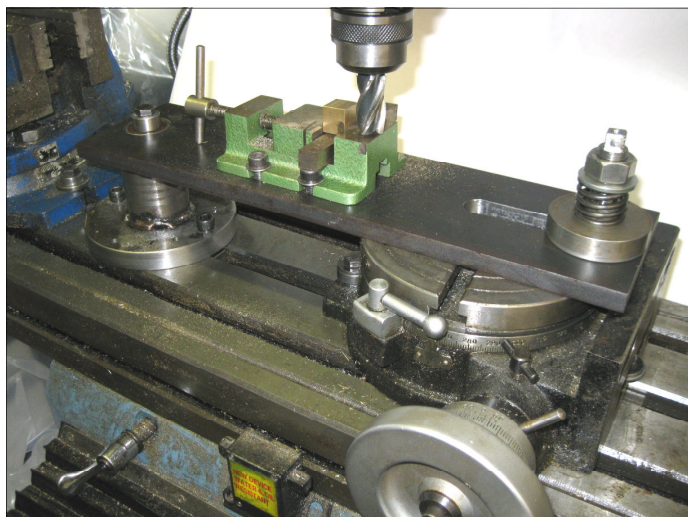


OVERHAUL TIME FOR THE "Q"

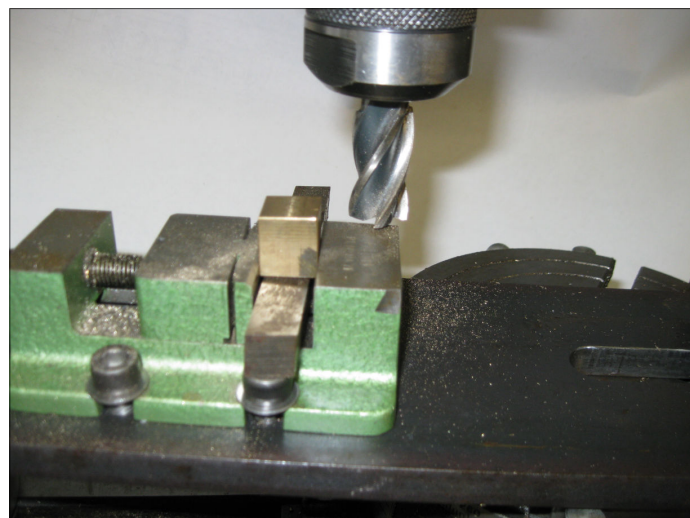
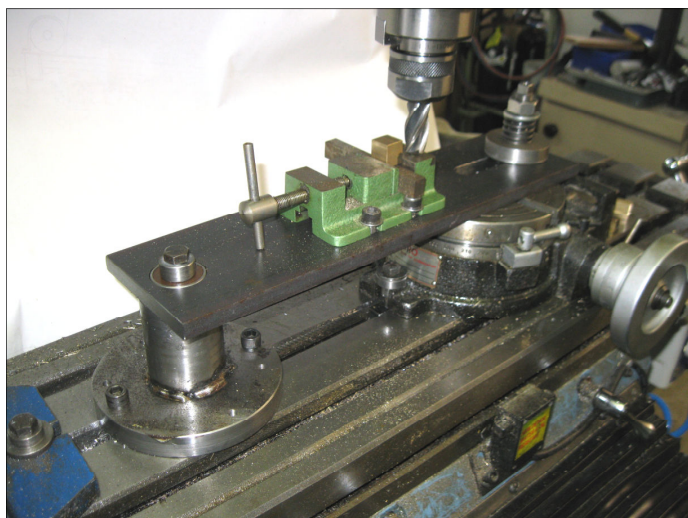


After quite a few years of running it is overhaul time for Rankin's Rogers Q. Part of this major overhaul has involved the making of two new bronze dies for the expansion links.

Over the years these have become quite sloppy and as model makers you all know that what is wear in a model, the same wear in a full-sized machine would hardly be noticeable.

Pictures show the setup on Rankin's lathe to enable him to put the required radius on the die blocks.

The setup in pictures 1 and 2 shows the arrangement that enables the required radius to be obtained.



CLUB NOTICES

Committee Meeting — Wednesday, July 12th @ 2 pm.

