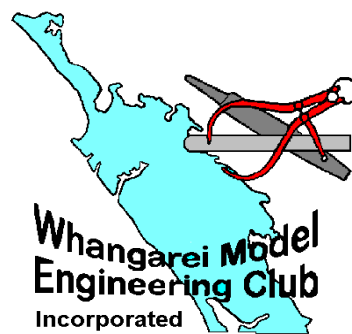


# NORTHERN VIEWS



ISSUE No 255 ... Dec 2012/Jan 2013

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

THE PRESIDENT AND COMMITTEE  
WISH YOU A

HAPPY CHRISTMAS  
AND A  
VERY PROSPEROUS  
NEW YEAR

SEE NEXT PAGE FOR JANUARY'S RUNNING DAYS

## CLUB HAPPENINGS

Next General Meeting: Thursday, January 24, 2013.

Clubrooms, Western Hills, 6 pm [Clubrooms open at 5.30 for coffee]

3rd Sunday Running — December 16, 2012.

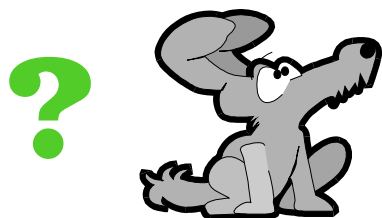
Mid-week Workdays: Mostly Every Wednesday.

Extra Running Days This Month:

**PRIVATE BOOKINGS ➡**

EXTRA PEOPLE REQUIRED TO MAN  
THE STATION AND RUN TRAINS  
SEE PAGE 4

## QUIZ — Where is it?



For answer see Page 4.



## RUNNING DAYS FOR JANUARY ARE:-

SUNDAY, JANUARY 20th (3rd Sunday)

ANNIVERSARY WEEKEND —

SATURDAY 26th, SUNDAY, 27th & MONDAY 28th

## Newsletters Received . . .

Title	From	Dated
Blast Pipe	{ Hutt Valley Model Engineering Society (Inc) Maidstone Model Engineering Society (Inc) E.B.O.P. Society of Model Engineers (Inc)	Oct, Nov 2012 " "
Model Torque	Hawkes Bay Model Engineering Society (Inc)	Oct, Nov 2012
Keirunga Park Platform	Havelock North Live Steamers and Assoc (Inc)	October 2012
The Engine Shed	Canterbury Society of Model Engineers	Spring 2012
The Expansion Link	Hamilton Model Engineers (Inc)	October 2012
The Dam Tram	Waitakere Tramline Society (Inc)	October 2012
The Micrometer	Auckland Society of Model Engineers (Inc)	Oct, Nov 2012
Wheels & Floats	Tauranga Model Marine and Engineering Club	Oct, Nov 2012
Piston 'n' Prop	Marlborough Associated Modellers Society (Inc)	October 2012

THESE MAGAZINES ARE AVAILABLE TO READ IN THE CLUBROOMS FOR APPROXIMATELY 1 MONTH

## LIST OF CLUB OFFICERS

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



# Wednesday Workdays

By the Editor



I have just come home from a visit to the West Island . . . and who left the fridge door open? Brrrr. We left in 18 deg and hit Sydney at 33 deg. Now I know what a grease spot feels like! But most of the time the temperatures were in the middle 20's — Werris Creek (inland N.S.W.) excelled at 38 deg.

Anyway . . . on with the reporting.

**7/11/12:** Still b.... cold. But in my absence there has been a lot of work done on the new trollies. So much so that today produced the first complete rolling chassis. The "Basement Brigade" are assembling all the other bogies in typical assembly line fashion.

Lloyd donned the weed spraying gear and gave the weeds another fright, as all the recent wet weather must have rendered the previous attack next to useless. Colin gave some of the shrubs and sundry other greenery a haircut as well. The big red roses are well in bloom so decided to take four stems home to my beloved and maybe get some Brownie Points.

**14/11/12:** The assembly of the new trollies carries on and at present there are three complete, although the wooden "boxes" still have to have their final coat of paint. They lack the top upholstery at the moment and there could be a bit of a delay in this department, but it would be nice to have at least four completed in time for Anniversary Weekend next year. Although the weed spraying was successful the dead weed is still left as a "decoration" and makes the place look untidy. Yours truly decided to remedy this situation and remove some of the dead clumps. What a mug! My knees have turned to jelly and my hips ache as well. I'm getting too old for this caper . . . it's a young(er) guy's job. I admit I had some help but nonetheless . . .

