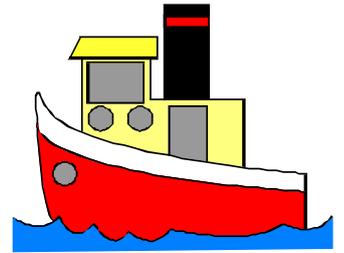




WHEELS and FLOATS



News letter No. 328 September 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
or www.tmmec.org.nz

NOTICE OF MEETING

The next general meeting will be on
Tuesday 3rd September 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, John Stent, Bruce McKerras Peter Lindsay. John Nicol.
Boiler Committee:	Peter Jones, Paul Newton, Bob Batchelor. Bruce McKerras
Safety Committee	Warren Karlsson, Bruce Harvey Lloyd Breckon. Pete Lindsay

Next Committee Meeting, Thurs 29th Aug.

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

Operators Sept-Oct 2013

01-09-13	B. Kincaid
08-09-13	E. Evans
15-09-13	C. Goodley
22-09-13	C. Goodley
29-09-13	B. Harvey
06-10-13	P. Jones
13-10-13	W. Karlsson
20-10-13	P. Lindsay
27-10-13	B. McKerras

Presidents Points

Greetings members.

Believe it or not we now have entered the world of electronic transference, money that is, eftpos has arrived. While there has been so much support by members to have the system installed, because there seemed to be our potential passengers asking for the facility, at the time when it was being installed there seemed to be a reluctance by our members to be educated, in fact when the EFTPOS rep was instructing there was a noted vanishing of the trainees. Thankfully Ted was enthusiastic and if our unenthusiastic members knew how many hours it took me to set up the system, then they would I am sure, think that actually using it was a breeze. It amazes me how members who have the ability to manufacture such magnificent machines that take thousands of hours, have a reluctance to just push a few buttons on the receiving end, I'm sure that the same members have pushed similar buttons on the giving end, thousands of times. Anyway EFTPOS is here to stay for the next 4 years at least. a few things you need to know, our system does not give out cash, it does not give refunds and has no credit card facility, otherwise its simple and it's all go. Last Sunday a \$100 sleeper was paid by use of EFTPOS, a welcome injection of funds which would otherwise have been lost.

I was very disappointed to learn that a couple of our members who were planning to support a sister club's open day by providing a couple of extra ride cars, were told that the cars could not run because they considered the ride car side chains were not strong enough. Apparently an incident occurred previously, where the couplings between a ride car and locomotive at that club failed due to a track fault and the side chains also failed. I guess this incident will have been advised to MEANZ who will ensure updated specifications are advised, so we can ensure that our rolling stock which hauls 40000 passengers a year meets any new standards. This incident adds support to our safety committee's fail safe policy, and we are reviewing our own standards, even if we have never had a similar problem. So just a warning, if you are going to an open day with your locomotive and/or ride car, please make sure you know the host clubs rolling stock safety requirements before you attend.

The track extension is progressing and we put pressure on ourselves to get the piles in place for the viaduct before winter and that was achieved, and then the pressure was to have the bolsters installed to hold the piles in place though I could not see them going anywhere. Anyway a couple of great working B's averaging 16 workers of our own members and Sunrise Lions Club members have the bolsters in place. During the last few months Owen Bennett has been sourcing the best deals for materials and has come up with some good savings for the project. Owen has been included in the project management team: his job, to keep an accurate account of expenditure for the project and to source the best deals for the club. As the old saying goes when you are up to your arse in alligators it's easy to forget the job was to drain the swamp.

Anyway we need to get back on track, so working B's will be the second Saturday of the month, playdays are still as notified and the next is scheduled for 28th September.

At our last general meeting I had the pleasure of receiving a cheque for \$1000 as a contribution to our track extension by new member Ken Evans on behalf of the Sunrise Lions Club Greerton, and on behalf of our club I thank them very much for this very welcome support of our project. Those who have been around for a while will remember the help the Greerton Lions Club gave us in setting up our first track, what great support from a community organisation.

