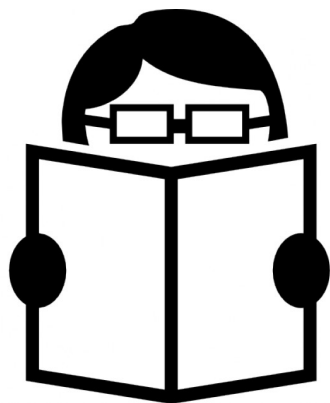


ISSUE No 308 November 2017

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

OCTOBER GENERAL MEETING



The October General Meeting, as in the recent past, was poorly attended with only seven members present. There were enough people present to form a quorum so the meeting proceeded.

There seems to be a reluctance to venture out into the dark which is probably valid because most of our members have failing eyesight in view of their age, and with all the mad bas****s on the road and the wet weather of late makes for dicey driving.

Because our treasurer is busy swanning around the West Island after only just coming back from a few weeks in Denmark, a full financial report was not available. Before leaving he supplied some figures to the secretary which shows a healthy bank balance. We were

assured that a full report will be submitted after his return from this trip.

The club has 21 full members and 3 life members.

The Editor proposed that we should have some kind of Festive Season celebration late this year. He proposed that an evening function of some sort should be held at a restaurant somewhere in town. The idea was accepted but not to be held in the evening (for the same reasons above), so it was suggested that we hold some sort of luncheon instead (a good idea). It can be almost any day of the week. The said Editor was press-ganged into arranging something along those lines.

**IF ANYONE HAS ANY IDEAS AS TO WHEN AND WHERE THIS COULD BE HELD PLEASE
PHONE THE EDITOR ON 434-3125 — ASAP**

Rankin brought along some parts he has been making for his locos: He has built a new system of delivering air above the fire in his "Q", and has enlarged the holes in the grate slightly as part of this system. He also showed us some very precise woodworking for the cab of his "Baldwin" and to top it off he showed us a pattern for the dome of this loco made by his son on a Laser printer. I must admit that this technology is really the way to go.

A week later he produced a fan for drawing the fire in his loco. This was made from all sorts that he had in his workshop save the fan unit which he purchased from one of the big hardware stores. It might not look a million dollars but it works extremely well.

I hope I have talked him into doing an article for "Northern Views" in the not too distant future.

CLUB NOTICES

Committee Meeting — Wednesday, November 8th @ 2 pm.
3rd Sunday Running — November 19th, 2017.

Mid-week Workdays — Mostly Every Wednesday.

Extra Running Days This Month:

SEE PAGE 2

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

QUIZ — What is it?

For answer see Page 4.



THE SILLY SEASON IS UPON US!!

Bookings are mounting for festive season functions to be held at our railway.

If you can help out with the manning of things for the following events please ring Rodney White on

09 436 1185

The dates are:—

November 24:- Educare 9.30 am to 1.30 pm.

November 26:- Teddy Bear's Picnic 10 am to 1 pm.

December 2:- NZ Refinery Co Picnic 10 am to 2 pm (steam required).

December 3:- E. Sanders 10.45 am to 11.45 am.

December 15:- P & R Playschool 5.30 pm to 7.30 pm.

December 16:- Northpower 10.30 am to 1 pm.

FREE TO A GOOD HOME

8 Horsepower Briggs & Stratton Engine

OLDER MODEL — RECOIL START

For Details Contact Neville on 09-433-5653

LIST OF MAIN CLUB OFFICERS

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

Wednesday Workdays — By The Editor.



Work has started on the relaying the oldest part of the inner track around the “mountain”. This section had come from the old Tarewa Park site where the weight of rail was quite light. Several lengths of steel have been welded together with the idea of moving these lengths into place when required. Work has also been done to upgrade the existing ballast and bring it up to the correct height. Creaky knees don’t help either. As luck would have it John Wright’s son is a welder and he (being a bit more supple) is doing some of the welding of the sleepers to the new track. 😊

The last two Wednesdays (school holidays) have been very busy and the income from them has helped the coffers. All this has created almost full time work for a ticket seller and a driver/ticket puncher which depletes the workforce doing other things.

The lathe in the basement has been relocated and Rankin is trying to locate some tooling for it. It seems that there is not much available for a lathe of that vintage, but he has a couple of people on the lookout for him. I know that lathes of this vintage have built many a locomotives over the years. And just to make things interesting the capacitor on the motor has just “given up the ghost”.

