



ANNUAL GENERAL MEETING

TUESDAY, 6th JUNE, 2017

AT 6pm

IN THE CLUBROOMS

**A GENERAL MEETING WILL
FOLLOW THE A.G.M.**

REFRESHMENTS

CLUB NOTICES

A.G.M. and General Meeting — June 6, 2017

3rd Sunday Running — June 18, 2017

Mid-week Workdays — Mostly Every Wednesday.

Extra Running Days This Month:

NOTHING ADVISED

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

QUIZ — Where is it and why?

See Page 5.



WEDNESDAY WORKDAYS

By The Editor



10/5/2017: Good attendance. Tony was still working on the signalling system. It is now down to just three signals instead of the original seven. Water seems to have made its way into some of the wiring in places so replacing this wiring with “magic eyes” is being looked at. Rankin and Colin went to town to purchase more trees for above the tunnel. They planted some when they got back. Tony (in his spare time) is lengthening one of the new ride cars to give the driver more space for his/her feet but still there is a problem with the riding of these cars so it appears when there is no passenger at the rear to counteract the driver’s weight. We are looking at manufacturing a concrete block to act as a counterweight to put above the rear wheels when there is no passenger. Rodney was doing his usual maintenance to keep the fleet up to scratch. Bruno had the mucky job of applying waste oil to the new decking on the viaduct.

17/5/2017: The guy from *Firewatch* came and did his thing (whatever that is) and shrub planting over the tunnel area continued. Work continued on the alterations to one of the new ride trolleys, this includes lengthening the frame by about 4” and some work on the rear truck. Rodney erected convex mirrors at two points on the running track to alleviate some blind spots.

24/5/2017: Getting a bit cool on the hill where we are situated. An additional cupboard to store magazines, etc, in. The assembly of said cupboard is being undertaken by John and Rankin (will probably have to get them to have a look at the other cupboards in the room as well and do some running repairs). Tony still making noises in the basement doing some alterations to the new ride cars.



Any views expressed in this newsletter are not necessarily the views of the Whangarei Model Engineers Club.

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The Wooden Whistle

Over the holiday period I was asked on a couple of occasions whether the club sold souvenirs other than calendars and badges to which I had to reply in the negative. We had previously had them for sale.

I thought about the situation over the next couple of days and decided that maybe I should make some wooden whistles that we could flog off to the public at about \$5 apiece. This idea was run past a few people and the “great wise one” (wife) who agreed that I should give it a whirl. One comment passed was that I must have a warped sense of humour because if a parent bought a whistle for their children they would probably want to kill me the next day because they had been driven mad over the past 24 hours with the incessant whistling in the car and the house.

These whistles are sold in many different places throughout New Zealand and in most souvenir shops world-wide and clubs such as ours. They vary from a tiny single chime up to quite large three chime ones. In a drawer in my office sits a three-chime one that was bought in Sydney during the bicentennial celebrations a few years back. I had a look at it with the possibility that I could make some of those ... but they were too complicated for me and I stuck to the smaller single chime ones.

I decided to go ahead with the idea and eventually made about four dozen of them.

My woodshed revealed an abundant supply of clean smooth boxwood that I proceeded to cut into pieces 20mm x 20mm x 130mm long. It was a bit of learning curve and after consigning quite a few bits of wood to the reject bin the prototype was ready for the next step.

