

TMMEC NEWSLETTER

OCTOBER 2021



Located at the Memorial Park, Tauranga

Open to the public Sundays 10:00 to 15:00
(weather and Covid Level permitting)

CONTACT:

The Secretary, PO Box 15589., Tauranga, 3112

Palmerville Station: Phone: 07 578 7293

WEBSITE: www.tmmec.org.nz

FACEBOOK:

<https://www.facebook.com/memorialparkrailway/>

COMMITTEE:

President: Jason Flannery 07 572 1165

Vice: Bruce McKerras 07 577 0134

Secretary: Warren Belk

Treasurer: Joanne Knights

Club Captain: Max Donnelly 07 571 6778

Committee: Ash Thomas Warren Karlsson
Russell Prout Regan Olivecrona
Bruce Harvey

Boiler Committee: Peter Jones

Bruce McKerras

Safety Committee: Warren Karlsson

Peter Jones Jason Flannery

Editor: Chris Pattison 021 231 6612

Ytrose2@gmail.com

CONVENORS:

Workshop: John Nicol Brian Marriner

Track: Bruce Harvey John Stent

Russell Prout

Librarian: Chris Pattison

Rolling Stock: Bruce Harvey

Website: Max Donnelly Murray de Lues

MEANZ Rep.: Peter Jones

President's Report – October

Hi TMMEC

And so, we continue our holding pattern. When it will all end, who knows. Still no Sunday running of course, but that doesn't mean no playdates. The 10th saw several members at the track with three steamers on the go, two on the main track and one on the raised. Plus, club locomotives being driven by some juniors.

This gave Warren Belk and John Stent a chance to double check things on the Tamar which then proceeded to pass its boiler test the following Tuesday. Typically, rain decided to also attend the boiler test, so well done to the several members who helped erect the gazebo for the purpose of the test. The rain eventually cleared, half a dozen members banded together and a successful day ensued with the test being successful.

The Tuesday night monthly meeting was well supported, lots of goodies on the table, I am sure Chris Pattison will have several pics in this month's edition. It was also proposed for the club to start subscribing to a replacement magazine for the discontinued Australian Model Engineer, this being Engineering in Miniature. The proposal was met well and the Committee has approved the purchase. The order has now been placed so please keep an eye out for its addition to the club library.

Still no update on our lease renewal with the Tauranga City Council, we have been told this is due to the restructuring of the TCC's various departments. I will keep chasing them up and will provide an update when received.

Our open weekend is not too far off now, with chances of Level One looking less and less likely. However, we will still attempt to make a go of it. Obviously, a final decision will be made closer to the time, but if it means a member's only BBQ at the minimum, we will still have a go at getting together and recognizing our club.

The Tuesday morning crew are still meeting up for general maintenance and a cup of tea so if you're looking for something to do then please come on down.

The Committee would also like to ask all members to please do your best to maintain all of the government's current covid protocols. Yes, we are a club and have known each other for several years but we still have an obligation to follow the rules and play our part in helping to stop spread of the virus.

Thanks, and see you at the track.

Jason

Editorial

Dear Ferroequinologists

What with all of us still in Lockdown Level 2, we are still unable to open our doors to the public. However, this means that the club has had an ideal opportunity to catch up on outstanding work and also indulge in more frequent playdays.

Speaking of playdays, at the last one, I came down to see what was happening and to enjoy breathing in some steam and coal smoke. I also brought along a couple of pieces that I wanted to machine on the club lathe (being larger than my Myford). I discovered that the lathe was apparently occupied, with a piece of partly machined steel in the chuck and the swarf tray still full of swarf.

Not wanting to upset anybody's setting, I left everything as it was.

However, I contacted John Nichol, our esteemed workshop manager to discuss this. It appears that John has been in and out of hospital for a while now, and has been unable to come down to visit the club. He says he is starting to feel better and I hope that he will be in the clubhouse soon.

I asked John regarding the arrangements regarding using the club lathe and mill. If there was a booking system for these. Apparently not. I suggested to him that we might have a chalk board, or use part of the whiteboard, for people who are using one of the machines, to put a note who was using it and when it would be available next.

My point being that the lathe might be standing there for days on end because somebody has finished his job, but has left a chunk of metal still in the machine. Another member, thinking, as I did in this case, that it was still in use, will be then denied use of the machine.

