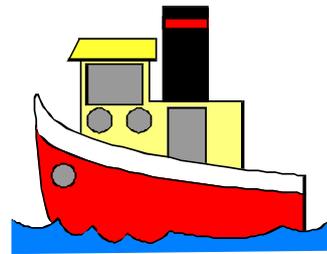




Wheels and Floats



Newsletter No. 336 Oct 2014

TAURANGA MODEL MARINE AND ENGINEERING CLUB

The Secretary
P.O, Box15589
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
or, www.tmmec.org.nz

NOTICE OF MEETING

The next general meeting will be on
Tuesday 7th Oct 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
Treasurer:	Clive Goodley	(07) 572 2959
Editor:	Clive Goodley	(07) 572 2959
Email:	goodley@clear.net.nz	

Committee:	Warren Belk, Owen Bennett, John Stent, Bruce McKerras Peter Lindsay. John Nicol. Shane Marshal	
Boiler Committee:	Peter Jones, Paul Newton, Bob Batchelor. Bruce McKerras	
Safety Committee	Warren Karlsson, Bruce Harvey Brian Kinkaid. Peter Lindsay	

Next Committee Meeting, Thurs. 2nd Oct.

Conveners:	Ron Salisbury, Bruce McKerras	
Workshop:	Bruce Harvey	
Track:	Warren Belk, Ken Fox	
Marine:	John Nicol	
Librarian:	Clive Goodley	
Rolling Stock:	Owen Bennett	
Small Metals Store:	Murray De Lues	
Website by:	P. Lindsay	
Group Bookings	P. Lindsay	

Operators October 2014

05-10-14	C. Goodley
12-10-14	B. Harvey
19-10-14	P. Jones
26-10-14	W. Karlsson
02-11-14	P. Lindsay
08-11-14	B. McKerras
09-11-14	J. Heald
16-11-14	R. Salisbury
23-11-14	O. Bennett
30-11-14	N. Bush

President's Points.

Greetings members,

I start these notes with the sad news that Ted Bain has passed away. Ted joined our club in October 1988, becoming involved with building ride cars and the manufacture of the wooden plaques at each end of our station. But it was Ted's duties as chief ticket seller that he will best be remembered by both our members and our regular Sunday passengers. Over the years Teds health issues made life difficult for him and he had frequent spells in hospital, but if he was not there, you could be certain that he would take up his position at the ticket window every Sunday. As time went on Ted required assistance at the track, and I thank our

members for giving Ted that assistance over the last few years, especially Clive Goodley who took good care of him.

One recent highlight during our last training day was seeing Ted propped up on a ride car taking the trip around our new track extension, the smile on his face said it all.

Ted was made a Life Member for services to our club in 2004.

His funeral service was very well attended by family and friends, as in all these occasions we learned more about Ted than we previously knew, he certainly was a good family man and loved his workshop.

There was an excellent turnout of our club members to the service, it was great to see Trevor Chapman take a rapid trip North to attend Teds service.

On a happier note, John Stent and Bruce Harvey met with a City Council Inspector and we got the big tick for our track extension at last. It was a huge project for our club to take on, but it is finished and those that were involved can be justifiably proud of their efforts, well done guys. There are a few operational issues that have been identified by the safety committee before we start to carry passengers and these are being addressed. A new fare structure has been approved by committee, \$2 single ride and \$15 concession for 10 rides. I have suggested a start date of 19th October and the official opening will be the 8th November, mark that on your calendar. Next training day is Saturday the 11th October and I ask that all regular drivers attend to familiarise yourselves with the new track.

Best Wishes
Peter Jones.



I have a special interest in this picture, as one of my grandsons was called Katz for most of his school life, owing to his surname being Meerkerk. That's him fourth from the left.

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.'



Hamilton's Victoria Street even in my time at Frankton Junction.

Contrary to what may have crossed your mind, these two pictures were not taken on the West Coast as a result of some-one we know, but were not taken in New Zealand at all.

Do not adjust your set, the pic is blurry.



The passing of Ted Bain was not just a loss to his family and this club, many members of the public who regularly ride our trains have expressed their regrets and condolences to Malcolm who now is our main ticket seller and myself who relieves Malcolm at lunchtime. Not many people stayed till after four o'clock on Sundays to see Ted heave himself from the wheelchair to his mobility scooter. For the last year it took a supreme effort of concentration for him to get from sitting to standing, rocking his body for the final heave. Sometimes I cracked a joke just as he was peaking in concentration and he would have to start again, but I am sure he enjoyed it. I could have helped physically, and on a bad day I did, but he was a proud man and preferred to keep his independence. I am not one to admire people, but Ted I certainly did, for his never give in spirit Another task which Ted filled was liaising for group bookings. Pete Lindsay is now fulfilling this role, thanks Pete. If you need to give this info to some-one re a group booking, his name is in the box at the top of page one.

