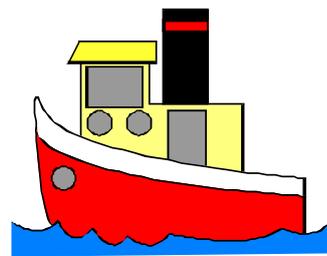




Wheels and Floats



Newsletter No. 349 Feb / Mar 2016

TAURANGA MODEL MARINE AND ENGINEERING CLUB

The Secretary
P.O. Box 15589,
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.tmmecc.org.nz

NOTICE OF MEETING

The next general meeting will be on
Tuesday March 1st at 7pm
At Palmerville Station

| | | |
|-------------------|---|---------------|
| Patron: | Noel Pope | |
| President: | Peter Jones | (07) 543 2528 |
| Vice President: | Bruce Harvey | (07) 548 0804 |
| Secretary: | Bruce Harvey | (07) 548 0804 |
| Co-Treasurers: | Clive Goodley | (07) 572 2959 |
| | Owen Bennett | (07) 544 9807 |
| Editor: | Clive Goodley | (07) 572 2959 |
| | goodley@clear.net.nz | |
| Committee: | Warren Belk, Shane Marshall, John Stent, Bruce McKerras Peter Lindsay, John Nicol, Mike Webber | |
| Boiler Committee: | Peter Jones, Paul Newton, Bob Batchelor, Bruce McKerras John Heald | |
| Safety Committee: | Warren Karlsson, Bruce Harvey J. Nicol, Malcolm George, | |

| | |
|------------------|--|
| Conveners: | |
| Workshop: | Malcolm George, John Nicol |
| Track: | Bruce Harvey, John Stent, Russell Prout |
| Marine: | Warren Belk |
| Librarian: | John Nicol |
| Rolling Stock: | Clive Goodley, Mike Webber |
| Website by: | Murray De Lues |
| Driver Training: | Clive Goodley, Mike Webber |
| Club Captain: | Bruce McKerras |

Operators Feb / Mar / Apr

| | |
|----------|----------------|
| 21-02-16 | W. Karlsson |
| 28-02-16 | B. Kincaid |
| 06-03-16 | P. Lindsay |
| 13-03-16 | B. McKerras |
| 20-03-16 | N. Bush |
| 27-03-16 | R. Salisbury |
| 03-04-16 | G. Barnes |
| 10-04-16 | E. Evans |
| 17-04-16 | B. Fitzpatrick |

Next Committee Meeting, 10th March

Presidents Points

Greetings members.

After many hours of planning and preparation over the last two years the convention was over in 4 days. Congratulations to Shane Marshall and the planning committee for making it all happen. Thank you also to the many members who assisted with setting up the event and assisted during the 4 days of the convention. To our ladies who provided morning and afternoon tea's and tidying up afterwards, thank you. To the clubs who displayed their interests, you really helped by providing additional interest not only for the public but for our visitors and our own members. To

the convention judges, thank you for accepting the task and to those that were given awards congratulations to you all.

However the biggest thank you goes to those who registered and attended the event, from overseas and all parts of New Zealand, it was great to have your company over the four days. Roll on Steam Cinders '18.

In some ways having it all done and dusted has left a bit of a vacuum, but there are fresh projects being planned and lots of maintenance work to be carried out.

Our club is very fortunate to be based in Memorial Park, to have a great little railway facility and an enthusiastic public that support us really well. All this requires time and money, the majority of which is put into maintaining and operating our railway. Our membership is growing, the way it is tracking we will have one of the largest model engineering memberships in this country and could soon become the largest, and probably the highest passenger count is as well. While we enjoy seeing this growth, the pressures of operating the railway are growing along with the load, shared by the same old team. Some of our members put in a considerable amount of their free time into our club, be it at working B's to maintain the site, operate or maintain the railway, or create new works. This was a subject of discussion at our last club night and one conclusion is that we do something to increase the number of active members. Any ideas of how we can achieve this I will be happy to listen too.

Back to the subject of working B's, there is a program being set up to carry out track maintenance and I have asked the committee to work on the installation of a permanent shelter for our clippies at the station for protection from the sun and the cold wind that will be upon us in 4 months time. Also on the agenda is a meeting of raised track users to discuss upgrading access to the track, ride height and an additional rail for gauge one.