I suppose this falls into the "Be Kind" mantra that our esteemed leader persists in saying to the country.

-----oooooOOOoooo-----

Classic Flyers are owners of an impressive collection of miniature aero engines. They have kindly offered to host a group of our members one Saturday to inspect these and also their museum and restoration facilities. It looks like we will have

to wait until Level One before we take them up on their offer

Editor (Cotter Pin)

CLUB MEMBER PROJECTS

FAVOURED SUPPLIERS & RECOMMENDATIONS

Any recommendations from you?

LIBRARY CORNER

I am still on the lookout for missing issues of Model Engineer. If you have ME magazines lying around gathering dust, or know of somebody who has and wants to rid themselves of them, we can provide a good home.

SMALLS – FOR SALE/ WANTED:

Any members wanting to sell, or purchase workshop items?



SUGGESTIONS AND IDEAS:

Any clever workarounds that you have come up with? Please share.

CLUB NEWS:

Bruce McKerras has reported on the Echo coal to see how it performed.

“We ran solely on the new brew to learn how it performed - basically well. Smoky when you first put it on, but once burning properly, the exhaust cleans up. So, a little, but more often is the key here rather than to load up in the station and round you go. It burns hot and so produces steam, but it does have a trait that initially was tricky - when you look in the fire it looks great but if you poke at it, it just slumps away. It holds up in the firebox with some sort of a crust. Rather than just putting a shovel of coal in, you 'shove ' it in. Which seems to work. Of course, with all this shoving/raking going on the ash pan gets pretty full. I can live with the coal burning hot, the rest is just

having to learn how best to fire the thing....happy days.”



ITEMS OF INTEREST:

A short while back, I think that it was in connection with the new passenger service between Hamilton and Auckland, I recall reading that the service could not be made faster because it was not possible to achieve high speeds on our narrow gauge track.

Well, this is not entirely true. A member of the South African Railways designed a bogie that enabled trains to travel on narrow gauge track at high speed, the SA gauge being the same as ours. The Scheffel bogie was used to set the world narrow gauge speed record of 245 kph on Cape gauge tracks. Here is an extract from the Heritage Portal Newsletter:

The Scheffel Bogie and the Cape Rail Gauge



Article Author: Peter Ball
24 May, 2016

Present day Southern Africa inherited its railway gauge from 142 years ago, when in 1873 the decision was made to reduce the gauge from 4' -8½" to 3' -6", when the Cape Government Railways (CGR) planned its extension over mountainous terrain from Wellington to Worcester. The extension was the first phase of a railway line that would finally link Cape Town with the diamond fields of Kimberley, the latter

being reached by 1885; the year before the discovery of gold on the Witwatersrand.

The purpose of constructing the railway line was two fold, firstly to speed up the journey to and from Kimberley, and secondly to transport heavy goods. It's building became the impetus for the laying of more tracks from the ports to the interior. The CGR led the way in railway construction up until the end of the 19th century and influenced its neighbours, Natal and the Boer Republics, in their choice of gauge. A break in gauge would have had negative logistical and economic consequences, as with Australia where each state chose a different gauge, precluding through running.

Cecil John Rhodes desired to build a business empire. This was the exploitation of minerals and he sought to find new resources in the interior of the Dark Continent by building a railway from Cape to Cairo. When Rhodes became the Prime Minister of the Cape in 1890, he combined his wealth and his political "nous" to expand the British Empire. The fabled railway was never completed, but what it did do was to make the railways of Southern Africa adhere to one gauge – the Cape Gauge of 3'-6" (1 067mm). An exception was the railway network of East Africa who preferred the Metre Gauge (1 000mm).

