

THIRD SUNDAY RUNNING

Another cold windy day but very little rain. Things were slow to start with and we even thought that we might not even put on the "snags". However all things came right and in the end we cooked 2 bags (100).

There were no steamers available for the day so we relied on the petrol brigade, e.g. Santa Fe, TR, DG and DC444 which looked really smart in the new KiwiRail colours (see photos elsewhere).

DC444 now carries a plate under the driver's window on each side with the name JEFFREY engraved on them as well as the Braille for Jeffrey underneath his name. Some people have asked who Jeffrey is ...

SEE STORY ON PAGE THREE.

Jeffrey Barnett is a local boy who has been progressively losing his sight since the age of four and his mother has brought him to the track every 3rd Sunday since. Jeffrey is mad-keen on railways (full size and miniature) and always wants to know what locomotive(s) are running each time he visits.

At a recent general meeting it was decided that we should make Jeffrey an honorary member and Rodney fashioned the above-mentioned plates celebrating this achievement.



"We'll, I'm off on another boring business trip."



The old honours board has been reworked by Lloyd Cross and this is the result. You can now actually read the names without your eyeballs falling out trying to see the engraving.

CLUB NOTICES

3rd Sunday Running — August 16, 2015.

Mid-week Workdays — Mostly Every Wednesday.



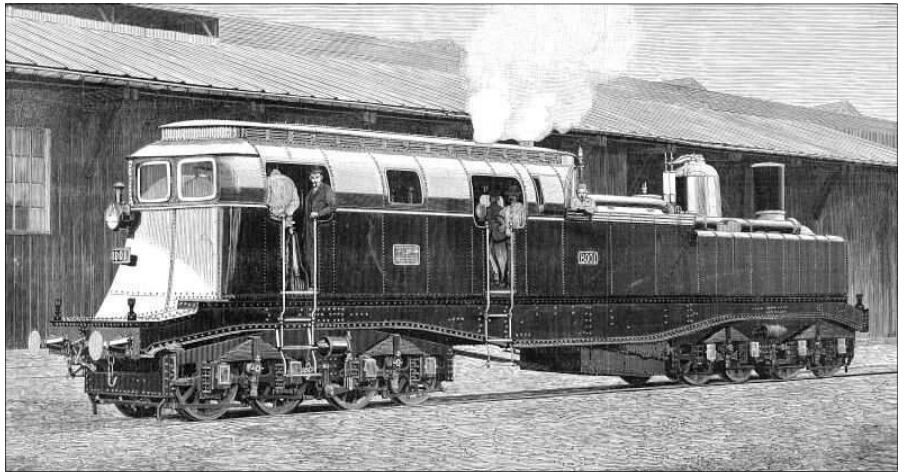
Extra Running Days This Month:

NONE ADVISED

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

QUIZ — What is it?

For answer see Page 4.



2015-2016

SUBSCRIPTIONS

FOR THIS YEAR ARE NOW DUE

THE NEW SUBSCRIPTION RATE FOR THIS YEAR HAS BEEN REDUCED TO

\$15.00

(JUNIORS STILL \$10)

IF YOU HAVEN'T ALREADY PAID THEN PLEASE SEND YOUR SUBSCRIPTION TO

The Treasurer,
C/o P.O. Box 10233, Te Mai,
Whangarei 0143.

OR

At the Clubrooms on a running day
where we have an EFTPOS machine
that will do the job. (SORRY, NO CREDIT).

LIST OF CLUB OFFICERS

Website: wmec.org.nz

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

Vice President: Roger Reynolds. Phone (09) 438 7911 E-mail; Roger-Wendy@vodafone.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@orcon.net.nz

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

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

Club Telephone: (09) 438 9520 (Available Work and Running Days Only).

Who is Jeffrey?

Jeffrey is the blind boy who always pays us a visit whenever we are operating and is also the club's latest honorary member. He has been visiting us before my time as a W.M.E.C. member.

When the club purchased what is now DC444 it was suggested that we name the locomotive "Jeffrey" and this idea caught on. Rodney White fashioned the plates that adorn the loco just under the cab windows and this plate also had the word Jeffrey inscribed in Braille under his name.

