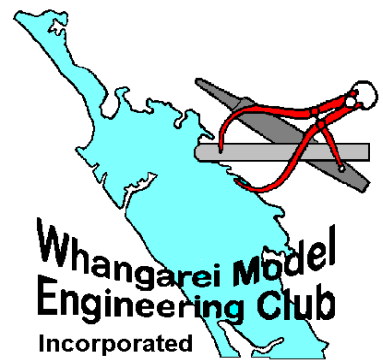


NORTHERN VIEWS

ISSUE No 295 September 2016

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



THIRD SUNDAY RUNNING



Another one of those days where it's raining in one area and not others. I left home in bright sunshine and this was the same until Kiriapaka. It was showery the whole time I was picking up the sausages, bread and wasn't all that bright on arrival at the club and I thought "we're going to have a lot of sausages to freeze down", but they were all sold except four and they went home with me for some curried sausages (yum) at a later date. The day in fact turned out to be quite fine.

And at long last the concrete driveway has been put down although it is a bit of a rough finish, but this roughness will add to better traction (?).

We had a steady flow most of the day and the two steamers, Brad and Scotty, were the most popular and were backed up with the club's diesel fleet DC444 and Santa Fe.

Lloyd has fitted lights in the cab of Brad. The lighting is a strip of LED's stuck to the underside of the cab roof. This I assume is to keep the trolls, etc, that live in the tunnel from scaring him and the passengers. The effect of light on the gauges is really good and it's a wonder that no one has done this previously. Good one Scotty!!

There appeared to be more than normal interest in our hobby from the public. I was doing a relief stint for Lloyd and was asked by several of the public was it real steam? and was it real coal? I think the curiosity was for real. The people behind the questions were extremely impressed by the quality of the construction of the locomotives.

Maybe there is still some interest in steam propelled models after all and we can but hope that some of this interest will generate a few more members for the club.

If you try for the impossible you often manage the extremely difficult.

When candles are more expensive than the cake — you know you're old!

A fox has many tricks, but the hedgehog's single trick beats them all!

CLUB NOTICES

3rd Sunday Running — September 18, 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.



SUBSCRIPTIONS

WHILE MOST SUBSCRIPTIONS FOR THIS YEAR HAVE BEEN PAID THERE ARE A FEW STILL OUTSTANDING

IF YOU NO LONGER WISH TO REMAIN A MEMBER THEN COULD YOU PLEASE ADVISE THE SECRETARY SO THAT THE CLUB RECORDS CAN BE ALTERED

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WEDNESDAY WORKDAYS: By The Editor

Thank goodness the wet seems to be drying up (?). According to some statistics I have just read there has been only three days without rain in the last month.



10/8/2016: Wet again (showers) but six hardy souls put in an appearance. Managed to get some work done on the connection into the container and chop a few more shrubs away. I was going to paint some more of the Snak Shak but it was too cold according to the label on the paint tin. Being the second Wednesday of the month it was committee meeting day.

17/8/2016: Once again the weather was crap!! It wasn't as cold as the previous Wednesday so I continued with the painting in the Snak Shak while the engineering guys worked on the new road into the container. This line is proving a little more complicated than previous tracks, but it progresses.

24/8/2016: Much the same as the previous week. The same two projects are still being worked on and are slowly heading toward being finish. The concrete for the new driveway was poured this week but is still blocked off for curing purposes. Not the best of finishes but as Lloyd said ... it will give us better traction was going up the hill.

31/8/2016: AT LAST!!!! The day was absolutely beautiful. Even the boids wuz singin. Painting indoors was quite hot and required the removal of a jersey or so. And even the paint dried quicker. All the boxing was removed from the driveway and it was open for business. Late in the afternoon a trial crossing was made of the points outside the container but there is still some finishing work to be done. Maybe next week we will get there

NEW TRAMS FOR TORONTO



CANADA: Toronto's first Bombardier Flexity Outlook trams entered service on the 510 Spadina route recently. The 100% low-floor cars are part of the first new generation of streetcar in the city for 30 years. The air-conditioned five-section vehicles are 30.2m long, 2.54m wide and 3.84m high with capacity for 251 passengers, including 70 seated. Maximum speed is 70 km/h. They are equipped with trolley poles (instead of pantographs) to collect power from the 600v supply on the city's 1495mm gauge network. Final assembly took place at Bombardier's Thunder Bay plant in Ontario. They underwent testing in a climate chamber in Ottawa before dynamic tests in Toronto. Toronto Transit Commission ordered 204 trams in 2009, funded by the city, province and the federal government. Deliveries are due to take place until 2019, with the vehicles being deployed on all 11 routes once modifications to infrastructure have been made. A depot is being built for the new fleet at the corner of Leslie Street and Lake Shore Boulevard. In 2010 TTC exercised an option for a further 182 vehicles for the four light rail lines to be built under Transit City expansion plans.

► Note the odd gauge. 1495mm = 4' 10⁷/₈"

Stumbling blocks and stepping stones are the same — it's just how we use them.

