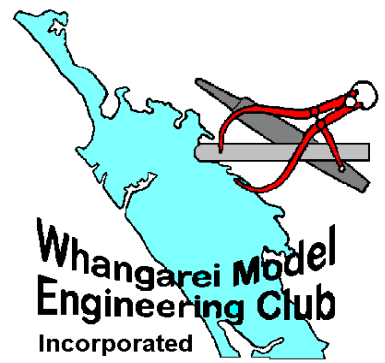


NORTHERN VIEWS

ISSUE No 292 June 2016

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



WE'RE OFF TO A FLYING START ...

Upon the agreement by the museum authorities to allow us to install a 20ft container at the rear of the clubrooms we were into it straight away.

Below are some photos of the crew in action. The first move was to reclaim the edge of the bank alongside the present track into the basement to allow the lay-



ing of a fourth access rail to get into the container. The trees were also given a trim.

Many of the unused pieces of rock and broken concrete blocks that were scattered around the site were rounded up

using Santa Fe and consist plus another trolley and the side dumper to transport all this rubble to the work-site.

Lloyd went and got a large trailer full of brown rock (?) to cover all the rough stuff.



CLUB NOTICES

3rd Sunday Running — June 19, 2016

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.



Third Sunday Running



The “Winterless North” has had an incredible run of fine weather lately. Unfortunately this doesn’t apply to the lower part of the South Island and West Coast. It is almost impossible to believe the amount of rain that has fallen.

This month’s running day would have to be about the third busiest we have had since I can remember.

There was a good turnout of members and likewise the public and that latter kept us busy for about five hours or so and we ran out sausages by about 1 o’clock. Since the “Snak Shak” has been almost completed it was thought that we might dispense snags from there but it was decided not to until the interior has been painted because we didn’t really want a coating of smoke on things.

All available club loco power was in use + Brian and Rodney’s steamers.

The “Big Railway” apparently did very well and one of their members dragged one half of their Lisbon tram outside to give it a bit of an airing and for the public to have a look at — something that hasn’t been done for a long time.

The first half has been concentrated on and doesn’t look too bad at all. The gauge has been altered from the 900mm Lisbon gauge to the New Zealand Railway gauge of 3’ 6”. The motors have been tested on a DC welder and have been found to be OK. This class of 4-wheel tram always ran in permanently coupled pairs and hence there was only a controller at one end of each tram.

The big railway’s leading tram man is at present trying to unravel the mysteries of the Westinghouse air brake system.



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ANNUAL GENERAL MEETING

**WEDNESDAY, JUNE 8th at 7 pm
AT THE CLUBROOMS**

**OUR PRESIDENT AND SECRETARY ARE BOTH STANDING
DOWN THIS YEAR SO COME AND CAST YOUR VOTE**

New Club in MEANZ

At the MEANZ meeting held in Tauranga earlier this year a new model engineering club was added to the MEANZ register.

The club is called the Albany Model Engineering Society and operates at a private track called Winter Creek Railway at Coatsville, just out of Albany. At right is an older map of their layout but I believe it has been upgraded substantially since then.

There are some rather substantial wooden trestle bridges on the site which has both 5" and 7¼" gauges.



Change of Management at Museum

The Managing Director of Kiwi North, Stewart Bowden, has retired.

His replacement at this stage is unknown.

Kiwi North, of course, covers not only the bones and artefacts department, but also the Kiwi House and Heritage Park.

Any matters regarding the museum may be taken up with the Manager, Allie Fry.

I have found the real purpose of hoodies...



ANSWER TO QUIZ ON PAGE 2:

A steam powered gun

Steam powered weapons are a staple of steampunk literature, art, and fashion, but in 1861 Harper's Ferry played a part in the story of the "Winans" Steam Gun. "Its tough to imagine Harper's Ferry as enemy territory, but in May 1861, Federal troops captured a steam gun, allegedly built by Maryland industrialist Ross Winans as it was being transported to Harper's Ferry". The men captured with it hoped to sell it to the Confederate troops there."

The Winans Steam Gun was a steam-powered centrifugal gun used during the American Civil War, which used centrifugal forces (rather than gunpowder) to propel projectiles.

Similar in size to a steam powered fire engine of the day, the gun had a menacing appearance thanks to a large curved shield covering its inner workings.

Its mechanism involved a shielded barrel that rotated up to 250 times per minute. Shot dumped into the top of the barrel rolled down into it, and were held back by a spring-loaded gate that opened to allow one shot to be flung out per revolution of the barrel. Despite the effort invested in the project, it was unable to match the accuracy or power of the gunpowder weaponry of the time, and thus the steam gun project was abandoned.

The weapon grew out of work by Ohio inventors William Joslin and Charles S. Dickinson on a hand-powered centrifugal gun, which they patented in 1858 - one of many 19th century attempts to harness "centrifugal" force - whether produced by hand or steam power. After the two had a falling out, Dickinson promoted the device under his name, patented his own version a few months later, and found funding to build a steam powered gun in Boston in 1860. He brought the device to Baltimore and demonstrated it for the City Council in February, 1861.

