

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

Museum Live Day (14 October)

As usual a wet and wild day was forecast but apart from a couple of light afternoon showers a fine but cold and windy day was enjoyed. It was welcome to Malcolm Hay and his 5" DSA replica which, apart from some traction issues, performed beautifully. A bit more weight over the drivers and this little loco will pull a driver and a couple of passengers. Not bad for a brush-cutter motor power source. We'll get a photo up soon. Customer numbers, whilst not at the top of the scale were, nevertheless, healthy with a steady flow keeping the Santa Fe, Shay and Rankin's Q in use and Jacqui with a good base of sausage munchers. Ivy was her usual proficient self with two batches of wonderful scones to keep the crew in enough energy to match the cold day.

Third Sunday Running (21 October)

Following the usual bad weather forecast the day dawned fine if not extremely cold and windy. Despite that a steady stream of easy rail riders kept Herb busy in the ticket office and Shelley on the Barbeque with hungry patrons. Thanks to both of you for filling in for Neville and Jaquie respectively. Being a long weekend and cold there was not the large numbers of visitors as seen on occasions. And the Santa Fe and Rankin's Q handled the numbers most adequately.

Pictured below is rugged up Herb in the ticket office and Shelley 'manning' the BBQ.



CLUB EVENTS

Next General Meeting: Thursday, November 22, 2012.

Clubrooms, Western Hills, 6 pm

[Clubrooms open at 5.30 for coffee]

3rd Sunday Running: November 18, 2012.

Mid-week Workdays: Mostly every Wednesday.

Additional running days

Museum Live Day **CANCELLED** November 25

NZ Refining Company Christmas Party December 1

NB: This is a 4-hour booking so we could do with a good turn-out of members. It's usually very busy and great fun.

What is it?



Answer page 6

Other Clubs' Events

River Edge Park Miniature Railway: Anniversary Run. 15th & 16th December 2012.

Auckland Society of Model Engineers: Open Festival Day. 17th February 2013.

BOOK FOR SALE \$90 IF INTERESTED CONTACT **PIGGERY BOOKS, Walton Street,**
Ph 09 438 5481

Scale Model Traction Engine Building

The text of this book that describes the construction of the freelance one-inch to the foot model traction engine *Minnie* appeared in a series of instalments in *MODEL ENGINEER*, commencing in January 1969 and running through into 1970.

The author has slightly expanded his description and included additional matter to clarify points that arose from correspondence with readers during the currency of the series. All the drawings and diagrams necessary for the model are included in the text in reduced size, but adequately dimensioned, and are located as conveniently as possible near the relevant text. Full-size working drawings can be obtained from the publishers and many builders will doubtless prefer to work from such sheets whilst actually in the workshops.

Len Mason was entirely responsible for the fine series of part and workshop set-up photographs that form an essential feature of the book. He also prepared and executed the working drawings.

CLUB OFFICERS

President: Roger Reynolds. Phone (09) 438 7911. E-mail; rlr@xtra.co.nz
Secretary: Colin Smith. Phone (09) 438 7861. E-mail; brencols@xtra.co.nz
Treasurer: Herb Smith. Phone (09) 438 1214. E-mail; hsnhrz@kol.co.nz
Postal Address: Whangarei Model Engineering Club, P.O. Box 10233, Te Mai, Whangarei 0143
Newsletter Editor: Ian Mison. Phone (09) 434 3125; Fax 434 3126. E-mail julianm@xtra.co.nz
Club Phone: (09) 438 9520 (Available Running Days Only).
WEBSITE: www.wmec.org.nz

Rodney's Ramblings

Following the panic of the Convention Display I decided to order a set of locomotive parts from the UK; for some reason there is a long delay in supply so I have been finishing models I bought in the 70's. The first was the beam engine, which was straightforward. I have now started a Murdock-Aitken steeple engine to Clarksons of York drawings and castings.