Club uniform has also been an item for discussion and it has been agreed that we maintain the black and orange shirt with the highest cotton knit available, and our club logo in orange and white in the usual position. Other style options i.e. long sleeves and pockets to be investigated as well. Lots to do.

Finally, once again a request from our Editor, he needs local input. What are you up to in your workshop, you don't need to write an article our Editor will do that for you, just give him the bones and he will do the rest.

Happy modelling. Peter Jones.

Two women called at my door and asked what bread I ate, when I said white, they gave me a lecture on the benefits of brown bread for 30 minutes. I think they were those Hovis Witnesses..

Just A Reminder to those who stole Electrical Goods in Last Year's Riots....Your One Year Manufacturer's Warranty Runs Out Soon.

Two Indian junkies accidentally snorted curry powder instead of cocaine.
Both in hospital...one's in a korma.. The other's got a dodgy tikka!

In the first few days of the Olympics the Romanians took gold, silver, bronze, copper & lead.

An Englishman has started his own business in Afghanistan ! He is making land mines that look like prayer mats!
It's doing well! Prophets are going through the roof!!

Japanese scientists have created a camera with a shutter speed so fast, they can now photograph a woman with her mouth shut.

The Sound of Music

At the recent convention in Tauranga, one of the star attractions for me, and much of the public, was the DE loco of Tony Brown. This from a 'if it ain't steam, it ain't a loco' man. What made this loco stand out from the crowd? The DE ran with side panels removed, for cooling purposes, which hardly made it look elegant or authentic, (although I know some NZ diesels did run that way, out of necessity). The answer was in the sound, a genuine diesel growl, rumble, throb, or whatever you prefer to describe what emanated from the engine compartment.

I had never placed any importance to audio effects of our hobby locos, but by my, and much of the publics re-action, it is indeed important.

I never ever saw a DE, let alone work on one, before the heritage era, and so there was no nostalgic attachment. The heritage DE's seem to be popular, but I would love to hear from some-one who had the good fortune, (or misfortune) to work on them in their heyday.

Tony Brown has kindly supplied me with a write up and photos of his loco in construction stages to put in this newsletter. Some of the electronics was over my head, but an interesting read never the less.

DE Loco.... (by Tony BrownKapiti Miniature Railway)



In the Winter of 2012 I decided to build a model 7.25" loco, and as I do not mind a bit of a challenge, I thought I would build a diesel electric unit, based on an NZR DE. I already had an old 3cyl 600cc Kubota 12HP diesel salvaged from a mower, which was bought to run a Tracpac welder, but as the diesel was not up to it, it was discarded and sat around for some time.

I also had a 24V 120Amp alternator salvaged from an old bus, so first thing was to hook them together to see what power I could get out. I fed 12-24 volts into the field of the alternator, loaded into a 0.3 Ω resistor made out of 5 metres of stainless strap about 1/2 an inch wide. This worked a treat at almost 30V. 110 amps and really made the diesel load up, and the connections got very red hot as well! Also at very low revs, the high compression engine "pulsed" giving the direct coupling a hard time, so this was solved by adding another 20kg to the flywheel.

This test then determined that I needed 2kW of 24V traction motors, so I made up two DNC design bogies sorted out each with 2X 500W 24V motors. These were all fitted and attached to the chassis with modifications to get the height and steering lock clearances of about ± 12.5 degrees.

To control the traction motors, I decided to control the field of the alternator via a 100 Ω tapped rheostat from the 12V engine starting battery. This maximum 12V excitation would only give me 30 amps at the traction motors, so I fed back some of the 24V traction output voltage and this still did not work very well (The back EMF of the traction motors was affecting the excitation volts as this arrangement worked perfectly with the stainless strap load). So then I decided to use a separate 24V source from the small fan belt alternator (via a tapping resistor to earth) and all seems ok now. There is a lot of latency in acceleration, but once it gets going, you have to go back off the throttle straight away!

Checking output with 5 metres of stainless steel strap (lying on the floor)



I cannot use regenerative braking (as diesel electric locos have no traction batteries) so I have fitted dynamic brakes by dumping the traction motors energy into a 0.3 Ω nichrome resistive load. This works a treat, especially at speed.