Happy modelling, Peter Jones

Playday First Saturday 28th September

Working Bs to be a regular event on the second Saturday of the month to catch up on work left undone as efforts were concentrated on new works, starting on 12th Oct.

Hawkes Bay 5th, 6th Oct Open Weekend

Kapiti Miniature Railway open the new track on their Open Weekend 28th 29 September

WHO DOES WHAT

A man and his wife were having an argument about who should brew the coffee each morning.

The wife said, "You should do it, because you get up first, and then we don't have to wait as long to get our coffee."

The husband said, "You are in charge of cooking around here and you should do it, because that is your job, and I can just wait for my coffee."

Wife replies, "No, you should do it, and besides, it is in the Bible that the man should do the coffee."

Husband replies, "I can't believe that, show me." So she fetched the Bible, and opened the New Testament and showed him at the top of several pages, that it indeed says "HEBREWS"

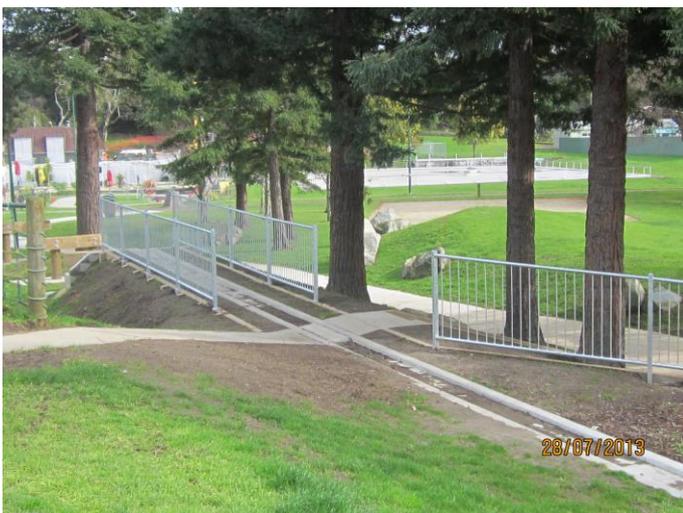
The following photos were taken on Tues 27th Aug not the date shown on the photos. As can be seen there has been a great effort by the team and other helpers. The bolts used to hold things together are a major contributor to effort and expense in the exercise: I understand that boring the holes for the said bolts has caused the stripping of gears of the large and not inexpensive drill. The fences are made and erected by a contractor, the whole length of the trestle bridge will have to be fenced similarly, although no doubt the erection will be done by club members and other volunteers.

Work on the standard bogies is pretty much stalled at the present, although Bruce MacKerras is busy inventing and improving the brake set-up for them, having come up with a clever release mechanism, he is now working on mark two, which I am looking forward to seeing.

While giving five inch gauge Pioneer a rare run two Sundays ago, a jolt at a certain spot had me checking the track: a fifty mm long gouge five mm deep, out of the five inch rail was the cause, no doubt caused by the park mower. We very rarely use 5" vehicles on our ground level track, but we do need to check that rail as well as the 7 ¼" rails, just in case. Luckily it was found and fixed, for with No. 4 out of action, and three trains

running, Pioneer was running for several hours on Sunday. The repair job was both prompt and well done, thanks guys.

Black magic is a very smooth riding machine, but the speed limits through the various points still need to be obeyed, even BM derails if pushed where it should not be pushed. Drivers need to remember that diverging at points, even on full size railways there is a 75% speed reduction



T This footpath crossing is to be track circuited for bells and barrier arms as it is the main pedestrian flow to and from one of the children's playgrounds.

