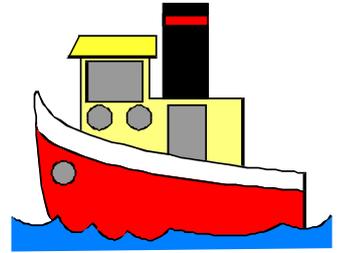


Wheels and Floats



Newsletter September 2016

TAURANGA MODEL MARINE AND ENGINEERING CLUB INC.

The Secretary
PO Box 15589
Tauranga 3112

Palmerville Station Phone 578 7293

Miniature Railway Memorial Park
Open to Public, weather permitting
Sundays in Summer: 10am to 4pm approximately
Winter: 10am to 3pm approximately
Website: www.tmmecc.org.nz

MEETINGS

General Members Meeting every first Tuesday 7pm.
Committee Meeting every second Thursday at 7pm.
Maintenance Tuesday mornings from 9am.
Engineering discussions Tuesday evenings 7.30pm.

COMMITTEE

| | | |
|-------------------|---|-------------|
| President: | Peter Jones | 543 2528 |
| Vice President: | Bruce Harvey | 548 0804 |
| Club Captain | Bruce McKerras | 5770134 |
| Secretary: | Murray de Lues | 027 3020930 |
| Treasurer: | Owen Bennett | 544 9807 |
| Committee: | Warren Belk, Shane Marshall, John Stent, Russell Prout, Clive Goodley. | |
| Boiler Committee: | Peter Jones, Bruce McKerras, John Heald, Paul Newton. | |
| Safety Committee: | Warren Karlsson, Bruce Harvey, Peter Jones, Malcolm George, Marty Rickard. | |
| EDITOR: | Roy Robinson 07 5491182 royrob@wave.co.nz | |

CONVENERS

| | |
|------------------|--|
| Workshop: | John Nicol |
| Track : | Bruce Harvey, John Stent, Russell Prout |
| Marine: | Warren Belk |
| Librarian: | John Nicol |
| Rolling Stock: | Clive Goodley |
| Website: | Murray de Lues |
| Driver Training: | Clive Goodley |
| Club Captain: | Bruce McKerras |

OPERATORS 2016

| | |
|--------------|---------------|
| 4 September | G Barns |
| 11 September | B Fitzpatrick |
| 18 September | C Goodley |
| 25 September | B Harvey |
| 2 October | P Jones |
| 9 October | W Karlsson |
| 16 October | P Lindsay |
| 23 October | B McKerras |
| 30 October | N Bush |
| 6 November | R Salisbury |
| 13 November | |

Presidents Report

Greetings Members.

I will start firstly this month with the good news. Each year Trust Power invite volunteer organizations to tell about what they do in their community and give award's for various categories and there is a national final the following year where the winners of the local competition compete with the Supreme winners of Volunteer organizations throughout New Zealand. I have entered our club most years and told the judges what we do, and attended the prize giving events along with a couple of our club reps and have certainly enjoyed the hospitality of Trustpower and the

Tauranga City Council and Western Bay Council over the years. We have been given two highly commended awards in the past. Most people in New Zealand know about Volunteer organizations and I guess two out of four are involved in some way, however most will have no appreciation of the number of Volunteer Organizations there are in New Zealand and the good work they are doing to look after others, giving their most precious asset, "time," for nothing. We are one of the few countries in the world where caring people give their time for nothing and Trust Power and city councils are one of the very few organizations that recognize and reward this assistance. This year I applied for the award which has to cover something we have achieved as an organization over the last 12 months. I focused on the completion of our viaduct, our convention and the effort our club made to be involved in the local Christmas Parade. We are allowed two reps which I always stretch to three but only Shane was available this year to join me. It was a well attended evening at Mt Maunganui Golf Club on Monday the 29th August and as the program progressed it seemed as though we were to be one of the "also ran", it was just about time to go home, when the last announcement was made, "the Supreme winner of the Trust Power Community Awards was a small group who achieve a lot," and it was our club, Supreme winners in a field of 56 volunteer organizations. I'm not sure who had the biggest jaw drop, Shane or I, but it was a proud time for both of us to accept the award on behalf of our club. Well done everyone. It was a good opportunity to thank Mayor Stuart Crosby and his team for the wonderful support the council have given us over the years. I have put the community awards program on our bulletin board, take the time to have a look at who applied for the award and I'm sure you will feel just as humble as I do that our small club has been given such an honor. I have been challenged about the estimated 40,000 hours to complete our viaduct project, it was not club members time as reported, but the total project time. Originally I estimated 60,000 hours but modestly reduced that to 40,000 hours, I know how much time the project took, and welcome anyone to present their own figures and facts to challenge those numbers. Next challenge is in March next year, but before that we are going to once again organize a float for the Tauranga Christmas Parade, Shane is coordinating this event, lets make it another great success.