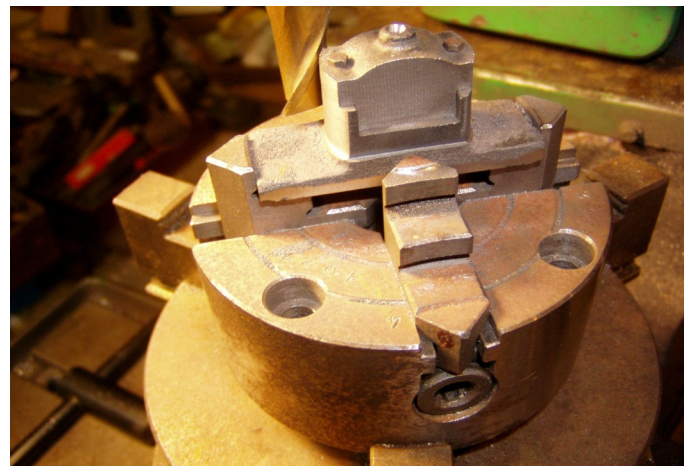
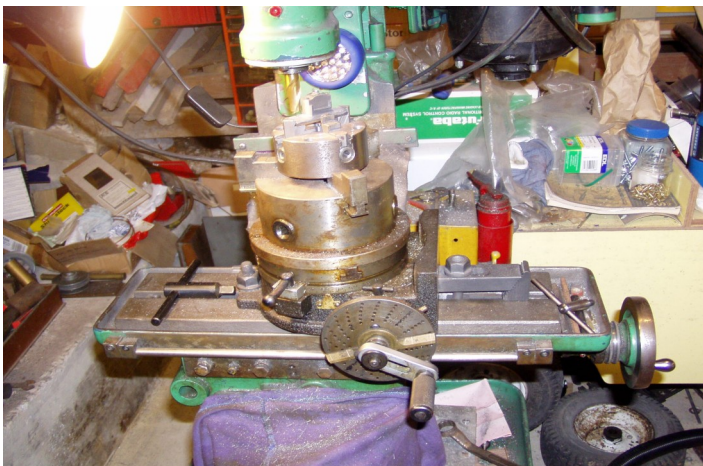
This is the first time I have machined any castings other than Stuart Turner on gauge 1 wheels and the castings are very poor in comparison, having excess flash, bed registration and chills! I decided to partially machine all castings first in case there were any which were too bad to use. With the exception of the columns which look very untidy all seems well so I started to bring parts to size.

Having finished the bedplate I wanted to complete the main bearings, which have badly chilled feet (I lost two end mills trying). I do not have a rotary table so I went to see Lex to see if he had a small one I could borrow. "Yes" he said, "it's under the bench, do you need a hand to lift it?". One hernia later it's in my wagon. It's massive by my standards and has a three-jaw chuck fitted; Lex said I could take the chuck off if I wanted to. "It won't take too long to re-set it with a dial gauge".

I put the table on my mill bed and started to work out how to true it up. The answer came while I was walking Gromit round the beach. I put a 1/4" bar in a collet in the mill and set each chuck jaw to the same distance to the bar with a 40-thou feeler. I was pleased when it worked out. I then put a rag over the "Y" handle to stop me having a senior moment later—Tony says he locks the slide and takes the handle off but he is older than me.

With my 88mm, 4-jaw chuck in the 3-jaw, machining proceeded well if a bit slow as I had to remove and refit jaws in turn to clear the cutter. With the bearings shaped I could proceed to the thin-walled split bearings, at which point I found that the nice cast gunmetal stick was full of bubbles!

To be continued...