**21/11/12:** Doesn't the rain ever stop .... even for a short period? It's not all that heavy but it is an almost continuous drizzle/mist. It makes the weeds grow like crazy. But this sort of weather keeps us indoors to work on things other than trackwork or chasing weeds. Work on the trollies continues well with five now completed up to the stage of installing of the body. These trolley underframes were taken from the workshop and are now stored in the goods shed until the bodies are complete and ready for installation on the underframes. The said bodies have now had a coat of blue and await the final coat. A start was made on cleaning up the work benches and other flat areas that seem to collect items of all conceivable shapes and sizes. Because of the construction of the trollies the floor also needs a good clean-up as well. I think it may be in for a sluice out with the hose. In between the showers we also had a charter run for about 60 kindergarten children. Discussions were held to try and figure out some type of a shelter for the "seller of fine snags". The platform can be a cold and very windy place, especially on not so fine days. Upholstered seats are now ready.



## THE TOOL BOX

That wonderful fully equipped tool box on the left has been donated to the club by member Lloyd Cross. It will reside at the back of the main bench. The tools are for general use in the workshop — BUT if you use them, PUT THEM BACK or Lloyd will be very CROSS.

You have been warned!!!

The Grim Reaper came for me last night, and I beat him off with the vacuum cleaner. Talk about Dyson with death!!!



## ANSWER TO QUIZ ON PAGE 2:

**IN CANADA:** Lethbridge Viaduct - The world's largest conventional trestle railroad bridge ever built, the mile long Lethbridge Viaduct (94 metres high) opened in 1909 across the Oldman River in the southern Alberta province city of Lethbridge. The crowning achievement of the Canadian Pacific Railway, the bridge was actually a bypass to the original route that went south across the St. Mary's River and over numerous coulees on a series of timber Howe Truss trestles that were not built to last more than 10 or 15 years and required constant maintenance. A new direct crossing over the Oldman River shaved 5 miles (8.5 kms) off the original route. Although the design and construction of Lethbridge was similar to many other trestles, the scale was unprecedented. Most tall railroad bridges have trestle towers that span no more than 45 feet (14m). On Lethbridge they are 67 feet (20m) long. The intermediate spans of 97 feet (30m) were also of a length that was rarely exceeded at the time. The use of partial through plate girder spans was also uncommon. By having part of the girder higher than the rail, it acted as a partial wind buffer. Now 100 years old, the bridge is still heavily used and a vital component of Canadian Pacific's extensive rail network. ■

From the Editor:

**A SPECIAL THANK YOU TO  
SHELLEY AND ROGER LUND  
FOR THEIR EFFORT IN  
PUBLISHING THE NOVEMBER  
ISSUE OF  
*NORTHERN VIEWS***

**MEMBERS  
PLEASE NOTE:**

**THERE WILL BE NO  
GENERAL MEETING OR  
NORTHERN VIEWS IN  
JANUARY**

## **EXTRA BODS REQUIRED TO RUN TRAIN CHARTERS FOR CHRISTMAS BREAKUPS, ETC**

**FRIDAY, NOVEMBER 30: 10 am - 1 am**

**SATURDAY, DECEMBER 1: 10 am - 2 pm.**

**SUNDAY, DECEMBER 9: 11 am - 1 pm.**

**THURSDAY, DECEMBER 13: 10 am - 11 am.**

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

**Canterbury Model Engineers:** Official opening of new clubrooms. 4th December 2012.

**Cambridge and Rotorua:** Club Track Opening. 1st & 2nd December 2012.

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

**Otago Model Road & Railway Soc:** Holiday running: Dec 31st 1-4 pm; Jan 2-3 11 am-4 pm.

**Thames Small Gauge Railway:** 20th Anniversary. 19th & 20th January 2013.

**Manukau Live Steamers.** Open Day. 6th February 2013.

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





# China opens record breaking 4000ft-long bridge

Aizhai Bridge in Hunan Province is the world's highest tunnel to tunnel bridge and the fourth highest suspension bridge in China to cross a valley so wide it seems to be connecting two mountain ranges.