A burglar broke into a house one night. He shone his torch around, looking for valuables, when a voice in the dark said "Jesus knows you are here." He nearly jumped out of his skin, clicked his torch off and froze. When he heard nothing more, after a bit, he shook his head, switched on his torch and continued. Just as he pulled the stereo out from the wall, clear as a bell he heard, "Jesus is watching you." Freaking out he shone his torch around frantically, looking for the source of the voice. Finally, in the corner of the room, his flashlight beam came to rest on a parrot. "Did you say that?" He hissed at the parrot. "Yep," the parrot confessed, and then squawked, "I'm just trying to warn you that he's watching you." The burglar relaxed, "warn me eh, who in the world are you?" "Moses," replied the bird. "Moses?" The burglar laughed. "What kind of people would name a bird Moses?" "The kind of people that name a pit-bull terrier Jesus."



The president justifiably lauds the efforts of the volunteers at the working B erecting the cross beams. Drilling the holes for the bolts was extremely taxing
Next is the job longitudinals.

My wife sat down next to me as I was flipping channels
She asked, "What's on TV." I said, "Dust."

And then the fight started...

My wife was hinting about what she wanted for our upcoming anniversary. She said, "I want something shiny that goes from 0 to 150 in about 3 seconds."

I bought her a bathroom scale. And then the fight started....

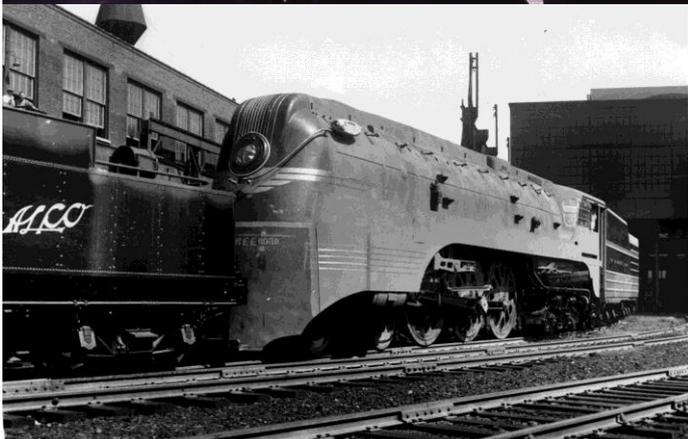
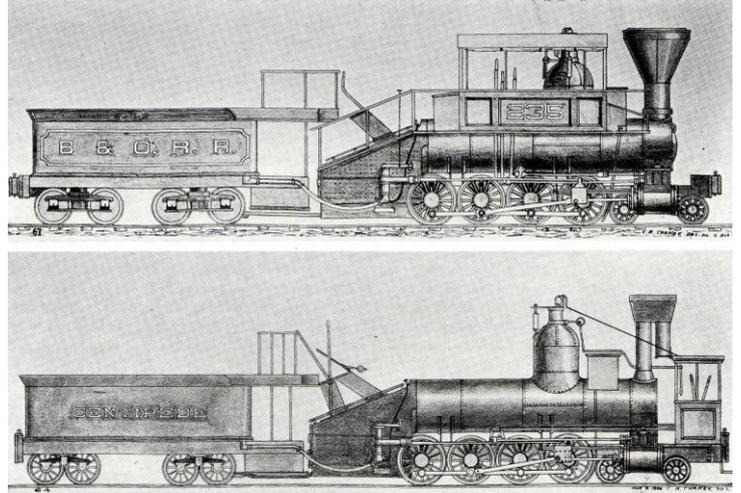


The aesthetics of the steam engine

I am fourth generation at least of British railway heritage with three of these being on the footplate, starting as far as I know with my Great Grandfather ; and so my views of what is ugly and what is beautiful are no doubt one eyed. Nevertheless I am on pretty safe ground in declaring most American engines downright ugly or at best impressive. The camels, camelbacks and variations thereof must be the most ugly of any machinery, both rail and non rail. The fact that they lasted only one generation tells us that it was not engineering genius or real practicality that led to such designs, or they would have continued longer in use. The cab leading were not the best looking but at least they were practical for the routes they traversed, (many long tunnels) and so endured to the end of steam. Canadian steam is an interesting mixture of American ugly in their freight locos to striking passenger engines in the last days of steam. Not quite the clean lines of British designs but a mixture of British and American influence. Australia has not had the American influence and is straight out British colonialism, but they rarely strike the clean graceful lines of G.B.