Playday is now 'Members Day'. Who said so? Me, cos I'm the Editor. The next Members Day, Oct 11th will not be a playing day, but serious tests and trials of locos and their loading over the viaduct. Brake tests and checks on breakaway ridecars will be conducted. It should all be very interesting, and we will need bodies to simulate loaded trains. October 19th will see the first passenger runs over the new track. It will cost \$2.00 per ride instead of \$1.00 as at present.



The U.S. Standard railroad gauge (distance between the rails) is 4 feet, 8.5 inches. That's an exceedingly odd number. Why was that gauge used? Because that's the way they built them in England, and English expatriates designed the U.S. Railroads. Why did the English build them like that? Because the first rail lines were built by the same people who built the pre-railroad tramways, and that's the gauge they used. Why did 'they' use that gauge then? Because the people who built the tramways used the same jigs and tools that they had used for building wagons, which used that wheel spacing.

Imperial Rome built the first long distance roads in Europe (including England) for their legions. Those roads have been used ever since.

And the ruts in the roads?
Roman war chariots formed the initial ruts, which everyone else had to match for fear of destroying their wagon wheels.

Since the chariots were made for Imperial Rome, they were all alike in the matter of wheel spacing. Therefore, the United States standard railroad gauge of 4 feet, 8.5 inches is derived from the original specifications for an Imperial Roman war chariot. In other words, bureaucracies live forever. So the next time you are handed a specification, procedure, or process, and wonder, 'What horse's ass came up with this?', you may be exactly right. Imperial Roman army chariots were made just wide enough to accommodate the rear ends of two war horses.

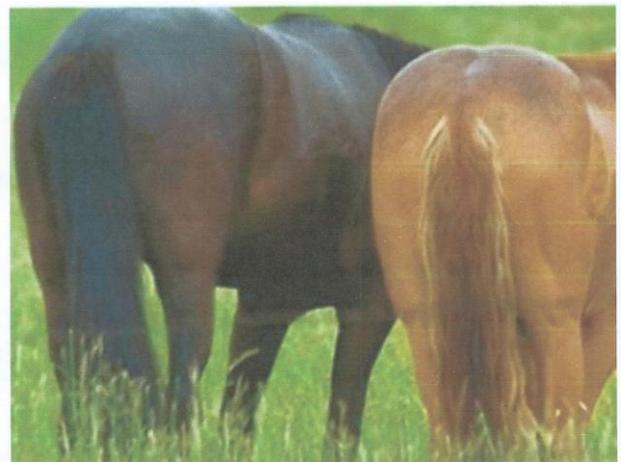


Why did the wagons have that particular Odd wheel spacing?

Well, if they tried to use any other spacing, the wagon wheels would break on some of the old, long distance roads in England, because that's the spacing of the wheel ruts.



So, who built those old rutted roads?



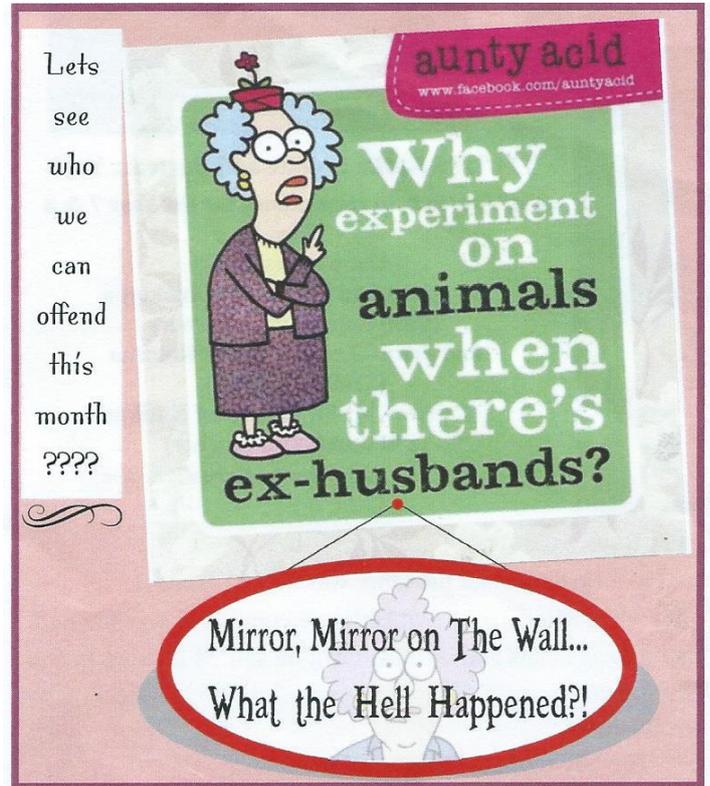
Now, the twist to the story:

When you see a Space Shuttle sitting on its launch pad, you will notice that there are two big booster rockets attached to the sides of the main fuel tank. These are solid rocket boosters, or SRBs. The SRBs are made by Thiokol at their factory in Utah.

Continued up to next column



The engineers who designed the SRBs would have preferred to make them a bit larger, but the SRBs had to be shipped by train from the factory to the launch site. The railroad line from the factory happens to run through a tunnel in the mountains, and the SRBs had to fit through that tunnel. The tunnel is slightly wider than the railroad track, and the railroad track, as you now know, is about as wide as two horses' behinds.



Will You Live to see 80? Here's something to think about. I recently picked a new primary care doctor. After two visits and exhaustive Lab tests, he said I was doing 'fairly well' for my age. (I just reached 70). A little concerned about that comment, I couldn't resist asking him, '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?'

Paddy says "Mick, I'm thinking of buying a Labrador". "Blow that" says Mick, "Have you seen how many of their owners are blind."

Relics of Mulberry harbour



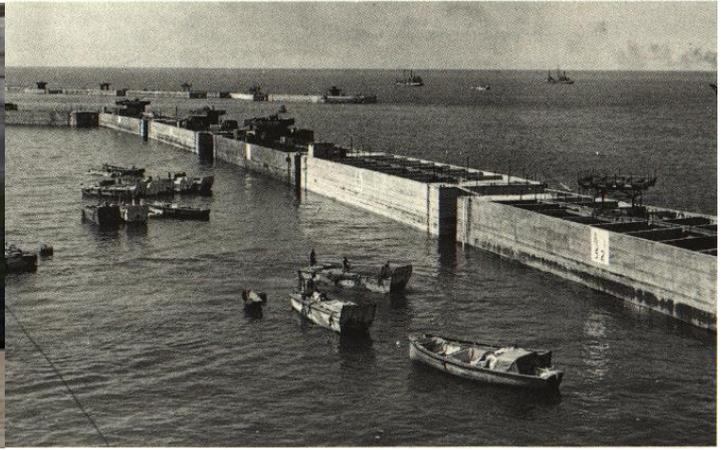
One of the Mulberry Harbours.



Beetles stranded at low tide



Relics on a French beach



Phoenix caissons

The picture on the right is of Pluto pipes on the beach at Shanklin, Isle of Wight



An article in a magazine 'Britain at War Special D.Day Edition' about relics of WW2 still lying around reminded me of my 2006 trip to England. My wife and I went to photograph the schools we had attended many decades ago. Both of us were born and brought up in Dagenham, (the last suburb before reaching the country on the north side of the Thames travelling east). We spent the war years there apart from short periods when evacuated. The primary school I attended was looking very smart and not like the dowdy school I knew during and just after the war. During the war, half of the school was used as billets for the personnel crewing an anti-aircraft battery, positioned in the park behind the school. As a large number of pupils were now evacuees, the school had plenty of spare rooms. The corridors of the school were bricked up and had a concrete slab roof, and that was our air raid shelter, classes were conducted there during air raids. The dim lighting did not worry us as we were using slate boards and chalk.

We wandered across the park to where a land mine dropped and exploded in 1941 and I found to my astonishment that it was still there, albeit very much smaller as nature gradually obliterates man's obscenities. The soccer pitches were marked out so the crater was between sidelines. I remembered the crater being about fifty feet diameter and six feet deep, the one I now observed was about fifteen feet across and two feet deep. It seems incredible that after sixty five years, it was never filled in. By 2006 two average truckloads would fill it. From there we went to the scene of my secondary school. There it was, gone! Obviously demolished a few years previously judging by the state of the rubble and the height of the weeds. Relic number two. The two brick and concrete air raid shelters were still standing. Why? I would love to know. If you are fortunate enough to take a ride on the Romney, Hythe and Dymchurch Railway you will see concrete pillboxes alongside the track in several places. Even the R.H.&D. railway is a Pluto relic, as it hauled the pipes across the marsh on its fifteen inch gauge track.