Now for the sad news, those who are involved in running our club railway know what a great effort David Barsdell has done for our club over the years, great PR and doing the job really well as the "Station Master" clipping thousands of tickets and releasing hundreds of trains. David has passed away and at the time of this report I do not have any other details other than a service is planned for David in Whakatane. David enjoyed his association with our club and often told me how much he loved being a member, I think this was a credit to our members who are non judgmental about those who do the best they can. David contributed a lot to our club and in return gained a lot of self esteem. I will send a message of condolence to David's family on behalf of our club.

I congratulate and welcome Mark Duncan as an operator of our Railway. Well done and thank you Mark for taking on this responsibility.

For some time now our club has been negotiating the purchase of John Heald's Tamar locomotive and tender. I am pleased to report that with support from the members of our club a purchase agreement has been drawn up and signed off. We now have a steam locomotive as part of our club fleet, I see this as a very positive outcome, John has agreed to look after the engine and train members in the operation and care of steam locomotives which I see as a move forward getting members involved in building and operating the real locomotives, "STEAM".

Happy Modelling

Peter Jones.



Restoring a Gauge 1 LMS Royal Scot

By Geoff Hallam

This is the story of the progress so far on restoring a model started by Ken Birch on the 7th Feb 1989. I know that fact because he wrote it on the back of the old and well worn blue print that I found in the masses of his drawings from John Skinley in Essex in the UK.



All of his calculations and building sketches are also there as he converted from the 'O' Gauge measurements. I can't imagine how long it took him just to do all the calculations let alone build all the locomotive body and tender with the minimum of tools. The front and rear buffer beams were missing along with all the steps. Unfortunately Ken didn't solder anything, which is strange as the models are all made from tinfoil. Instead he took up shares in Araldite☺, obvious from the size of the tubes I found in one of his boxes. I don't think you can buy them in that size today (about twice the size of a tube of tooth paste!). Some of the araldite used in the construction has let go, so the cab roof needs reattaching and few other bits need sorting out.

A new motor/gearbox was ordered from MSC in the UK and the loco will be battery powered from the trailer coach, so no pick ups and insulated wheels to mess about with.

I started with the laser cut frames, which fitted the loco body perfectly but for the portion under the loco cab. I checked the measurements from the drawings and sure enough Ken was right. The frames only needed the last 20 mm cutting off, which was a lot easier than if they were too short! Holes were marked out for the frame stretchers, the two frames were stuck together with double sided tape and drilled. A short blast from the hot air gun soon softened the glue and allowed me to separate them. I had just installed a new self centering 4 jaw chuck and digital readouts on the Myford and was itching to try them

out. I used $\frac{1}{4}$ " square brass for the frame stretchers and my recent expenditure on the Myford was well worth it. The accurate repetition work was a breeze.

The wheel castings from Walsall Engineering in the UK were nicely finished and needed very little flashing removed. I started with the pony truck wheels in case I stuffed anything up (cheaper to replace than the drivers!). It's amazing how much more confidence you have when there is a fourth jaw holding the wheel. The turning went well so I progressed to the drivers. The last operation on all of the wheels was to mount them on a spigot and chamfer the edge of the tyres.

I swapped the tool in my Dickson tool holder for one with a 45 degree carbide tipped tool installed. Full of confidence I moved the tool towards the driver wheel to take off a 0.5 mm chamfer.

To my horror, I hadn't locked the tool holder to the post!! The tool tip dipped down and cut 1mm off the rim in milliseconds! The surface was slightly chattered but all was well. Much choice mutterings were luckily not heard by Sue as the machine shop is well away from the house. So all the wheels had to now be machined the same, this time with the tool post locked! I wasn't going to replace the driver just for that!

I machined six sets of driver axles, three for a push fit of the wheels and three for fitting the coupling rods. The laser cut rods were very good but needed a couple of holes filing to suit so they dropped onto the axle stubs easily. I was going to make a wheel quartering jig but Stuart offered his to do the job, thanks Stuart. I machined the wheel mounting portion of the axles with a very shallow 3 mm wide groove (0.1mm deep) to give the Loctite space to take hold.