Other Club's Events:

Featherston Country and Steam Fair: Saturday, September 3rd, 2016.

Napier Boys High School Model Expo: 1-2 October, 2016.

Keirunga Park Railway, Havelock North: Labour W/End, October 22-24, 2016.

New Plymouth Model Engineering Society: Open Weekend: October 22-24, 2016.

ANSWER TO QUIZ ON PAGE 2:

Battleship Island

Hashima Island (commonly called Gunkanjima), is an abandoned island lying about 15 kilometres (9 miles) from the city of Nagasaki, in southern Japan. It is one of 505 uninhabited islands in Nagasaki Prefecture. The island's most notable features are its abandoned concrete buildings, undisturbed except by nature, and the surrounding sea wall. While the island is a symbol of the rapid industrialisation of Japan, it is also a reminder of its dark history as a site of forced labour prior to and during the Second World War.

The 6.3-hectare (16-acre) island was known for its undersea coal mines, established in 1887, which operated during the industrialisation of Japan. The island reached a peak population of 5259 in 1959. In 1974, with the coal reserves nearing depletion, the mine was closed and all of the residents departed soon after, leaving the island effectively abandoned for the following three decades. Interest in the island re-emerged in the 2000s on account of its undisturbed historic ruins, and it gradually became a tourist attraction of a sort. Certain collapsed exterior walls have since been restored, and travel to Hashima was re-opened to tourists on April 22, 2009. Increasing interest in the island resulted in an initiative for its protection as a site of industrial heritage. The island was formally approved as a UNESCO World Heritage Site in July 2015, as part of Japan's sites of Japan's Meiji Industrial Revolution: Iron and Steel, Shipbuilding and Coal Mining.

Battleship Island is an English translation of the Japanese nickname for Hashima Island, Gunkanjima (guncan meaning battleship, jima being the rendaku form of shima, meaning island). The island's nickname came from its resemblance to the Japanese battleship Tosa.



F125 – THE LATEST FROM EMD



The Southern California Regional Rail Authority formally unveiled its first F125 diesel locomotive at Los Angeles Union Station on July 18. As launch customer for EMD's Tier 4-compliant passenger locomotive, the agency has ordered 40 F125s from the Progress Rail subsidiary at a total cost of around \$280m. The majority of the locos are expected to be delivered by mid-2017.

Part-funded by grants from the South Coast Air Quality Management District, the new low-emission locomotives are intended to replace the 1990s-built F59PH and F59Phi locomotives currently powering most Metrolink commuter trains. According to EMD, the F125 is the cleanest diesel locomotive in the USA, in terms of reduced particulate matter and NOx emissions. Exhaust gas recycling and urea-based selective catalytic reduction are expected to

reduce emissions by around 85% compared to older commuter rail locomotives.

The F125 is 21 m long and 4445 mm high, fitting the Amtrak D-05-1355 clearance gauge which would permit it to operate in the Northeast Corridor. The full-width monocoque bodyshell incorporating crash energy management was manufactured in Spain by Vossloh Rail Vehicles, now part of Stadler Rail. Total weight in working order is 127 tonnes.

The four-axle locomotive rides on fabricated high speed bogies designed for 200 km/h operation. It is powered by a 20-cylinder turbocharged Caterpillar C175 four-stroke engine rated at 4700 hp at 1800 rev/min. Starting tractive effort is 315 kN.

The AC traction motors have individual axle control and extended-range dynamic braking, which is blended with the traditional airbrakes. This configuration permits a degree of regenerative braking to supply head-end power for the train lighting and other electrical requirements, under a process described by EMD as 'dynamic brake energy recovery'.

THE NEW N700S SHINKANSEN



Japan Railways Central is to build a 16-car pre-series train set as a test bed for various technical changes to be incorporated in the next generation of trains for the Tokaido and Sanyo Shinkansen, the railway announced on June 24. The Series N700S is due to be completed in March 2018, while the series-built trains would enter commercial service from 2021.

Following the current fleet of N700 and N700A train-sets, the S suffix represents “Supreme”. JR Central says the trains are intended to be “the best of the N700 series”.

Three main technical changes are envisaged. Modifications to the braking system and automatic train control are intended to shorten the emergency braking distance in the event of an earthquake. Based on research undertaken at JR Central’s own Research and Development Centre, there will be improvements to the bogie vibration sensors, which will be coupled with changes to the active suspensions to improve ride quality.

Silicon carbide semiconductors will be incorporated into the traction control system to reduce weight and minimise energy consumption. According to JR Central, these are more resistant to high temperatures, and will be combined with air cooling technology developed in house.

To enhance environmental performance, the N700S driving cars will have a new nose profile designated as “Dual Supreme Wing Type”. This has been developed using 3D simulation to reduce the sonic boom when running through tunnels. Air resistance will be minimised by modifying the car shape and smoothing the external surfaces. JR Central estimates that the new profile, lighter vehicles and the adoption of SiC semiconductors will together reduce energy consumption by around 7% compared to the Series N700A.