In the wake of the April 19, 1861 clash between a pro-Southern mob and the 6th Massachusetts Infantry in Baltimore, Maryland, word spread of an allegedly powerful steam gun said to have been invented and built by noted Maryland industrialist and states' rights advocate Ross Winans to oppose Federal troops passing through Baltimore to Washington in response to President Lincoln's call for volunteers.

The gun was taken from Dickinson and/or his associates by City Police to be put in readiness for use if needed. Available evidence suggests that it was taken to the foundry/machine shop of Ross Winans and his son Thomas who the city's Board of Police had hired to make pikes, shot and other munitions items. Shortly after, the gun was taken from the Winans' facility and publicly displayed with other weapons being gathered by city authorities.

In the excitement of the times, Ross Winans' public involvement in states' rights politics in Maryland, his great fortune, word of the munitions work being done at his factory for the city, city defence appropriations, and the appearance of a menacing looking gun that had emerged from his factory became mixed in the press, and were carried in papers across the country.

After calm returned, the gun was taken again to Winans' shop for repair at city expense, then returned to Dickinson, who then attempted to take it to Harper's Ferry to sell to Confederate forces. Union forces captured the gun and its handlers, intact, in mid journey on May 11, 1861 at Ellicott Mills, Maryland and took it to their camp at Relay, Maryland.

While not a party to the attempt to escape with the gun, press accounts linking him to it, his pro-states' rights politics, rumors of munitions making for the South, and the real munitions work he had undertaken for Baltimore authorities led to Ross Winans' arrest and brief detention by Federal forces. He was released after 48 hours, after agreeing that he would not take up arms against the government.

Following its capture, the gun was tested by mechanically inclined members of the 6th Massachusetts Infantry, before being sent North, via Annapolis, Fortress Monroe, and eventually to Lowell, Massachusetts, where it was presented to a mechanic's organisation, where it remained as a curiosity before falling to the scrappers long after the war.

While it consumed considerable amounts of paper and ink during the turbulent spring of 1861, the steam gun made no contribution to the war, and was soon forgotten except by Civil War historians. ►



The Steam Gun defended the Thomas Viaduct for the remainder of the Civil War after capture

Other Club's Events:

Manukau Live Steamers, Open Weekend: Queens Birthday, June 4-6 June, 2016.

Featherston Country & Steam Fair: September 3, 2016.

Havelock North Live Steamers: Open Weekend, October 21-24, 2016.

THE LAST COAL BURNING SHIP IN THE UNITED STATES – EX-C & O RAILWAY'S CAR FERRY, THE S.S. BADGER



AS THE ONLY COAL-FIRED STEAMSHIP IN OPERATION IN THE UNITED STATES, THE S.S. BADGER OPERATES ON DOMESTIC FUEL, AND THE COMPANY HAS AN EXTRAORDINARY COMMITMENT TO MAINTAINING A UNIQUE PROPULSION SYSTEM THAT HAS BEEN DESIGNATED AS A NATIONAL MECHANICAL ENGINEERING LANDMARK.

S.S. BADGER OFFERS AN AUTHENTIC STEAMSHIP EXPERIENCE UNMATCHED ANYWHERE ELSE.

The S.S. Badger continues to steam across Lake Michigan carrying travellers and tourists between Ludington, Michigan and Manitowoc, Wisconsin. With the help of over 50 crew members, the Badger makes roughly 450 trips across the lake every year. This huge seven stories tall ship can hold 180 automobiles below deck including over the road trucks. The Badger's route is a continuation of US Highway 10. The benefit of taking the ferry is being able to by-pass the lower tip of the lake and the Chicago metropolitan area. Instead, you are able to sit back and relax on the four hour trip across the lake.

The Badger was built for the Chesapeake and Ohio Railroad in 1953 to haul mainly rail freight cars between Ludington and her Wisconsin ports of call. The Badger and her twin, the S.S. Spartan, were the largest ferries ever to sail Lake Michigan (they were named after the University of Wisconsin and Michigan State University football teams) and both had superior passenger accommodation as well. They were the last car ferries to be built. The Badger was retired 37 years later in November, 1990, the last of the railroad ferries to be retired.

Less than a year later, the Badger was back in service with a new job catering to the tourist industry, a job she still holds to this day.

Railroads had been using ferries the previous 61 years on Lake Michigan before the Badger was built. Ann Arbor was the first railway to cross the lake via boat and the C&O was just one of the handful of railroads that used the lake as a means to bypass the congested railway yards of Chicago. Chicago could delay train cars easily up to four days and even over a week due to the traffic in the railroad capital. The car ferries at that time worked all year, even through the winter. They needed thick steel hulls to act as ice breakers to cut across the lake during those cold winter months. The railroad car ferries started to be discontinued in the 70's due to low traffic levels which made them obsolete and unprofitable. Many were dieselised and converted to powered barges. There is still a chance that the same will happen to Badger and Spartan.

