

TMMEC NEWSLETTER

2023



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)

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: 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.

February 11th - Xmas function at Bruce Harvey
(rescheduled from the 4th). Aabout 2pm to
eat around 4:30 to 5pm

March 11th – Special playdate and run for charity.
10am to 1 pm.

President's Report –

Model Engineers Convention, Christchurch, Thursday, 5 January 2023

Firstly, a big Thank You to all the team that kept the Club running in our absence.

The team that went down to the Convention were: Myself, Russell, Murray, Regan, Max D, Roy and Barb Robinson, Trent and Ethan. I had the use of my niece's house which added a bit of fun to it all.

The first day (Thursday) after picking up Regan from the airport, was basically a setup day, lots of people arriving with their engines, and everyone greeting each other like long-lost family. There were lots of groups yarning away, drinking cups of tea faster than the caterer could handle.

I was keen to try out my engine with its new radiant superheaters, and see how it performed against other Phantoms pulling the same load. Initially it went really well, with various drivers having a play, and when I managed to get back on in the afternoon, it would hardly steam at all. Panic . . . into the steaming bay, check, check, drop fire . . . I had never seen such a lot of clinker. There were several coal options available so I was a lot more selective in the coal used. The blended one seemed to be the best, and I managed to smuggle in some Char which I found hidden. All the coals clinkered, other engines having similar problems. Bigger engines with bigger grates handled the problem better. With the number of drivers around, my Phantom was doing some pretty long days. Probably the clue to the Phantom's future use: run for a couple of hours, come off the track, drop the fire, clean up the grate, then start up again. Oh, how I miss Char!

Day two (Friday). Regan was on airport pickup duty and scooped up Ethan. The track and steaming bay were getting busy. The guy on the Traverser was flat out all day. My Phantom ran most of the day, Ethan having a play seemed to be doing ok.

On Saturday, picked up Trent and off to the track again. I tried to get Trent schooled up in Phantom use, but the local driver license system would not allow Trent to continue driving.

On Sunday, another busy day, and was clearly their normal track day, with the public queue getting long even with their multi-track loading station.

Our group sneaked off down to Ashburton to a steam fest, basically a museum with all sorts of historical stuff, including a full-sized Loco, in steam, the boys were allowed to ride on the cab footplate. Lots of stuff to look at. In particular a wood museum. Now I know that sounds boring, but this place is fantastic, especially the lathes, one being a Bower Rose Engine Lathe, absolutely mind-blowing. This is a lathe with the chuck having cams which produced really ornate patterns, being used to make the plates for printing paper money. We were all drooling over this lathe so a bloke came over and gave us a guided tour. We got invited back to his place, which was up a level again. His specialty was Hot Air Engines, one of which was

powering a strange-looking Buggy, and inviting us for a ride on the thing. The engine obviously had a massive displacer piston, the whole thing hopped up and down, looking rather fragile.

Next was an equally odd-looking tricycle, an exact replica of the first Benz car, one of only two in the world, having spoked wheels and horizontal flywheel. No carburetor, no throttle, it just used fumes from the top of the petrol tank. Blowing into the tank sent fumes into the manifold. I was skeptical but away it went, and some got a ride. This was scary, being very high geared, travelling at 20 kph or so. Most of his gear was based on hot air engines, and probably were very valuable.

On Monday, pack up the trains, say our goodbyes, then off to Ferrymead, another museum, full-sized steam, earlier NZ locos, and historic village displays. We were basically the only people there, then later into Christchurch City, for the boys to have a look around the city by tram.

On Tuesday, off to McLean's Island. Club. This is a great track that meanders through pine forest. The club rules were more relaxed and at last Trent and Ethan got to play on steamers. Another museum shed, this time marine engines, pumps, etc. BBQ tea, great!

On Wednesday, McLean's Island again for more play. Trent and Ethan flew home in the afternoon.

Russell's van was causing concern with starting problems, so becoming quite unreliable, but no solution could be found. We set off to Nelson on Friday despite the van's problems, over the Lewis Pass, hardly any traffic, and stayed the night in Motueka, freedom camping in the van, an adventure in itself.

Went to the Nelson Track on Saturday, removed the van's starter motor for testing but no problem could be found.