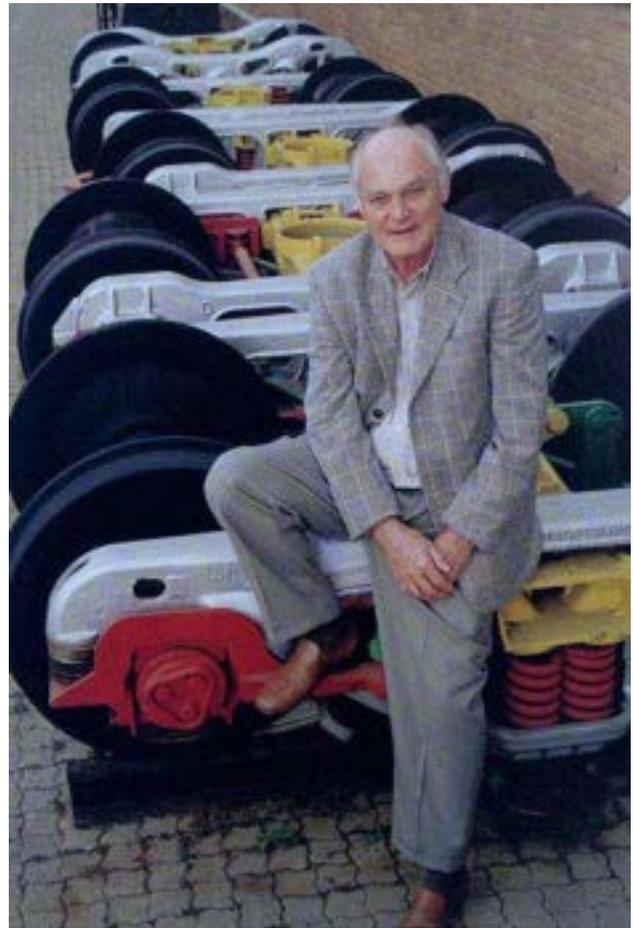
In recent times the Cape and Metre Gauges have been criticised by politicians, as the reason for the run down state of many railway systems in Sub-Saharan Africa, the only solution being to convert to Standard Gauge. South Africa has already built a rapid transit line – the "Gautrain" between Johannesburg and Pretoria to Standard Gauge.

The main technical criticism of the Cape Gauge has been that high speed running was not possible due to instability on curves. This was a determining factor for choosing Standard Gauge for the "Gautrain" enabling a speed of 160 kph. This decision discounted the existence (since 1975) of a technological breakthrough which enabled speeds of 245 kph to be reached on the Cape Gauge.

The problem of speed and stability exercised the mind of a mechanical engineer working for the SAR, leading to the design and fabrication of a new high stability bogie that could run at higher speed without derailment. The inventor being Dr. Herbert Scheffel. For this he was recognised by the Shell Prize for Industrial Design in 1975 and the Gold Medal of the Association of Scientific and Technical Societies of South Africa in 1976. Over the last forty years the Scheffel Bogie has seen constant development with many thousands going into service here and abroad on Metre, Cape and Standard gauge railways.



Scheffel Bogie concept.



Dr Herbert Scheffel at the Transnet Pretoria Test Centre (photo by Graeme Williams)

Before the invention of the Scheffel Bogie previous types of bogie chassis were rectangular on plan and rigid. Herbert Scheffel proposed a flexible "cross anchor" bogie with a high wheel profile that not only allowed the inner and outer wheels to accommodate each other on curves but also dampened the lateral forces that caused vibration. The Scheffel Bogie first went into service in 1975 with SAR's fleet of ore wagons and proved a great success as it reduced wear on both wheels and rail heads and provided a stable vibration free ride.

South Africa has about 20 000 kilometres of railway. To this add the railway lines of neighbouring states, all running on the Cape Gauge. There has been much debate on a preferred rail gauge when upgrading our trunk lines, especially the Gauteng to Durban main line. It would seem absurd to change to the Standard Gauge when there is so much through traffic from north of our borders, and should extra speed and capacity be required, a ready solution exists in the Scheffel Bogie which can bear heavier axle loads and faster running on a well-maintained permanent way. Elsewhere in the world, notably in Japan (conventional lines), Indonesia, New Zealand, Queensland and Western Australia, the 3 foot 6 inch is still a valid option. Queensland Railways in particular have

upgraded their passenger service along the coastal main line between Brisbane and Cairns (1 680 km) with the new “Spirit of Queensland” service comprising seven coaches with a diesel power unit at each end (push and pull), which has the latest Tilt Train technology allowing a speed of 160 kph (100 mph) on certain stretches of line. This goes to show that the Cape gauge can be developed further still without incurring the prohibitive costs that would accrue from a change of gauge.



