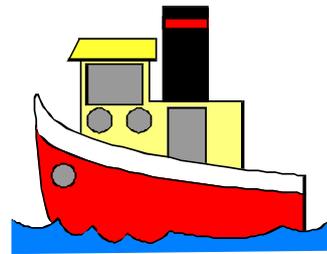




# Wheels and Floats



Newsletter No. 338 Dec 2014 / Jan 2014

## 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  
Web Site. [www.tmmec.org.nz](http://www.tmmec.org.nz)

### NOTICE OF MEETING

The next general meeting will be on  
Tuesday 3rd Feb at 7pm  
At Palmerville Station

<b>Patron:</b>	Noel Pope	
<b>President:</b>	Peter Jones	(07) 543 2528
<b>Vice President:</b>	Bruce Harvey	(07) 548 0804
<b>Secretary:</b>	Bruce Harvey	(07) 548 0804
<b>Treasurer:</b>	Clive Goodley	(07) 572 2959
<b>Editor:</b>	Clive Goodley	(07) 572 2959
	goodley@clear.net.nz	
<b>Committee:</b>	Warren Belk, Shane Marshall, John Stent, Bruce McKerras Peter Lindsay. John Nicol. Owen Bennett.	
<b>Boiler Committee:</b>	Peter Jones, Paul Newton, Bob Batchelor. Bruce McKerras	
<b>Safety Committee</b>	Warren Karlsson, Bruce Harvey J. Nicol. Malcolm George, P. Lindsay	

<b>Conveners:</b>	
<b>Workshop:</b>	Ron Salisbury, Bruce McKerras
<b>Track:</b>	Bruce Harvey
<b>Marine:</b>	Warren Belk, Ken Fox
<b>Librarian:</b>	John Nicol
<b>Rolling Stock:</b>	Clive Goodley
<b>Small Metals Store:</b>	Owen Bennett
<b>Website by:</b>	Murray de Lues
<b>Driver Training</b>	Clive Goodley
<b>Operators Nov/Dec</b>	
26-10-14	W. Karlsson
02-11-14	P.Lindsay
08-11-14	B. McKerras
09-11-14	Rotorua
16-11-14	R. Salisbury
23-11-14	O. Bennett
30-11-14	N. Bush
07-12-14	E. Evans
14-12-14	B. Fitzpatrick

Next Committee Meeting Jan 29<sup>th</sup> at 7pm.

### Presidents Points

Greetings members. I start these notes by advising that club Member Len Kilgour passed away recently aged 90 years. Up until 18 months ago Len was a regular club night supporter and I'm sure a lot of you will remember the scale IC engine Len built that won the Norm Decke Memorial Trophy. Our club was represented at Lens service and a message of sympathy was conveyed to Brenda and Family.

As we come to the close of an eventful year it is time to reflect on very satisfactory 12 months.

Our number three track extension is now completed and officially opened creating a milestone in our club history.

We can all be very proud of what has been achieved with the completion of this project. The building of an embankment, two substantial bridges and an innovative signalling and pedestrian crossing system, along with some challenging grades have added a new dimension to our track that has been enthusiastically acknowledged by the public and leaders of our city.

It was a long project, about 10 years from inception, it could have been done a lot quicker if the \$\$ had initially been available, but the creation of the embankment and the time for it to settle was the controlling factor.

The opening went as planned, just about to the minute. I am grateful to our Mayor Stuart Crosby for his support throughout the project and for his kind and encouraging words during the opening. Grateful also to Honorary Member TECT Chairman Bill Holland for accepting the task of cutting the chain in appreciation of the \$117,000 grant from the trust which pushed the project forward, not forgetting the financial assistance given to us by Pub Charities, Lion Foundation, Tauranga Table, Sunrise Lions, Tauranga Rotary Charitable Trust along with the support from the hundreds of sleeper sponsors from throughout New Zealand and overseas. Combined with supporting local businesses and of course the input by our own members, without your dedication none of it would have happened, thank you to all who made it happen.

The track opening was combined with our open weekend and I thank the visitors from other clubs for joining us for the occasion to make this a special weekend.

Thank you David Giles and Mike Orange for joining us and carrying out an audit of our railway, and for the kind words about our railway operation included in the report by David, our members involved in the club railway can be proud of what they have achieved.

Congratulations to Shane and his team for setting up an excellent model engineering display to promote our hobby, well done guys.

Once again our lovely ladies helped in preparing food for the weekend and our special guests morning tea at the Rowing club, including the lovely ladies visiting for the weekend who chipped in and helped, thank you very much for looking after us all so well.

I would like to make special mention here of the flower arrangements Dulcie Salisbury provides every year to decorate our tables, her skills are outstanding in the field of her interests and adds so much to our weekend. I also thank wife Beverley for the work she did in arranging the ladies help, a task she has carried out every year I have been president of our club, and for the willing help she has been given.