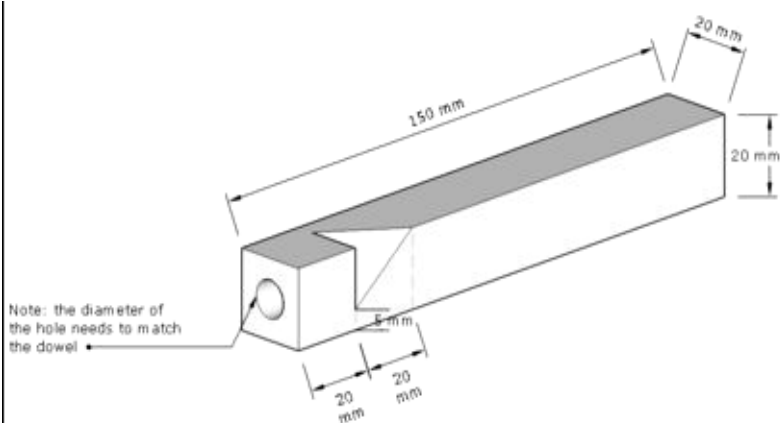
The saw that I used was 70-year-old Douglas Compositor's Saw. The saw was originally used by the now long-gone newspaper the *Auckland Star* which I had picked up at a bankruptcy sale of another printing company just before I moved to Whangarei and took over Northland Rubber Stamps.

These saws are a real “doozie”. And providing the blade is kept sharp can be made to cut almost any shape you want from wood, aluminium, brass (they were originally built to cut lines of lead type). The blade is a direct rise-and-fall mechanism, and the table moves with the piece to be cut clamped to a back-stop which has a measure scale (pica) stamped into it. (The point that I am referring to bears no resemblance to Mr Gates' version of one). If you are not a printer then you probably have no idea what a pica is. A pica is made up of 12 points (one point = 1/72nd of an inch) and six picas make one inch ... but just to be difficult there are 6-point ems, 7-point ems, 8-point ems, 9-point ems and so on up to a 12-point em which once again is a pica.

One other very useful thing about this saw is that you can do, if required, very minute cuts by putting a piece of paper or whatever between the job and the measure stop.

The only shortcoming it has is that the table with the clamping mechanism in position will only hold an item not more than about six inches wide, but with the clamp removed 13 inches is obtainable.

The next step was the drilling of the chime hole. Several test bores revealed that I couldn't bore a straight hole to save myself as a lathe was not amongst my war chest, so I devised a method in which I made sure the end was square and stood the wood on end on the drill table, just clear of the drill bit and clamped it to another piece of 4" x 2". Another problem revealed itself. I could not get the required depth of the hole because there was not enough travel on the drill head, so I put a stop on the column and made a two stage operation of it. The first part of the hole was drilled by raising the table to the column stop and the boring of the rest (60mm) using the ordinary



The finished products

way. The drill protested with a very pronounced squealing at which stage I was forced to wear some ear muffs but a touch of candle wax on the bit seemed to be the answer.

The boxwood was, as you have probably guessed, quite soft and didn't leave a very clean hole for the chime. A clean hole is essential for the sound because any bits sticking out impede the flow of air so I decided to give them some varnish at this stage to hold them together. The varnish worked but the wood was so thirsty that I had to give it three coats.

Any further production of whistles will now be done using a slightly more dense timber. The problem of supply has just been solved with the delivery of this winter's firewood which is a mixture of totara and

Macrocarpa and there is even a bit of Matai included, so I will be spending some time just cutting blank 20 mm square x 130 mm long blanks for use at a later date.

I recently scored quite a bit of Red Cedar and a small lot of American Ash. The ash cuts beautifully and the grain is superb.

The next trick was to cut the aperture. I didn't cut it across the flat but on the edge. The very first batch I made using an old coping saw but this was not successful as the cut was not all that smooth and the pencil marking sometimes remained on the job.



Thinking cap put on!!

I had an old small bandsaw that had belonged to my father, hiding away in the garage under a few years of dust so I pulled it out, prettied it up and made another sort of jig in which I could put the whistle blank tucked up against a steel V-block. I had to get a new blade for it and would you believe it — the new blade lasted about 10 minutes. Closer examination of the blade revealed that it broke right on the weld (not a common happening) as welds usually break either side of the weld, not on it.

The blade was taken back to the retailer who agreed that it was a manufacturing fault and that they would replace the blade. Finally about three weeks later a new blade appeared! AND would you believe it ... the new blade broke after only half an hour's use. I now have another one (3rd) and here's hoping this one lasts.