A worker sweeping the trusses in preparation for opening day. I don't think Mr OSH would take kindly to this practice in New Zealand.



The spinning of the main suspension cable is now complete.



A bridge painter's eye view to the valley floor below. It's a very long way down.

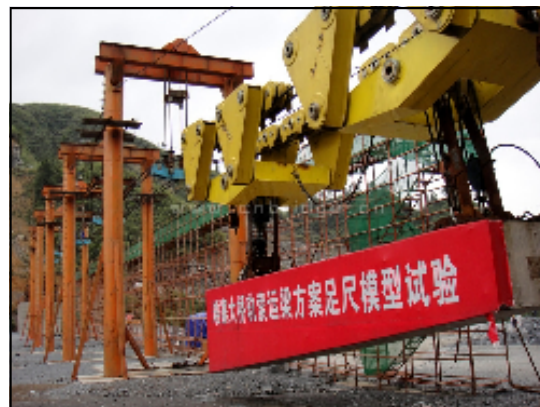
The first three were the Siduhe, Balinghe and Beipanjiang 2009 bridges. Of the world's 400 or so highest bridges, none has a main span as long as Aizhai with a tower to tower distance of 3,858 feet (1,176 metres). Located deep in the heart of China's Hunan Province near the city of Jishou, the suspension bridge is the largest structure on the Jishou to Chadong expressway with a deck 1,102 feet (336 metres) above the De Hang Canyon.

The two tunnels on either side of the Aizhai bridge allowed the engineers to use the mountain top for the location of one of the towers, reducing its height to just 165 feet (50 metres) - unusually short for a bridge with a span nearly as long as the Golden Gate bridge at 3,858 feet (1176 metres). In addition to cost savings, the stubby support also allows the bridge to blend more naturally into its surroundings. The taller bridge tower is no less unique with side span cables that soar down the backside of a mountain, making first time visitors quizzical as to what exactly lies ahead.

With most of the structure hidden from view, the bridge will come as a jaw-dropping surprise whether you enter the canyon from either tunnel. Due to a gap of approximately 328 feet (100 metres) between the last truss suspenders and the tops of the bridge towers, the engineers added some additional ground anchored suspenders to stabilise the two massive suspension cables and reduce any oscillations that could damage other components of the bridge. A lookout and visitors centre will offer additional views of the broad valley.



