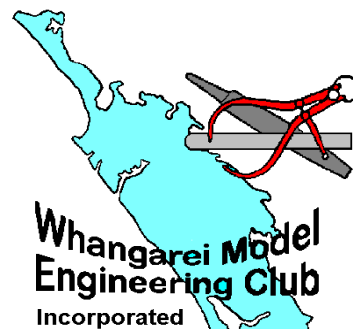


NORTHERN VIEWS

ISSUE No 257 March 2013

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



Third Sunday Running:

You have all heard the saying "running around like a blue fly! Well this was it. The day was fine (as usual)? and the passengers were a ridin'.

I think a lot of the locals have had enough of the beach as they were getting plenty of sunburn and I believe there were "bluebottles" at a couple of beaches.

Main problem was there was a decided lack of members to get things moving. Some members were away to the south doing other things (yes! there are things other than playing trains, etc).

The sausage sizzle department ran out of goodies but because it was mid-afternoon it was decided not to go and get more sausages and bread.

Next month will be even busier with three running days on the calendar (see page 3). ■



Wednesday Workdays

With the Annual Holiday over things are beginning to return to normal. The weather is still very hot and that doesn't inspire one to venture outside for too long so we try to keep things going in the basement workshop. All efforts over the last year have proved very beneficial to the club in that there were no derailments or incidents attributable to poor maintenance.

Soooo. It's now back to the grind . . .

13/2/13: Work has now commenced on giving all our rolling stock their Warrants of Fitness for the coming year, this will include numbering or re-numbering all items of rolling stock with new stick-on decals. This numbering will cover all vehicles including those privately owned and stored on club premises. The traverser and turntable will also receive one too.

20/2/13: During the previous week the station building was water-blasted and all the lichen on the roof given a dose of mould killer. The WWD crew removed the guttering along the front because it was sagging and had detached itself from some of the brackets. A few repairs were done to the barge board and some extra brackets were installed ...it looks pretty straight now.

It appears that our tank water supply is not quite up to scratch and we may have to install a Ph filter.



CLUB HAPPENINGS

Next General Meeting: Thursday, March 27, 2012.

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

3rd Sunday Running — March 16, 2012.

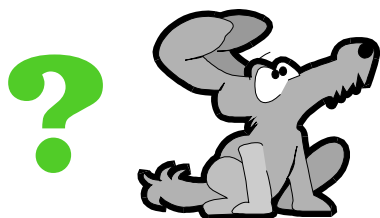
Mid-week Workdays: Mostly Every Wednesday.

Extra Running Days This Month:

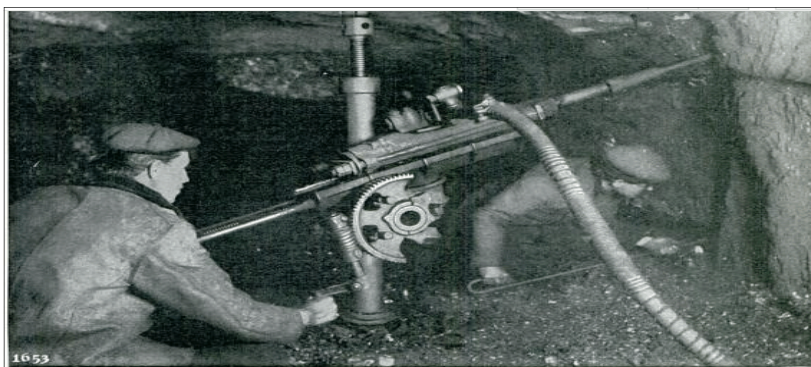
SEE PAGE 3

THESE WORK IN WITH
MUSEUM "LIVE" DAYS AND
OTHER EVENTS

QUIZ — What is it?



For answer see Page 4.



NORM'S 90th BIRTHDAY

MEMBERS OF THE CLUB ARE INVITED TO HELP
NORM BAYLIS CELEBRATE
THIS AUSPICIOUS OCCASION ON
SUNDAY 17th MARCH
(AFTER 3rd SUNDAY RUNNING)

PRESENTATION OF SPECIAL MEMBERSHIPS

**LIGHT
REFRESHMENTS**

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THERE ARE 3 RUNNING DAYS THIS MONTH

THE FIRST IS

SUNDAY, MARCH 3

Museum "Live Day" with Medieval Theme

THE SECOND IS

SUNDAY, MARCH 17

Our normal 3rd Sunday Running

THE THIRD IS

SUNDAY, MARCH 31

Museum "Live Day" — Easter Theme

**WE ARE GOING TO BE BUSY, BUSY THIS MONTH . . .
BUT IT'S GOOD FOR THE CLUB COFFERS !!**

BOILER CODES: The Boiler Codes for both steel and copper boilers have been purchased by the club and are kept in the clubhouse.