I could expand and provide a 10 page report on the project and details of the opening, and I might have the time to do this in the future, however for the moment I say well done team, you can be very proud of what has been achieved.

So onward now to the fresh challengers of the 2016 convention under the direction of Shane Marshall and the convention committee. As an aside to this a special meeting was held to discuss future developments of our club leading into the future club amenities which was reasonably well attended given the short notice. Some good ideas have come out of the discussion and those that have been identified as having a potential to make life easier for the convention are being progressed.

One of the discussion points during the lead up to the track opening was the new fare structure once the track extension was opened. We are a non-profit organization that relies on member input to operate our railway, and as previously advised to members our fare price was increased to \$2 single and \$1.50 concession, this has been well received by the passengers and our railway is being very well supported.

Finally, in all the excitement we just about forgot that this year is our clubs 35th birthday. At the time of writing it is planned to celebrate the occasion at our clubs Christmas Party to be held at the residence of Bruce Harvey on Saturday the 13th 12.30pm onward. Bruce has organized a Christmas Cake in the form of #4, great.

To all of our members and fellow model engineers and families, I wish you all a very "Merry Christmas", a safe holiday period and all the very best for the coming year 2015.

Cheers

Peter Jones.

### **Fire!**

A fire fighter was working on the engine outside the Station, when he noticed a little girl nearby in a little red wagon with little ladders hung off the sides and a garden hose tightly coiled in the middle. The girl was wearing a fire fighter's helmet. The wagon was being pulled by her dog and her cat.

The fire fighter walked over to take a closer look. 'That sure is a nice fire truck,' the fire fighter said with admiration.

'Thanks,' the girl replied. The fire fighter looked a little closer. The girl had tied the Wagon to her dog's collar and to the cat's testicles. 'Little partner,' the firefighter said, 'I don't want to tell you how to run your rig, but if you were to tie that rope around the cat's collar, I think you could go faster.'

'The little girl replied thoughtfully: 'You're probably right, but then I wouldn't have a siren.'

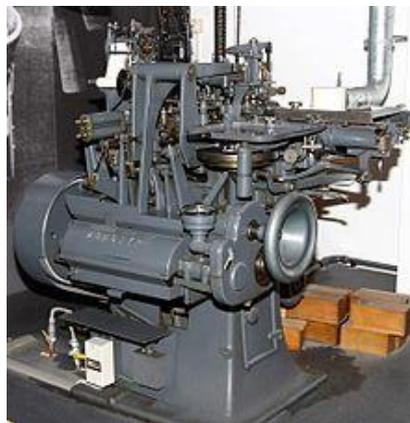


Photos by Cos Ray  
The big red engine is made from Meccano pieces, (remember them). A part of modelling that we do not see much of nowadays, but it is good to see the youngster taking an interest in the above left photo.

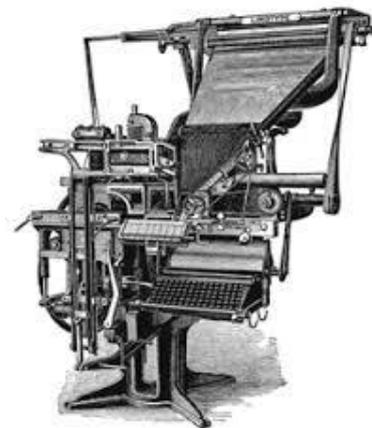
**Machine Typography – The Monotype.** After 2 years into my apprenticeship as a hand typesetting compositor, I had the opportunity to change to a machine typesetting apprenticeship as a Monotype Operator. The Monotype system is a set of two machines, the Monotype keyboard and the Monotype caster, that are used to typeset printed matter. A Monotype operator enters text on a Monotype keyboard, on which characters are arranged in the QWERTY arrangement of a conventional typewriter, but with this arrangement repeated multiple times. Thus, the typesetter moves his hands from one group of keys to another to type uppercase or lowercase, small capitals, italic uppercase or italic lowercase, and so on. When the text nears the right margin, a drum on the keyboard indicates codes which are punched on the paper tape with special keys to indicate how the line is to be justified. The tape is then taken to the Monotype caster, which reads the tape and produces a column of justified type from which the text entered on the keyboard can be printed. A Monotype keyboard allows a keyboard operator to prepare a punched paper tape, that will direct the casting of type separately. The keyboard has a set of keybars under the keys; the keybars, corresponding to each key, determine which holes will be punched in the tape. During operation, two sets of keys and keybars are placed in two side-by-side trays on the keyboard. For the Monotype caster to produce types with the shape of the desired character on their face, a matrix with that character incised in it must be moved to the top of the mould in which the type body will be cast. This is achieved by placing a rectangular array of brass matrices, each of which is one-fifth inch square, in a holder, called the matrix-case. As the types produced were separate pieces assembled into a line, corrections were easily performed by removing the incorrect letter and replacing it with the correct letter.