The large vessel affords plenty of room to walk around and enjoy the views of the lake. There is a kids room, small movie theatre, food courts, and plenty of seating. The ship is one big floating museum with its historical hardware still in use. The lightly sweet smell of coal smoke could be detected occasionally as one walks the narrow walkways along the outside edge. All the cars and trucks were packed in below deck and access closed off. Cars used to be backed up long twisting steel ramp and parked on the upper level when railcars used to fill the deck below. The steel rails are still there but will never be used again.

Badger was the younger of two near-identical vessels. The other ship was the Spartan which is still afloat and moored at a wharf next door to where the Badger leaves from at Ludington

[CONTINUED ON NEXT PAGE]

WEDNESDAY WORKDAYS:

By The Editor



The “gremlins” must have been busy while I was away. Someone must have let loose with a bull-dozer or scraper of some sort on where the concrete is to go near the proposed road crossing. And lo and behold the foundations have been installed for the new container to be placed upon and lastly but not least the “snak shak” has been 98% finished and will hopefully undergo a test run on Sunday, May 15th. If there is any wind around on that day it (the snak shak) will be tested.

11/5/2016: A very dull day, not far off rain. Rodney undertook some maintenance on the rolling stock ready for the Third Sunday Running and the rest of us were involved in a clean-up of the workshop bench under the watchful eye of Uncle Lloyd. A committee meeting followed.

18/5/2016: Container arrival day!! A few days previous it was nearly a non-event, but it was right on the button. The crane was a big muther ... it had to be to lift 2-ton of steel high over some trees and a fair amount of luff was required. But before the container arrived it rained just as the weatherman had predicted. The container was in top-notch condition as it had made only one trip from China to New Zealand and is made of Corten Steel which doesn't rust as quickly as ordinary steel. Date of manufacture was only in March this year. Some fine tuning of its resting place will have to be done. A mulching machine was called in to munch all the branches and stuff from some pruning(?) that was done earlier in the year. A start was made on the inside painting of the “snak shak”.

25/5/2016: Good day, good attendance. The new container had to be positioned a little different from where it was left the previous week. Lloyd got his TR into service with dump car and brought several loads from the metal pile and placed the shingle on top of the fill that was placed the previous week. Tony and John continued with wiring alterations in the basement. And one of the cars of the Santa Fe consist was returned to service after some problems the previous week.



Guess who just wanted to try a bit of wrong way running!!

Of course it costs more to live today than it did 100 years ago. Most of the things we have now didn't exist then.

*** TEXAS Country Humour ***



[CONTINUED FROM PAGE 5]

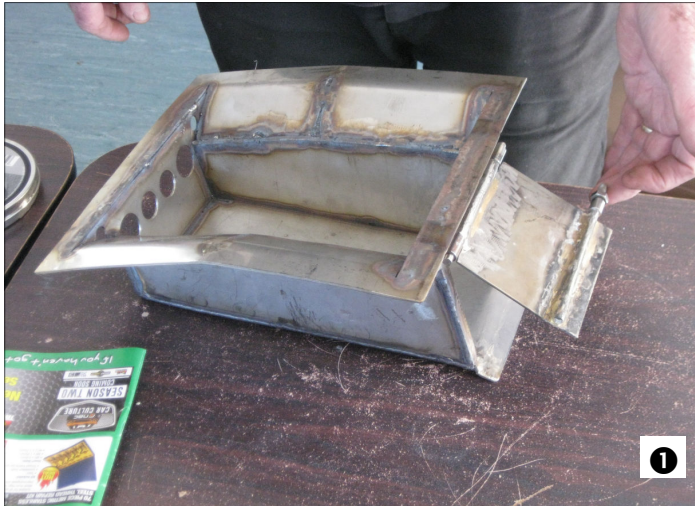
and gets raided from time to time for spares for the Badger to keep the ship in business.

Despite their age both vessels are apparently in very good condition hull-wise. I guess this is because they have double thickness steel plates and have never been in salt water which would help in keeping rust to a minimum (see S.S. Ernslaw).

There is some discontent amongst greenies about the vessel being coal-fired and the fact that approximately 17 tons of ash is deposited into Lake Michigan daily, multiply this by the number of days these vessels have been operating, and you would have quite a lot of ash to dispose of.

The Badger is 410ft 6in long; 59ft 6in beam and displacement is 6650 tons. She swings two 4-blade steel propellers and her power-plant consists of two Skinner Unaflo 4-cylinder steam engines giving 3500 s.h.p. at 125 r.p.m; four Foster Wheeler “D” type boilers burning ordinary domestic coal. ►

General Pics from Around the Site



PHOTOS ABOVE:

1. The almost completed Ashpan belonging to Tony's A3.
2. Chief Engineer and passenger testing the batteries of Linus after quite a period of inactivity.
3. Upacking the heavy-lift crane for container lift.
4. Airborne and heading for the ground.
5. Making sure that it doesn't foul the water tank.
6. Checking for clearance on the block retaining wall.
7. Just about in place. Only a few inches to go!

IF UNDELIVERED PLEASE RETURN TO:—

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