The other main change with the N700S will be the use of more standardised car designs, reducing the number of vehicle types to four, with a rearrangement of the under-floor traction and auxiliary equipment. This would make it simpler to marshal 16, 12 and 8-car formations as traffic dictates. JR Central believes that the use of standard cars will enable it to introduce “higher quality” trains at a lower cost, with shorter delivery times for both the domestic and international markets. This could include the Texas Central project between Dallas and Houston, where a JR Central affiliate company is providing technical support.

The on-train monitoring systems are to be enhanced, with a higher capacity link for transmitting information to a Data Analysis Centre at the main depot. This will allow the railway to monitor performance and system reliability in real time, and support a move to condition-based maintenance. On-board CCTV will enable the control centres to monitor security in real time, particularly in the event of any emergency.

Passenger comfort improvements include the installation of ‘Full Active Vibration Control’ on the Green Car vehicles. Electric outlets for mobile phones, which are already installed on all Green Car seats in the N700A sets, will be provided at all seats on the N700S. Li-ion batteries will be provided to power the toilets if the main supply is lost, thereby improving the passengers’ convenience at an unusual time.

The reason volunteers aren't paid is not because they are worthless, but because they are priceless.

— THE RAIN FORECASTER —

Once upon a time there was a king who wanted to go fishing. He called the royal weather forecaster and inquired as to the weather forecast for the next few hours.

The weatherman assured him that there was no chance of rain in the coming days. So the king went fishing with his wife, the queen. On the way he met a farmer on his donkey. Upon seeing the king the farmer said, "Your Majesty, you should return to the palace at once because in just a short time I expect a huge amount of rain to fall in this area".

The king was polite and considerate, he replied: "I hold the palace meteorologist in high regard. He is an extensively educated and experienced professional. And besides, I pay him very high wages. He gave me a very different forecast.

I trust him and I will continue on my way."

So he continued on his way. However, a short time later a torrent of rain fell from the sky. The King and Queen were totally soaked and their entourage chuckled upon seeing them in such a shameful condition.

Furious, the king returned to the palace and gave the order to fire the professional. Then he summoned the farmer and offered him the prestigious and high paying job of royal forecaster.

The farmer said, "Your Majesty, I do not know anything about forecasting. I obtain my information from my donkey. If I see my donkey's ears drooping, it means with certainty that it will rain."

So the king hired the donkey. Thus began the practice of hiring dumb asses to work for the government and paying them outrageous salaries to occupy its highest and most influential positions.

The practice is unbroken to this day.

WHAT NOW?

The Latest Carbon-Fibre Creation

JAPAN: A Series 7200 two-car electric multiple-unit has been fitted with four of Kawasaki's Environmentally Friendly Weight-saving Innovative New Generation bogies for trials on JR Shikoku's Yoson and Dosan lines.

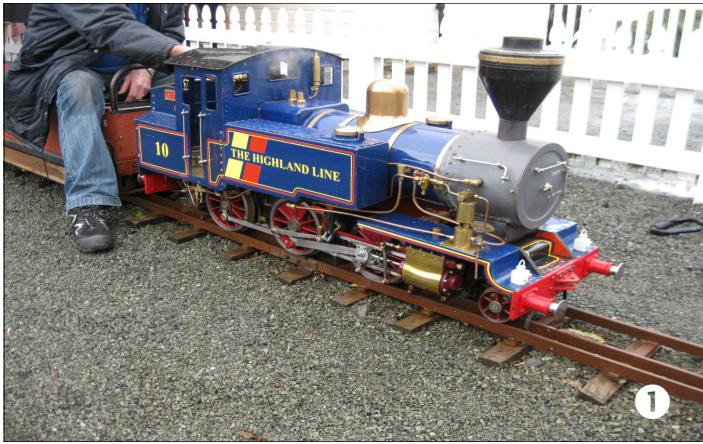


The eF WING bogie design replaces some of the steel parts with high-strength lightweight carbon fibre reinforced plastic, and incorporates bow shaped CFRP leaf springs instead of coil springs. This offers a significant reduction in weight, and thus energy usage.

The CFRP springs enable flexing of the bogie unit as a whole, stabilising the force imparted by each wheel on the rails. This provides a smoother ride and cuts the rate of wheel-load reduction on curved by a half, further reducing the risk of derailment.

IN WINE
THERE IS WISDOM,
IN BEER
THERE IS FREEDOM,
IN WATER
THERE IS BACTERIA.

General Pics from Around and About



Be careful when you
follow the masses
...sometimes the "M" is silent!

PHOTOS ABOVE:

1. Tony having a spell on Brian's loco.
2. Colin on relief duty on Lloyd's loco.
3. Non-steam line-up. A quiet spell for a change.
4. The moment of truth ... will it or won't it?
5. So far so good ...
6. That's as far as we go folks. It looks like a little more remedial work is required. This will be undertaken next week.