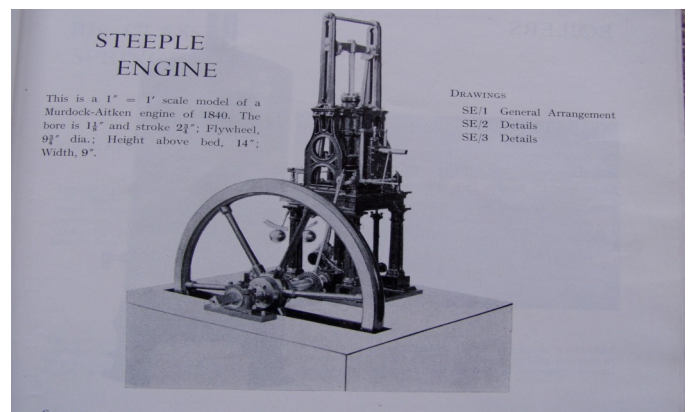


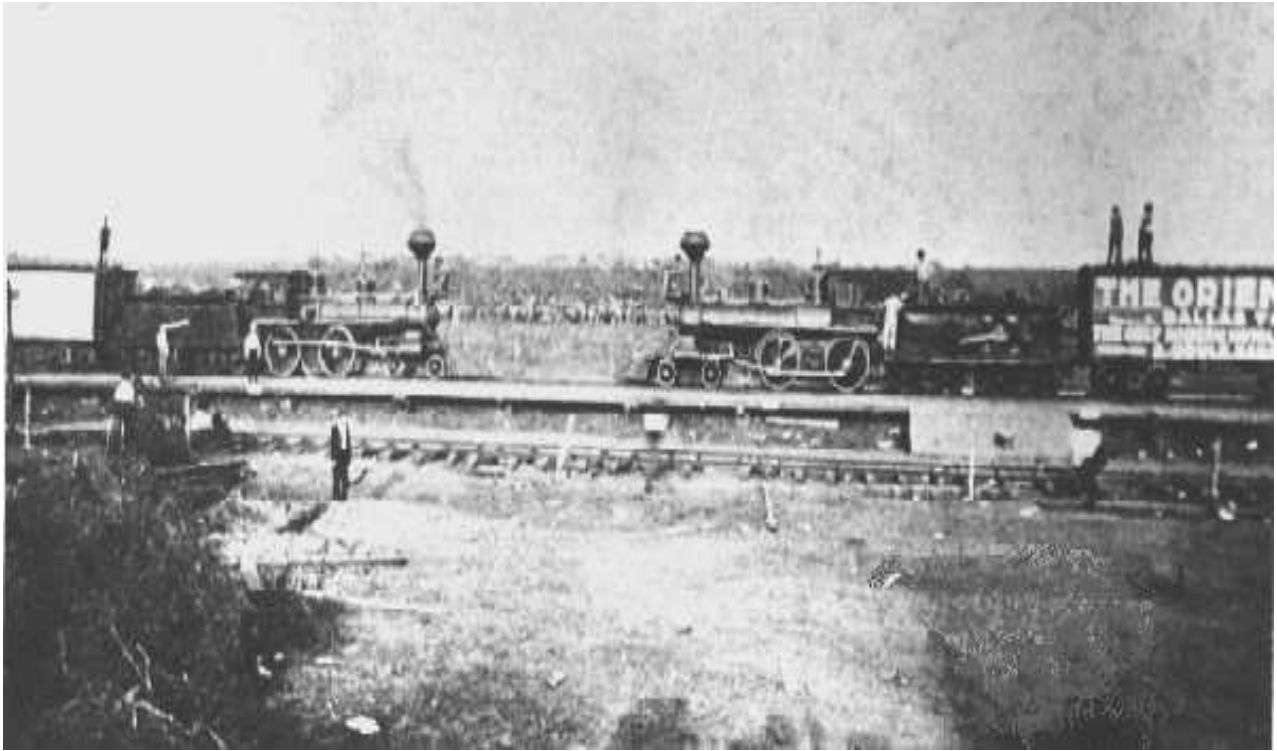
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Above left: Lex's 3-jaw rotary table