Left: Monotype Keyboard.



Centre: monotype Caster.



Right: Linotype

**The Linotype.** While Hand Typography was adequate for the smaller jobs, invitations, invoice books etc, the larger jobs were produced by type-casting machines. These machines excelled where one font and one size of type were required, for example novels, family histories, newspapers, etc. Various type-casting machines were used in the printing industry, the most common being the Linotype. The linotype machine is a "line casting" machine. Along with letterpress printing, linotype was the industry standard for newspapers, magazines and posters from the late 19th century to the 1960s and 70s, when it was largely replaced by offset lithography printing and computer typesetting. The name of the machine comes from the fact that it produces an entire line of metal type at once, hence a line-o'-type, a significant improvement over the previous industry standard, i.e., manual, letter-by-letter typesetting using a composing stick and drawers of letters. Corrections of course required the entire line to be recast correctly. The linotype machine operator enters text on a 90-character keyboard. The machine assembles matrices, which are moulds for the letter forms, in a line. The assembled line is then cast as a single piece, called a slug, of type metal in a process known as "hot metal" typesetting. The matrices are then returned to the type magazine from which they came, to be reused later. This allows much faster typesetting and composition than original hand composition in which operators place down one pre-cast metal letter, punctuation mark or space at a time. The machine revolutionized typesetting and with it especially newspaper publishing, making it possible for a relatively small number of operators to set type for many pages on a daily basis. Before Mergenthaler's invention of the linotype in 1884, no daily newspaper in the world had more than eight pages.

Next issue: Phototypesetting and Computer typesetting.

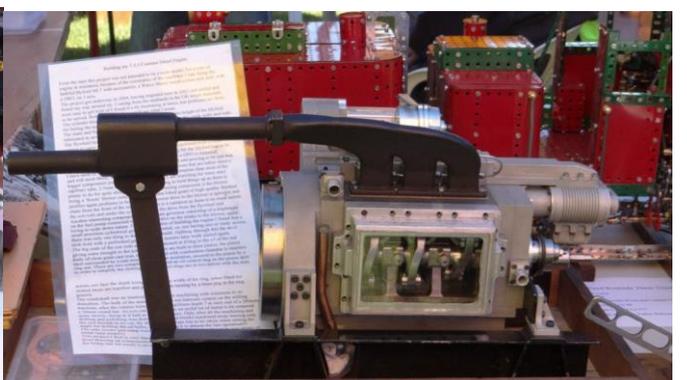
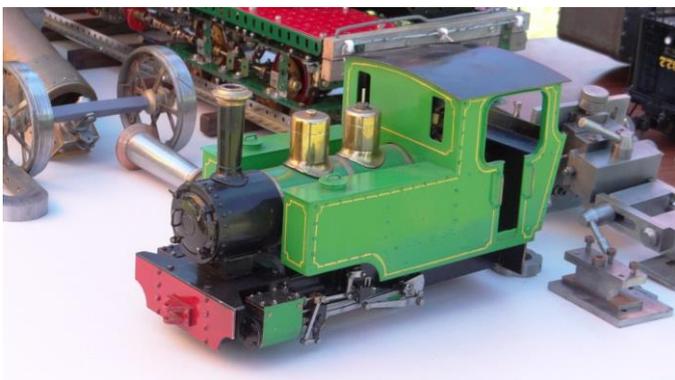
Thought from the Greatest Living Scottish Thinker--Billy Connolly. "If women are so perfect at multitasking, How come they can't have a headache and sex at the same time?"



**British Advertisement. FOR SALE BY OWNER.**

Complete set of Encyclopedia Britannica, 45 volumes. Excellent condition, \$200 or best offer. No longer needed, got married, wife knows everything.

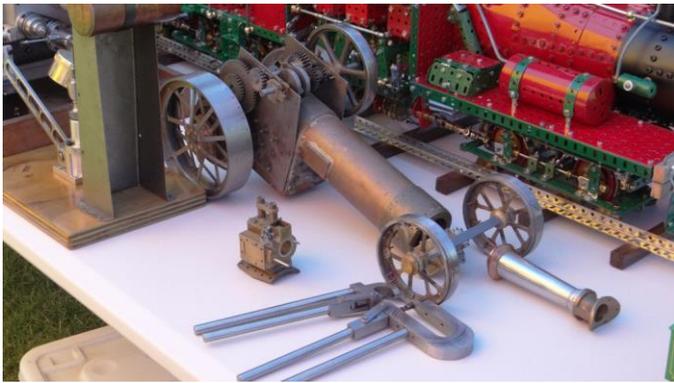
Above and below, Photos by Eddie Evans



**British Advertisements**

FREE YORKSHIRE TERRIER. 8 years old. Hateful little bastard. Bites!