The other loco brakes are cable to each bogie. I originally used a Toyota Starlet 8" vacuum cylinder but this was too tough on the brake mechanism, so settled for manual operation.

The reverser is a homemade Double pole, double throw 100 Amp switch. The loco has no electronics. As I sacrificed the use of the small fanbelt alternator for 24V excitation, I now use a 3 Ω resistor and a diode in the 24V line to drop to 12V to charge the starting battery, which runs the lights, horn and relays.

The body was also a challenge, especially those rounded corners at the front. I used two ¼ sections of an old aluminium cooking bowl, which had the right radii in two dimensions, welding them in place at the upper front, to get the correct curves.

Over the last three years, I have not really had major issues, except the torque from the motors caused the aluminium bogie beams to slightly rotate, causing wear on them and the side plates. This has been solved by replacement with 15mm thick side plates and a 25mm thick steel bar for the bogie beams.

Engine temperature was also an issue, thus the side panels being removed. I am working on this. As the alternator has more internal resistance than traction batteries, its starting torque is not as good as with large battery type (or hydraulic) locos; it is a bit slow on take off, but excellent on wet track, very little slippage. Interestingly enough, it is the dynamic brakes that are the first to break traction on wet rails.

Powered bogies with new side plates and beams



Testing lo Dimensions are 1850mm X 460mm, 600mm high. Weight ~300kgs. I have built a second diesel-electric, same components and same performance. This presents another challenge.....to remote one of them so I can double-head them on the track.

Testing loco at Keirunga, Havelock. Note the 2 dynamic brake resistors RH side.



Last month, a world-wide telephone survey was conducted by the UN. The only question asked was:- "Would you please give your honest opinion about possible solutions to the food shortage in the rest of the world?" The survey was a complete failure for the following reasons:
 In Eastern Europe they didn't know what "honest" meant.
 In Western Europe they didn't know what "shortage" meant.
 In Africa they didn't know what "food" meant.
 In China they didn't know what "opinion" meant.
 In the Middle East they didn't know what "solution" meant.

In South America they didn't know what "please" meant.
 In the USA they didn't know what "the rest of the world" meant.
 And in Australia, New Zealand and Britain everyone hung up as soon as they heard the Indian accent.

'PRIZE GIVING

NATIONAL MODEL ENGINEERING CONVENTION TAURANGA JANUARY 2016 .

The following is a list of awards, winners and sponsors presented at the TMMEC National Convention Dinner held at the Tauranga Rowing Club on Saturday night 9th January 2016.

1. First to register Award

Presented to John Shugg of Perth, Australia, by Murray De Lues, TMMEC webmaster, sponsored by Trevor Chapman Life Member of TMMEC.

2. Gumboot Award

Presented to TMMEC by Barry Glover of Australia.

3. Most popular 3 ½” /5” gauge and most popular 7 ¼” gauge locomotives.

Judged by registered convention attendees. Sponsored by Altex Paints Tauranga.
 Most popular 3 ½” /5” gauge locomotives. 3 ½” gauge “Rob Roy” Michael Gibb
 Most popular 7 ¼” gauge locomotive “Southern Belle” Mike Treloar
 Presented by Bruce Harvey Vice President TMMEC.

4. Les Moore Challenge

Presented to Palmerston North by Shane Marshall \$1000 sponsored by TMMEC
 Runner up TMMEC, \$500 donated to Nelson Society Model Engineers.

5. Colin Burleigh. Best Non Steam Locomotive Award

Presented to Rob Wilson of Canterbury for Galloping Goose by Mike Treloar Convention Secretary, sponsored by TCC Concrete Cutting and Core Drilling.

6. Ingenious Engineering Solutions. Best Electric Locomotive Award

Presented to Grant Alexander for Number 8, by Shane Marshall Convention Coordinator, sponsored by Ingenious Engineering Solutions.

7. Edmonds Marshall Lawyers. Best Diesel Locomotive Award

Presented to Russell Prout for Locomotive "Oakland" by John Stent TMMEC Track Manager, sponsored by Edmonds Marshall Lawyers Matamata.