Other Club's Events:

Hamilton Model Engineers: Open Weekend. 16th & 17th March, 2013.

Glenbrook Vintage Railway: Steam & Vintage Country Festival. 23rd & 24th March, 2013.

Havelock North Live Steamers: Open Weekend, Keirunga Pk. March 29 - April 1 (Easter).



ANSWER TO QUIZ ON PAGE 2:

It might look a Gattling gun but it's not. It is the latest (1905) pneumatic coal cutter and according to Popular Mechanics of the day it accomplishes the work of many men without any weariness whatsoever to the operator. The machine coal cutter is a small engine which can be set in any position, using air instead of steam, and which drives a drill or chisel-shaped tool into the coal at the rate of several hundred blows per minute. As an undercutting machine it is adapted for undercutting headings to any desired depth at a single setting. It will also shear either one or both of the sides of an entry, from the floor of the mine to the roof, to any desired depth at one setting. The cut made is 8ft in depth and diminishes from a width of 4½" at the face to about 2" at the bottom. In the illustration the machine is cutting a vertical shear, the point where the drill strikes being frequently changed by turning the small crank shown. The hose-pipe conveys the supply of compressed air which comes from an above-ground compressor. The workman at the right is cleaning out an undercut.

Progress on Tony's A3

As in most parts on the drawings, the detail was intense and taken from the full size. I decided to fabricate, rather than cast. The start and finish of the process are shown in the photos.



The individual steel parts, including the drop arms were brazed together (higher temperature than silver soldering). The bronze machined actual slide was then bolted to the top of the cleaned steel top face, with offset washers to give the correct slot clearance (the bronze I had available was marginally too thin to machine the full scale size). Then the bronze slide was silver soldered to the steel bit. What you see is straight out of the acid bath/wash after this operation. Now to clean up and finish machine the connecting rod small end apertures and fit the 10mm pins/piston rods.

Newsletters Received . . .

Title	From	Dated
Blast Pipe	{ Hutt Valley Model Engineering Society (Inc) Maidstone Model Engineering Society (Inc)	February 2013 " "
From the Engine Shed	E.B.O.P. Society of Model Engineers (Inc)	February 2013
Model Torque	Canterbury Society of Model Engineers (Inc)	February 2013
Piston 'n' Prop	Hawkes Bay Model Engineering Society (Inc)	January 2013
The Dam Tram	Marlborough Associated Modellers Society (Inc)	February 2013
The Micrometer	Waitakere Tramline Society (Inc)	February 2013
	Auckland Society of Model Engineers (Inc)	February 2013

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



OVER THE RAILS

By ROGER REYNOLDS

Out and about over the last few months.

In December I took the Shay to the opening of the Cambridge and Rotorua Live Steamers new track in Cambridge. It was good to see Lloyd and Lex attend this major function.

> To the right is a steam bike that was on display in Cambridge



January saw us away again, this time, to the Thames Small Gauge Railway, to attend their 20 year anniversary. This was well attended by out of town visitors. Again the Shay was in attendance. We were treated to a delicious anniversary dinner.

All the best to Thames for the next 20 years.

< The Shay going past the station

After the Thames open weekend we visited the Driving Creek Railway, which is always a great trip. This was my first trip to the Eyeful Tower and what a great 360 degree view from up there.

To the right is the snake returning to the bottom station to collect another eager load of passengers. >

Then we returned back home for our open weekend, which was enjoyed by all the our visitors.



— HISTORY OF THE CAR RADIO —

Seems like cars have always had radios, but they didn't. Here's the true story:

One evening, in 1929, two young men named William Lear and Elmer Wavering drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset.

It was a romantic night, but one of the women observed that it would be even nicer if they could listen to music in the car.

Lear and Wavering liked the idea. Both men had tinkered with radios (Lear had served as a radio operator in the US Navy during World War I) and it wasn't long before they were taking apart a home radio and trying to get it to work in a car. But it wasn't as easy as it sounds: automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine was running.