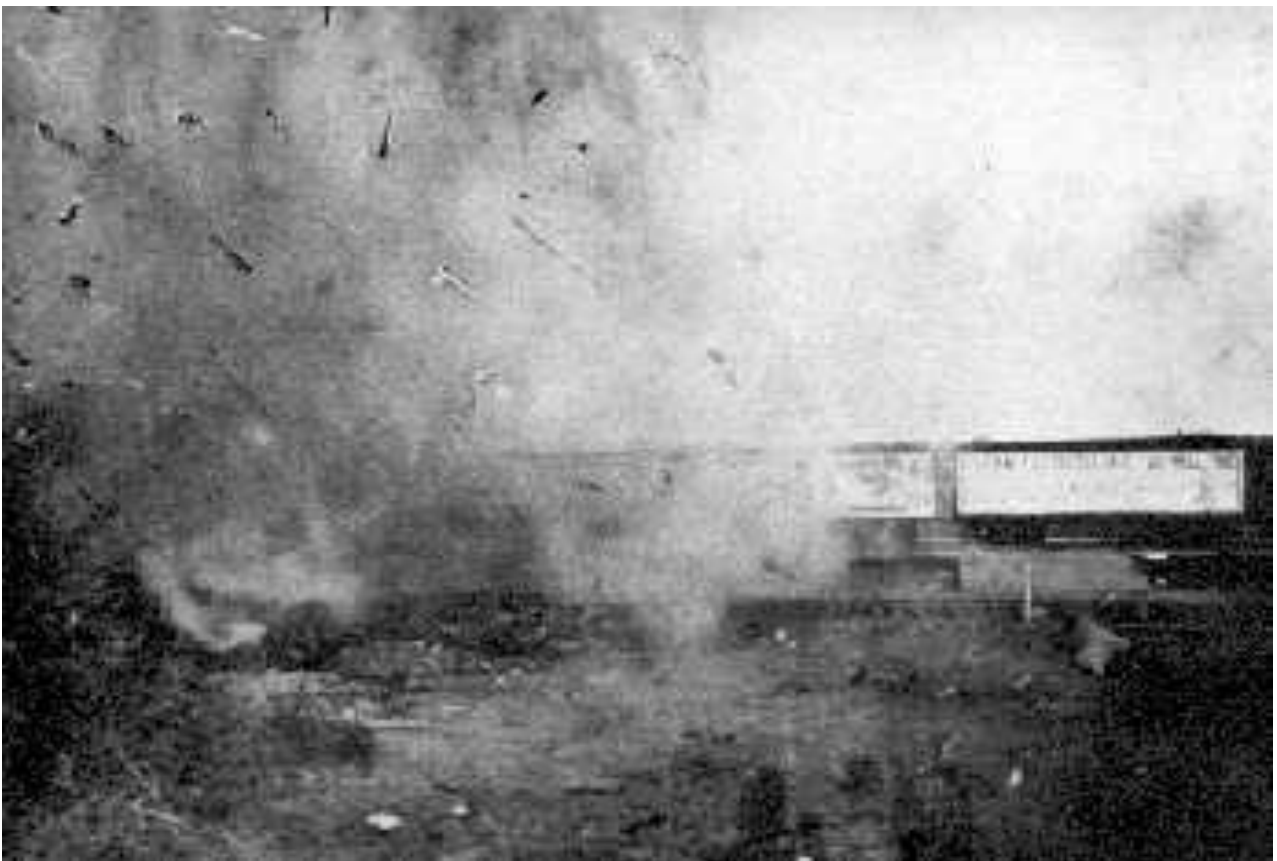
Above right: Machined bearing

Lower right: Steeple engine





Handshake. Two opposing locomotives of The Katy railroad 'square-off' before a collision.



IMPACT!

Unexpectedly the boiler of one of the locomotives exploded into a cloud of steam, sending iron and debris into a large crowd of spectators—and killing two.

(photos courtesy of The Texas Collection, Baylor University, Waco, Texas)

When Good Publicity Goes Bad

In 1896 a planned collision intended as publicity for the Missouri, Kansas & Texas Railway Company, commonly known as The Katy, went very badly wrong.

At 5pm, the afternoon of September 15, 1896, nearly 50,000 thousand people had gathered on a wide stretch of Texas prairie near Waco, to watch two 35-ton locomotives, each pulling seven box-cars, collide head-on at a combined speed of 120 mph. The publicity spectacular was staged at Crush, Texas, a short-lived town established just for the occasion. Organiser for the event (and namesake for the town) was William George Crush, passenger agent for The Katy.

The collision was planned and promoted for months in advance. The locomotives, Old No. 999 and Old No.1001, were displayed prominently throughout the state. The Katy announced that rather than charging the usual fees for major public attractions, that there would be no admission and that further, food concession contractors would not be allowed to sell lunches at extortionate prices, and that containers of “fresh Waco water” would be abundant and free. The only fee that would be required would be the train fare required to transport the many thousands of spectators to the crash site. Even these fares were offered at bargain rates—none over \$5 from anywhere in Texas. As a result, the excursion trains were so packed that some people were obliged to ride up on top of the cars for lack of room inside.

