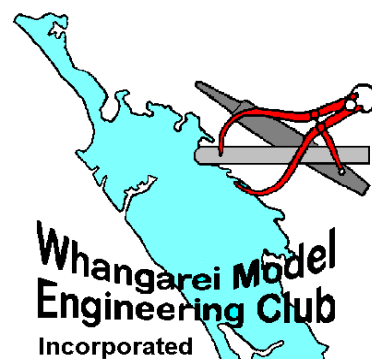


# NORTHERN VIEWS

ISSUE No 262 ... .. August 2013

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



## THIRD SUNDAY RUNNING:

An absolutely stunning day (dare I say about time) and we were flat out from just before 10 o'clock with people stretched along the entire platform until after 12 o'clock.

We had a good muster of members which were all kept busy. Ivy was busy making scones and thawing out the sausages we had bought for the previous month's running day that was totally washed out. Jacqui was flat out cooking all those sausages which were gone by just before lunch and a quick trip to town to secure more was undertaken.

We didn't use quite the amount we bought but total sausage sales for the day was about 160.

Unfortunately there was no steam engines available and the day was worked entirely by petrol locomotives.

Rankin's "Q" was under overhaul and was unable to be reassembled in time for the day.

Lloyd had his rebuilt locomotive at work for the first time on our track and it proved to be a very reliable engine, being able to pull three loaded trollies up the hill from the goods shed was not a problem.

It was also nice to see the outdoor tables, etc, being widely used by picnic groups, not just the ones near the station but throughout the museum grounds, there was a slight problem with parking around the museum, the main parking area was chokka so people started parking all over the place as it was probably not a good idea trying to park on the side of SH14.

Come three o'clock we were all ready to go home as it was quite a hectic day. A tally revealed that it was the busiest day on record — whew!



## CLUB HAPPENINGS

Next General Meeting: Thursday, August 22, 2013.

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

3rd Sunday Running — August 18, 2013.

Mid-week Workdays: Mostly Every Wednesday.

Extra Running Days This Month:

**NONE ADVISED**

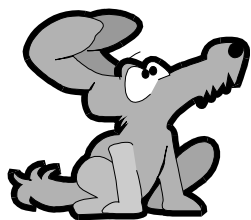
THESE WORK IN WITH  
MUSEUM "LIVE" DAYS AND  
OTHER EVENTS



## QUIZ — Where is it?



For answer see Page 5.



**Picture Below:** A great line-up of model steam power.

This shot was taken on Queen's Birthday Weekend at Manukau Live Steamer's track in Mangere.



PHOTO: Otago Model Road & Rail Society

## LIST OF CLUB OFFICERS

**President:** Rankin Kennedy. Phone (09) 430 8328. E-mail; [jenandrankin@gmail.com](mailto:jenandrankin@gmail.com)

**Secretary:** Colin Smith. Phone (09) 438 7861. E-mail; [brencols@xtra.co.nz](mailto:brencols@xtra.co.nz)

**Treasurer:** Herb Smith. Phone (09) 438 1214. E-mail; [hsnhrz@kol.co.nz](mailto:hsnhrz@kol.co.nz)

**Club Postal Address:** Whangarei Model Engineering Club, P.O. Box 10233, Te Mai, Whangarei 0143

**Newsletter Editor:** Ian Mison. Phone (09) 434 3125. E-mail [julianm@xtra.co.nz](mailto: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



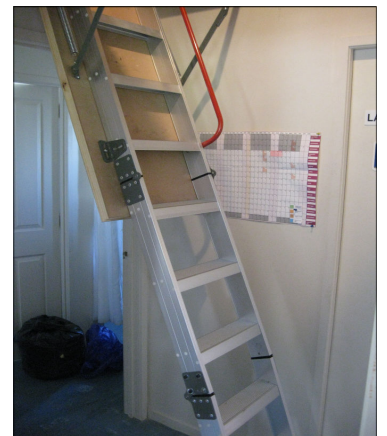
The previous two Wednesdays (3rd and 10th) were extremely wet and windy with heaps of rain. It had been decided to put a folding stairway into the roof of the station building to house all the paperwork that was accumulating around the walls of the clubroom itself.