3rd Sunday Running — July 16th, 2017.

Mid-week Workdays — Mostly Every Wednesday.

Extra Running Days This Month:

NOTHING ADVISED

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

QUIZ — What is it?

For answer see Page 4.



WHAT DO YOU THINK?

Brian has just finished another ride car for his consist. He came up with this design which is based on the shape of the London Underground logo.

Personally I think it's brilliant. It contrasts completely with the main colours of car body.

LIST OF MAIN CLUB OFFICERS

President: Rodney White. Telephone (09) 436 1185. E-mail; rtw@slingshot.co.nz

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

Secretary: Brian Mould. Telephone (09) 438 7600. E-mail; thewrinkles@clear.net.nz

Treasurer: Bruno Petersen. Telephone (09) 438 7600. E-mail; brunopetersen@xtra.co.nz

Committee Members — Colin Smith, Ian Mison, Tony Tanner, Lloyd Cross.

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

Charters and Bookings — Rodney White. Telephone (09) 436 1185.

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

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

NEW SINGLE RIDE TICKET



Over the years we have had a small problem in using the common "ADMIT ONE" roll ticket that could be purchased from any office supply firm.

Now that there are more clubs and groups using Heritage Park for their activities they also have been using this style of ticket when they operate. Sometimes the colours ended up the same.

Things got a bit hairy over last Easter when our running day clashed with a museum "Open Day". There were no less than four groups in action all using the same ticket style but different coloured printing and also at least one group was not punching out the tickets to signify that they had been used. Herein was the problem.

We had people presenting these "other" tickets to try and get rides on our trains. Most customers accepted our explanation of why they could not use them but there was the odd one that got a bit argumentative.

To put an end to this the committee decided that it might be a good idea to have printed our own "Single Ride" ticket, so one of the local printers was approached for a price to print a batch and he came back with a price that was considered very fair.

It was suggested during discussion over what style to adopt that we should use one of the club's locomotives on the front instead of an outline (or something) of a wild west Baldwin.

By and large the use of single tickets is not all that great because the general public seem to be buying more and more 6-ride and 12-ride concession cards.

Hopefully the new tickets will be in use this month.

CAN IT WAGGLE IT'S EARS?

Rear vision mirrors have now been fitted to two of three of the club's locomotives. Although this was talked about some time ago the catalyst was a very badly behaved group of children that behave our site recently. The drivers can now see the kids, and



adults, dragging their hands along the tunnel wall.

One of the new driving trolleys is complete and was in operation at last month's running day.

The other still requires some work to be done and a coat of paint.

Some sort of ballast on board may still be required



to give them both a little more stability — time will tell!!

A BIG THANK YOU

A big thank you to all those who sent cards, made phone calls and e-mails to my wife Julie wishing her well after her stroke.

SHE IS RECOVERING WELL

Editor

ANSWER TO QUIZ ON PAGE 2:

Ise Grand Shrine

Ise Grand Shrine is Japan's most sacred Shinto shrine and dates back to the 3rd Century. It is considered to be the spiritual home of the Japanese and its national religion Shinto, and as such receives over six million pilgrims and tourists every year.

Ise Grand Shrine also known as Ise Jingu is a complex of over 125 shrines located in Ise City, Mie Prefecture. It is centred around the main shrines of Naiku (inner shrine) and Geku (outer shrine).

The outer shrine is easy to get to and is only a 10 minute walk from Ise-shi Station. The inner shrine is several kilometres away, so a bus from the station for the outer shrine is your best bet.

The inner shrine is believed to date from the 3rd Century and enshrines the sun goddess Amaterasu. It is held in higher reverence than the outer shrine. This is due in part to the fact that it is purportedly the home of the Sacred Mirror of the Emperor (one of the three imperial regalia). The sacred mirror (Yata no Kagami) was given to the first emperor of Japan by the sun goddess herself. This makes the shrine one of Japan's most important and holiest sites.

The outer shrine located about 6 kilometres from the inner shrine dates from the 5th Century.

The shrine is unique and one interesting fact is the shrine buildings at both Naiku and Geku as well as the Uji Bridge are rebuilt every 20 years. This is part of an important Shinto belief of the death and renewal of nature and the impermanence of all things wabi-sabi.

