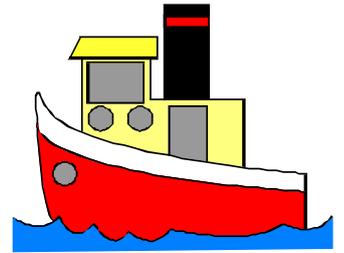




# WHEELS and FLOATS



News letter No. 323 Dec 2012 / Jan 2013

## TAURANGA MODEL MARINE AND ENGINEERING CLUB

The Secretary  
c/o 3 Waipuna Grove  
Tauranga 3112  
Palmerville Station Phone 07 578 7293

Rail Track Memorial Park  
Open to Public weather permitting.  
Sundays 10.00am to 4.00pm  
Website. [www.taurangaminiaturerailway.org.nz](http://www.taurangaminiaturerailway.org.nz)  
or [www.tmmec.org.nz](http://www.tmmec.org.nz)

### NOTICE OF MEETING

The next general meeting will be on  
Tuesday 5<sup>th</sup> Feb at 7pm,  
At Palmerville Station

Patron:	Noel Pope
President:	Peter Jones (07) 543 2528
Vice President:	Ron Salisbury (07) 577 9403
Secretary:	Owen Bennett (07) 544 9807
Treasurer:	Clive Goodley (07) 5722959
Editor:	Clive Goodley (07) 5722959
Email:	goodley@clear.net.nz

Committee:	Warren Belk, Bruce Harvey, Bob Stacey, Pete Lindsay, John Stent, Bruce McKerras.
Boiler Committee:	Peter Jones, Paul Newton, Bob Batchelor. Bruce McKerras
Safety Committee	Warren Karlsson, Bruce Harvey Lloyd Breckon, Pete Lindsay.

Next Committee Meeting, Thurs 31<sup>st</sup> Jan.

Conveners:	
Workshop:	Ron Salisbury, Bruce McKerras
Track:	Bruce Harvey
Marine:	Warren Belk, Ken Fox
Librarian:	John Nicol
Rolling Stock:	Clive Goodley
Supply Officer:	Bob Stacey
Website by:	Murray de Lues

<b>Operators Dec 2012 / Jan 2013</b>	
09-12-12	C. Goodley
16-12-12	B. Harvey
23-12-12	P. Jones
30-12-12	W. Karlsson
06-01-13	P. Lindsay
13-01-13	B. MacKerras
20-01-13	R.Salisbury
27-01-13	O. Bennett
03-02-13	N. Bush
10-02-13	E. Evans

### Presidents Points

Greetings Members.

Firstly I advise members that Peter McClea has been unwell and has spent time in hospital, we are missing your smiling face Peter, look forward to seeing you back at the track. Our open weekend was well supported by visitors and members over the two days, thank you to our ladies for the looking after the visitors and members during the two days, providing morning tea, lunch and our BBQ Saturday night, and especially thanks to Sheila Goodley for helping out after some major health issues, and continuing with the Goodley support, thank you Clive for the work you put into cleaning up the clubrooms, all off your own bat with out being asked, fantastic. The weekend went very smoothly, I guess we have been doing it for a while now, but what makes a smooth operation is everyone working together to make it a success, thank you all. Our model engineering display organised by Bob Stacey in the foyer of QE11 was an added plus, I'm looking forward to the day when we have the club room to display our hobby to the public in our own space. Congratulations to Lloyd Breckon being awarded the Norm Decke Memorial Trophy for his traction engine, the only

entry this year, but certainly a very worthy winner of the award, a first class piece of work, well done Lloyd, looking forward to seeing the completed Britannia.

After a couple of very busy months it was great to relax and enjoy the opening of the Cambridge and Rotorua Live Steamers on Saturday the 1st of December. It is fantastic to witness the opening of a new track, especially one so close to home, and to see the support from our own members to enjoy the occasion. The Stanley Steamer, steam motorbike and Johns steam boat Robin were an added bonus, I guess we all thought we would love to have one of those. The new club has done very well putting the track together in a very short time, and what great support they had from the Cambridge community, and how fortunate they are to have ready built club rooms..

At home we are progressing well with our own project, the latest figures given to us by Mike Pinkerton show the embankment is stabilising, and with the North end section completed up to tack laying with the help of Tauranga City Council, things are looking good. Warm weather at last has seen the piles driven due to the tireless efforts of John Stent and Bruce Harvey. The excavation of the low bridge foundations were completed at our last working weekend and by time you read this the concrete will be in place, as will the north end abutments. The long dry spell has helped this progress, after weeks of rain, make tracks while the sun shines. Lots of working B's in the new year.