Using a predetermined depth of cut for the aperture I put all the pieces of wood (200) through the circular saw at 45° and then again using a V-block to support the wood cut the angle for the aperture.

The next step was the manufacture of the reed to give it some sound. For this I used some dowling that had been living in the dark for years and clamping it in the compositor's saw which was then set to cut a flat about 3 mm deep along these lengths of dowel and then putting it in the saw clamp the other way they were cut off to a specific length.

Some labels were made on the computer and printed on self-adhesive paper and stuck on the sides of the whistles. They have been good sellers. I am now working on the second batch.



The compositor's saw.



Band saw set up for cutting the aperture.



A view from the other side.



A pile of whistles waiting to be varnished.



Top of the saw showing work area.

FURTHER ADDITION TO KITCHEN FITMENTS

The kitchen utensils in the clubhouse have been enlarged with the donation by Carol, Steve and Jeffrey Barnett of a rotisserie oven and grill. This has been placed on top of the microwave oven on the bench near the fridge.

THANK YOU ALL

ANSWER TO QUIZ ON PAGE 2:

HMAS OTWAY IN PARK AT HOLBROOK, NSW

To honour Lieutenant Holbrook, the town's namesake, the Holbrook council acquired a portion of the hull of *HMAS Otway*, after it was decommissioned in 1995. The Navy gifted the fin from the submarine to the town. This resulted in a fund-raiser by the town and district to purchase the whole submarine. This drive was successful in raising \$100,000, almost all a gift from Lt Holbrook's widow, Gundula Holbrook. However, this amount was insufficient to purchase all of the *Otway*. Through negotiations with the scrap yard in Sydney, the town succeeded in purchasing all of the outside casing of *Otway* above the waterline. This part of the *Otway* is now displayed in Germanton Park in the heart of Holbrook, having been dedicated on 7–8 June 1997.



The casing and fin of HMAS *Otway*, at Holbrook.

HMAS Otway (S59) was an Oberon-class submarine of the Royal Australian Navy. One of the first four Oberon-class boats ordered for the RAN, *Otway* was built in Scotland during the mid-1960s, and commissioned into naval service in 1968. The submarine was decommissioned in 1994. The submarine's upper casing, fin, and stern are preserved at Holbrook, New South Wales.

The Oberon-class was based heavily on the preceding Porpoise-class of submarines, with changes made to improve the vessels' hull integrity, sensor systems, and stealth capabilities. Eight submarines were ordered for the RAN, in two batches of four. The first batch (including *Otway*) was approved in 1963, and the second batch was approved during the late 1960s, although two of these were cancelled before construction started in 1969, with the funding redirected to the Fleet Air Arm. This was the fourth time the RAN had attempted to establish a submarine branch.

The submarine was 295.2 feet (90m) long, with a beam of 26.5 feet (8.1m), and a draught of 18 feet (5.5m) when surfaced. At full load displacement, she displaced 2030 tons when surfaced, and 2410 tons when submerged. The two propeller shafts were each driven by an English Electric motor providing 3500 brake horsepower (2600 kW) and 3500 shaft horsepower (2600 kW); the electricity for these was generated by two Admiralty Standard Range supercharged V-16 diesel generators. The submarine could travel at up to 12 knots (22 km/h; 14 mph) on the surface, and up to 17 knots (31 km/h; 20 mph) when submerged, had a maximum range of 9000 nautical miles (17,000 km; 10,000 miles) at 12 knots (22 km/h; 14 mph), and a test depth of 200 metres (660 ft). When launched, the boat had a company of 8 officers and 56 sailors, but by the time she was decommissioned, the number of crew had increased to 60. The main armament of the Oberons consisted of six 21-inch (533.4 mm) torpedo tubes. The British Mark 8 torpedo was initially carried by the submarine; this was later replaced by the wire-guided Mark 23. Between 1977 and 1985, the Australian Oberons were upgraded to carry United States Navy Mark 48 torpedo and UGM-84 Sub Harpoon anti-ship missiles. As of 1996, the standard payload of an Australian Oberon was a mix of 20 Mark 48 Mod 4 torpedoes and Sub Harpoon missiles. Some or all of the torpedo payload could be replaced by Mark 5 Stonefish sea mines, which were deployed through the torpedo tubes. On entering service, two stern-mounted, short-length 21-inch (53 cm) torpedo tubes for Mark 20 anti-submarine torpedoes. However, the development of steerable wire-guided torpedoes made the less-capable aft-firing torpedoes redundant; they were closed off, and later removed during a refit.