The 17th was a “pearler”. Painting of the No 1 bridge continued, some of the mountains of books and magazines and the club’s archives were transferred to the new storeroom in the attic via the new “stairway to heaven”.

The 24th decided to drizzle nearly all day. Since it was still the school holidays about four trip around the track for customers who just seem to appear from nowhere. The basement brigade were fixing up one of the trollies after a slight non-injury derailment from the previous Sunday.

Pix show the various stages of the installation of the stairs. They say many hands make light work ... but I’m not so sure.



# SUBS ARE NOW DUE

SUBSCRIPTIONS FOR THE NEXT FINANCIAL YEAR (2013-14)  
ARE NOW DUE AND CAN BE PAID TO THE TREASURER AT  
THE NEXT MONTHLY MEETING **OR** POSTED TO HIM AT  
P.O. BOX 10233 TE MAI, WHANGAREI 0143 **OR** DIRECT  
CREDIT Kiwibank A/c No — 38 9011 0220448 00



# AND YOU RECKON THE ROADS ARE CONGESTED THESE DAYS ...

Below is downtown Chicago in 1909.



## JUNIOR DRIVERS PROGRAMME

The Running Day weather recently has delayed our Junior Driver programme, however from Supervisor and Inspector comments following our only session, the following points are raised:

1. All drivers must have a good knowledge of *Traincraft* and be prepared to answer questions.
2. All drivers must prepare and apply for a Guard's Licence.
3. It is the drivers responsibility to look after their Experience (Log) Book. If you wish to leave it at the club, please use the office cupboard.
4. Look behind you frequently.

## Other Club's Events:

**Palmerston North Model Engineering Club:** Open Weekend. 24th & 25th August, 2013.

**Kapiti Miniature Railway:** Track Extension Opening. September 28th & 29th, 2013.

**Hawkes Bay Model Engineers:** Open Weekend. 5th & 6th October, 2013.

**Havelock North Live Steamers:** Open Weekend, Keirunga Park. October 25-28, 2013.

**National Convention, Canmod 2014:** Halswell, Christchurch, January 2nd to 6th, 2014.



## ANSWER TO QUIZ ON PAGE 2:

**CHITTAGONG SHIP BREAKING YARD.** Located in Bangladesh is world's second-largest ship breaking area. The ship breaking takes place in the Fauzdarhat area along the 18 km Sitakunda coastal strip, 20 km north-west of Chittagong.

It accounts for around a fifth of the world's ship-breaking industry, employs over 200,000 Bangladeshis and accounts for half of all the steel used in Bangladesh.

In 1960, after a severe cyclone, the Greek ship *M D Alpine* was stranded on the shores of Sitakunda, Chittagong. It could not be refloated and so remained there for several years. In 1965, Chittagong Steel House bought the ship and had it scrapped. It took years to scrap the vessel, but the work gave birth to the ship-breaking industry in Bangladesh.

During the Bangladesh Liberation War, a Pakistani ship *Al Abbas* was damaged by bombing. Later on, the ship was salvaged by a Soviet team who were working at Chittagong port at the time and the ship was brought to the Fauzdarhat seashore. A local company, Karnafully Metal Works Ltd bought it as scrap in 1974 and introduced commercial ship breaking in the country.

The industry grew steadily through the 1980s and, by the middle of 1990s, the country ranked number two in the world by tonnage scrapped. In 2008 there were 26 ship breaking yards in the area and in 2009 there were 40. From 2004 to 2008, the area was the largest ship breaking yard in the world.

Most of the ship breaking workers come from the poverty stricken northern region of Bangladesh where there are limited employment opportunities. Usually, the workers are not given an appointment letter and there is no formal contract between the employer and the employee. Workers have been unable to enforce their right to permanent and secure employment as they are unable to demonstrate an employment relationship exist between the yard owners and themselves. Their wages depend on the number of hours worked as well as the type of work and skill level. They have no entitlement to overtime, sick or annual leave. Their wages range from 85-180 taka. (One NZ\$ =60.5 taka).