I approached Jeffrey's parents for some further information on Jeffrey and his health problems. They replied as follows:-



Thanks again for naming the train after Jeffrey! It is very special and we really appreciate it. Late last year Jeffrey was diagnosed with Batten's disease, a childhood genetic condition which is terminal. There are only two other children in NZ that have it and he is one of only a handful in the world that have his particular variant. There is no cure and his health will continue to deteriorate as he loses his cognitive and physical abilities. He can no longer run and has developed tremors and wobbles. Trains are his passion and I am so grateful he has something in his life that he is so passionate about.

Jeffrey Michael Barnett was born at Hokianga Health, Rawene, on 27th June 2003, and has lived in Whangarei since September 2003.

He had normal vision until he was around four years old when we noticed he started building his train tracks using his peripheral vision. His vision has continued to deteriorate over time and he is now blind. He has lost his vision due to Batten's disease, a genetic condition that has only recently been diagnosed. He attends Maungatapere School and is enjoying

being in Mr O's class (Mr Overeem). He enjoys Ag Day at the school and has regularly taken one of the family Blue Heeler dogs to show and has twice won Reserve Grand champion. He is disappointed there is no class for dogs this year. The dogs come and ride on the Heritage Park trains sometimes which usually elicits comments from the spectators.

Jeffrey has a passion for trains which has been unwavering all of his 12 years. His first visit to Heritage Park was as a very young baby in 2003 when we were house hunting. The current clubrooms / station house was being built and I was carrying Jeffrey when a piece of timber holding down the flapping tarpaulin hit me narrowly missing Jeffrey's head. We have been frequent visitors the third Sunday every month ever since.

I do not think a day goes by that Jeffrey does not think about trains, talk about trains and play with trains. Only this morning he was talking about Santa Fe and BoBo wheel configurations. He is continually building train tracks and has managed to build tracks out of the blue Tomy Thomas that almost defy imagination. Who knew you could build spirals and multi-level tracks and never have a "dead end" that the trains get trapped into.

To make it easier for him we have multiple plastic bins with allocated track pieces; straights and curves in one bin, bridge related items in another, coaches and wagons in another, you get the picture. Until recently he kept his engines in one bin which meant that from time to time, one of the trains would be knocked on. He has the uncanny ability to listen and tell you which train it is that is whirring away! As we have finally bought some drawers to house the engines this rarely happens now.

He has collected Thomas trains all of his life after commandeering his elder brother's trains when William finished his train phase. He saves his pocket money for weeks on end in order to buy his next train, and has become a sophisticated shopper and now buys on-line. I have learned to buy any "new" trains and put them into "Mum Bank" for him to earn. He also runs the Tomica trains especially the "Tomica Sounds Series". His current favourite Tomica is the N700 Shinkansen bullet train. Jeffrey is totally blown away by having a train named after him and is very proud of the fact. It was a total surprise and his family and friends are very humbled by the gesture made by the Whangarei Model Engineering Club.

Thank you very much. *Steve and Carol Barnett*



ANSWER TO QUIZ ON PAGE 2:

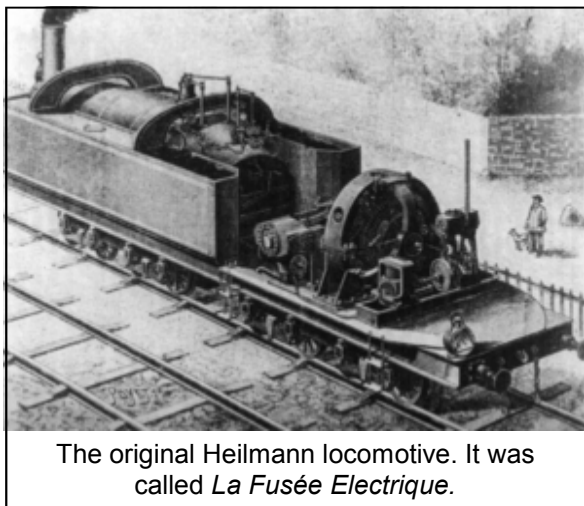
Heilmann steam/electric locomotive

The Heilmann locomotives were a series of three experimental steam-electric locomotives produced in the 1890s for the French Chemins de Fer de l'Ouest (CF de l'Ouest). A prototype was built in 1894 and two larger locomotives were built in 1897. The Heilmann locomotives were the first steam-electric designs, using a reciprocating steam engines to drive DC generators, which in turn powered electric motors mounted directly on the axles.