The above mentioned magazine had many very interesting articles, but the one on the Mulberry Harbour caught my attention in particular, also a page or two about Pluto which I have covered in a previous article. Pluto not only consisted of pipes from Dungeness to France, but also from Shanklin on the Isle of Wight to Cherbourg. In 1952 I holidayed for two weeks at Shanklin, but being a callow youth did not know about such things, but if I saw the pipes, which are still on the beach even now, it did not register with me.

The Mulberry harbour also has many relics, rotting away on beaches and in harbours around the world, for the massive caissons, called Phoenix, a code name I presume, were built in enough numbers that there were spares in case disasters occurred in transporting them to their designated destination. In fact, some were needed to replace sunk or damaged ones. Of the remainders, ten were at Portland after the war, several were used to enhance harbours overseas and six were used by the Dutch to repair seawalls after the 1953 North Sea floods. Two are still in Portland harbour in excellent condition.

The larger Phoenix were sixty metres long, eighteen metres high and fifteen metres wide, smaller ones were also built. They were constructed mainly of reinforced concrete and designed to fit end to end and form a continuous harbour wall and wharf. The largest weighed 6044 tons. The total was estimated to be 600,000 tons and in there was 30,000 tons of steel. More than 330,000 cubic yards of concrete was used. The first Phoenix constructed were open at the top, however trials in rough seas showed the sea water sloshing over the top caused problems of stability and all later versions had concrete tops with hatches for access. Two harbours were formed for a total length of nine and a half kilometres. Fifty nine ships were sunk to on the seaward side to provide a barrier against rough seas damaging the phoenix.

The Phoenix caissons were only a part of the harbour complex, and even before they were built, the construction sites had to be built and some of these are still in existence, they still rate as important relics, as the Phoenix could not be built without the infrastructure. Roadways to connect Phoenix caissons to the shore were concrete pontoons (called beetles) joined by steel spans. Testing of the various components of Mulberry were carried out at Cairnhead in Scotland and many artefacts (relics) remain.

The harbour supporting the American landing beaches was damaged soon after it was brought into use by storms and it was abandoned, some parts being used to repair the harbour off the British beaches, which were damaged by the same storm.

A Romney Hythe & Dymchurch train ready to depart in 2006, compare the size of the B.R. carriage in the background. Note the dragging feet in the leading compartment, seems familiar.



A Pastor's wife was expecting a baby , and so he stood before the congregation and asked for a raise. After much discussion, they passed a rule that whenever the Pastor's family extended, so would his pay cheque. After six children this started to get expensive and the congregation decided to hold another meeting, to discuss the Pastors expanding salary. A great deal of bickering ensued as to how much the Pastor's additional children were costing the church and how much more it could potentially cost. After listening to them for an hour, the Pastor rose from his chair and spoke. "Children are a gift from God, and we will take as many gifts as he gives us."

Silence fell on the congregation.

In the back pew a little old lady struggled to stand, and finally said in a frail voice. "Rain is also a gift from God, but when we get too much of it, we wear rubbers." The entire congregation said. "Amen."

Boating News

One Metre Sailing. On Wednesday the 10th September we had some 14 boats sailing with several newbies amongst the fleet. Handicap starts and some coaching was amongst the order of the day. The carp seem to be doing their job as i have noticed the absence of oxy weed close to the shore in several places where it was quite obvious. This coming weekend 20th/21st sept the Bay Champs for one metres is being held on Lake Gilmour, Gilmour Road, Waihi. Saturday 13th Sept did not look too good but 4 members arrived. 2 one metre sailors, myself with my tri and the od. Not a lot of breeze to start with but around 12.30 the breeze kicked in and I had a ball chasing the one metres around the course. A different sailing style with the tris speed.



A guy and a girl meet at a bar. They get along so well that they decide to go to the girl's place. A few drinks later, the guy takes off his shirt and then washes his hands. He then takes off his trousers and again washes his hands.

The girl has been watching him and says: "You must be a dentist."

The guy, surprised, says: "Yes How did you figure that out?"

"Easy." she replies, "you keep washing your hands."

One thing leads to another and they make love.

After it's over the girl says: "You must be a good dentist."

The guy, now with an inflated ego, says: "Sure - I'm a good dentist. How did you figure that out?"

The girl replies:...."Didn't feel a thing."