Thank you to the members who came to our Christmas function at the Oak Tree restaurant in Greerton, great company, great food, and a great night.

Not too many sleeps till Christmas so I want to wish you and your loved ones all a very Happy Christmas and a safe and busy new year.

Happy modelling

Peter Jones.

## **Coming events**

**River Edge Park Miniature Railway 10<sup>th</sup> Anniversary Run 15<sup>th</sup> 16<sup>th</sup> Dec**

**Thames Miniature Railway Open Weekend 19<sup>th</sup> 20<sup>th</sup> Jan.**

Hi all, just a note to confirm that the new website is up and running. Just a few pointers for your information.

The content on all pages is temporary, and will be filled in over the next couple of weeks by Murray de Lues and myself, in collaboration with the web designer, Tony.

Web Designers have the task of making a website look the same on all different types of browsers. Most of the bugs have been ironed out, but if your browser appears not to display properly, let me know, including the specific browser you have. This information is available on your browser by clicking Help, About. Further tweaking could be necessary.

So far there are 7 pages on the site, which you can access in 2 ways. I have organised two domain names for the first year, either [www.taurangaminaturerailway.org.nz](http://www.taurangaminaturerailway.org.nz) or [www.tmmecc.org.nz](http://www.tmmecc.org.nz) .

Some of the content so far has been transferred from Steve James' website, a lot of which is out of date, however the bones of the site are looking good.

I have organised with Clive to get copies of our newsletter back issues, which I will convert to .pdf files. They will be available in colour on the website. Murray will keep them updated as they are published.

So far the whistle is not working properly on Internet Explorer 8.

An update will be sent to you at a later date.

Regards, Owen.

Note, newsletter photos are in colour on the website.

I desperately need a club member who regularly attends the Tuesday General Meetings, to take photos and notes for the TMMEC club Newsletter. The photos can be taken on the club camera and I can download them, or they can be taken on a personal camera and e-mailed to me. Ed.

RE: Chevpac Machinery Ltd in receivership

My name is Daniel Tanner. I was the original owner of Chevpac Machinery which I established about thirty five years ago. The company has since sold, (in 2004) and then just recently had gone into receivership. I have now purchased the company back from the receiver and will be trading under the name of Chevpac Machinery (NZ) Limited.

The new bank account number is 02-0108-0235741-000 and the GST number is 109-974-099.

It is my intention to re-establish the company to its former strength with a wide range of accessories and machinery. I look forward to your continued support and will keep you updated as to our progress and new product-releases.

Kind Regards,

Daniel Tanner C.E.O, Chevpac Machinery (NZ) Limited.    [www.chevpac.co.nz](http://www.chevpac.co.nz)

On the last day of school, the children brought gifts for their teacher. The florist's son brought the teacher a bouquet of flowers. The candy-store owner's daughter gave the teacher a pretty box of candy. Then the liquor-store owner's small son lugged in a big, heavy box labelled Scotch whisky. The teacher lifted it up and noticed that it was leaking a little bit.. She touched a drop of the liquid with her finger and tasted it.

"It has to be Scotch eh?" she guessed. "No," the boy replied. She tasted another drop and asked, "Champagne? It could be champagne." "Heck, no," said the little boy. She licked her fingers thoughtfully. "Well, then I give in. But I know it's something special. What is it?" "It's a puppy" cried the little boy excitedly.

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Open Weekend was a success, with twice as many visiting locos as last year. The weather was great, but unfortunately public attendance, although satisfactory, was down compared to previous years. One complication, with our increased safety awareness, is that some of the ridecars of visitors do not now meet our standards. This year it was a matter of the lack of front and rear boards or some sort of protection. Some visitors were a bit disgruntled to have passengers banned from their ridecars, next year we must make this condition known well before Open Weekend. Another condition to look at before next Open Weekend will be braking systems. Assuming our new track extension is in operation, with its long steep grades; strict ridecar brake conditions will be in force, exactly what they will be is yet to be decided. Those not conforming will be restricted to using the flat existing track. The last sentence is my idea and not necessarily that of the committee.

While I am diatribing (I just made up that word and the spell check tells me it doesn't exist), train lengths have been in my thoughts lately. MEANZ have long had recommended maximum train sizes, (number of ridecars, not metres). I assume that number was based on the situation throughout NZ at the time of ridecars having no brakes, or brakes that were not failsafe. The position now is that several clubs have failsafe braking and I am sure that it will become mandatory for all clubs at some time in the future, sooner rather than later I hope. Now to get down to the nitty gritty, if brakes, or the lack of, is the criteria for the existing guidelines, how about doubling, or even trebling the recommended maximum length for trains of failsafe stock. Trains with more than one ridecar whose brakes are inoperative, would need to be reduced in length and the operative ones placed at the rear, maybe on a two for one ratio, two inoperative, four with brakes.