All my forbears and my brothers and I worked on the constituent railways of the LNER and of course the LNER itself and by my time the Eastern Region of BR. The engines produced by the aforementioned companies were definitely the most handsome of anywhere in the world, in my eyes, anyway.

Looking at a few of the photos below, can anyone argue the ugliness of camelbacks, even the American streamliner is clumsy looking. Early American designs such as NZ's own Rogers K, are pretty little engines, but then they lost the plot. Third down at left is a Western Australian engine, very much typical of the country and the era. To its right is a photo of an early Canadian engine, very much American style and quite attractive, this loco was the first to traverse the last section of the trans Canada railway. Bottom right is a handsome Canadian passenger engine, spoilt by the feedwater heater.





The delightful engine at left is actually a fifteen inch gauge Ravenglass & Eskdale Railway one off, it is so typically British that it just about covers all regions in the mid-thirties, although with its round topped firebox, more predominantly the LNER. Malcolm is not a fan of the LNER streamlined A4 as per Mallard, he reckons it looks like a bent sausage. This is sacrilege and luckily I am not prone to violence, but most photos he views are taken with a telescopic lens, which does distort the proportions. I do admit that before the fairings were removed from below the footplate, they did look a bit too streamlined, but once these were removed to ease maintenance as a wartime measure, they were picture perfect. I saw them close up

and travelled behind them many times between Kings Cross and Peterboro and they certainly are impressive and also works of art.

Continental Europe and Japan do not feature in my book where good looking engines are to be found, the French have had the odd impressive engine, but their tank engines rate almost as bad as the camels and camelbacks, as do other European tank engines.

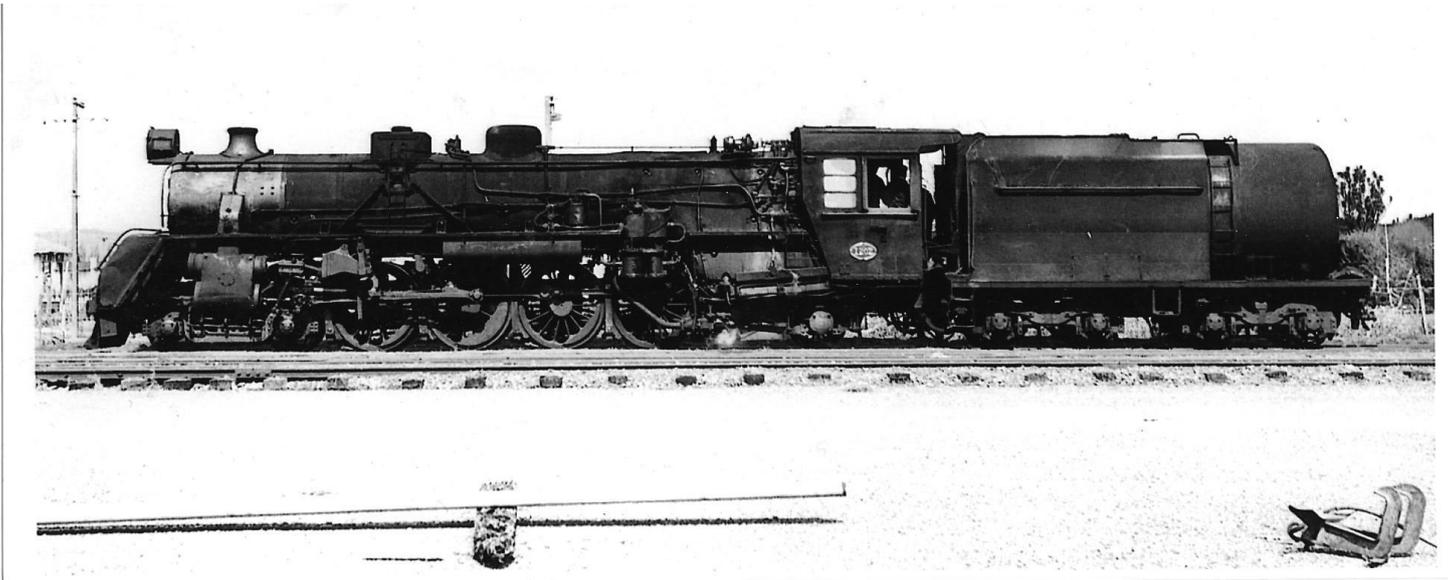
At Left is the late Gary Bird's model of an LNER V1, not the German doodlebug, this is how a tank engine should look. An old Great Eastern goods J15 at the North Norfolk Railway at right. Clean lines and balanced.



