

THE BELL ...

For quite some considerable time now Rankin has been building a "Baldwin". He ran it up at the club track late last year without any of the finishing touches.

It has now got to the stage that there is only a couple more things to be done ... the bell was one of them.

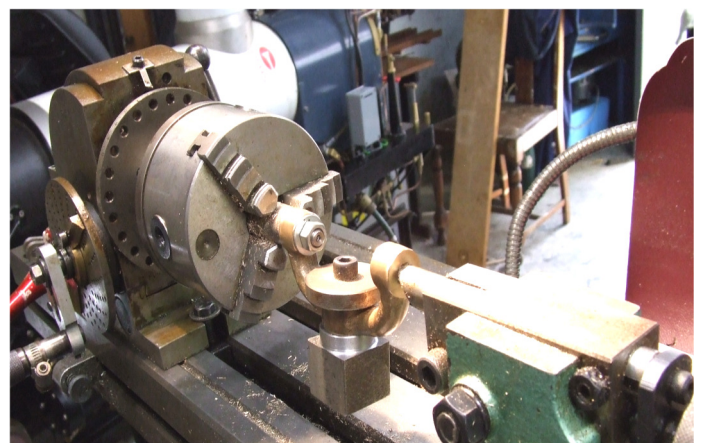
The casting was not all that perfect and has taken more time to make a silk purse out of a sow's than was envisaged. And with a whole lot of patience the cab has been fitted as well.

RANKIN: "This is my method of making a bell from a casting that has no square or round surface to work from.

I fitted the bell to a piece of wood turned to make it a jam fit inside the bell and held there with a centre.

Using a square block of steel with a thread in the centre, allows machined surfaces to be kept at right angles and the milling machine will do the rest.

Below are some pictures of the processes involved in the manufacture of said bell".



CLUB NOTICES

3rd Sunday Running — August 19th, 10 am till 3 pm.

Mid-week Workdays — Mostly Every Wednesday, 10 am — 3 pm.

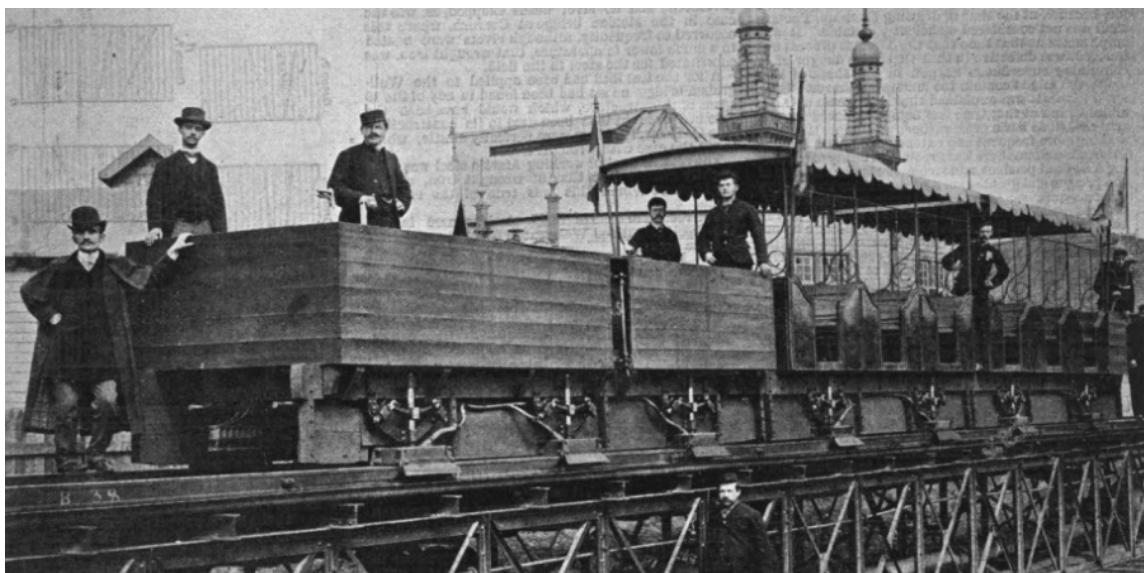
Extra Running Days This Month:

NONE ADVISED

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

QUIZ – What is it?

