

TMMEC NEWSLETTER

October 2022



Located at the Memorial Park, Tauranga
Open to the public Sundays 10:00 to 15:00 with
half-hour lunch break at about 12:30.
(weather and Covid Level permitting)

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Palmerville Station: Phone: 07 578 7293

WEBSITE: www.tmmec.org.nz

FACEBOOK:

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

COMMITTEE:

President: Bruce McKerras 022 045 5154
Vice: Bruce Harvey 021 920 189
Secretary: Jason Flannery 021629 048
Treasurer: Sandra
Club Captains: Max Donnelly 07 571 6778
Joanne Knights 020 4190 9567
Committee: Warren Belk Warren Karlsson
Regan Olivecrona Russell Prout
Ash Thomas

Boiler Committee: Peter Jones
Bruce McKerras

Safety Committee: Warren Karlsson ; Peter
Jones ; Bruce Harvey ; Bruce McKerras ;
Russell Prout.

Editor: Chris Pattison 021 231 6612
Ytrose2@gmail.com

Club Calendar Max Donnelly

Website creator: Red Eye Designs

Editor: Joanne Knights

CONVENORS:

Workshop: John Nicol Brian Marriner

Track: Bruce Harvey Russell Prout

Librarian: Chris Pattison

Rolling Stock: Bruce Harvey

MEANZ Rep.: Peter Jones

Up and Coming Events.

October 14th -18th Labour Weekend:

- Keirunga Park 30th Ann.

Any members wishing to bring their locomotives
or drive passenger trains at their labour weekend
event, to save time on paper work upon arrival,
they can contact tony@verano.co.nz who will
send them copies of registration forms to
complete in advance.

October 29th : - Halloween Night Run

November 12th & 13th – Club Open Day

December 3rd - Corporate Day

January 5th – 11th CANMOD, Canterbury
CSMEE, Christchurch.

President's Report – October

I have no operational dramas to relay this month, no bent tracks, etc. At the moment everything seems to be working well... Whew! 😊, which leads me to...

A big THANK YOU to the Tuesday Morning Crew – Thank you for all your hard work catching up with the maintenance, servicing, tidying, fixing, etc, etc. You are doing a great job team. A side thank you to Regan at this point for servicing both Black Magic and Number 4, a messy job (and one he now has for life).

I was really pleased with the turn out for our October Play Day, a couple of boiler certs issued (Thank you Peter J) and Joanne dusted off Tamar, which was great to see. I was also really impressed with Peter Lawn's little engine, it was flying around the raised track. Everyone who attended seemed to be enjoying themselves and having a great time. Another thank you to slot in here, to Barb and Roy who provided a great BBQ lunch.

Warren K was also busy at the play day and managed to get a good number of our new members driving and getting all the paperwork signed off, thank you for that Warren. Play days are a great time to get your driving practice in and paperwork signed off. As Sunday running days are so busy now it is nigh on impossible to get this done when we are open to the public.

That leads me nicely on to our Sunday operation. At the moment we are finding that if the weather is even half OK we are BUSY! We are regularly running at our full capacity with all the club locos and ride cars out there earning their keep. Another thank you here, this time to Russell who has very kindly provided the use of his loco for our Sunday operation while KiwiRail is having surgery for a fried controller. We would have been lost without the back up. Clearly this is making us ask the question of "How can we make our Sundays easier to manage?". We have discussed this at our last committee meeting and at present we are looking at the option of longer ride cars, the problem there being that we do not have enough storage. However, at this point a trial one is being looked into. There is also going to be a day when we need a new club loco too, another point that has been discussed before, if anyone has any suggestions let me know.

Tamar is also up for a boiler test again – this seems to come around *very* quickly... As most of you know the loco runs on a commercial boiler certificate which has to be renewed annually.

In other news Trent has the free lathe and is putting it together for a school holiday project. Also, on the topic of Trent, he and Bruce H have dusted off Sweet Pea, who is currently residing in the container, thus begins

Trent's education in the world of steam engines – firing, and running, etc. Thank you to Bruce H 😊. Also, on the topic of Sweet Pea, has anyone got a spare, free to a good home, smallish injector? I have been playing with the existing one and can't find anything wrong with it. It would be useful to have another known working one to compare, diagnose and contrast.

Trent seems to pop up a lot in this month's report, he and I travelled over the hill to Cambridge for their night run a few weeks back and it was great! Half of Cambridge turned out to ride the trains. There was a pipe band, a ukulele band, food trucks and a coffee truck, they really put on quite a show. Cambridge is basically run by 6 members and they are really struggling, we must support this club more often!