The two new locomotives built were numbered 8001 and 8002, and of a more advanced design.

The improved design used a conventional Belpaire boiler with a grate area of 36 sq ft and a heating area of 1996.7 sq ft, a working pressure of 210 lbs per square inch and without superheater and a much more powerful Willans high-speed vertical steam engine built by Willans & Robinson, Rugby, Warwickshire, England, to drive the DC generators. The locomotive weighed 122 tons. The driving wheels were arranged in two four-axle bogies and had a diameter of 3ft 10in.

The locomotives were 93ft long, 9ft wide and 13ft 9in high and water capacity was 4400 gallons. 1000 kW of mechanical power was produced at 400 rpm, and each six-pole generator gave 450V at 910A, or 410 kW each. The generators could sustain a 100% overload for 15 minutes, and a 50% overload for 30 minutes and the exciter dynamo was driven by a small-cylinder engine developing 18 kW at 550 rpm; the exciting voltage was 110V and 140A was available. Only 100A was required for excitation of the main generators, the surplus being used for lighting. The electrical equipment was once again supplied by Brown Boveri & Co.



The original Heilmann locomotive. It was called *La Fusée Electrique*.

The first of the two machines made its initial test run of 115 km on 12 November 1897. The load consisted of 12 personnel and a test van, giving a total weight of 150 tonnes, and the maximum speed was restricted to 30 km/h. These tests were completed without difficulties. On later test runs the total weight was increased to 250 tonnes and speeds increased to 100km/h. The maximum speed attained was 120 km/h. The two big Heilmann locomotives clearly showed their advantages over the classical steam locomotive. The total weight was usable for the adhesion and the design gave good acceleration and traction power as well as outstandingly quiet running over the whole speed range.

The design aroused the interest of other railway networks — for a while at least. The Russian Southern railway and the Ohio River, Madison & Central railway of the USA, as well as one from Germany, tentatively planned the building of such

locomotives. There was also interest in Germany. Nothing however came of this international attention. And both locomotives suffered the same fate as their predecessor.

They were in fact the ancestors of the modern-day diesel-electric and those gas turbine and steam turbine locomotives which use an electric transmission. When one of the first diesel-electric locomotives was