Bridge on opening day



One of two aerial bogies that carried the bridge trusses into position

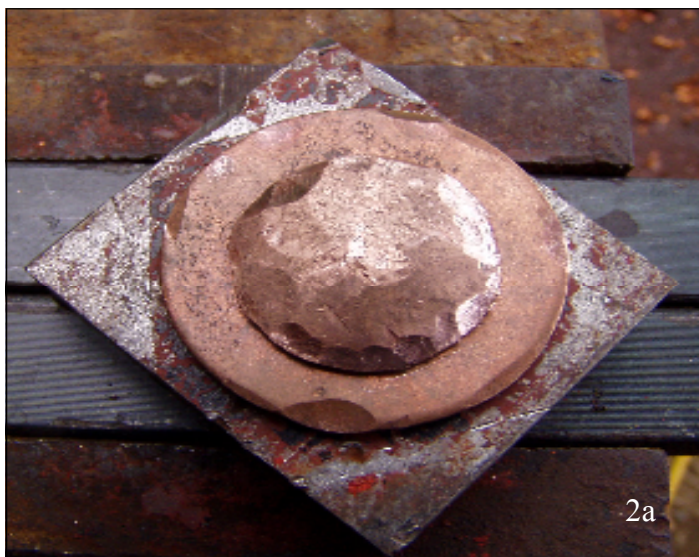
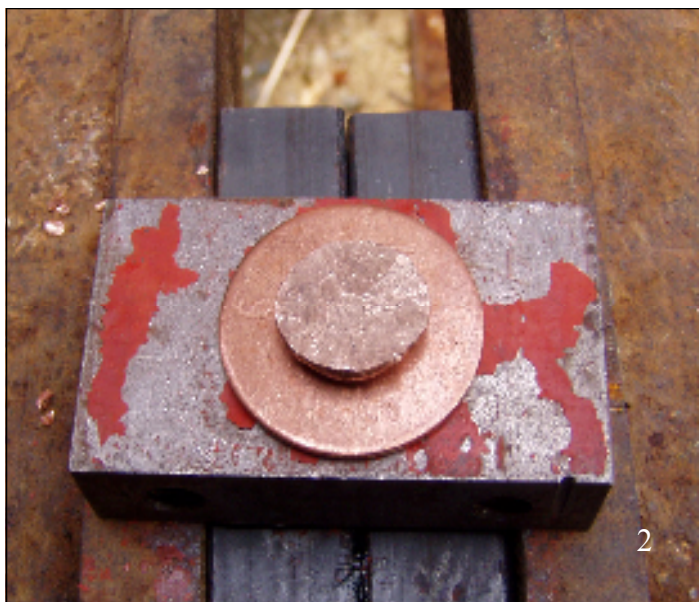
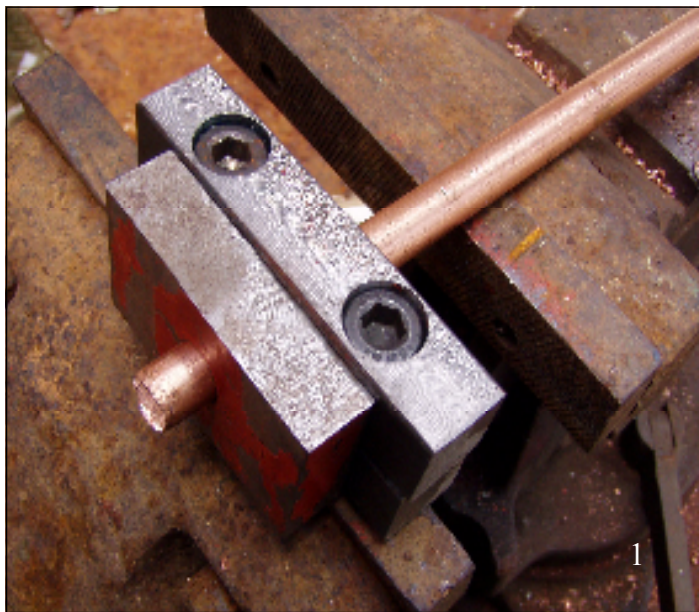
If you are really interested in the construction of this bridge then cut and paste the following address to your browser:-

[http://highestbridges.com/wiki/index.php?title=Aizhai\\_Bridge](http://highestbridges.com/wiki/index.php?title=Aizhai_Bridge)



# RODNEY'S RAMBLINGS

## — PART 2



BY RODNEY WHITE:-

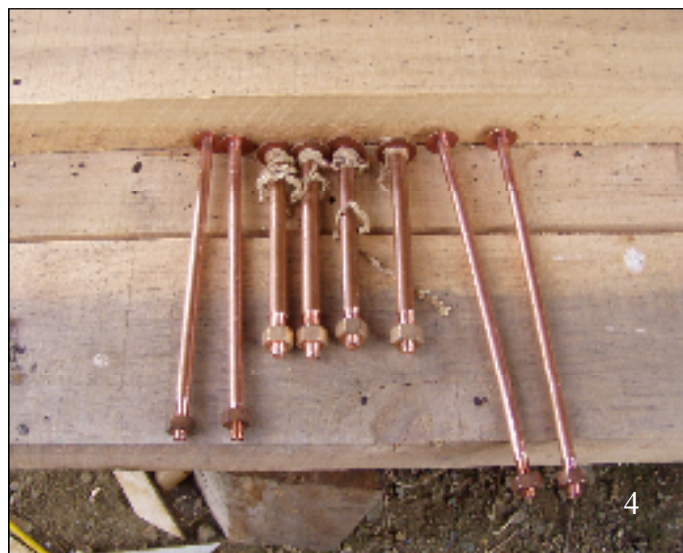
Nearly two years ago I started work on the Minerva with a few other enthusiasts? at Kerikeri. The Minerva is a 101 year old, 70-foot kauri steamboat with a chequered past. In the 1940's the original engines were replaced with a big single unit (now gone) and the foredeck was raised and fitted with a new wheelhouse. It is the aim of the trust to restore the boat to its original state using methods and materials from that time. (No plywood or epoxy glue!).