Otway was laid down by Scotts Shipbuilding and Engineering Company at Greenock, Scotland on 29 June 1965, the submarine was launched on 29 November 1966 by Princess Marina: the first RAN submarine and second RAN vessel after the cruiser *HMAS Canberra* to be launched by a member of the Royal Family. *Otway* was commissioned into the RAN on 23 April 1968.

Operational History: *Otway* arrived in Australian waters in September 1968 after sailing from the United Kingdom via ports in Africa. During this voyage, the boat became the first RAN vessel to visit Ghana, and the first RAN submarine to round the Cape of Good Hope.

On 10 January 1969, the submarine escorted *HMS Trump*, the last submarine of the Royal Navy's Australia-based 4th Submarine Squadron out of Sydney Harbour.

During 1970, the submarine visited New Zealand and was involved in training exercises in the Indian Ocean. In March and April 1971, *Otway* participated in SEATO Exercise Subok. On 26 August 1971, *Otway*'s fin was struck by a dummy helicopter-dropped torpedo during training exercises in Jervis Bay. There was only superficial damage to the submarine, which was quickly repaired. On 1 September, the fin was damaged again when a periscope mast was hit by a whale: repairs were completed in Sydney that day. In October, the submarine visited Brisbane for Navy Week, but was forced to sail on short notice and with only two-thirds of her personnel to locate and rescue the crew of the ketch *One and All*, which had run aground on Middleton Reef.

HISTORY OF THE CLUB [CONTINUED FROM LAST MONTH]

charcoal was produced from trees felled on the property and used in a fearsome furnace to produce a small amount of molten iron. At one of these sessions there was much talk of an extension to the track and also a station and clubhouse.

The limitations of the loop around the hill were apparent and negotiations had continued with the Museum management for the use of more land. A plan for track extension was prepared with comprehensive costings and the design for this was agreed. A well prepared submission was submitted to the ASB Trust and this proved successful.



The retaining wall all ready for backfilling to give quite a flat area. This area has since had an extra loop-line for lay-ups installed. A signal box has also been constructed at the far end near the points.

The tunnel path was dug into the side of a hill below the Museum. Contractors were employed to concrete the base, build block walls and place reinforced concrete slabs on top of the walls. The whole structure was then covered with soil and flattened off. Earth was then placed on top.

Not far from the tunnel a wooden viaduct was built and a flat area cleared for the station with connection to the existing loop.

The laying of the track extension proceeded apace and the construction of the extension using all new materials was a much easier job than the circuit of the hill. That job had involved assembling sections of track uplifted from Tarewa Park and modifying it as required. A crossover joined the new track to the old, creating clockwise and anti-clockwise running.

By 2001 the extended track was in use and proving very successful, with five ride cars under construction.

With an excellent track available for use, the only missing facility was a clubhouse/station and a further design was agreed, comprehensively prepared, and submitted to the ASB Trust. We were again seen favourably and finance for this building was approved. Basement construction was done commercially and erection of the building was achieved with the help of members, eventually resulting in today's fine station/clubhouse. Further work saw the construction of a retaining wall, moving earth to provide access to the basement and a further steam-up bay facility. Track laying from the mainline would allow connection to the basement where three lines of raised track were installed.