Exact imitations of the shrine buildings are built on adjacent sites using traditional methods and techniques. That means these exact replicas use no nails, only wooden dowels and interlocking joints.

A special ceremony is then conducted to transfer the kami (god of the shrine) back to its new home.

The wood of the old shrine buildings is not put to waste, but is recycled in order to reconstruct the torii (shrine gate) at the shrine's entrance. Leftover wood is also sent to shrines around Japan to be used for rebuilding their own structures.

The present shrine buildings were rebuilt in 2013. It was crowded due to the fact that it had only recently been rebuilt, but the smell of the new wooden buildings was still in the air.

The main shrine buildings are contained at the foot of densely wooded hills, which is very reminiscent of Meiji Jingu in Tokyo. Walking through the gravel paths to the various shrine buildings is a very spiritual experience and allows you to feel the amazing atmosphere of this sacred place. It is beautiful in its simplicity as you are surrounded by green Japanese cypress trees and wooden shrine structures.

You can only see part of the main shrine buildings as they are almost completely hidden from view behind wooden fences. The inner sanctum can only be entered by members of the imperial family and a few select shrine priests. It is such a holy site that the head priest or priestess must come from the imperial family.

You are also not allowed to take pictures of the main shrine buildings. This only adds to the mystery and mystic of the place.

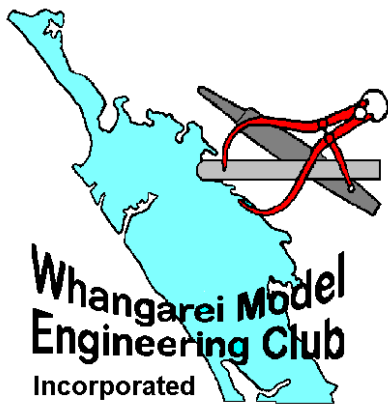
One can manage to catch a glimpse of the main shrine buildings by peeping over the top of the fences and it certainly helps to be tall in this regards. The buildings are stunning examples of pre-Buddhist architecture and it is a shame that they cannot be seen. You can get a good idea of what they look like by looking at any of the lesser shrine buildings as they are exact replicas, but built on a smaller scale.

The architectural style of the buildings is shinmei-zukuri a style which is characterized by extreme simplicity and antiquity.



The main torii shrine gate which leads to the famous Uji Bridge is a highlight of any visit. The views from the 100 metre wooden bridge of the nearby mountains and Isuzu River underneath are breathtaking. Crossing the bridge and entrance of Naiku into the inner shrine is like entering another time and place and these are memories that will remain with one forever.

Ise Grand Shrine is truly a spiritual place located in a beautiful part of Japan surrounded by ancient forests and mountains.



