

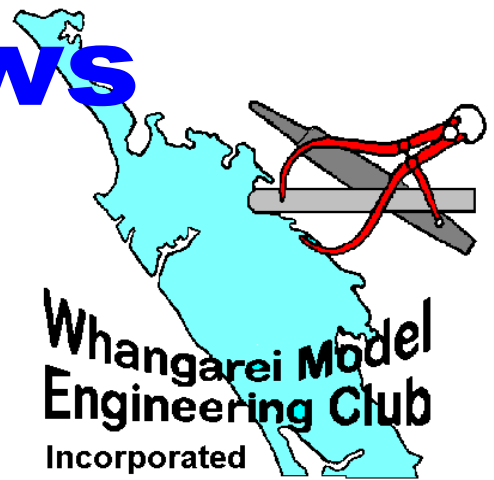
# Northern Views

**ISSUE No 235 ... February 2011**

**Clubrooms and Running Track at Heritage Park,  
SH14, Maunu, Whangarei.**

Phone (09) 438 9520 (Available Running Days Only)

**WEBSITE:** [wmec.org.nz](http://wmec.org.nz)



## Ah well...back to the grind...

I trust you all had a great time over the festive season. As is usual I suppose most people overdid the eating and drinking bit.

Here in the "sunny" north the weather was variable with only about three really hot days (30°+), which is probably just as well because my garden and lawn were starting to suffer from lack of rain, but then the rains came and just about washed the lot away. On one day we had 145mm of rain and there were about two other days with around the 50mm mark each.

Enough of all this rambling. 2011 will be a very busy year for our club preparing things for the 2012 International Convention for which a complete new steam-up bay and hydraulic lift will be installed. Also required will be a major tidy-up of the whole track area and maybe if we're lucky there will be access for a track through Millington's Bush.

Signalling has been installed in the area of the tunnel. This has been tried and tested and has been given the thumbs up. The concrete floor for the goods shed is in place awaiting the pre-fabricated parts to arrive. There is also a small pad in place for the future solar power supply for the signalling.

### How much steam from a litre of water?

At 90 psi the temperature of water is 165°C. 1kg of this hot water has 697kJ of energy. 1kg of saturated steam at the same temperature and pressure has 2763kJ of energy.

Thus 2066kJ of energy has to be added to the hot water to convert it to steam at the same temperature and pressure. The volume of 1kg of water is slightly more than 1 litre and the volume of saturated steam generated from this amount of water at 90 psi is 272 litres.

**SEE PIX ON OTHER PAGES**

## CLUB HAPPENINGS

**Next General Meeting: Thursday, February 10, 2011.**

**Clubrooms, Western Hills, 5.30 pm**

**3rd Sunday Running — February 20, 2011.**

**Mid-week Workdays: Mostly Every Wednesday.**

**(MIGHT PAY TO CHECK WITH COLIN OR LEX FIRST)**

**Extra Running Days This Month:**

**NONE POSTED**

**(THESE WORK IN WITH THE MUSEUM "LIVE DAYS" AND OTHER EVENTS)**

The 2011 Anniversary Weekend meet was a huge success. The Saturday morning was wet until about 1 pm, this rain was the last squeeze of Cyclone Wilma which dumped nearly 12 inches of rain over Northland and right across the Coromandel to East Cape the previous days. But from then on the next two days were just perfect for running trains. Good patronage too. We had locos from far afield as Hastings, Rotorua & Auckland. As this epistle was just about ready to go to press there was no room for much reporting on the event.

I will report more in next month's issue!



You can't stay young forever . . . but you can be immature for the rest of your life.

## **Other Club's Events:**

**Palmerston North Model Engineering Club, Locomotion 2011:**

March 5-6 2011

**Otago M E Society, 75th Jubilee:** March 19-21 2011

**Hawkes Bay Model Engineering Open W/end:** March 19-20 2011

**Eastern Bay of Plenty Engineering Society: Open Weekend:**

23-24 July 2011



## **FOR SALE**

New 7 $\frac{1}{4}$ " gauge petrol-hydraulic 0-6-0 shunter. Brand new Honda 4-stroke 5 $\frac{1}{2}$  hp OHV engine driving Eaton Hydrostatic Drive.

4 forward and 2 reverse gears with braking. Chain and coupling rod drive. Front light, air horn. Small enough to fit into hatch or small wagon for transport.