See Page 4.



hmmmm...
and yet another
day has passed
and I did not
use Algebra
once...very
interesting.



Perseverance is not a long race: It's many short races one after the other.

A jersey is what a child wears when its mother is feeling cold.

People, like pins, are useless if they lose their heads.

Other Club's Events:

Kapiti Model Railroad: Twilight Run, 5-8 pm. September 29.

Havelock North Live Steamers: Open Weekend. Labour W/end, October 19th — 22nd.

Nelson Modellers: Open Weekend and 60th Anniversary Celebration. Labour Weekend.
October 20th — 22nd.

New Plymouth: Open Weekend. Labour Weekend, October 20th — 22nd.

Tauranga: Open Weekend. November 10 — 11th.

Christchurch: Open Weekend. November 16th — 18th.

Views expressed in this newsletter are not necessarily the views of the editor or of the Whangarei Model Engineering Club

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COMMITTEE MEETINGS OF YORE!!

The following saga appeared in the magazine of ASME sometime after their 25th Jubilee which was in 1984.

... to digress from the strictly historical progress of events for a few moments we would like to mention that things sometimes had their lighter side, one of these occurred on that last night that the club used the Happiness Club rooms for their meetings. We were being entertained by a gentleman showing us finer points of foundry work, this necessitating a large ladle, some chunks of aluminium and some polystyrene moulds. Helping this gentleman was our President, the redoubtable Les Fitt, acting in the capacity of "flame-thrower-in-chief". A very healthy and robust flame issued from the burner of the propane unit with Les waving it around as it was the national flag, the other gentleman meanwhile holding the ladle and being delicately singed around the nether quarters.

We were being lulled into a hypnotic trance by the gyrations of the flame and Les exhorting us to try all of this out in our lounges, as there was no problem as far as he could see. This, of course, was a remarkable understatement as the moment of truth was at hand. Les and his partner decided that the time was ripe and ready, but the table wasn't.

With a flourish like a conjurer pulling a rabbit from a top hat, the red hot metal was poured into the mould. Events became a little hazy at this time but totally unreliable witnesses claimed that the red hot metal burned through the mould. Others, equally unreliable, claimed that Les had sneezed at the vital moment.

Others, not so charitable, hinted darkly that certain physical problems of a more intimate nature occurred, but sufficient to say that the unoffending table bore the brunt of this two-pronged attack, as a fair sized hole suddenly appeared right through the woodwork. As stated previously we did hold our next meeting in our clubrooms much to the relief of the Happiness Clubroom's table.

Other odd moments in the club's chequered history occurred when on June 9th 1964 Alex Holmes stood up from the form he was sitting at a club meeting and announced to anybody that cared to listen that suitable chairs for the club could be obtained from Auckland Prison. We cannot verify if we had to pinch them at dead of night or whether you had to have somebody on the inside to help! Another gem, sufficient to make old eyes water was that a sandbag should be provided to throw across the track to stop a runaway engine.

Second thoughts suggest it would be better to sandbag the engine driver. ►

Wednesday Workdays:

By the Editor



DC444 has finally gone to the doctor. At this stage there has been no progress reports on the problems. **[STOP PRESS]** After examination by the experts it has been concluded that we are running the engine too slow by about a quarter. It is something to do with the two sets of jets in the carb.

I imagine that would make it quite loud when operating at full cry. Rodney was busy re-assembling the various bits that were removed for transport purposes.

(11/7/18) This was the first Wednesday running day of the school holidays. It was a near record (passenger mid-week running day) and at one stage we had three petrol locos in action and Rodney finished working on DC444 and took it for a spin. He has altered the carburettor settings in line with the recommendations of the guys down at the B & S shop.