Sunday, trains running day for Nelson Club, Russell had four ride cars and I had two, just as well we were there to cater for the crowds. My Phantom ran very well at Nelson, again a blend of coal, but I was well clinkered up by day's end. The Pond at Nelson Track has been filled in and converted to a kids' play area, and combined with track improvements is a really nice track and club.

Packed up and drove to Blenheim where we caught up with Mark Duncan and Ollie, then over to Picton, joined our Ferry queue, and slept until sailing time of 6.30 am.

Finger crossed, the van started ok to board the ferry, as we would have been refused boarding if the van would not start.

Stayed at Foxton Beach overnight with an old mate of Russell, a great night with a fair bit of single malt. At least I had the van to myself.

We were surprised at the high cost of food in the South Island. A couple of examples: a cooked chicken at the supermarket \$17, a hamburger \$17, two beers and two cokes \$46, diesel also cost more than in the North Island. We may have been outsiders, but . . . !

Heading for home on Tuesday, the van would not restart at Waiouru, but after trying all of our tricks, eventually started. We didn't dare turn it off again until we got home!
Back home, my own bed, great!

Bruce McKerras, February 2023.

Club Captain's report

The Club Captains would like to thank all those who participated helping out with the Halloween and Open Day events.

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

Joanne

Editorial

Dear Ferroequinologists,

My wife constantly asks me to get a Lotto ticket – I want to win a million bucks. Unfortunately, I have calculated the odds of winning, and from our past experience, we have little or no chance of getting something big. However, on the off-chance of winning a reasonable amount, this hotel is definitely on my bucket list.

The Kruger Shalati is a unique hotel that is located at the edge of the Kruger National Park. Essentially, it is a train converted into a hotel, and it is permanently parked on a bridge over the Sabie River, so you can see animals coming down to drink at the river. It also has a pool to cool off on.



See: <https://www.krugershalati.com/>

Cotter Pin

LIBRARY CORNER

The club has been generously donated a whole bunch of Engineering Workshop magazines.

I would like to thank the donor (hand up please). These magazines are really useful as they cover generic issues that we all face in the workshop no matter what we are making.

I have processed these, and thankfully, these have filled in the gaps in our collection, as well as extending it through to 2022! So, our collection now covers almost the entire series from issue #1 in 1990. These have been bound and labelled. I have tried as far as possible to remove extraneous pages (adverts, exhibitions) to thin the bindings as far as possible. There are indexes for these which will be bound as well. They can be seen online at : <https://www.model-engineer.co.uk/news/article/indexes-to-model-engineers-workshop/19778>

Please do not remove articles from magazines, rather scan the relevant pages, leaving them intact for those who follow.

The issue of storage space – we have a bunch of VHS tapes on the rail theme surplus to requirement. These are free to anybody who wants them.

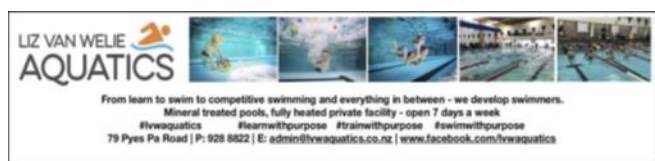
Bookworm.

SMALLS – FOR SALE/ WANTED:

SUGGESTIONS AND IDEAS:

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

MEMBER ACTIVITIES



FAVOURED SUPPLIERS & RECOMMENDATIONS

For those looking for short pieces of metals and can only get the stuff in 6 metre lengths, give these guys, NZ Hobby Metals, a try:
<https://www.nzhobbymetals.com/>

Tuesday Evening Meetings – 7th Feb

As not much has been happening on the home front, our president, assisted by Roy and Russel gave us a run down on the events of their trip down to the South Island recently to attend the convention.

Much of what transpired is in the president's report and Roy's submission in this newsletter.

MEANZ Report Back

As nominated delegate, myself and Regan attended the 2023 MEANZ meeting held at the scout hall adjacent to the CSMEE track in Hallswell Domain.

The reports tabled by both NI and SI reps and the President will be distributed to all clubs and MEANZ reps in due course.