Where does NZ fit in my biased view of steam engine looks. The Ab, here shown just off the Kingston flyer at Kingston, certainly is quite handsome in this photo, not quite the way I saw it fifty two years ago, but then there was dirt and no polished brass, in fact I did not know there was brass under all the dirt..



The Ka in Frankton depot, was probably cleaned by me ready for the Express or Limited, remember those days, two passenger train each day between Auckland and Wellington, usually twelve or thirteen carriages each. A grunt machine very good at what it was designed for, freight and mountain passenger trains. At 60mph they let you know they were not built for speed. Too American looking to be counted in the good looking stakes.



Beauty is in the eye of the beholder. Beauty is skin deep.

When it comes to the J and Ja classes of engines I do admit to losing my senses somewhat, it does not seem to fit anywhere in any other country for looks, its closest counterpart probably being in Western Australia, North British also having a hand in its development and build, but NZs version looks more workmanlike and has a better reputation than its WA counterpart which reputedly failed to live up to expectations. My first encounter with J,s and Ja,s had me thinking strip off all the add ons and it would be passable, but no more than that. However, after five years firing nothing but these in the Bay of Plenty, I see beauty there to which I was blind before. So why was I converted, a big plus is balance. The ratio in size of the boiler, firegrate, cylinders, piston travel, valves and valvechest, smokebox, blast pipe wheels and wheel arrangement are all spot on. The J is near perfect for the technology of the time, and then of course we got the Ja and with its moving bits and pieces having roller bearings. How much Baker valve gear had to do with its success I don't know, quite great deal I suspect.

J 1202 is at Taneatua in the above photo, having just completed its part in an enthusiast special in 1966. As can be seen it is in deplorable condition which no doubt accounts for the valve rings collapsing at the

Rangitaiki River Bridge at Edgecumbe, although running more than nine miles continuous at seventy three miles an hour probably helped. About eight of those miles were light rail, 55lb per yard. On another trip J 1236, just out of the shops, running over 55lb rail between Katikati and Tauranga was so smooth, a full cup of tea on the flameplate would not spill at 30mph, absolutely marvellous.

Talking of ugly, whoever designed and implemented the 'air smoothing' on the K class of the 1930s should have been tortured before execution, it could not have uglier even if that was the designer's instruction, (to make the ugliest engine).

Moving to the streamlining of the J class, the best that can be said for it, is better than the K. Both classes look better without unnecessary cladding.

It is noticeable that NZ modellers are much influenced by early American engines, even NZ locos are outnumbered by them. Apart from John Healds Himalayan narrow gauge engine, Asia seems to be a non-starter.

Garratts are not the best looking of engines, but the French seem to have used a bit of their celebrated 'French flair' in their colonial French North Africa railways. They are quite handsome in a Garratt sort of way. Someone must have made a model somewhere.

The Royal Navy is proud to announce its new fleet of Type 45 destroyers.

Having initially named the first two ships HMS Daring and HMS Dauntless, the Naming Committee has, after intensive pressure from Brussels, renamed them HMS Cautious and HMS Prudence. The next five ships are to be HMS Empathy, HMS Circumspect, HMS Nervous, HMS Timorous and HMS Apologist.