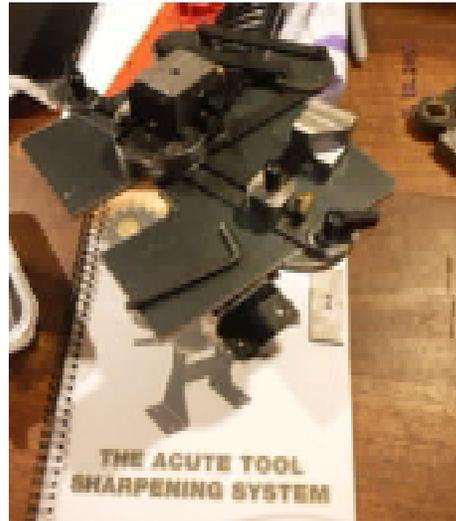
Tuesday Evening Meeting (10th)

We had a good crowd attending this Tuesday, with a nice selection of items on the “Show & Tell” table.

Bruce has been bringing along more and more of his project bike. The frame and engine is looking good and is starting to look like the real thing! He has had help from # who has been working on the front hub gears for the speedometer.



Regan brought along a jig that he made up from the Eccentric Engineering parts. This is designed to enable accurate sharpening of milling cutters. I am not sure if this was too wise a move, as he may find members knocking on his door asking for favours!



Russell brought along the con rods that he was machining. They were accurately made with bronze bushings. Next stop is to see them installed in place.



Jason brought along his freshly painted cow catcher for his loco under construction. You could still smell the paint, it was that fresh.



I brought the ring and top hat for my boiler, and the jig I had to devise so that I could machine these. My Myford had only just enough clearance for them to fit in the gap in the bed.



SCROUNGING

I think I can trace my scrounging activities all the way back to Christmas as a child. Every now and then I would get a battery powered tin toy. Initially they were fun, but I got bored with doing the same old thing, so it wasn't much later that I would be hard at work bending back the tabs and dismantling the thing, eventually getting to the heart of the matter – the motor. The motor gave me far more fun than the original toy.

Since then, I have enjoyed dismantling various things to see how they worked. Dismantling, not smashing! It was a challenge to see how anything got put together in some logical order. I admire how so many plastic things today are made to snap together with the minimum of fasteners.

In Auckland I passed this interest on to my sons when, during the inorganic collection days, we would scour the piles outside houses for old equipment such as fax machines, printers and other stuff. I would let my boys take these apart, with the strict instruction that no force was to be used. I feel that this helped them get fundamental understanding of the mechanical world and how machines worked.

On top of that, there were so many bits in them that were useful and could be recycled into my workshop. Many, many screws of course. But there were motors, gears and shafts that could be put to future use. Just recently I dismantled a desktop printer and have harvested a handful of shafts, circlips, motors and other stuff.

Scrounge sources of interest:

Loudspeakers – a good source for magnets.

Scrap bearings – the rings are useful as spacers for mounting stuff in the lathe and mill. (The bigger the better!)

Printers, fax machines, etc. – Shafts, spacers, circlips & screws.

Railway line offcuts – with a bit of work, they will make a neat anvil.

Aluminium car parts – good to melt down for projects (not yet tried this myself)

Spent bullet heads from a shooting range – good to melt down to make weights.

Steel strapping from pallets – Good for boiler banding and similar.

Backs of envelopes – Big enough and perfect size for making lists for jobs to do.

Worn-out leather couches – the leather on the backs and sides is still in perfect shape for repurposing.

Old fridges/ freezers – The seal around the edge contains strip magnets. Useful for hanging drawings for reference during machining jobs.

Any additional suggestions from the club?

OPERATORS ROSTER 2021

17/10/2021 24/10/2021 31/10/2021
B.FITZPATRICK J.FLANNERY B.HARVEY

07/11/2021 13/11/2021
P.JONES W.KARLSSON

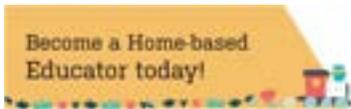
14/11/2021 21/11/2021 28/11/2021
B. MCKERRAS R.PROUT M. de LUES

05/12/2021 12/12/2021
B.FITZPATRICK J.FLANNERY

19/12/2021 26/12/2021
B.HARVEY Boxing day

SPONSORS:

Our thanks to those companies who sponsor us –



LINKS TO OTHER CLUBS:

Auckland Society of Model Engineers -
www.asme.org.nz **Cambridge Model Engineering Society Inc.**

www.cmes.org.nz/

Christchurch Live Steamers -

www.clstrains.co.nz

Canterbury Society of Model Engineers -

www.csmee.org.nz

Hamilton Model Engineers

- www.hme.co.nz

Hutt Valley Model Engineering Society -

www.hvmes.com

Kapiti Miniature Railway Association -

www.kapitirail.org

Havelock North Live Steamers -

www.keirungaparkrailway.org.nz

Manakau Live Steamers -

www.manakaulivesteamers.co.nz

Marlborough Associated Modellers Society -

www.mams.org.nz

Nelson Modellers - www.nelsonmodellers.org.nz

Otago Miniature Road and Rail Society -

www.omrr.org.nz

Otago Model Engineers Society -

www.omes.org.nz

Palmerston North Model Engineering Club -

www.pnmec.org.nz

EBOP Society of Model Engineers, Whakatane

- www.riveredgerailway.org.nz

South Canterbury Model Engineers Society -

www.south-canterbury-model-engineers.org

Whangarei Model Engineering Club -

www.wmec.org.nz

MEANZ: - www.meanz.org/ meanz.org/

If I have missed any out, kindly advise me of whom and their details.

OWEN'S BOILER

Owen is going great guns with his boiler, and you can see the fruits of his efforts here:



**Tauranga Model Marine & Engineering Club List -
All Responsibilities 2021-2022 – Keep for Reference**

Committee Members

President: Jason Flannery
Vice President: Bruce McKerras
Treasurer: Joanne Knights
Club Captain: Max Donnelly
Secretary: Warren Belk
Bruce Harvey
Warren Karlsson
Regan Olivecrona
Russell Prout
Ash Thomas

Bookkeeper

Raewyn Tanner

ADR

Warren Karlsson – paperwork and audit
Every two years - Expiry: 22 Sep 2022.
Audit date: - 14/21 June 2022

Advertising

Jason Flannery
Joanne Knights

Boiler Inspectors

Peter Jones
Bruce McKerras

Club Calendar

Max Donnelly

Driver License Database

Warren Karlsson

Driver License issuing

Jason Flannery - Exp 31/8/21

Duty Operators

Peter Jones

Front door entry codes

Warren Karlsson

Librarian

Chris Pattison

Locomotive WOF register – club locos

Bruce Harvey

Locomotive WOF – members locomotives

Bruce Harvey
- WOF require two members to sign off, Bruce Harvey to arrange for an extra person when required.

MEANZ Rep

Peter Jones

Member Register

Jason Flannery

Newsletter Editor

Chris Pattison - Subs notice May edition

PO Box

Jason Flannery

Ride car WOF register – club and members

Bruce Harvey

Safety Committee- first aid and fire extinguishers

Jason Flannery
Peter Jones
Warren Karlsson
Ext test dates

Tauranga City Council - Park Managers

Phill Everett 027 836 2707

Test gauges – yearly, expiry: 31/07/2021

Peter Jones

Track Managers

Bruce Harvey
John Stent
Russell Prout
Max Donnelly – Raised track

Ticket seller roster

Jason Flannery

Website Editor

Max Donnelly

Workshop

John Nicol
Brian Marriner



TMMEC 2021 CALENDAR

	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T
JAN																							
FEB																							
MAR																							
APR																							
MAY																							
JUNE																							
JULY																							
AUG																							
SEP																							
OCT																							
NOV																							
DEC																							

- SUNDAY RUNNING DAY - 10am to 3pm
- OFFICIAL CLUB PLAYDAY
- COMMITTEE MEETING - 7pm START
- GENERAL MEETING - 7pm START
- ENGINEERING TUESDAY - 7:30pm START
- OPEN WEEKEND
- CANCELLED
- AGM
- CHR CHRISTMAS PARTY - 13 FEB
- 20-21 MARCH HAMILTON OPEN WEEKEND
- 29-30-31 MAY MAUIKAU OPEN WEEKEND
- 17-18 JULY EBOP OPEN WEEKEND
- 30 OCT HALLOWEEN NIGHT RUN
- 11th APRIL KATIKATI VINTAGE MACHINERY CLUB SHOW
- 3rd JULY NIGHT RUN