My main involvement is with the non-wooden structure. I have been removing corroded fasteners from the planking by drilling and tapping the head, inserting a bolt and using a series of spacers to extract the nail (they are like horseshoe nails but 6" long). Sometimes the nail comes out complete but usually there is a big bang and the head comes off. I have made a hollow cutter which is then used to drill down past the remains to remove them. This works well unless the fastener went in on an angle!

I was asked recently to start making copper bolts from 3/8" and 1/2" bar, the suggested way was to clamp the bar in the vise with an anvil block on top, which I thought would deform the bar severely, so I made some blocks which exert a more even clamping force. Having set the bar up, a few vertical blows with a big hammer does the initial upset and it's then finished off with a ballpeen hammer and the thread cut. Only a few dozen to make! 3/8" copper nails next, hundreds of them!

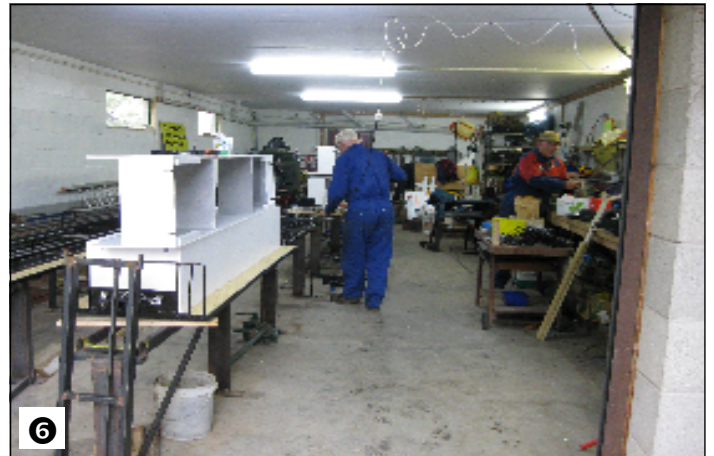
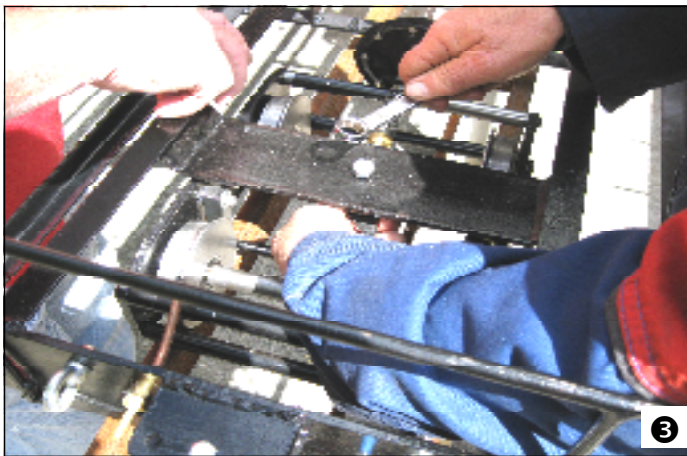
Photos are:

1, 3/8" bolt in clamp, 2, initial upset, 2a, formed head (this is a 1/2" bolt, photo of the 3/8 one was out of focus) and 4, first completed bolts.



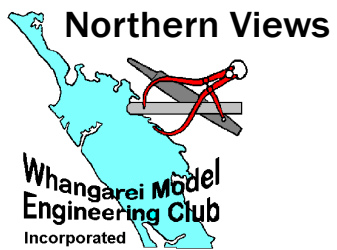


# General Pics from Around the Site



## PHOTOS ABOVE:

1. Production line! Assembling the bogies.
2. A metallic caterpillar. Nearly completed bogies await the next step in the assembly process.
3. Bolting the bogies on to the chassis.
4. Almost ready for the first push.
5. The prefabricated bodies. Anyone for a coffin?
6. Undercoated bodies stacked.
7. Ain't that a sexy colour of blue? Most of it will probably never be seen when covered by the signs of our sponsors.



IF UNDELIVERED PLEASE RETURN TO:—

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