Members of my own club have suggested that passenger behaviour is one reason why a guard is recommended by Meanz and the other is to make the driver aware when a ridecar derails and so a longer train must have a guard, if so, I disagree with that view. A couple of years ago I was riding shotgun on a four car train with my grand-daughter sitting in front of me, a ridecar derailed, but the driver was oblivious to the situation and so I shouted loudly for him to stop, (I am not known for having a quiet voice). We rolled merrily on and so I shouted even louder, still no reaction from the front, I let rip at full volume and he heard me, but so did my grand-daughter, to such an extent that she refused to get back on the train, as I had just about shattered her eardrums. Suggestions that the guard should use a whistle have not been fully thought through, I am sure that would be even more damaging to eardrums than my larynx. Having a guard at the

rear is no doubt a deterrent to bad behaviour, but that has no connection to the size of the train, misbehaviour happens on smaller trains too.

For the derauling problem, I have been fixing rubber strips (old conveyor belting) to the glide bar under the ends of the ridecars, and that makes the driver well aware when a vehicle has derailed. The aforementioned ideas are my own and have not yet been discussed at committee.

Converting a ridecar to a failsafe setup need not be an expensive exercise, some clever person before I became involved, converted an Ajax pressure reducing valve to a vacuum valve. The older type brass valve is easily converted and can be scrounged from plumbers for nought. A new diaphragm should one be needed is about \$15. I have drawings for the conversion and also for brake rigging if anyone wants them.

The January school holiday has not yet been discussed by those who are regularly involved in running trains on Sundays. Should we decide to run, it will be on Tuesdays and Thursdays, probably 10.30 to 3.00 or thereabouts. Extra help from those not usually involved on Sundays will be welcome. There are jobs to be done apart from driving, such as ticket clipping and public control. The latter is especially important, as bored children tend to misbehave and interfere with the track or place themselves in danger, especially out of sight on the harbour side of the tunnels. A club member in a reflector jacket successfully discourages them. We do rotate around a bit to make it more interesting.





Eight photos from Open Weekend, the passenger area looks bereft of passengers but it was not really like that.

**Two Glaswegians, Archie and Jimmy, are sitting in the pub discussing Jimmy's forthcoming wedding. "Och, it's all goin' pure brilliant," says Jimmy. "A've got everythin' organised awready, the fluers, the church, the caurs, the reception, the rings, the meenister, even ma stag night". Archie nods approvingly. "I've even bought a kilt to be married in!" continues Jimmy. "A kilt?" exclaims Archie, "That's braw, you'll look pure smairt in that. Whit's the tartan?" "Och," says Jimmy, "A'd imagine she'll be in white.**



We thought we got rid of him, but there he is, no mistaking Chappie, just about to organise somebody. Glad you made it back for Open Weekend Chappie, more like old times.

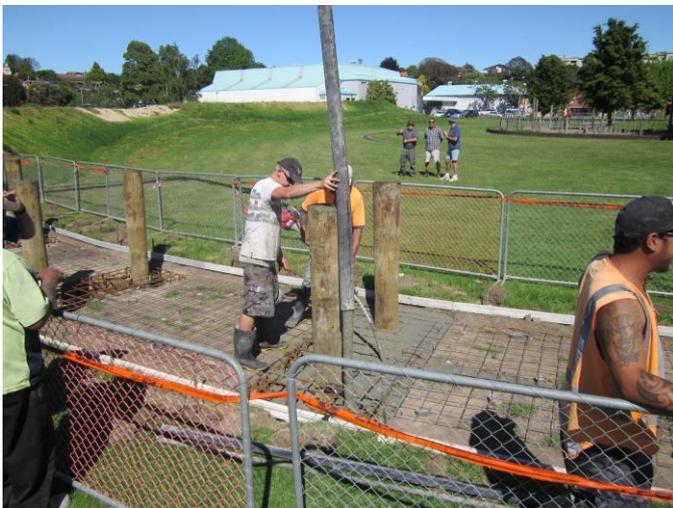


Piles for the No. 2 bridge in place, holes for the concrete foundations need to be dug around the piles and the concrete should be poured on Monday 10th.

Man and his wife were having some problems at home and were giving each other the silent treatment. Suddenly, the man realized that the next day, he would need his wife to wake him at 5:00 AM for an early morning business flight. Not wanting to be the first to break the silence (and LOSE), he wrote on a piece of paper, "Please wake me at 5:00 AM". He left it where he knew she would find it.