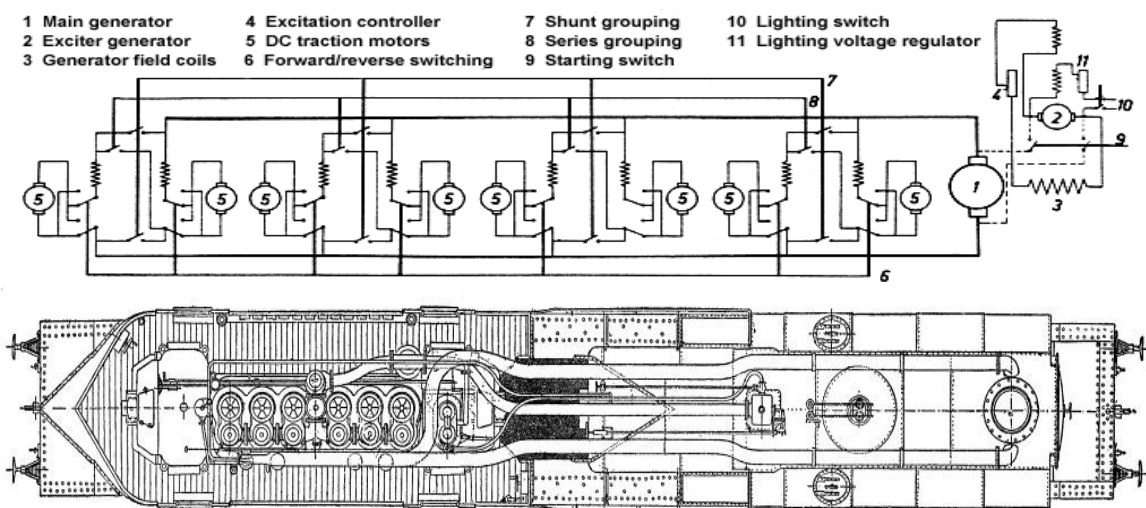
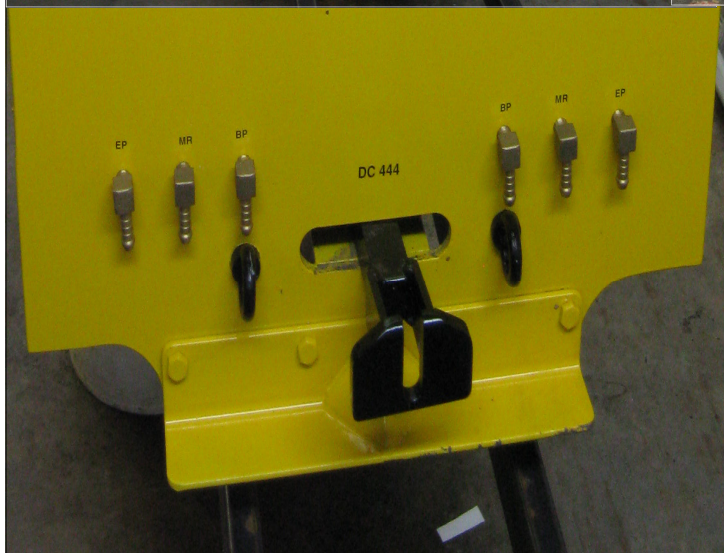


Fig. 6.—PLAN OF THE HEILMANN LOCOMOTIVE SHOWING ARRANGEMENT OF BOILER ENGINES AND GENERATORS.

reported in 1905, the Automotor Journal stated it "appears to be something on the Heilmann principal, that is to say the engine is employed to operate a dynamo which in turn supplies electric current to motors geared to the driving wheels".



DC444 —

The new locomotive with its full colours on. The signwriter finished his job last weekend (11th) and after a few small things to do will be ready for operations on the July Third Sunday Running Day. The signwriter has donated his time and work to the club for which we thank him very much — it is very much appreciated.

Top: Front 3/4-view showing the quite stunning KiwiRail logo on the finished product.

Left: Front head-on view.

Right: Rear 3/4-view partly showing the controls.

Bottom: Showing the front headstock with the smaller fittings, etc, in place.

WEDNESDAY WORKDAYS:

By The Editor



8/7/2015: A bitterly cold day. There was a surprisingly good attendance despite the cold. It was in the middle of the school holidays so we ran a train for any brave customers who dared to show themselves. Surprise, surprise! We carried just over 80 passengers. Some anti-slip strip was installed on some of the steps down to the basement and the roller door. At a later date the job will be finished.

15/7/2015: Another not-so-good day with heavy afternoon rain predicted. Member attendance was average. A couple of members were engaged in rectifying some out of gauge rail near the carriage shed. Colin was busy chiselling some concrete from between the rails at the road crossing which is hoped will alleviate gravel from further up the drive washing down to the crossing and so causing derailments. Rodney was busy in the basement adding two plaques and some finishing touches to the DC, the rest of the decals were applied over the previous weekend. We ran one train for the public as advertised and took several full trains around the track ... and at about 1 pm as promised by the weatherman the rain started and the place was so deserted decided that we too should take to our scrapers.

22/7/2015: A fine cool day. Still some work on out-of-gauge track and Colin ran his "patent" level train around the track to see what else needed to be done and as a result it was decided to tackle some of the "bumps" that were found.

28/7/2015: By the powers! It was cold today. I know we are in the middle of winter ... but isn't this supposed to be the "Winterless North". As a result of the level track survey the previous week an illustrious gang of four proceeded to remedy the bumps and hollows. It would also seem that some of the resident rabbits had been trying to help over the preceding week as there were several by them to burrow under the roadbed. Usual maintenance was done to the petrol motive power and I must say that the Santa Fe was running beautifully. When I left the trouble shooters were trying to find the reason for some momentarily severe vibration in the engine of DC444 when it is shut down.