Until the 1960s, ship breaking was considered a highly mechanized operation, concentrated in industrialised countries — mainly in the United States, United Kingdom, Germany and Italy. From early 1980s, to maximize profits, ship owners sent their vessels to the scrap yards of India, China, Pakistan, Bangladesh, the Philippines and Vietnam where pay, health and safety standards are minimal and workers are desperate for work. It is estimated that over 100,000 workers are employed at ship breaking yards worldwide. Of the approximate 45,000 ocean-going ships in the world about 700 are taken out of service every year. At the end of their sailing life, ships are sold so that the valuable steel - about 95% of a ship's mass can be reused.

Some vessels are sailed to their doom, other are towed. If, when a vessel arrives at the ship breaking site, it is found that the engines are working it is full steam ahead for the shore. Closer to the shore the better. The others are towed and winched shoreward where they are grounded just that much further from land. On the next low tide huge holes are cut along the lower part of the hull to flood the vessel to make sure it stays in place. Any internal bulkheads are also breached.

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## Introducing New Member — John Wright

A new member joins us from Havelock North Live Steamers. Welcome Aboard.

John Wright has left Hawkes Bay for the “sunny north” and now lives on a few acres out Titoki way. John was introduced to all at the July General Meeting where he gave us a run-down on what he has done for a living since leaving school to work for the London Underground.

After doing his National Service he joined British Rail just as diesel traction was displacing steam and making its debut in the United Kingdom.

After a few redundancies at the hands of Dr Beeching he decided his skills could be better utilised elsewhere and he emigrated to “The Land of the Long White Cloud” where he secured immediate work with New Zealand Railways at the Otahuhu workshops in Auckland, where he remained until the workshops were closed down.

He then moved to Havelock North where he was an engineer training instructor in basic engineering for young men to help them in getting a job.

His final employment was running his own farm which he said was the hardest he had ever worked.

Over the years he had built a couple of “diesel” locos but in the end he decided to purchase one (not necessarily “diesel”) and bought an electric Swiss “crocodile” that had been built by John Romanes of Havelock North.

### PHOTOS:

[L] Roger Lund (L) talking to John Wright at the July running day.

[R] John's “crocodile” in original colours. Photo was taken at the 2012 Convention at our track.



# The Tuapapa Steam Train

Daniel Garland wrote on 16th August 2011:

"Recently I visited the Cook Islands on a family holiday, and had arranged with the railway's owner Tim Arnold at the FRONZ Conference in Shantytown to visit when I was over. Tim was a very hospitable host - taking me to see the railway during his lunch hour on Tuesday the 9th August.

A historical background to the railway is in order, as it is a remarkable tale which isn't very often heard and especially the more recent history is not really told anywhere. Tim was born in England (where he saw the end of Steam), lived in New Zealand (where he was involved with the Bush Tramway Club) before moving to Rarotonga in 1980 which was not intended to be a long term move, however it has proven to be such! Tim also likes mechanical projects, having saved a small crane that was going to be tipped into a hole in the ground as it was only good for scrap. Over a few years he re-built it back to working order in his back yard, and later acquired another one of these cranes.