The steps were soldered with the resistance soldering unit. Why I didn't make this tool years ago I will never know. It is so easy to use and as you can see from the photo, the steps have only been cleaned with thinners to remove any flux residue and absolutely no solder clean up is needed.

Now that I have a rolling chassis all that is left to do is strip it down and paint. I think I will remake the valve gear though as it looks a little too fragile. It might have been made to scale but I would rather have it made from slightly heavier material so it doesn't fly to bits on its first outing!



The new set of steps, ready for painting and lining.

The Royal Scot "The Royal Air force" made by Ken Birch.





Royal Scot 6159 The Royal Air Force storms past Gayton loops with a down express from Euston....Aug 25 1934....built Aug 1930, rebuilt Oct 1945 and withdrawn in Dec 1962.

TILT TRAINS OF SWEDEN

by John Heald

In June last I was lucky to undertake a trip to Scandinavia, which included a trip from Oslo to Stockholm on the famous X2 tilt train.

Tilt trains have been tested around the world with many failures, as per the one built in UK some 25 odd years back and residing at the York National Rail Museum, as junk now.

The Swedish rail network is very restricted due its topography hence very few K's of straight track. It was quicker by car!

In 1990 the all electric driven tilt train was launched onto the network with astounding results. The trains designated top speed is 210Kmph (276 kph on a trial run). This cemented a growing relationship with the public and Swedish rail is back on the up with good passenger business.

Its amazing that with a small population and similar size country to New Zealand we lag so far behind as our topography is similar in some instances.

The trip from Oslo to Stockholm is 530 Km. Our train stopped at 6 major cities and the whole journey took only 4 hours, thus averaging 132 kph.

These times can now compete with airlines and this showed up with our train being full all the way.

All trains have Wifi inputs, together with 230volt sockets and repeaters for cell phone use. The 5 car units can also being joined up for large passenger build ups.

Most units are 5 carriages in length with a Bistro compartment included.

The success of these units as been so great that the SJ network is now profitable, with many extended services to not only Norway but via a tunnel link to Denmark.

X2 units have been trialled in both the States, Australia and China with good success.

One startling fact was during entry and exits to tunnels at speed your ears popped as per airline travel.

With this innovative set up you can also take the approximate 45 Km run from central station in Stockholm to Alanda airport in 20 minutes! I saw the in house speedo up to 200Kph at one point.

Rail networks seem to be on the rise world wide. I wonder if it will ever take place here? Or is the bus and car going to be the direct mode of inter city travel in the future?

☒



X2000 Tilt Train

A Quick Buck???

(Names in the following story are factitious and any resemblance to real people is purely coincidental)

Lawyer Shane M , Engineer John S and Baggage Boy Mike T were “on a mission” traveling to the USA on “business”.

Shane M was a little short of “some spending money” as the grocery cookie jar was empty when he went to raid it. He decided to see if he could “relieve” his old mate John S of some cash whilst on the long flight to the States. He nudged John S in the ribs and said “Would you like to play a fun game”?

Now John S was tired after the lengthy negotiations he endured getting a Leave Pass for the trip and had looked forward to a sleep on the long flight. He politely declined but eventually gave in to Shane M’s persistent prompts.

“I will ask you a question and if you don’t know the answer you will pay me only \$5. You will then ask me a question and if I don’t know the answer I will pay you \$500,” said Shane M.

Now these odds interested John S so he opened both eyes and to keep Shane M quiet he agreed to play the game.

“OK, I’ll ask the first question”, said Shane M. “What is the distance from the moon to the earth”?

John S didn’t say a word but reached into his pocket and pulled out \$5 and handed it to Shane M.

My turn, said John S. “What goes up a hill with 3 legs and comes down with 4 legs?”

Shane M scratched his head, then opens his laptop (despite there being clear instruction that this was NOT allowed during flight) and searches all references he can find on the internet to no avail. He then sends emails to

all his smart friends but nothing was forthcoming. After an hour of searching he gives up. He wakes John S up and hands him \$500. John S goes back to sleep.

Shane M is going nuts not knowing the answer and for loosing \$500.

He shakes John S awake again and asks, ‘Well, so what does go up a hill with 3 legs and come down with 4 legs?’.

John S put his hand in his pocket pulls out \$5 and gives it to Shane M, then turns to the other side and goes back to sleep.

Moral

Don’t mess with old engineers!!!!!!

**From our Treasurer
Subscriptions are now**

OVERDUE

**This is the last Club newsletter
you will receive if your sub
remains unpaid.**