Committee meeting news next. We have had a discussion about the noise in tunnel 1 resulting in Jason and myself spent a goodly amount of time in the tunnel looking at potential ways to reduce this. We came up with potentially insulating the track from the steel beam with rubber/plastic (fire retardant of course) and also looking at some form of insulation under the steel plates (Pink Bat perhaps??) along with a wooden strong back under. All of this would have to be a working bee project rather than a Tuesday morning type of task.

Another issue discussed at the last committee meeting was... the club lathe (this subject is going to be the death of me). A \$15,000 lathe has the potential to be the silliest decision in the whole world. Spending that type of money on a new lathe which, it would appear, only be used by very few members on very rare occasions is just dumb. We will discuss this again at the next club meeting (Tuesday 1st November), please could everyone get their thinking hats on about this one so we can come up with some ideas.

And finally.... Over the years I have acquired various taps and dies from various sources, the latest from Bruce H (ex-Steve James) and Jason (ex-Malcolm George). I have topped up the club's metric set and placed a couple of el cheapo Whitworth sets down in the workshop too. Guys, check your sheds and if anyone has gaps in their taps and dies let me know and I will see if I can restock them for you.

Cheers
Bruce

Club Captain's report

Hi Team,

Apologies for the lack of communication over the past few newsletters, I am just finding my feet again after a trip to the UK and a stint in the hospital after surgery. A few bits this month....

HALLOWEEN NIGHT RUN – Help Appreciated

Halloween is nearly upon us and our night run is back after a break last year due to covid. This is generally a hugely popular run and attracts a lot interest from the public. We are running 6pm – 9pm for the public on Saturday 29th October. We are looking to start set up from 3pm, learning from past experience early set up makes all the difference. Barb and Roy are going to provide food before we start the public running. If you can make it along it would be hugely appreciated. Thank you in advance.



OPEN WEEKEND



**Open Weekend
12th - 13th
November 2022**

Bring your toys down for open weekend and catch up with fellow club members and visitors. Barb and Roy will be providing food. Public running both days but plenty of time for social activities too.

CANMOD 2023: 5TH JANUARY 2023

Just over 200 people are registered at the moment with 60 steam locos, 12 I/C or electric locos, 5 traction/road vehicles and 17 boats. Registration (free) is still open for anyone who is interested but not made any arrangements yet.

Details and registration forms are on Facebook under CANMOD 2022 or you can contact Christchurch club directly via email – csmeecanmod@gmail.com

OCTOBER PLAY DAY

This was well attended which was great to see. As noted in Bruce's report a lot of our new members got some driving skills practice in and got their paperwork signed off, thanks again Warren K. I ran Tamar which was great to do after a long break. Unfortunately, this meant I was a bit busy and forgot to take some photos – Sorry. Another thank you to Barb and Roy for feeding us 😊.

NEW WEBSITE

Our new website is now live, admittedly I am still getting to grips with it as I have been out of action for a while. I am going to start uploading to it regularly and if you have any contributions, photos, etc to make please poke them under my nose. My email is joanne_knights@outlook.com

The address for the new site is the same:-
tmmecc.org.nz

NEXT CLUB GENERAL MEETING – TUESDAY 3RD NOVEMBER 2022.

Editorial

Dear Ferroequinologists,

Firstly, our best wishes to Ash for a quick and full recovery.

The US standard railroad gauge (distance between the rails) is 4 feet, 8.5 inches. That's an exceedingly odd number. Why was that gauge used?

Well, because that's the way they built them in England, and English engineers designed the first US railroads. Why did the English build them like that?

Because the first rail lines were built by the same people who built the wagon tramways, and that's the gauge they used. So, 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 same wheel spacing. Why did the wagons have that particular odd wheel spacing?

Well, if they tried to use any other spacing, the wagon wheels would break more often on some of the old, long distance roads in England. You see, that's the spacing of the wheel ruts. So who built those old rutted roads?

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

Roman war chariots formed the initial ruts, which everyone else had to match or run the risk 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. Bureaucracies live forever.

So the next time you are handed a specification / procedure/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. (Two horses' asses.)

Now, the twist to the story: When you see a Space Shuttle sitting on its launch pad, 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 . The engineers who designed the SRBs would have preferred to make them a bit fatter, 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.

So, a major Space Shuttle design feature, of what is arguably the world's most advanced transportation system, was determined over two thousand years ago by the width of a horse's ass.