1050mm long x 460mm wide x 600mm high. Great puller and workhorse. Reliable.

**\$6500**

Contact Rex Toms, Rotorua.

Phone 07 3482931 or 027 2345051.

## **LIST OF CLUB OFFICERS**

**President:** Colin Smith. Phone (09) 438 7861; e-mail: brencols@xtra.co.nz

**Secretary:** Dave Evans. Phone (09) 437 7250; Fax (09) 437 7192; e-mail: dave.whangarei@gmail.com

**Treasurer:** Position vacant at present.

**Club Postal Address:** Whangarei Model Engineering Club, P.O. Box 1574, Whangarei 0110

**Newsletter Editor:** Ian Mison (09) 434 3125; Fax 434 3126; e-mail julianm@xtra.co.nz





## Some Site Beautification

After a long period of time the light standard has finally been installed — what does it remind you of?

It reminds me of the lamp standard that stood in the middle of the Ponsonby/Jervois Rds junction at the top of College Hill in Auckland where the area was known as Three Lamps.

Apart from lighting the intersection the standard also supported the span wires that held the running wire for the trams and after the trams ceased operating the lamps were removed. But there was apparently a public outcry and the lamps were re-sited on the edge of the veranda of the adjacent Ponsonby Hotel where they (as far as I am aware) still reside to this day. The hotel — commonly known as the "Gluepot" was a quite famous (or infamous, depending on your outlook) watering hole for generations of Aucklanders. The pub's gone and is now an apartment block and shops.

[INSET] The true Three Lamps



## Incompetence or What?

The butchering of the loco boiler in the picture [R] was apparently carried out by an inspector in the United States in an attempt to find out what the actual condition of the boiler was.

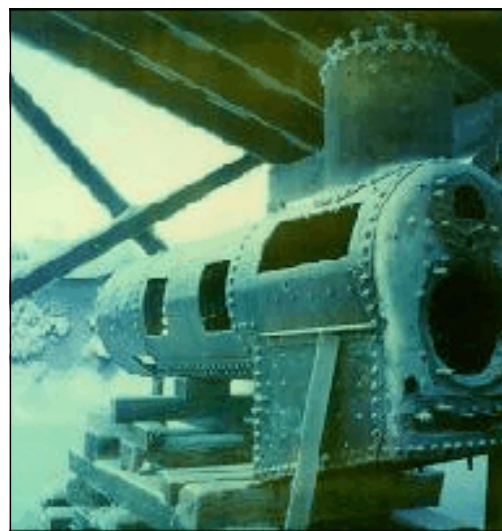
The position of the dome wouldn't have helped in determining the boiler's condition . . . but!!

Obviously the inspector lacked modern measuring equipment.

I think I would have been a very unhappy chappie if that sort of thing was carried out on a boiler I owned.

The boiler shell looks a bit like hull of the frigate Waikato shortly before it slid beneath the waves a few years back.

Does anyone know anything more about this particular boiler?



## Newsletters Received . . .

Title	From	Dated
Blast Pipe	Hutt Valley Model Engineering Society (Inc)	December 2010
Blowdown	Maidstone Model Engineering Society (Inc)	Summer 2010
Conrod	Kapiti Miniature Railway & M.E. Society (Inc)	December 2010
Expansion Link	Otago Model Engineering Society	December 2010
Piston 'n' Prop	Hamilton Model Engineers Society	December 2010
Southern Rails & Sails	Marlborough Associated Modellers Society (Inc)	Dec 2010/Jan 2011
The Dam Tram News	Southland Society of Model Engineers (Inc)	December 2010
The Keirunga Park Platform	Waitakere Tramline Society (Inc)	Summer 2010
The Micrometer	Havelock North Live Steamers & Assoc (Inc)	December 2010
Whistle & Anchor	Auckland Society of Model Engineers (Inc)	December 2010
	South Canterbury Model Engineers Society (Inc)	December 2010

THESE MAGAZINES ARE AVAILABLE TO READ IN THE CLUBROOMS FOR APPROXIMATELY 2 MONTHS

# Wednesday Workdays

By the powers it's been hot . . . and in between it's rained like hell. But big inroads into the construction of the new steam-up bay are evident with the new scissors lift in place, the old pump house has been remodelled and the steam-up bay now has three lines out.

During the so called holiday season it's been all hands to the pump and the average attendance on Wednesdays has been in the region of 6 to 9 bodies, probably wishing they were elsewhere.