Tim is a lawyer by trade, and on Rarotonga he tends to be the Lawyer for a lot of transport-related companies. In the early 1990's, one of his clients came in to see him and mentioned that he was getting some new containers made in Poland - and would he like a car shipped back in one. Tim replied that he wasn't so interested in a car but if he found a steam locomotive, he'd be interested in that. I understand that this comment was said somewhat in jest, as Tim was most surprised when his client told him he had indeed managed to find a steam locomotive for him - a small Polish 750mm gauge 0-6-0T tank engine. However the client ultimately didn't choose that one for Tim, instead selecting a much larger Px48 Class 0-8-0 tender locomotive of the same gauge. Arrangements were made for it to be shipped to Auckland, where Tim flew out to see it - as the locomotive was an unknown quantity, Tim wanted to inspect it himself and also get the opinion of others to see if it was a restorable prospect. After being looked over by himself and others including Bob Mann from the BTC, the consensus was that the loco was indeed restorable and could be got going again. So he had a locomotive, but needed a railway to run it on. Rarotonga has never had a railway before, and there were no laws or health and safety rules regarding railway operations in the Cook Islands - Tim basically could do what he wanted the way he wanted to, which was one of the attractions of going ahead with the railway. He got sleepers, track and track fittings from NZ, and laid a short section of track (about 170m) down on the family property. In the shed he constructed, he set about painstakingly restoring the steam locomotive back to working order - largely accomplished by just himself. This was a fairly hard task as he had to create a lot of tools himself, didn't have access to the kinds of engineering facilities we enjoy here in NZ and unfortunately had to revisit such things as a restored cab roof during restoration as in a few short years the mild steel sheets had rusted out in the rather harsh Island atmosphere, which was replaced with galvanized steel. The locomotive, Polish Px48-1741 had been used as a yard loco for many years, possibly long after it was supposed to have been written off. The air brake pump was seized, the brake blocks quite good on the loco but basically non-existent on the tender which were controlled by the handbrake. It seemed to have had a nasty rear-end collision as well, and the tender was not in great shape. He also had to come up with unique solutions to various problems - he used a lot of kiwi ingenuity to accomplish the restoration. The railway was open for visits a few years before the locomotive was finished, with locals and visitors coming to see the engine and a series of "interpretive panels" telling the story of how the steam locomotive evolved over time. The boiler was registered with SGS in NZ and after going through the mandatory boiler design verification process, gained a boiler number in the NZ system. It also had to be retubed - all done by Tim practically single handedly over the course of a year, with a few problems encountered not found in NZ due to the extra thickness of the tubes that Polish locos used. Eventually the locomotive was restored to working condition and run for the public on the short railway. Passengers rode on the locomotive, as there was no carriages of any kind - and being the Cook Islands, it didn't particularly matter where the passengers rode on the loco. Fired by wood, Tim was planning to convert it to oil firing as he'd be able to use the waste oil on the Island. Tim acquired 2 T class cattle wagon



underframes, Polish narrow gauge bogies and started building 2 carriages for the train - one covered carriage, and the 2nd would be an open carriage. Tim's back yard railway was not intended to be the long term home of the train either - there was a huge resort being built on the South Western side of Rarotonga by the Sheraton group and they had agreed to let Tim build 1km worth of railway associated with the resort and run the train there. So not only did Tim own a locomotive, but he managed to restore it to working order (and in his words, "had a hell of a lot of fun doing so") and would be able to have a decent railway to run it on at the Sheraton. It looked like a very rosy future for the train, and Tim also acquired a Polish diesel shunter to go with the railway.

But a number of things came into play which has affected the train and the railway. Tim's first marriage broke up, and he moved out of the family home but before he knew it someone else was in the picture and before he knew it he had a new family. Having a railway on the property where his ex-wife

lived didn't sit too well with Tim's new wife; the railway needed to be moved at some point, but no longer had a home to go to as the Sheraton Resort was caught up in the Winebox scandal and construction stopped before it was finished.

Somehow there's been a muck-up . . . type gremlins have been at work so the rest of this story will appear next month.





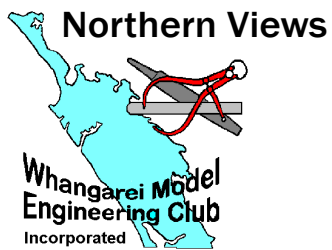
# General Pics from Around the Site



## PHOTOS ABOVE:

1. The other end of the line. Millington Bush station.
2. Milnes — the seldom used halfway station.
3. Part of the display by the Northland Vintage Machinery Club. In the foreground is a nicely restored Fergy 28 diesel. The workshop is in the background.
4. Maybe it's there for the big flood.
5. "Big Jimmy". I'd love to hear it run one day.
6. The main part of display in the Small Engine shed.
7. A very complete and I believe operable McLaren-Ricardo motor generator set.





IF UNDELIVERED PLEASE RETURN TO:—

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