One by one, Lear and Wavering identified and eliminated each source of electrical interference.

When they finally got their radio to work, they took it to a radio convention in Chicago.

There they met Paul Galvin, owner of Galvin Manufacturing Corporation. He made a product called a "battery eliminator" a device that allowed battery-powered radios to run on household AC current. But as more homes were wired for electricity more radio manufacturers made AC-powered radios.

Galvin needed a new product to manufacture. When he met Lear and Wavering at the radio convention, he found it.

He believed that mass-produced, affordable car radios had the potential to become a huge business. Lear and Wavering set up shop in Galvin's factory, and when they perfected their first radio, they installed it in his Studebaker. Galvin went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker's Packard. Good idea, but it didn't work -- just after the installation, the banker's Packard caught on fire. (They didn't get the loan.)

Galvin didn't give up. He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association convention. Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio so that passing conventioners could hear it. That idea worked -- and he got enough orders to put the radio into production.

That first production model was called the 5T71. Galvin decided he needed to come up with something a little catchier.

In those days many companies in the phonograph and radio businesses used the suffix "ola" for their names - Radiola, Columbiola, and Victrola were three of the biggest. Galvin decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it the Motorola. But even with the name change, the radio still had problems:

When Motorola went on sale in 1930, it cost about \$110 uninstalled, at a time when you could buy a brand-new car for \$650, and the country was sliding into the Great Depression. (By that measure, a radio for a new car would cost \$3,000 today.)

In 1930 it took two men several days to put in a car radio -- the dashboard had to be taken apart so that the receiver and a single speaker could be installed, and the ceiling had to be cut open to install the antenna. These early radios ran on their own batteries, not on the car battery, so holes had to be cut into the floorboards to accommodate them.

The installation manual had eight complete diagrams and 28 pages of instructions.

Selling complicated car radios that cost 20 percent of the price of a brand-new car wouldn't have been easy in the best of times, let alone during the Great Depression -- Galvin lost money in 1930 and struggled for a couple of years after that.

But things picked up in 1933 when Ford began offering Motorola's pre-installed at the factory.

In 1934 they got another boost when Galvin struck a deal with B. F. Goodrich tire company to sell and install them in its chain of tire stores. By then the price of the radio, installation included, had dropped to \$55. The Motorola car radio was off and running. (The name of the company would be officially changed from Galvin Manufacturing to "Motorola" in 1947.)

In the meantime, Galvin continued to develop new uses for car radios.

In 1936, the same year that it introduced push-button tuning, it also introduced the Motorola Police Cruiser, a standard car radio that was factory preset to a single frequency to pick up police broadcasts.

In 1940 he developed with the first handheld two-way radio -- The Handie-Talkie -- for the U.S. Army. Many of the communications technologies that we take for granted today were born in Motorola labs in the years that followed.

In 1947 they came out with the first television to sell under \$200. In 1956 the company introduced the world's first pager.

In 1969 it supplied the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon.

In 1973 it invented the world's first handheld cellular phone.

Today Motorola is one of the largest cell phone manufacturers in the world -- and it all started with the car radio.

The two men who installed the first radio in Paul Galvin's car, Elmer Wavering and William Lear, ended up taking very different paths in life. Wavering stayed with Motorola. In the 1950's he helped change the automobile experience again when he developed the first automotive alternator, replacing inefficient and unreliable generators.

The invention lead to such luxuries as power windows, power seats, and, eventually, air-conditioning. Lear also continued inventing. He holds more than 150 patents. Remember eight-track tape players? Lear invented that.

But what he's really famous for are his contributions to the field of aviation. He invented radio direction finders for planes, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system, and in 1963 introduced his most famous invention of all, the Lear Jet, the world's first mass-produced, affordable business jet. (Not bad for a guy who dropped out of school after the eighth grade.)

Sometimes it is fun to find out how some of the many things that we take for granted actually came into being! And it all started with a woman's suggestion!



General Pics from Around the Site



PHOTOS ABOVE:

1. Repairs to the station guttering.
2. The new method of locking down the traverser.
3. With all that "brainpower" looking on it has to go.
4. Latest recruit for the position of guard. "Grommit" undergoing training with Rodney.
5. One of two ex-Lisbon trams now resident in the railway shed. Some restoration work has been done.
6. This tram requires a complete re-build. Was stored for years in the open. Trams are 900mm gauge.
7. Lurking away is the Peckett from Tarewa Park.