Costing £850 million each, they comply with the very latest employment, equality, health & safety and human rights laws. The Royal Navy fully expects any future enemy to be jolly decent and to comply with the same high standards of behaviour. The new user-friendly crew's nest has excellent wheelchair access. Live ammunition has been replaced with paintballs to reduce the risk of anyone getting hurt and to cut down on the number of compensation claims. Stress counsellors and lawyers will be on board, as will a full sympathetic industrial tribunal.

The crew will be 50/50 men and women, and will contain the correct balance of race, gender, sexuality and disability. Sailors will only work a maximum of 37hrs per week as per Brussels Rules on Working Hours, even in wartime. All the vessels are equipped with a maternity ward, a crèche and a gay disco.

Tobacco will be banned throughout the ship, but recreational cannabis will be allowed in wardrooms and messes. The Royal Navy is eager to shed its traditional reputation for; "Rum, sodomy and the lash"; so out has gone the rum ration, replaced by sparkling water. Sodomy remains, now extended to include all ratings under 18. The lash will still be available on request, only with black leather and chains.

Saluting of officers is now considered elitist and has been replaced by "Hello Sailor".

All information on notice boards will be in 37 different languages and Braille. Crew members will now no longer have to ask permission to grow beards and/or moustaches. This applies equally to female crew.

The MoD is inviting suggestions for a "non-specific" flag because the White Ensign may offend minorities. The Union Jack must never be seen. The newly re-named HMS Cautious will be commissioned shortly by Captain Hook from the Finsbury Park Mosque who will break a petrol bomb over the hull. She will gently slide into the sea as the Royal Marines Band plays "In the Navy" by the Village People. Her first deployment will be to escort boatloads of illegal immigrants to ports on England's south coast.

The Prime Minister said, "Our ships reflect the very latest in modern thinking and they will always be able to comply with any new legislation from Brussels."

His final words were, "Britannia waives the rules."

From the Committee Meeting

A 6inch vice donated to the club for outdoor use will be installed by John Nicol. Discussion on couplings and chains between ridecars is ongoing. Bruce McKerras brought a gadget that could be used for coupling ridecars. Nuts, Bolts, and other various bits and pieces from Big Yellow, which is awaiting parts, have disappeared from the workshop, the said parts, in an ice cream container are needed, please return and check before removing things. The track next to the new embankment, which has sunk 300mm is to be raised by placing fill over the old concrete and laying new concrete.

Our Christmas 'do' will not be at a restaurant this year, but will be at Bruce Harvey's at Omokoroa on Dec 7th. Details will be given later, but there will be a barbecue and train running on his 5inch track.

Boating News

Hi .Have started on my history of one metre sailing in Tauranga and hope to have it done by next news day.

Sailing. Wednesday 21st August had strong winds and rain on the way. Number 2 rigs were the order of the day and 7 to 10 boats raced until the heavy rain arrived and we headed home. No doubt members will have seen the AC72 Cats flying on their foils. Speed today was 41 knots with more to come and it was just another day in the office for the sailors.

A Sea Spray Yachting magazine dated January 1981 has an article on the fastest yacht in the world. They hit 36.04 knots in a cat type boat flying one way down the race course WHERAS team New Zealand does it all the way around the

course and in lighter breezes. Unreal. Bay Of Plenty One metre Champs 14th /15th September at the Lakes Worth a look.Cheers Ken Fox

When our lawn mower broke and wouldn't run, my wife kept hinting to me that I should get it fixed. But, somehow I always had something else to take care of first, the shed, the boat, making beer... Always something more important to me. Finally she thought of a clever way to make her point.

When I arrived home one day, I found her seated in the tall grass, busily snipping away with a tiny pair of sewing scissors. I watched silently for a short time and then went into the house. I was gone only a minute, and when I came out again I handed her a toothbrush. I said, "When you finish cutting the grass, you might as well sweep the driveway."

The doctors say I will walk again, but I will always have a limp.