Some members have spent more than the usual Wednesday on the site and unnamed others have been there almost full time. But the result is looking good.

Rodney and Rankin have at last hopefully sorted out the engine problems with Santa Fe. Rankin has had plenty of experience with "temperamental" English motorbike engines and he reckoned that there was really nothing mechanical wrong but it was in the carburettor. A few adjustments like float level and an addition to the intake manifold seem to work — it now goes very well.

Roger R has installed the 3-aspect signals from just before the tunnel entrance to the start of the viaduct, the bases have been painted and when the signals are in place they look very authentic

The new scissors lift has had two upside down channel beams to which the track has been added. At this stage it was discovered that there was a fair bit of "sag" when a load was put on it so a special non-return valve had to be installed to counter this problem and another valve will be required for the other side, this probably will not be available until mid-February. The huckery piece of track that previously connected things to the outside line has been replaced by three roads all with new heavy-duty high-speed rail and the uprights in place for another two "blind" stubs.

Lloyd and Tony have replaced a leaky underground pipe to the water vat and also made some alterations to the header tank in the station roof. An outlet from the tank to supply the "big railway" with water in an emergency has been sealed off as they have re-located their tank from the station to a new site just outside their engine shed doors. ■



## All Hands to the Pump ...



What we do in our spare (?) time. When we have spare time that is!

Rodney has just bought a lathe which he says requires a little bit of TLC. So a few of the guys gave him a helping hand to uplift it and install it in his basement. The shift was a bit tricky but to all accounts was accomplished without incident.

Grommet kept a sharp eye on proceedings. ■

## Holiday Season Running Days

Social bookings for kindergartens, schools, etc, for train rides have been slightly better than for the same period in 2009. We were down to one available week-day driver so that made things a little more hectic.

The December running day was a complete disaster.

It poured down and there wasn't a passenger in sight, those hardy souls that turned up decided to call it a day fairly early.

January running day dawned a little cloudy and as the morning progressed it fined up and the mercury rose to 27 deg. Definitely not railway weather either.

The coolest spot was under the station veranda.

Passengers were a little on the sparse side so some of those who usually do the donkey work had a play instead. There were two steam, one petrol and one electric loco in use.

The new traverser/lift was used for the first time and by all reports proved satisfactory. Its big test will no doubt come over Anniversary Weekend. ■



# *Some Ramblings from the Editor:*

Toward the end of last year I decided that perhaps I would spend a couple of days at the 7¼" gauge meet at the Mana Ariki Marae, a few kilometres north of Taumarunui.

As fate would have it things turned to custard. But at the last minute (2 days before the event) a window appeared that would allow me to visit there on the last day of the meet (Monday).

My wife and I departed home (Ngunguru) at noon on the Sunday and after a smooth trip we made Hamilton where we stayed over night with some in-laws and the following day we and the in-laws carried on to Taumarunui. We just about over-shot the turn-off because the sign coming from the north indicating the Marae was not all that large.

We proceeded down this road and were beginning to think we might have been a little lost but then we spotted the very ordinary plain shingle level crossing over the Main Trunk line, this led to a watchhouse. Because it was a members only day I had to show my membership card (expired) to gain entry.

Over the years I have been on a few Marae at various places in the country but the view of this one as we crested a small hill was nothing short of amazing . . . so many buildings in mostly pristine condition and painted in modern colours, the artefacts were also painted in bright colours. A small part of the railway was visible and at this stage they were busy mustering everyone to get on the six trains that were just about to depart for a promotional photo shoot. There were a few spare seats so our group went along to see what would happen. We were separated and my wife and rest of the party rode with the diseasel and I took a seat on a ride car behind Dave Giles' Shay (our arrival time was spot on).

For this shoot wrong way running was introduced as this made the climb to the summit of the line steeper than the normal running direction, the idea being that the exhaust beat from the locos would make for better sound in the finished promotional.

What a great sight. We had to stop every so often to allow the photo crews to get on ahead of the trains for the next sequence so the whole ride was almost 45 minutes long and after a short spell back at the station I was offered a non-stop ride around the circuit drawn by a superb outside frame Aspen Southern RR 2-8-2 No 500. Boy! Did the driver crank it on and he made the summit still with just under 100 psi (I think even the driver was surprised). The trip down was even more exciting with some very good speeds being obtained. We were followed about 50m back by another train but when we got to the bottom he was nowhere to be seen. It turned out that there was a small line-side fire (maybe we caused it) and they stopped to help put it out. At the bottom of the hill on the flat there is right-angle crossover which when you use it makes quite a noise, so much so that on the first time round I thought we had derailed.

