

3rd Sunday Running

Last month's Third Sunday running was quite a busy affair with at one stage five locomotives in service.

Brian and Lloyd had their steamers in action and the club had three petrol locos in action, Santa Fe, DC and the Grass Grub.

We couldn't have wished for better weather and this must have enticed the good people of Whangarei to visit us.

Owing to access problems to their lower line the "big train" boys brought their "tram" to the upper line and worked in sequence with their Peckett. This must have proved quite popular as I didn't see much room on some of their trips.

A new barrier has been trialled at the arrival end of the platform to stop the public from walking along the track back toward the departure area. This appears to have worked a treat and this will now be painted white to match the rest of the picket fence.

The snag department sold out of goodies and we could probably have made a few bob from inquiries for coffee. Those inquiring were directed to the main museum building.

It has been a long-standing agreement that we do not sell something that is being sold by the museum or its contractors (hence the no-sale of sausages when there is a "live-weekend" or some other function).



Great Journalistic Skills ...

From Charleston, PA

Obviously a sub editor
lacks some skills in his
chosen profession ...

Worker suffers leg pain
after crane drops 800-
pound ball on his head



CLUB NOTICES

3rd Sunday Running — September 16, 2018

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

Extra Running Days This Month:

NOTHING ADVISED

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

QUIZ — What is it?

See Page 4.



Wednesday Workdays

By the Editor



The first Wednesday of August was ideal for a bit of trackwork — not too hot or cold. So it was into the fray.

The part of the track to be re-laid had been disconnected and moved sideways the previous Wednesday which left the field wide open to get stuck in and there was a goodly number of members to really finish the job.

Lloyd brought up his trailer and went to the quarry just down the road to get a load of shingle ballast for the job and with a short detour into town to pick up a plate tamper with which to compact the basecourse ... a great machine but not too kind to arm muscles that haven't seen much work in recent times. There was a plan to use it elsewhere on the site but somehow time seem to run out so it will have to be left a while.

The area in question was the station side of the concrete slab that was put down years ago to allow the museum to run heavy vehicles across our track and not damage it.

ANOTHER PAGE OF WW FURTHER ON



VIEWS EXPRESSED IN THIS NEWSLETTER ARE NOT NECESSARILY THOSE OF THE EDITOR OR OF THE WHANGAREI MODEL ENGINEERING CLUB (INC)

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A poem to which some of us can relate

I remember the corned beef of my childhood,
And the bread that we cut with a knife,
When children helped with the housework,
And the men went to work — not the wife.

The cheese never needed a fridge,
And the bread was so crusty and hot,
The children were seldom unhappy,
And the wife was content with her lot.

I remember the milk from the bottle,
With the yummy cream on the top,
Our dinner came hot from the oven,
And not from a freezer or shop.

The kids were a lot more contented,
They didn't need money for kicks,
Just a game with their friends in the road,
And sometimes the Saturday flicks.

I remember the shop on the corner,
Where biscuits for pennies were sold
Do you think I'm a bit too nostalgic?
Or is it, I'm just getting Old?

Bathing was done in a wash tub,
With plenty of rich foamy suds
But the ironing seemed never ending
As Mum pressed everyone's 'duds'.

I remember the slap on my backside,
And the taste of soap if I swore
Anorexia and diets weren't heard of
And we hadn't much choice what we wore.

Do you think that bruised our ego?
Or our initiative was destroyed?
We ate what was put on the table
And I think life was better enjoyed.

Author Unknown

I wonder why it wouldn't steam well



**This is the dissected front tube plate of an old live-steamer.
This was somewhere in the States.**

THANK YOU LETTER

MANA ARIKI RAILWAY

Inc.

185 mm gauge railway track - Ongarue Back
Road - Taumarunui

Postal address: PO Box 51056, Pakuranga, Auckland

*To Mana Ariki Railway Club members, New Zealand Clubs,
overseas visitors.*

The project is now completed and I wish to thank New Zealand clubs and members and live steam friends from Australia who gave financial assistance to purchase the gen/welder set to enable the viaduct refurbishment project to be completed.

The safety auditor has completed the inspection and has sent off the associated paperwork.