At one point on the outside of the track around the hill some flax was planted. This grew so well that it required major pruning every year to allow rail traffic to pass. The decision was made to remove it altogether, and with the help of a friendly digger owner and a truck, the removal was accomplished. During this job the Museum staff initiated a "historic places" investigation of a couple of "holes" on the hill, and this resulted in them being deemed "Maori pits". Thereupon, the whole hill was declared virtually "untouchable", although the track and engine shed were still useable. Fortunately these "pits" were later re-identified by other long-time club members on the park as the result of wartime "home-guard" activities.

For a long time it was an aim to take the line through Millington Bush near the tunnel. Negotiations with the museum management failed to achieve an agreement but eventually with strong support from representatives of the Millington family and a walk-through by the Museum Board, permission, subject to approval, was given. Since then, a further objection has been raised, and the workload of creating the track together with the club's low membership, has stalled any further progress. However, rather than take the line into the bush, the plan is

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IN SHE GOES!! The late Wally Webb pouring the last of the concrete for the retaining wall piles.

FROM PREVIOUS PAGE

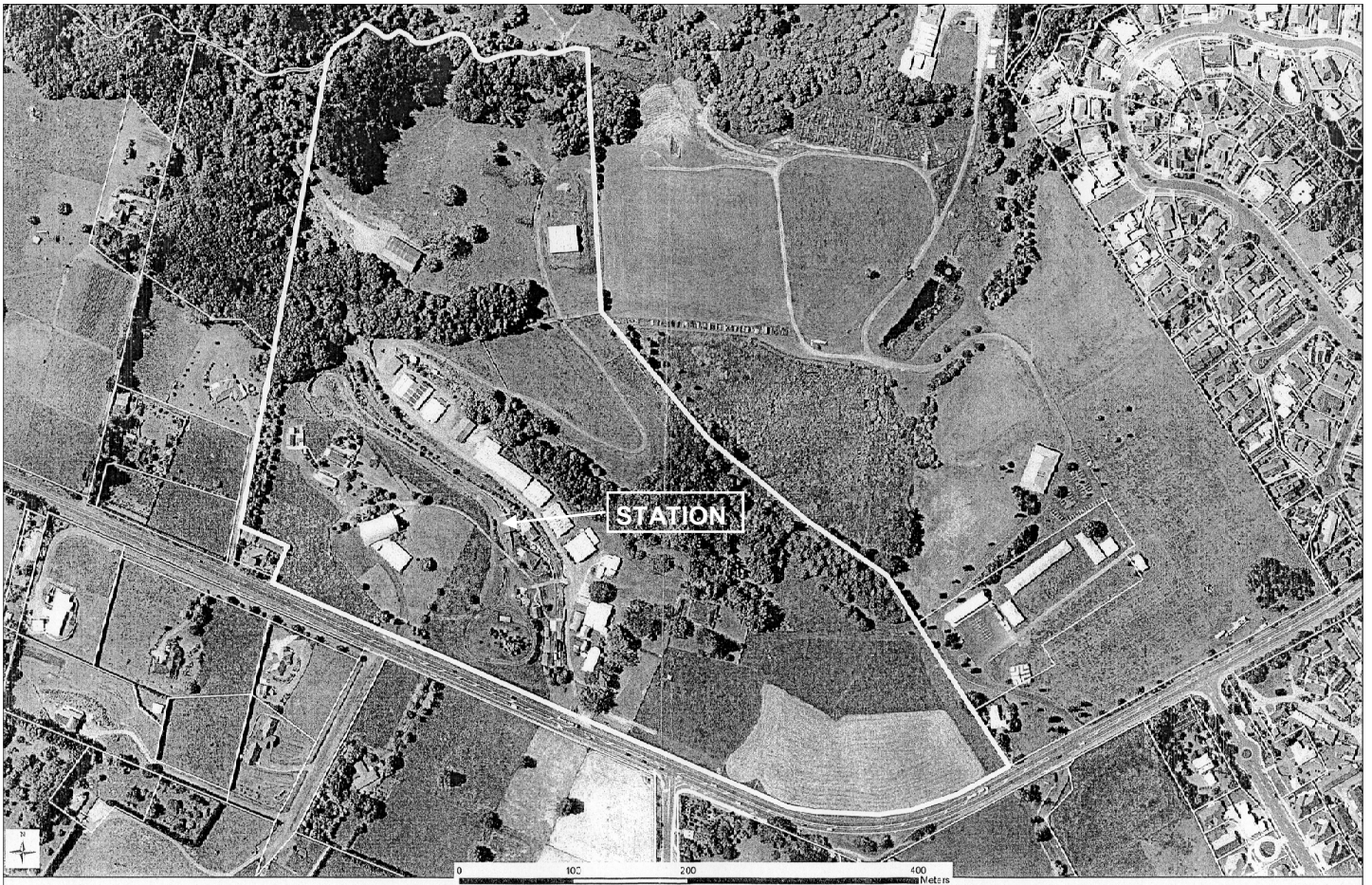
now to bring the bush to the track. Considerable progress in planting of tree/shrubs has been made in this area.