Upon my return to the station I found the rest of my party having lunch under some shady trees adjacent to the roundhouse. On the way south we had stopped in Te Kuiti to pick up something to eat not knowing what sort of facilities were on site . . . by the time I got to my pie it was cold anyway. As it transpired we needn't have bothered as there was food of all varieties available on the site. Whilst eating a man who was apparently the treasurer for the event came across and started telling us about the site and the visions of things to come. He explained to us the aspirations of Mr Phillips the founder and said we were welcome to go anywhere on the Marae we wanted with no restrictions on photos except the area at the heart of the complex.

Once fed and watered we embarked on a tour of the complex, which is nothing short of amazing. Just up from the station there is a large building serving anything that you could get at an ordinary bistro, and some. There were ice creams and milk-shakes also available. Further up the hill we were given a tour by Dave Giles of the main accommodation block where on the top floor there was four-beds-to-a-room sleeping (28 in total), a wonderful lounge on one end with beautiful carved tables and at least 4 complete lounge suites and a huge television set. At the other end was a kitchen with everything, this was adjacent to the executive suite, which is used by special dignitaries when visiting. The entire building is carpeted throughout and what was even more amazing was that the door to each room was an entire carved panel done by the trainee carvers on the site — truly a work of art. The veranda and approach to the building also had carved Newell posts along its handrail. These carvings represented the twelve tribes of Israel and elsewhere there were other carvings that represented other countries.

On the floor below there was sleeping space for 2000 and beneath this again was a huge area that can seat 1200 for meals. This could also be used as an entertainment area as it had a stage on one end. The attached kitchen was huge and was gleaming with all stainless steel benches, pots, etc., and the carvings on the outside of this building were also very well done. There is also a Sound Shell with quite a large stage area on the grounds.

On another part of the site is a motel-type accommodation block for use by visitors, this was apparently a completely run-down motel from Taumarunui that was moved holus bolus to the site and completely refurbished. A little further on were the main workshops where the wood carving is done; there is a site for the greenstone carvers and other areas for trades training.

Not far from the area that was used as a station for this event was a row of what looked like stable doors. It transpired that these were small stalls for the selling of things somewhat like you would find at a Farmers' Market. This area was called Betty's Boulevard in memory of the founder's wife. They were not open on this day but had been very busy on the previous two open public days. Anyway . . . back to the railway side of things.

There is a roundhouse (with turntable) which can stable a couple of dozen engines and as the title of the meeting implied there was just the one gauge, this would undoubtedly make fabrication of points and tracksets, etc, and laying of the rails a lot easier. There is a move afoot to improve the condition of rails throughout the complex but I'm not too sure what will happen with the large flat area that is just down on the right as you come onto the grounds. There was also a building that could be used as a line-side shop on running days. I was impressed with the riding qualities of an articulated trolley that was being used.

If you go the normal way round the circuit there are carvings and signs for different countries. For India there was a tiger, Africa, an elephant; Egypt, a camel; Mexico, a sombrero, and many more.

When we returned home my sister-in-law said that she had never seen anything quite like it. She has travelled extensively and remarked that this Marae must be one New Zealand's hidden treasures.



# The New Steam-up Bay is Nearly Complete



1



2



3



4



5



6



7

## PHOTOS ABOVE:

- 1 Nigel Swan goes to work with his digger.
- 2 Preparing to remove the old lifting ram.
- 3 A scene of general disarray.
- 4 New concrete has been poured and the old pump house has been re-worked.
- 5 I wonder what they're looking at? Worms?
- 6 The new concrete area with the installation of the rails for the traverser in place.
- 7 The master painter at work.



# General Pictures from Around the Site



## PHOTOS ABOVE:

- 1 Giving the traverser a weight test.
- 2 General view of new area.
- 3 Pump house is now a mini workshop.
- 4 Positioning a new set of points.
- 5 Final wiring-up of the traverser.
- 6 All finished and ballasted for Anniversary Weekend.
- 7 Quite a Load. Lex with an appreciative group of Japanese visitors.

IF UNDELIVERED PLEASE RETURN TO:—

Whangarei Model Engineering Club Inc,  
P.O. Box 1574, WHANGAREI.