Mana Ariki CEO Shirley Anne Phillips is hoping that we can run the trains in November.

We will advise you all as soon as the dates are confirmed.

Thank you very much for your wonderful support of our mountain railway.

Dave Giles - Chairman, Mana Ariki Railway Inc.

E-mail: ikon@xtra.co.nz

31-07-18



David Keenan and Bob Wines admiring both refurbished viaducts. ***Thanks heaps guys!!***

ANSWER TO QUIZ ON PAGE 2:

Wilkinson Patent Steam Tram (aka "John Bull")

There were approximately 200 of these engines built between 1881 and 1896. The one pictured was the only one to escape the British Isles. This engine was sent to Sydney as a demonstrator to try and convince the Railway Commissioners of New South Wales to "Buy British" instead of the American Baldwin machines which were already proving their worth. The Sydney system was in the throes of great expansion at the time.

However, this engine was totally different from the Baldwins in as much as it had a vertical boiler with single-ended vertical "Field" tubes, vertical cylinders, and a geared drive (these were covered in the patent), actually this engine was considerably larger than all the other Wilkinson-type engines built in Britain.

It got to the stage that Wilkinson could not keep up with demand so he "sub-contracted out" the building of some of these machines to other manufacturers and "John Bull" was built by Beyer, Peacock & Co. of Gorton in 1884/5 to order number 6413 and works number 2464.

It never had a fleet number whilst in Sydney.

The Sydney steam tram fleet had just three other British tram engines in their fleet of about 100 in 1886 and nearer 120 by 1900. These engines were two built by Kitson and one by Merryweather.

The sales pitch for selling the Wilkinson to Sydney failed and the engine was back in Britain by 1890, becoming a shunting engine in Beyer, Peacock's works.

Now preserved, it has rarely been seen in public except on an occasion when it was run at Blackpool a few years back.

Wednesday Workdays

PART TWO

It had been planned to number all the points on the system to be able to quickly identify any faults that might develop and thus to be able to say "there's a problem with point No ?? — please investigate".

Tony has located a set of tin letter stencils that he was given very many years ago, but unfortunately there are no numbers in the set. So I guess we will have to go with "A" "B" ...

Instead it was decided to give the hedge alongside the track opposite the station a haircut. I must admit that it does look a lot better.

Meanwhile a very keen group were still working on the track near the lower level crossing to make sure that it was serviceable for the next monthly running.

The use of screws to fix the track makes the work much easier inasmuch as you don't have to put something heavy under the sleeper to hammer against, the screw just pulls the sleeper upward.

By the Editor



Rankin and Rodney having a screwing good time. In the background John and Colin doing a bit of levelling.



Look at all those supervisors ... and one poor sod doing all the work.

BIG HORSEPOWER FOR SMALL TRAIN



The first two locos are quite new Class 68 diesel electrics of 3800 horsepower each. The second two (which are being repositioned) are even newer Class 88 OHL electrics of 5400 horsepower each. The 88s have a “hidden” feature of a 950 horsepower Caterpillar diesel.

AND the only freight wagons at the rear are two nuclear fuel flask transporters.

These pictures were taken of the train passing through Ravensglass in the United Kingdom. The narrow gauge track on the left is part of the Ravensglass and Eskdale railway (also known as the “ratty”) which has some beautifully kept steam engines in their fleet.

A Trip to the Steelmills (Mission Bush)

A couple of weekends ago my wife and I + some other rellies went on an afternoon trip from Hamilton to Mission Bush on a refurbished Silver Fern railcar (RM30).

When I told people where we were going the question was always: “mission where? — never heard of it”. So it was the next stop after Glenbrook.

I had not been on one of the ferns before and found this was extremely comfortable and smooth riding. I have been, over the years, on the “Blue Streak” several times and even a couple of times on the “standard” railcars between Napier and Gisborne.

All the land around Patumahoe and that area seems to be developing as market garden complexes, complete with the infrastructure, this I presume is that the land in and around Pukekohe is now being taken over by housing.

I know that the masses have to be sheltered but the use of prime agriculture land for housing is a bit off.

BELOW: RM30 and passengers having a breather at Huntly.



IF UNDELIVERED PLEASE RETURN TO:—

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