Of significant note, speed indicating devices are to be mandatory on all miniature rail locomotives. The type presently, shall be determined by each club, ie bicycle

speedo or GPS, etc. A date of requirement was not presented at the meeting.

All club operating documents are to be checked for compliance with the latest Worksafe documents. A dispute resolution process shall be included in club documents, date for this is yet to be determined. Some discussion took place regarding standardisation of documentation, at least in the minimal sense. All clubs can hold and utilise documents that are more robust so long as the basic requirements are covered. There may be a recent update of the amusement device regulations. If so, this must be followed by clubs updating documentation accordingly.

Meanz rep (delegate)
Russell P

OPERATORS ROSTER 2023

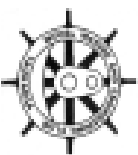
05/ 02/2023	W.KARLSSON
12/02/2023	B.McKERRAS
19/02/2023	R.PROUT
26 /02/2023	B.FITZPATRICK
05/03/2023	J.FLANNERY.
12/03/2023	B.HARVEY
19/03/2023	P.JONES
26/03/2023	W.KARLSSON
02/04/2023	B.McKERRAS
09/04/2023	R.PROUT
16/04/2023	B.FITZPATRICK
23/04/2023	J.FLANNERY
30/04/2023	B.HARVEY

SPONSORS:

Our thanks to those companies who sponsor us –



..



TMMEC 2023 CALENDAR

as of 18/12/2022

	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	CHR	5	6	7	8	9	10	11	12	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

5-9 JAN

CANMID CONVENTION - CHRISTCHURCH

OFFICIAL CLUB PLAYDAY

CHR

CHRISTMAS PARTY - 4 FEB

COMMITTEE MEETINGS - 7pm START

TBC

HAMILTON OPEN WEEKEND

GENERAL MEETINGS - 7pm START

3-6 JUNE

MANUKAU OPEN WEEKEND

ENGINEERING TUESDAY - 7:30pm START

TBC

EBOP OPEN WEEKEND

OPEN WEEKEND

28 OCT

HALLOWEEN NIGHT RUN

CANCELLED

AGM

Peter Lynn's Collection Ashburton 2023

As a Side Show to CANMOD 2023 was a visit to the Plains Museum at Tinwald. It was an Open Day there with many exhibits running and most displays open. The J engine was running together with a railcar. The Lynn Woodwork room is a private display of Woodworking gear and is a MUST SEE even if you are not a wood person. All the Tauranga Team, Murray, Regan, Bruce, Russel, Trent, Ethan, Barb, a ring in from Australia Harvey Dart and I went down for the day. I think it was Regan who was talking with Bob Lynn owner of the Lynn Woodwork Display when Bob's son Peter joined the conversation and subsequently invited Team Tauranga to visit his collection of ??????????? Regan rounded us all up and followed the leader Peter to his collection of ?????????????? Peter had a block of land 10 acres I guess and we were soon being introduced to his sawmill which was powered by a CS single Lister of 3 1/2 HP. The Lister typically started on the first crank and with a clank and rumble Peter engaged the clutch. The saw frame was like an oversized power hacksaw driven by a crank. The guides that the saw frame run in was adjustable up and down. The wood a log sat on a carriage which moved thru and under the saw frame. A log of about 2ft by 16ft was on the carriage and the horizontal mount blade was set to cut a 3" slab off the log. It all operated perfectly and having an auto cutoff we were ushered away to a large shed which was well stacked with slab product from the sawmill. This stock is one of the fundraisers for the Plains Museum.



Also in this shed was the bones of a traction engine, boiler firebox, I didn't see any other parts applicable to a traction engine. We were then rushed off to look at and hear Peter's talk on the type, history, and mechanics of about 4 large horizontal open crank single cylinder engines resting outside which he uncovered for us to view.



