNE**

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

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## Hello Modellers!

2021 Model Engineering Calendar is here!

Really excited to have this ready now and a huge thanks to those who have submitted photos for inclusion. Will be great to see what the response is for the Calendar.

The 2021 Calendar can be ordered using the below link:

<https://form.jotform.com/202257469628868>

Calendars will be printed in the next week or so, so will be ready to ship in 2-3 weeks I expect. If you want to order large quantities, get in touch.

Any questions - feel free to get in touch!

Sean Heenan

Corban Fray

## 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 BIRTH OF THE TAMAR LOCOMOTIV

BY JOHN HEALD



The thought of scaling and building a 2 foot narrow gauge engine led me to the above 1924 catalogue of all Kerr Stuart locomotives . Most parts from these engines were interchangeable as was the case building the models Tagus, MK 1 Tamar and Tamar MK 2. The catalogue gave very good measurement details of each engine from the well known Wren to not so well known larger engines in other gauges. Kerr Stuart were taken over by the Hunslet Locomotive company around 1930 and they produced many of these designs under the Hunslet name. The last one was for the Corris railway in 2005, a 'Tattoo' class 0-4-2.

The name 'Basseterre' is the capital of St Kitts, an island in the Caribbean. There was a very large sugar mill here with most of the island planted in sugar cane. The island has a 2 foot gauge railway round the island interconnecting with these plantations operated by a number of Kerr Stuart engines. Most of

the plantations have long since gone but the railway is still used to haul tourists round the island. There is a full sized engine stored at the Statfold Barn

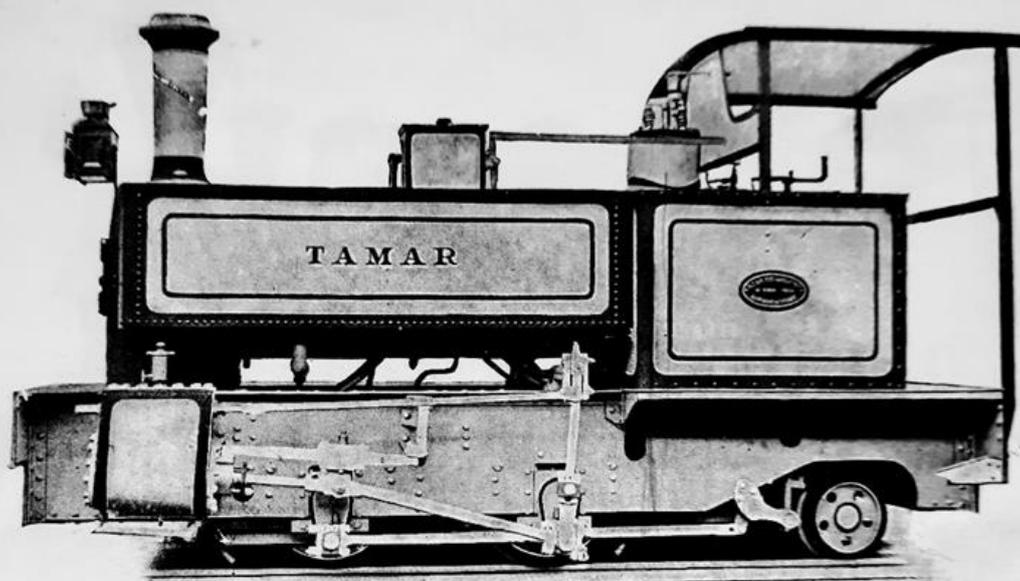
railway in UK. Built by Hunslet in 1952 and it came from the Cameroon Development Corporation in Africa. The engine awaits restoration.

With the Tamar two doing many K's going clockwise round many club tracks it was found that the front left drive wheel flange was wearing fast. This has been very much reduced by the installation of a two wheel side sprung pony truck. It has also given a much stable ride. The engine now gives the appearance of one of the Lynton and Barnstable engines in UK. To date it has covered 1700K's with 113 steam ups and 441 hours in steam.

## **“TAMAR”**

**(84 H.P.)**

For 2 ft. 0 in. to 4 ft. 8½ in. Gauge & for Rails 25 to 30 lbs. per yd.



The 'Tagus' engine now owned by Byan Fitzpaterick was the first build. The Catalogue picture was scaled up to 7.25" gauge and printed out, giving a scale of just over one third full size. This engine was of a smaller Kerr Stuart design with lighter axle loading. I have to date, not been able to find a full sized version still in existence.