Other additions to our facility over this period of time have been a signal gantry at the station, signal box with points control at the entrance to the station yard, a goods shed adjacent to the passing loop just outside the tunnel, the installation of CTC signalling in the tunnel area, pedestrian warning lights at the road crossing just after the station. And last but not least a turntable alongside the steam-up bay.

Two other projects have been completed. A one-trip cargo container has been obtained and placed adjacent to the basement with the facility for storing rolling stock. Also a small building has been installed at the clubhouse level beside the track. The interior has been completed to a high standard, with all the facilities for serving barbequed sausages in all weather conditions.

The club facilities are excellent, the track and rolling stock in good working order and the only major concern, like most clubs, is the need for some more members interested in any aspect of running a miniature railway.

AN AERIAL VIEW OF HERITAGE PARK



TEST RUN FOR TWO NEW RIDE-CARS

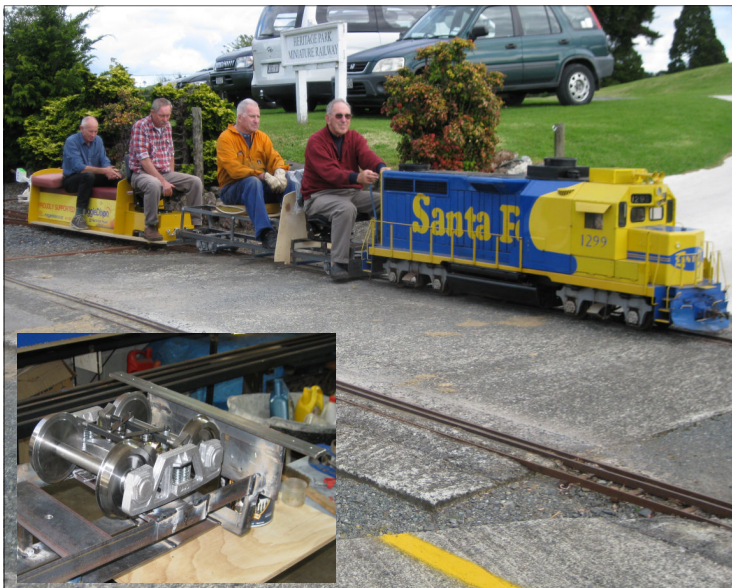
Photos on left show the “invincibles” taking the two new ride cars for a spin.

The new ride-cars have a dedicated area for the driver and hence must always be coupled next to the engine.

This area is lower than the rest of the car and is equipped with an upholstered rise-and-fall seat.

The “crew” are from the rear: Brian Mould, Bruno Petersen, Tony Tanner and the driver is Rankin Kennedy.

Reports were that “all seems to be well”. The inset shows one the imported Australian bogies attached to an upside down chassis.



IF UNDELIVERED PLEASE RETURN TO:—

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