And you thought being a horse's ass wasn't important? Ancient horse's asses control almost everything.

(Snopes has some reservations on this. See their full commentary at: https://www.snopes.com/fact-check/railroad-gauge-chariots/?fbclid=IwAR0yJzmkBxTaJ5BP-mhtBIzox6gjFg78WP IMr2fnUsF_NgPyCzfdNlxIDw)

Cotter Pin.



Enthusiast.

FAVOURIED SUPPLIERS & RECOMMENDATIONS

Recommendations are welcome.

LIBRARY CORNER

Nothing to report.

SMALLS – FOR SALE/ WANTED:

Just a reminder that our club lathe is for sale.

In addition, Bruce has a small Atlas lathe available. This appears to be similar to a Myford, but somewhat smaller. Probably suited for small jobs, where a larger lathe is cumbersome. Best news is that it is FREE!



SUGGESTIONS AND IDEAS:

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

MEMBER ACTIVITIES

Owen's 80% Phantom

Owen has been busy. We don't often see things on this scale any more – Well Done Owen

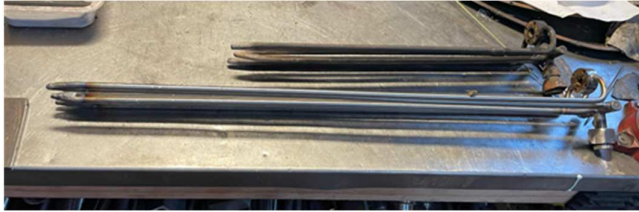


Bruce M's Phantom

This month I have been busy playing with my Phantom. I have decided to build longer super heaters (radiant type) to see if I can retrieve some better performance lost with having no char (special coal).

The last time I had radiant type super heaters I virtually melted them, they bent, distorted and slumped down into the firebox making removal a real pain! Clearly when sitting at the station with the blower on trying to raise steam there is no steam going through them, they just get very hot instead. I have been discussing this problem with various steam buffs down at the club, the solution would be to plumb the blower circuit through

the super heaters – great in principal but tricky to achieve as there is a steam “leak” permanently going up the chimney. The solution I have come up with has our club’s steam buffs scratching their heads, most cynical as to whether it would actually work....



I have made a very clever shuttle valve that should shut off as soon as the regulator is opened – At the time of writing my Phantom is still in bits, I am keen to try it out. If nothing else it has been the source of much humour at the smoko table! If it works really well it should come on automatically when the regulator is off – There you go, an automated system and super heater looker afterer! NZR watch out, why didn’t they have a device like that !?!



Tuesday Evening Meeting – October

Well, if I reported on last Tuesday’s evening meeting, I would be repeating what was already covered elsewhere in this newsletter.

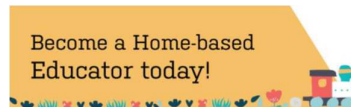
Railway puzzler: - the little piece that is punched out when a ticket collector clips your ticket is called a what? Answer later in the newsletter.

OPERATORS ROSTER 2022

23/10/2022	R.PROUT
30/10/2022	M.de.LUES
06/11/2022	B.FITZPATRICK
12/11/2022	J.FLANNERY
13/11/2022	B.HARVEY
20/11/2022	P.JONES
27/11/2022	W.KARLSSON
04/12/2022	B.McKERRAS
11/12/2022	R.PROUT
18/12/2022	M. de LUES

SPONSORS:

Our thanks to those companies who sponsor us –



LINKS TO OTHER CLUBS:

MEANZ has a listing of affiliated clubs on its website. It is in the form of a map showing the various locations of each club. If you click on a location, it will give you details of that club. See: <http://www.pnmec.org.nz/meanzmap.htm>

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.

Answer to the puzzle: It is called a Didcot. Also a rail town in Oxfordshire.



TMMEC 2022 CALENDAR - V1.1

as of 13/01/2022

M T W T F S S M T W T F S S M T W T F S S M T W T F S S M T

JAN					1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
FEB	1	2	3	4	5	6	7	8	9	10	11	CHR	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28							
MAR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31				
APR				1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30		
MAY					1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
JUNE		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30				
JULY				1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
AUG	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31				
SEP			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30			
OCT				1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
NOV	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30					
DEC			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		

- 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 - 12 FEB
 - 19-20 MARCH HAMILTON OPEN WEEKEND
 - 4-5-6 JUNE MANUKAU OPEN WEEKEND
 - 16-17 JULY EBOP OPEN WEEKEND
 - 29 OCT HALLOWEEN NIGHT RUN
-