The next morning, the man woke up, only to discover it was 9:00 AM and he had missed his flight. Furious, he was about to go and see why his wife hadn't wakened him, when he noticed a piece of paper by the bed. The paper said, "It is 5:00 AM. Wake up."

Men are not equipped for these kinds of contests.





The photo above shows the size of the holes dug for the footings.

Tuesday the 11<sup>th</sup> and the concrete is poured at last. Let's hope the rest of the piling doesn't have the same hold ups.

There just happened that a group booking from Mt' Maunganui Primary School that morning and we were restricted to the inner track only for most of the morning.

My girlfriend thinks that I'm a stalker. Well, she's not exactly my girlfriend yet.

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A mate of mine admitted to being addicted to brake fluid. When I quizzed him on it he reckoned he could stop any time.

I went to the cemetery yesterday to lay some flowers on a grave. As I was standing there I noticed 4 grave diggers walking about with a coffin, Three hours later and they're still walking about with it. I thought to myself, "These guys have lost the plot!"

My daughter asked me for a pet spider for her birthday, so I went to our local pet shop and they were \$70. "Blow this," I thought, "I can get one cheaper off the web."

From the Committee Minutes.

There was further discussion on the body shape of the electric loco, the parts of which were bought from the late Steve James, but there has still not been a decision. Ron Salisbury canvassed for volunteers for his small gauge railway at his home, I am not sure if this is for a one off occasion or permanent interest. See Ron if you are interested. Phil Allen attended to present to the committee electrical power components that he suggests will be ideal for the points on the new track setup, which will be power operated. Visitors ridecars safety problems was discussed (covered earlier).

A lawyer and a senior citizen are sitting next to each other on a long flight. The lawyer is thinking that seniors are so dumb, that he could get one over on them quite easily.

The lawyer asks if the senior would like to play a fun game. The senior is tired and just wants to take a nap, and so he politely declines and tries to catch a few winks.

The lawyer persists, saying that the game is a lot of fun-----I ask you a question, and if you don't know the answer, you pay me only five dollars. You then ask me one, and if I don't know the answer I will pay you five hundred dollars.

This catches the seniors attention, and to keep the lawyer quiet he agrees to play the game.

The lawyer asks the first question, "What's the distance from the earth to the moon?" The senior doesn't say a word, but pulls out a five dollar bill from his wallet and gives it to the lawyer.

Now it's the seniors turn, he asks the lawyer, "What goes up a hill with three legs and comes down with four? The lawyer hits his laptop to search all references he can find on the Net. He sends e-mails to all the smart friends he can think of, but to no avail. After an hour of searching, he finally gives up. He wakes the senior and hands him \$500.00. The senior pockets the money and goes right back to sleep.

The lawyer is going nuts not knowing the answer. He wakes up the senior and asks, "Well, so what does go up a hill with three legs and comes down with four?"

The senior reaches into his pocket, hands the lawyer five dollars and goes back to sleep.

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Callum James, who joined us last year, brought in a book from the library, it is new on the bookshelves and is about New Zealand steam locos. He showed me a photo of J.1202 in it, and there was me on the tender taking water (for the engine, not me (the photo is not clear and so here is one of my copies from that trip, an enthusiast special. In the photo on the right we are ready to leave Matata and are waiting for the photographers to board the train, that is me leaning out of the cab. In the picture on the left we are on the Whakatane River bridge. The steam seen pouring from the left side cylinder is caused by the valve rings collapsing. It happened while crossing the Rangitaiki River bride and from there to Taneatua we ran using the right side only, after dismantling and tying up the left side bits and pieces. Using number 8 fence wire of course. There are no gradients of note between Edgecumbe and Taneatua, and so using one side only caused no problems.





## Boating News

ONE METRE SAILING. Has summer arrived as we sail without rain/cold/and howling winds? Once again another year has passed as we have our AGM. My, how time has flown. The Wednesday racing gives members a chance to adjust their rigs and help others to improve. Setting the new sailors off on an early start has the other sailors chasing, however as they progress they are harder to catch. This brings them closer to the same start time. Trying to get

the best start at the pin end brings a dimension of its own with a big risk doing a port start as the starboard starters run down the line. Still, one must at times chance one's luck. New designs come along bringing new boats and ideas. A very windy Northland champs saw team Tauranga have good results with Graham Roberts 3<sup>rd</sup>, Antony Sisson 10<sup>th</sup>, and Carl Smith 12<sup>th</sup>. Cheers Ken Fox

Return Address  
TMM&EC  
C/o 3 Waipuna Grove,  
Tauranga 3112

To