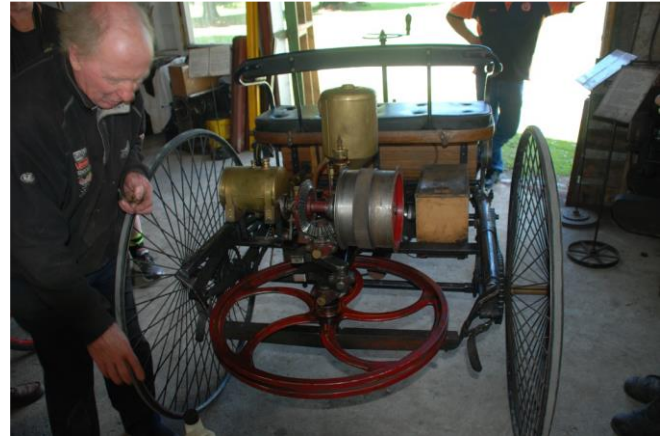
Next large shed housed Peter's workshop complete with the original lathe (about 4ft bed) that Bill Hamilton of jet boat fame used to make the first water jet propulsion unit. We then moved into the second part of this building where there were lots of engines which we soon learnt were mostly Stirling Engines. I knew a little about Stirling Engines as one of the members of my Vintage Machinery Club has a couple. Stirling Engines are hot air engines and in the big picture are absolutely gutless consequently never gained acceptance in the industrial world despite the many examples produced.



Peter has one in a small 2 seater 4 wheel buggy and places a large LPG burner somewhere under the engine of the buggy leaving it there for a good while to heat up whatever!!! With a spin of the flywheel this as we learnt was a Stirling Engine. Now I'm sure you've seen an engine where the piston stays still and the whole engine jumps up and down when it runs. This buggy was moving at least 3 inches vertically with each stroke of the engine, I immediately noted that this must be a feature design of the buggy as Peter showed absolutely no concern whilst I expected the whole thing to disintegrate into a pile of nuts and bolts before our eyes!!!!!!! With Peter at the controls of this tiller steer we each had to go for a ride. The buggy made good progress on the flat, much better downhill, but even a small slope stopped forward progress. One could then understand just why the Stirling Engine never caught on.

Peter's next artifact was an 1886 Benz tricycle a replica of the first ever automobile made by Carl Benz at Manheim Germany. As a replica it was one of two which were made by Brian Black in Christchurch from plans provided by the Mercedes Benz company. To say that this replica was different was an understatement!!! The engine mounted at the rear of the vehicle has a vertical crankshaft driving a bevel gear to the split pulley type clutch. It has trembler coil ignition and no carburettor; yes, no fuel mixing and metering chamber and no speed control. The air intake had like a baked bean tin with large lengthwise slots in it and depending on whether the tin was pushed fully on the intake pipe or was extended out to expose more of the slot controlled the amount of air flow and hence speed somewhat. So where did the fuel get into the engine? The air flowed over the liquid fuel in the tank and as it did so it gathered up the fuel fumes and these fumes went into the engine via a pop-type valve. Now I was thinking we would be there for the next 3 hour attempting to get this engine started but on the second swing of the fly-wheel by hand, away it went. We all had to have a ride. You must picture that you are sitting some 4 – 5 feet off the ground on a bench type seat (definitely NO seat belt) tiller steer traveling at least 25kmhr with someone in the driver's seat you can only hope he has full control of handling this vehicle!!!!!!

ignition.



We next viewed an 8" Ericsson Pumping Engine. This Pumping Engine was effectively Ericsson's first successful Hot Air engine. Originally called The Sun Motor it used a reflector to create the firebox heating. Over 30,000 of this design was made first developed in the 1870's. Production continued until 1933.

Peter showed us several more exhibits which he described to us but even though he was a University Lecturer I just couldn't keep up with his clear but 100mph presentation. In some ways those of you went to visit Ken Ashman's Signals Museum will understand Peter was from a very similar mould.



It was one of those excursions you can never organize, it just happened!!! I'm so glad Regan gave us the call to join the visit, thanks.

Roy Robinson



It is noticeable in all the pics I took of our team riding on the Benz ALL are holding onto the seat frame for grim death!!!! The Benz had sufficient power to climb the shallow rise not far from the shed and on the return back down the slope seemed to be doing at least 50kmhr.

Another horizontal open crank engine was a Hot Tube Engine. This type of engine is similar to a Hot Bulb Engine where an external heat source is required continuously to keep the engine. (rather than me try to explain how it works I suggest you do a search via google, there are several explanations there) Peter did not run this engine but gave us an excellent run down on its operation. This type of engine predates electrical spark for combustion



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

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.csme.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/