8. Australian Model Engineering Award. Best First Effort in Model Engineering

Presented to Allan Foster of Auckland for freelance V8 engine. Presented by David Proctor, sponsored by the Australian Model Engineer Magazine.

9. Gough Cup. Best Road Vehicle

Presented to Wyn Hollaway of Blenheim for 4" Showmans Engine by Peter George, sponsored by Sentinel Inspection Services Ltd New Plymouth.

10. Altex. Best Paint Award

Presented to Wyn Holdaway of Blenheim for 4" Showmans Traction Engine, by MEANZ President Richard Lockett, sponsored by Altex Carboline paint manufactures of Tauranga.

11. Icon Engineering .Best Phantom Award

Presented to Mike Treloar Tauranga for "Southern Belle" by David Giles, sponsored by Icon Engineering.

12. Canterbury Award for the best model of the show.

Presented to Bruce Geange of Palmerston North for model Bulldozer, by Rob Wilson, received on behalf of Bruce by Richard Lockett MEANZ President.

General Comments

There were 15 light hearted Crunchie awards made. The Shunting competition was not held, wet weather Friday caused a time restriction of activities.

Judges

Judges were selected using the reference from the Award list supplied for Biannual model engineering conventions. I am very grateful for the willing assistance given to me by judges Richard Donovan of UK. John Shugg, David Proctor, and Barry Glover of Australia also Peter Anderson and Ian Welch of Wellington.

Sponsors

The following is a list of the 2016 convention Award sponsors:

Altex Carboline Paint Manufacturers Tauranga

Australian Model Engineer Magazine

Barry Glover Australia

Edmonds Marshall Lawyers Matamata

Ingenious Engineering Solutions Tauranga

Icon Engineering Auckland

Sentinel Inspection Services Ltd. New Plymouth

Tauranga Model Marine and Engineering Club Inc

TCC Concrete Cutting and Core Drilling Services Tauranga

Trevor Chapman TMMEC.

A man had just boarded and settled into his seat next to the window on the plane, when another man sat down in the aisle seat and put his Black Labrador in the middle seat between them. The first man looked very quizzically at the dog and asked why the dog was allowed on the plane. The second man explained that he was from the Police Drugs Enforcement Agency and that the dog was a 'sniffing dog, his name is

Sniffer and he's the best there is. I'll show you once we get airborne, when I put him to work.' The plane took off, and once it had levelled out, the Policeman said, 'Watch this.' He told Sniffer to 'Search'. Sniffer jumped down, walked along the aisle, and finally sat very purposefully next to a woman for several seconds. Sniffer then returned to his seat and put one paw on the policeman's arm. The Policeman said, 'Good boy', and he turned to the man and said, 'That woman is in possession of marijuana, I'm making a note of her seat number and the authorities will apprehend her when we land. 'Gee, that's pretty good,' replied the first man. Once again, the Policeman sent Sniffer to search the aisles. The Lab sniffed about, sat down beside a man for a few seconds, returned to its seat, and this time he placed two paws on the agent's arm. The Policeman said, 'Two paws mean that man is carrying cocaine, so again, I am making a note of his seat number for the police.' 'I like it!' said his seat mate. The Policeman then told Sniffer to 'Search' again. Sniffer walked up and down the aisle for a little while, sat down for a moment, and then came racing back to the agent, jumped into his middle seat and proceeded to crap all over his seat. The first man was really disgusted by this behaviour and couldn't figure out how or why a well-trained dog would behave like that, and so he asked the Policeman, 'What's going on?' The Policeman nervously replied, 'He's just found a bomb.'



The Christmas Parade and -

Nurses Aren't Supposed to Laugh

"Of course I won't laugh," said the nurse. "I'm a professional. In over 20 years I've never laughed at a patient." "Okay then," said Fred, and proceeded to drop his trousers, revealing the smallest male part the nurse had ever seen. It had a length and width almost identical to a AAA battery. Unable to control herself, the nurse tried to stop a giggle, but it just came out. And then she started laughing at the fact that she was laughing. Feeling terrible that she had laughed at the man's genitals, she composed herself as well as she could. "I'm so sorry," she said. "I don't know what came over me. On my honour as a nurse and a lady, I promise that won't happen again. Now tell me, what seems to be the problem?" "It's swollen," Fred replied. She ran out of the room.