However, The Katy’s well-laid plans turned sadly sour. At the instant of impact one of the boilers unexpectedly exploded. As a result, bolts and scraps of iron and debris were hurled hundreds of yards, some into the spectator area. Two spectators were killed and a few more seriously injured.

Within hours, The Katy cranes had removed the larger debris; souvenir seekers took care of the rest. Crush (the town), which had that afternoon been the second largest city in Texas, was fully depopulated by midnight. Crush (the promoter) who had been assured by the railroad engineers that it was virtually impossible for a boiler to explode in the collision, was fired by the railroad management. The railroad relented however and he was rehired the next day. Except for this single flamboyant episode, Crush was a relatively conservative citizen and employee who later retired with 57 years of service with the railroad.

Despite its failure as a promotion for the railroad, the Crash at Crush remained a key topic of conversation for many months before its memory slowly faded. It is not now known whether Scott Joplin, the great ragtime composer from Texas, was one of the spectators however the 27-year old was sufficiently impressed with the event that by year-end he had composed *The Great Crush Collision*, one of the earliest of his many compositions.

Sourced from <http://www.lsjunction.com> and retrieved 8 October 2012

ANSWER TO ? ON PAGE 2:

The first motor vehicle accident.

The image is of an engraving of Nicolas Joseph Cugnot's steam-powered car crash into a stone wall in 1771.

Cugnot was a French engineer and mechanic (1725-1804). In 1769 he developed the first self-propelled road vehicle - a military tractor - and he used a steam engine to power his vehicle, built under his instructions at the Paris Arsenal by mechanic Brezin. It was used by the French Army to haul artillery at a whopping 2½ mph on three wheels.

The vehicle had to stop every 10-15 minutes to build up steam. The steam engine and boiler were separate from the rest of the vehicle and placed in front, as seen in engraving, page 2. IN 1770 Cugnot built a steam-powered tricycle that carried four passengers.

In 1771 he drove his vehicle into a stone wall, making him the first person to be involved in a motor vehicle accident. This marked the beginning of bad luck for him as one patron died and the other was excited and so the money for his road vehicle experiments stopped.

Cugnot also designed two steam locos with engines that never worked very well.

www.inventors.about.com

Chattanooga and Lookout Mountain Railway

The Lookout Mountain Incline Railway is an inclined plane railway located along the side of Lookout Mountain in Chattanooga, Tennessee, in the United States of America. Passengers are transported from St. Elmo's Station at the base, to Point Park at the mountain summit, which overlooks the city and the Tennessee River. The railway is approximately one mile (1.6 km) in length (single track except for a short two-track stretch at the midway point, allowing operation of two cars at one time), and has a maximum grade of 72.7%. It is billed as one of the world's steepest passenger railways.



The Chattanooga and Lookout Mountain Railway is a historic railroad that operated in the south-eastern United States and was chartered in 1887 and started operations in 1889, running from the town of Chattanooga to the Lookout Inn, a hotel at the summit of Lookout Mountain.

The railroad was apparently not a financial success as it was abandoned in 1899. It was subsequently purchased by the Chattanooga

Railway and Light Company and rebuilt for electric streetcar operation in 1913. Regular daily services ran on this line until 1920, when services were reduced to operating only on days that the Lookout Mountain Incline Railway was shut down for essential repairs. This substitute service ended in 1924, but the line remained in place until sometime after August 28, 1928, when the mountaintop car service was discontinued.

This line should not be confused with the modern Lookout Mountain Incline Railway, a heritage railroad that operates nearby. The Incline Railway opened on November 16, 1895, and was the second of two inclines constructed on Lookout Mountain; the first was the Chattanooga and Lookout Mountain Railway, which operated from 1886 to 1898. The railway is now operated by the Chattanooga Area Regional Transportation Authority, the area's public transit agency.



Pics from Dinner at the Tai Tong Restaurant 7/10/2012





IF UNDELIVERED PLEASE RETURN TO:—

Whangarei Model Engineering Club Inc,
P.O. Box 10233, Te Mai, Whangarei 0143.