Brian made an adjustment to the bogie bolsters of one of the trolleys that make up the DC444 consist. Work to be tested out yet. Ian made up a handrail to assist the “geriatrics” to get up and down the steps of the clubhouse steam-up bay.

The upgrading of the embankment along the straight toward the tunnel is near enough complete with the placing of quite a lot of fill behind a newly-built wooden retaining wall. This will have to be left for a while to allow it to settle and then a final load of fill will be put in place. When finished all this work will allow the re-aligning of the track which now sports quite a wiggle (which doesn’t really affect the running a lot but is a little hard on the eyes). Track levels will also have to be looked at as well.



Progress with the re-laying of the inner track around the “mountain” is about halfway complete. The 7¼” rails are near complete and the 5” rail is all welded and ready for the next step of the operation.

All the points were getting rather hard to change, especially from a moving loco and on inspection were found to be suffering from a lack of lubrication. That was attended to and they now operate like they should.

Our recent acquisition of a loco (from John Wright) has been sent to McRae Engineering to have a problem with the hydraulics sorted out. Lloyd hired a tandem trailer and with the help of a few others loaded the locomotive on board. I believe we also

sent a length of track as well so they could “do test runs” on.

The re-laying of the inner track is now finished and awaits the ballasting and levelling.

Work has now started on levelling the straight (?) down toward the tunnel. Not much has been done on this section since it was originally laid in 2000 and it now shows. The rabbits haven’t helped either. They seem to like digging between the sleepers to try and make a burrow. The placement of rocks and lumps of broken concrete has helped in slowing them down.



ANSWER TO QUIZ ON PAGE 2: The Jet Propelled Railmotor

The M-497 (nicknamed Black Beetle by the press) was an experimental jet-powered locomotive test bed of the New York Central Railroad (NYC) corporation, developed and tested in 1966 in the United States. Two second-hand General Electric J47-19 jet engines (designed as boosters for the Convair B-36 Peacemaker intercontinental bomber) were mounted atop an existing Budd Diesel Rail Car (an RDC-3, part coach, part baggage and mail configuration) body which had received a streamlined front cowling.

The construct was then successfully sent on test runs over the existing tracks between Butler, Indiana, and Stryker, Ohio. (The line was chosen for its arrow-straight layout and good condition, but otherwise unmodified track.) On July 23, 1966, the car reached a speed of 183.68 mph (295.60 km/h), an American rail speed record that still stands to this day.

Even with this spectacular performance (and even though it had been built relatively cheaply, using existing parts), the project was not considered be viable commercially. The railroad gathered valuable test data regarding the stresses of high-speed rail travel on conventional equipment and tracks then existing in America. The data was largely ignored, as the NYC was headed for merger with its arch rival Pennsylvania Railroad. The PRR was already heavily involved in the *Metroliner* project, funded by the United States Department of Transportation.

M-497 continued to serve for Penn Central after jet engine removal and was retired by Conrail in 1977. Engines were re-used as X29493, an experimental snow blower. Like most similar jet engine blowers, it was effective at clearing snow and ice but also tended to dislodge the ballast.



ABOVE: The ultimate end-use of the engines of M-497 was a snow blower for New York Central.

Thank You John Wright . . .

A big thanks must go to member John Wright for his gifting to the club of his 7¼" gauge model of a British Rail Type 35 diesel-electric locomotive.

The locomotive is powered by 3-cylinder Daihatsu petrol engine coupled to a hydraulic pump and on to separate motors on the bogies.

This must be one of only a handful of model locos to have a standard automotive engine for a power plant. Most would appear to have off-the-shelf industrial engines.



PICTURE AT TOP LEFT shows the judicious use of a piece of 3 x 2 — a handbrake.



PICTURE ABOVE shows the new grate that Rankin has constructed for his "Q". He says it has made a considerable difference to performance



PICTURE ON LEFT shows the gift that John Wright has given the club. The loco was resting in the container before going to the doctor.



Don Moffat's C-class locomotive waiting for a turn of duty. Some of our members probably don't know Don but he is one of our out-of-town members and gets up this way two or three times a year.

IF UNDELIVERED PLEASE RETURN TO:—

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