COWS, CALVES: NEVER BRED. Also 1 gay bull for sale.



Here's something to think about. On a Doctor's visit, I asked 'Do you think I'll live to be 80?'  
 'He asked, 'Do you smoke tobacco, or drink beer, wine or hard liquor?'  
 'Oh no,' I replied. 'I'm not doing drugs, either!'  
 Then he asked, 'Do you eat rib-eye steaks and barbecued Ribs?'  
 'I said, 'Not much, my former doctor said that all red meat is very unhealthy!'  
 'Do you spend a lot of time in the sun, like playing golf, boating, sailing, hiking, or cycling?'  
 'No, I don't,' I said.  
 He asked, 'Do you gamble, drive fast cars, or have a lots of sex?' 'No,' I again replied. He looked at me and said, 'Then why the heck do you want to live to 80?'

The following article was written as a letter to me by Peter Jones, I have included it in the newsletter for I found some interesting and enlightening stuff in there that was completely new to me.  
 Cast iron blocks on steel is still the best option if you want to use a ferrous material.  
 The old cast iron block as we know it as just cast iron, was in fact a specialized material, it had to be stable under extreme temperatures, it was sacrificial so had to be cheap to produce, had to wear at a greater rate than the steel wheels (which were quite soft for a special reason), and had to melt at a lower temperature than mild steel, otherwise they would have welded themselves to the wheel, (Localized).

The problem with cast iron blocks was the sparking, this caused problems starting track side fires, especially when a defective brake valve caused them to stay on when the brakes were released when they should have released. The blocks virtually extruded and pieces fell off and set fire to the trackside grass etc. Some will remember the water tanks that were placed at the rear of trains working out of Murupara, (news to me, Ed). The purpose was not to put out track fires as most thought, it was to water the track side grass to ensure it grew during the summer months to reduce the risk of brake block sparking and pieces of brake blocks that dropped off starting fires at the trackside. During the winter months the water wagons were not used. Water was only sprayed by the down trains for obvious reasons, no use hauling full water tanks up the steep grades to Murupara, that would have taken extra fuel, using gravity with full tanks on the way down made much more sense. Futuris blocks were introduced in the BOP in the late 70's to be used on the log trains working out of Murupara. They were a mixture of all sorts of materials including brass, they outlasted cast iron blocks and were light to handle. The compound looked similar to motor vehicle brake shoes and they probably were very similar, after all, they were doing the same job. Their characteristics at high temperatures were however, inferior to cast iron. That was also a good time to exit cast iron, because workshops were being closed, Hillside and Hutt were the foundry shops and they were scheduled for closure. Futuris blocks are imported, what they consist of now is just as much a mystery as they when I was changing them.

As for our ride car bogies, forget about cutting up bits of old blocks to make small brake blocks, waste of time. If you really want to have the most effective brake block then you need to go back to first principles and calculate the braking effect available from the force applied by our vacuum system, the rotational speed of the wheels the frictional properties of whatever brake block material you decide to use, ease of manufacture etc. What I suggest is, use the same principles as automotive practice, i.e a suitable friction material bonded onto a steel form. You can then experiment with different grades of brake facings to get the best effect and longest life for our application. I would expect a soft lining would be best for our ride cars taking into consideration the low braking effect of the vacuum system. As for wood, well they did away with wooden brake blocks when they retired horses. If you want to do test of braking efficiencies you may find that pine blocks give a better braking effect than hard wood.

Does the theory for brake block material apply to miniature railways, or does convenience come first? Are there people out there who have knowledge that would make an interesting article. If so, write or record it for me.

## Boating News

One Metre Sailing. Perhaps. November saw Dot and Myself head South first to see the White Heron colony at Whataroa on the west coast, and then on down south to Stewart Island. Up the east coast to Oamaru, and then Christchurch. There we walked past smashed buildings, fenced off entrances, and buildings surrounded with scaffolding. We walked to Hagley Park where we met the Christchurch yacht club members. They sail j class boats on the lake and have a long history re sailing these boats, some of which are stored in their clubhouse. Mostly oldies, they sit in chairs in a circle having their lunch and telling tall tales. I mentioned that I sailed a one metre yacht, phew, that was dangerous. When racing, they set off around the lake edge all walking while holding their transmitters. Quite a sight. For the train buff who may read this story we left Christchurch by train and travelled to Picton, a most enjoyable journey. cheers Ken Fox

**FREE PUPPIES 1/2 Cocker Spaniel, 1/2 sneaky neighbour's dog.**