**SUBSCRIPTIONS ARE
NOW DUE**



THE NEW RATE IS \$15.00

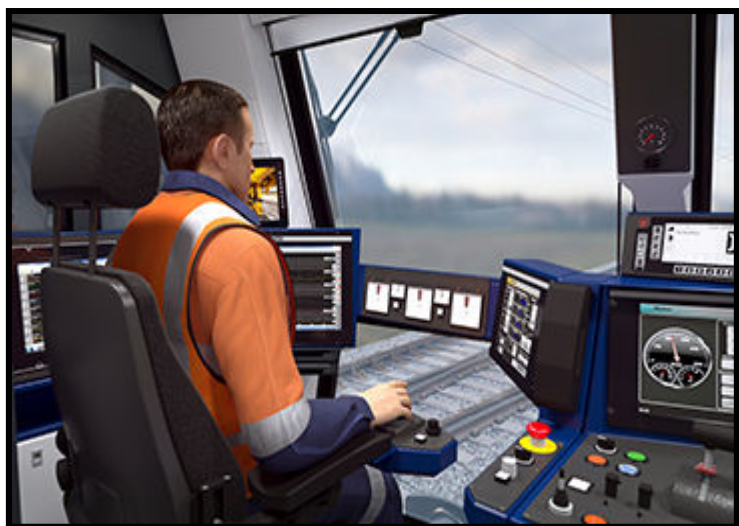
AND IS VALID UNTIL 30th APRIL NEXT YEAR

**SUBS ARE PAYABLE BY CHEQUE AND ADDRESSED
TO THE TREASURER AT**

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

OR

***BY EFTPOS AT THE CLUBROOMS WHEN
OPEN***



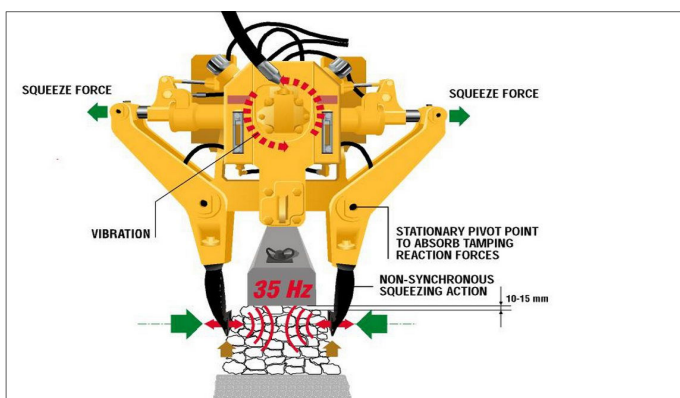
KEEPING UP WITH THE LATEST IN TRACK MAINTENANCE MACHINERY

"Design follows function" is the approach shaping the design of Plasser & Theurer track maintenance machines. Ensuring ergonomic machine operation, innovations comprise control

and assistance systems, at first invisible to visitors, such as the new input and output interfaces SmartALC, P-IC and more. In addition, the machines are fitted with new drives.

The new SmartALC - the guiding computer controlling the track geometry - with its 21½" touch screen harmoniously blends into the new front cabin as the central control element. The operator has a full overview of the working area, enabling a farsighted check of the immediate machine surroundings. The SmartALC informs about the working section and displays the exact machine position in landscape view in a selectable scale. The integrated DRP recording processor allows monitoring the work result at all times.

Pictures on this page show some of the equipment available for modern-day permanent way maintenance.



Picture above shows how a hydraulic tamper works.