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Split totara sleepers, Mokai Bush, 1931.  
Jim Gamble, Ian McKenzie, Athol Norton, Harry Barnes, Jack Gamble.

Another picture from the 1985 Kanapine Timber and Hardware Calendar

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## Gammans Helped Build this Town of Tauranga.

Saw milling in the early 20th Century was a very important industry in the hinterland of Tauranga, particularly in Oropi, Omanawa and Whakamarama. There were huge native forests of Rimu, Totara, Matai, Tawa, Tanekaha and Hinau to name some of the more commonly used timber.

One of the most active families involved in setting up and operating 2 mills were the Gamman Brothers the second generation of a saw milling family from the lower North Island. In 1908 Arthur and Frank obtained 24 acres on what is now known as Gamman Mill Road opposite the Oropi school.

**A steam hauler in the bush c 1912** Tauranga City Libraries Collection 01-106



They had cutting rights to thousands of acres of bush in 3 blocks south of their mill. Most of the first workers and the plant were brought here from Dannevirke and the mill could cut 9000 super feet of timber in a day.

**Steam log hauler on 'skids' at Mill c 1912** Tauranga City Lib Coll 01-107



**Gamman Brother's Oropi Mill c 1915** Tauranga City Lib Coll 06-050



Sawn timber was transported 6 miles down to the landing on the Waimapu River and from there by launch, and barge to the Town wharf.

**Jack Rodgers Horse team c 1912** Tga City Lib Coll 01-108



In eight years the bush had been well cut over and many of the mill and bush hands had been drafted overseas to fight in The First World War. Unfortunately a large number of them perished in Europe. The Tauranga Sawmilling Company went into liquidation in 1915 but the community that had grown up around it survived.

In 1910 another brother George, and his sons, set up a much larger mill at Omanawa near the waterfall. This mill could process 30,000 super feet in an 8 hour day and continued until 1917 — at it's peak employing 100 or so men. The sawn timber was taken down to the landing at the Wairoa River, where it was planed, taken by punt to the harbour, loaded onto scows and transported to Auckland and other main centres.



In 1971 Arthur Gamman, 89 and resident at Hodgson House, was interviewed and in his opinion 'the Oropi Mill was the first decent sized mill able to supply Tauranga's needs for dressed timber and mouldings.'

Sources : Online -Tauranga Kete, Gamman Brothers Tauranga  
Debbie MaCauley — 2017

Books - Oropi, 100 Years Following the Confiscation of the Land  
Robert Craig Scott — 2018

Oropi School Centenary and District Reunion  
Edited by Annie Rae — 1999

The Ngawaro Regional Historical Review  
Jim Pendergrast — 2005

Omanawa Settlers 1910— 1960  
Compiled by Trish Heke and Margaret Bennett

Mamaku 100 Years  
Edited by Shona Jennings — 1994

### **From the Editor**

I wish to thank the Tauranga City Library Archives for allowing the use of the pics. Also thanks to Julie Green and the Tauranga Historical Society for the article. There are many more interesting articles on the T.H.S. Blogsite. Click on [Tauranga Historical Society](#) for the link to this site.

**Roy**

# Important Information

14th August 2020

## TMMEC Covid Level 2 modus operandi.

### Under Covid Level 2 NO public rides will be offered.

The club will still hold maintenance Tuesdays and Tuesday evening engineering nights, as numbers are usually low enough to maintain 1 metre “Social Distancing”, however the monthly “General Club Meeting” attracts about 25 members and the Committee feel that these shall cease immediately until **Covid Level 1** is again back in force.

Club Play-days will continue under **Covid Level 2**, with prior registration by any visitors, so as to manage the total number to a manageable number.

ALL Club members and ALL Visitors must sign into the Attendance Register, including any accompanying persons such as family, and on Play-day report to the Duty Operator so he/she is informed of your attendance.

If the Government raises the **Covid Level to 3** all club activities will cease immediately – except for one person to carry out security checks as and if required.

To reiterate, unless we are at **Covid Level 1** or lower, Club activities are restricted or curtailed until further notice.

## Committee TMMEC

**Hi All,**

Nelson Society of Modellers would like to inform all of your members we will be holding our annual open weekend Labour Day weekend (24-26th Oct.).

If the Covid alert level is 2 we will still have our open weekend but no public running.

If the Covid alert level is 1 we will have Saturday as a fun day, public running 10-4pm Sunday and Monday.

I'm sure you can all appreciate, the lockdowns are making it rather hard to plan ahead

Regards, Richard