You can hear the difference and the operating manual for us lowly operators will have to be adjusted to suit the new settings.

Some of the ballast on a couple of sections of track appear to have become a tad waterlogged and one section was attended to during operations. The other will have to wait for a non-operating day as it is a bit more extensive.

New recruit Jayden didn't have much time to relax on either of the running Wednesdays or the normal third Sunday. From where I'm sitting he is an absolute boon to the club and I hope he continues to be a member. The western end of the station has received a wash down to get rid of all the green gunk that is starting to form. Looks good.

Tony has installed the new switch mechanism to control the signals at the loop to the Goods Shed but it is not operational as yet.

Work is still proceeding on the per way just on the station side of the concrete level crossing in the lower area. A few strong backs were busy lifting quite a long section of track and sliding it sideways to allow for all the old ballast to be removed and replaced with new stuff. Next week we will hire a plate tamper to really make a solid job of it and then relay the track. All this attention should really make a smooth surface. While we have the tamper it might be a good idea to attack the path from the platform to the workshop and No 2 steam up bay.

This path is very slippery in the wet and is not easy to walk on in the dry because all the little stones become dried out and it's like walking on marbles.

The Barre Sliding Railway

It was reported in the "World's Fair" magazine in February 1892 an article on a "Sliding Railway" that was to be exhibited at the World Fair of the following year (1893). It was stated that the motive power would be water, the train being propelled over steel plates on cars resting on cast iron boxes technically called "skates", between which and the plate is forced a thin film of water, preventing friction as the train glides along on the plates.

The cars are extremely light, the steadiness of motion and the absence of strain making such construction possible. It is claimed that with this system both the starting and stopping of trains can be effected more rapidly than with steam railways, and so confident are its promoters of this ability that they have agreed with the Metropolitan Railway Co. of London, with which they have contracted for two miles of track parallel to and alongside of the present line, that as a final test a high speed locomotive starting with a train from a given point shall be allowed to reach a point 500 yards distant before the gliding train shall leave the starting point, and before the locomotive with its train shall have run one and one half the gliding train shall have reached and stopped at its station two miles distant.

The mechanical arrangement of the motive power is quite complex. A main is laid either alongside or under the rails, containing water under pressure, the pressure being supplied by stationary engines placed at intervals along the line. This main, which is provided to convey the water for propelling purposes, has a number of accumulators. At the end of each of these vessels are attached vertical discharging pipes called propellers. These propellers are carried above the level of the rail so that they will discharge the water horizontally in the direction of the train as it proceeds.

Underneath each carriage is fixed a rectilinear turbine or bucket rack which receives the direct impact of water discharged by the propellers, and imparts motion to the train. This turbine has two rows of buckets, one above the other, the angles of their webs being set in opposite directions in order to give a forward or backward motion to the train. The speed of the train depends entirely on the pressure given from the stationary engines. The number of propellers to each line of rail depends on the minimum length of trains and on the steepness of the gradient. The propeller is opened automatically by a lever at the head of the train, so that on a level line there is always one propeller acting, but on a steep gradient others would be placed, so that two or more would always be acting, and the same speed maintained without regard to the gradient to be overcome. Two supplies of water are necessary, one for the slides and the other for motion.

A company is presently being formed in Chicago to build and operate a road of this character, and which also possesses the exclusive right to operate such a railway in the city of Chicago, and to or in any city within a radius of 500 miles therefrom.

Third Sunday Running



The July Third Sunday running proved to be a bit of a fizzer. The weatherman predicted dull but with little or no rain. There was an early initial rush but that seem to fade come late morning. After that we were reduced to supping tea/coffee and munching choky biscuits.



HAS PEOPLE'S
BRAINS BEEN
TAMPERED
WITH?

THERE MUST
BE SOME
REGRESSION
SOMEWHERE



IF UNDELIVERED PLEASE RETURN TO:—

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