PROGRESS ON TONY'S A3

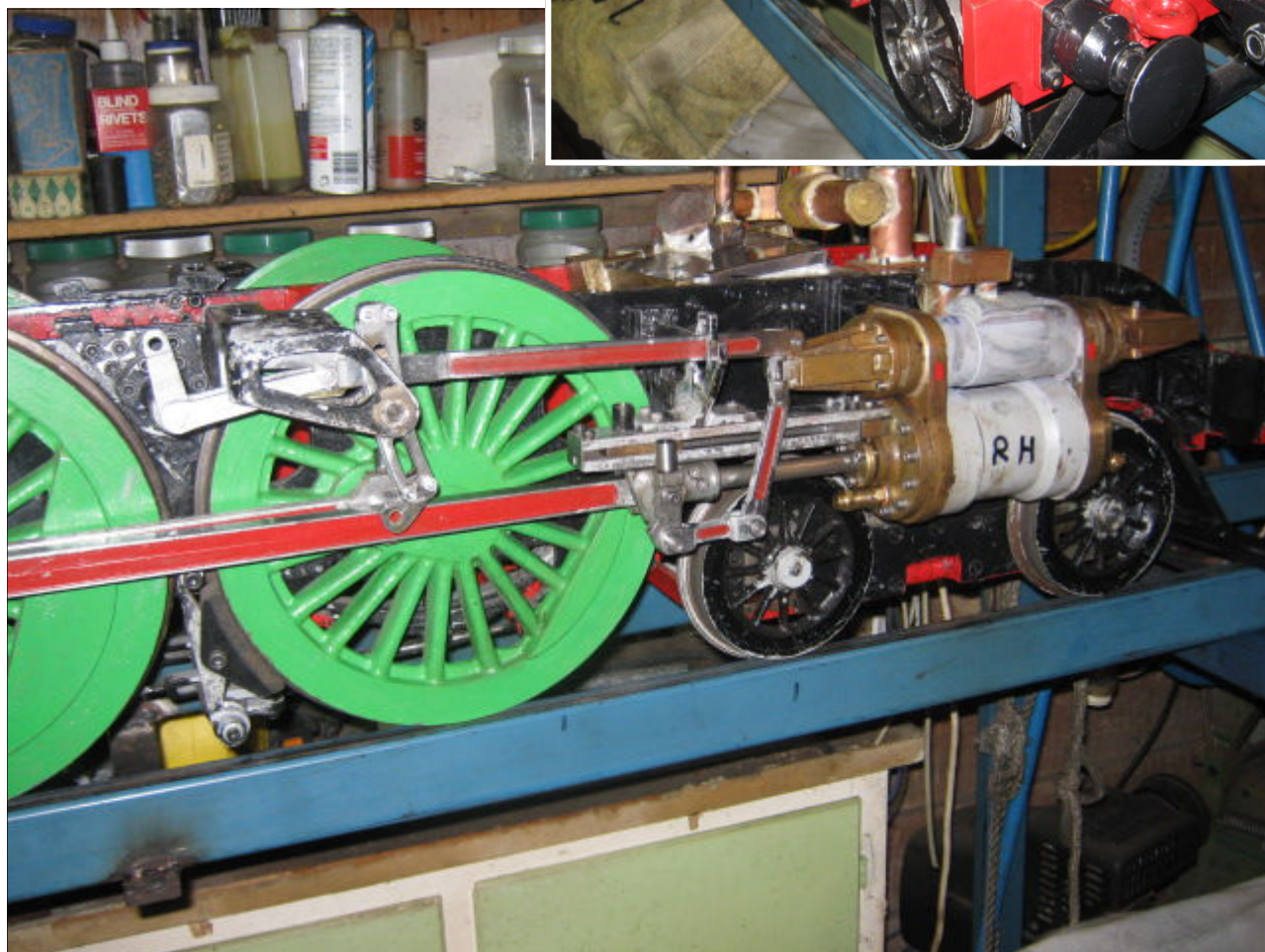
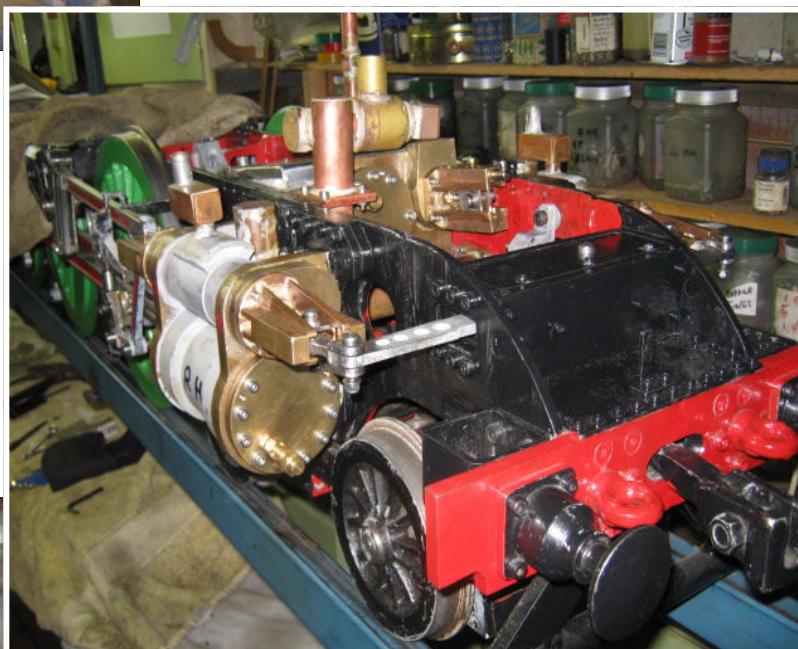
Pics show latest progress in mounting the valve gear on the A3. The 2:1 mechanism is in place for the first time and is a bit stiff. Better than too loose. Need to determine the required length of the valve rods. These are in place and cut a little long. Hopefully long enough. Note the pop marks and little red marks on the cylinder ends which mark the 6mm wide ports. Also pop marks on the x-head slide to show end of travel and mid position of piston.

CAPTIONS:-

TOP LEFT: Drilling scotch keys in weigh shaft.

CENTRE RIGHT: Offering up 2 to 1 mechanism for the first time.

BOTTOM: RH radius rod, etc



IF UNDELIVERED PLEASE RETURN TO:—

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