Filling in the Bunny holes

Other Club's Events:

Palmerston North Model Engineering Club: Model Mee Exhibition, 28, 29 August 2015.

Keirunga Park, Havelock North: Open Weekend, Labour W/E, October 24-26, 2015.

New Plymouth Model Engineers: Open Weekend, Labour W/E, October 24-26, 2015.

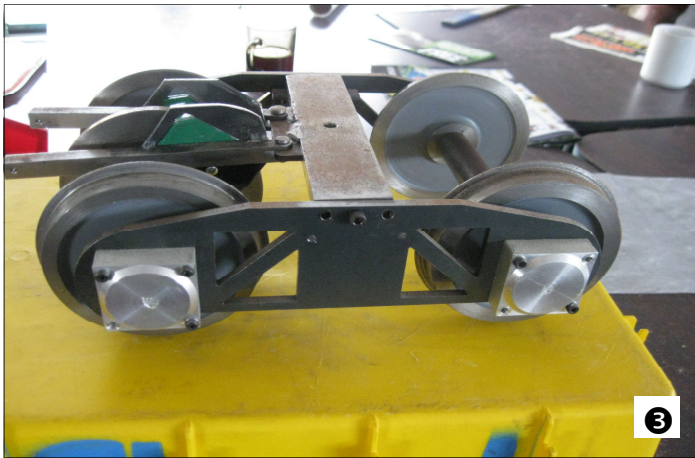
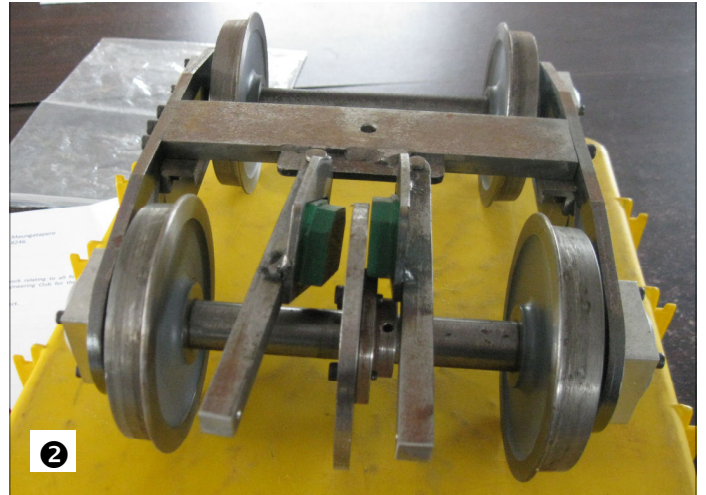
National Convention: Hosts, Tauranga Model Engineers, January 7-11th 2016.

Newsletters Received . . .

Title	From	Dated
Conrod	Otago Model Engineering Society (Inc)	July 2015
Model Torque	Hawkes Bay Model Engineering Society (Inc)	July 2015
The Generator	Palmerston North Model Engineering Club (Inc)	July 2015
Pukemiro Junction	The Bush Tramway Club (Inc)	July 2015

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

General Pics from Around the Site



PHOTOS ABOVE:

1. Neville's latest creation. A radius cutter. Not quite sure what it is for ... says he will enlighten me later.
2. A bogie built by Brian Mould showing the disc brake set-up and how it works.
3. A further view of the bogie.
4. Driver's eye view of Brian's new BR50. Shows the controller, etc.
5. Three-quarter rear view showing the ride car.

ONE
-
LINERS

ATTORNEY: Doctor, how many of your autopsies have you performed on dead people?
WITNESS: All of them. The live ones put up too much of a fight.

"I'll do it tomorrow" can make tomorrow the busiest day of the week.

When the going gets tough just remember, an aeroplane takes off facing the wind.

One of the best labour-saving devices is a neighbour who hasn't returned your gardening tools.

Some of the best speeches have a good beginning and a good ending close together.

Have you ever noticed that the weather doesn't change because of criticism.

ONE
-
LINERS

IF UNDELIVERED PLEASE RETURN TO:—

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

