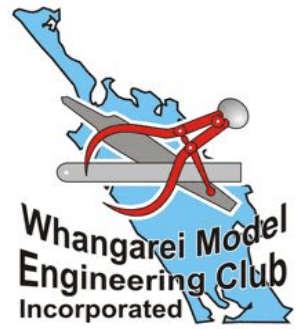

Northern Views



Issue No. 334

April 2020

Clubrooms and Running Track at Whangarei Heritage Park SH14 Maunu

Website: www.wmec.org.nz



Club Notices

All activities at the Heritage Park suspended until further notice

Running day 3rd Sunday - n/a

Mid-week Workdays - n/a

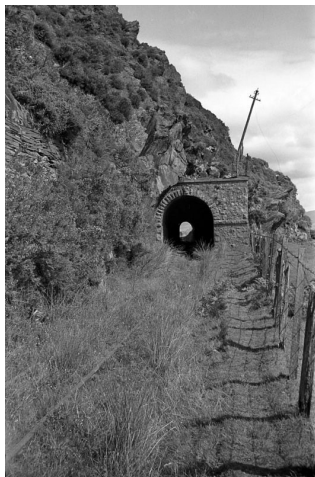
Extra running days - n/a

From the Editor

As we are now in Alert Level 4 - lockdown until the latter part of April at the earliest, this means that the Heritage park is closed and we will not see the railway until such time as the restrictions are lifted.

Hopefully the weedkiller that we use on the track bed remains effective, otherwise we may be greeted to a scene similar to that faced by the preservationists in Wales in the 1950s when they revived the closed 2ft gauge slate lines.

I have been informed that Lloyd and Neville have both suffered injuries recently and wish them a speedy recovery and hope that we all take care during these uncertain times.



Pictures of the Festiniog Railway in 1952, having been closed since 1946

3rd Sunday Running

A steady running day with a reasonable amount of passengers. One steam loco and the club "diesels" being the motive power for the day. With Lloyd and Neville out of action we were a little thin on the ground but the passenger numbers were manageable with a steady flow of customers until about 2pm when things quietened down.. We had 2 new faces in the shape of 2 young lads who, unfortunately I did not catch their names.



Raising steam



Lunchtime lu;;



444 climbs the bank



444 drifting down to the tunnel



Ready for the climb back to the station



Jayden taking Rosemary back to the steaming bay

Snippets from Tony and his A3

While building my version of an A3 Pacific, as detailed in some previous articles, I used sintered bronze bushes on all wheels (20 off). All except the 6 coupled wheels were fitted with axle boxes that had sprung ball type lubrication points and suitable means of getting the oil to the bronze sleeves. The tender and truck axle boxes being exterior to the frames were easy. Also easy were the exposed axle box tops for straightforward oil can oiling of the horns. The bogie axle boxes were set up with similar ball lubrication through the axle centre and thence to the bearing surfaces. The hornblocks were easily lubricated because the wheel centre boss was smaller than the axle box and oil could be injected to the axle box top.

That left the coupled wheels. I had thought easy to apply a long Reilang type oil can to the 6 cups that I had machined into the hornblocks and were fitted with felt debris preventers. These cups were not fitted with oiling pipes from a lubricating tank or fed from a mechanical lubricator as suggested by the designer. These were essentially drip feed type arrangements. While setting up the frames and motion on the air test bed rollers, I had no trouble lubricating these points. Not even too difficult when I fitted the boiler!

However, when the side decks and splashers were fitted, it became virtually impossible to get oil into any of the 6 cups. I did play around with extending oil can spouts with plastic tube etc, but not very happy. Although successful, if very difficult to do unless on a raised bed, which is not always the case. Thus a few months, if not years, passed with growing concern that not enough oil was getting to the coupled wheel sets or the lubrication points on the centre cylinder con rod.

Eureka moment!

The coupled wheel bosses were too large to allow oil to be fed through the spokes to the axle box tops. There was no way I could set up piped lubrication to the centre con rod or the hornblock cups.

This is the solution that I came up with and is now fitted and tested operational. A couple of photos are attached to show the device that might assist with the following explanation.

I cut 3 lengths of brass pipe that was 3/8" OD and 11/32" ID to be the distance from the INSIDE of the LH frames to the OUTSIDE of the RH frames (about 6"). To the LH end of each, I force fitted a turned brass spigot that extend the length by the thickness of the LH frames (6mm). These spigots were blind drilled and tapped 5mm. The tap being a quite loose fit (see reason for this later). The other end was also fitted with a drilled through spigot that was also forced into the brass pipe. The spigot hole was sized to force fit the ball oiler. I then drilled No 50 drill holes to be directly above each of the 6 cups associated with the axle boxes. Another No 50 drill hole was made centrally at 12 o'clock to allow air into the pipe (and thus allow oil to drip out. On one of the pipes I drilled a further hole exactly over the oil cup of the centre crank big end. I set one of the pipes up and squirted oil in via the ball end fitting and watched what happened. The occasional drip occurred at each bottom drilled hole.

I now drilled the main frames through a convenient spoke gap in the main wheels. Drilling as low as I could to get the oil drips to fall into the oil cups when the engine was stationary. This was easy for the trailing wheels (no interfering gear between frames). For the leading wheels I had to drill the holes to clear the cross slide runners which put it a little above the trailing wheel holes. For the driven wheels, I drilled as high as I could get to the wheel rims. All three oiling pipes were then fitted and loctited into the frames.

Getting them into position was difficult and hence the easy fit 5mm tap in the small end spigot. This eased the problem of being on one side of the engine and push the tubes through and having to be on the other side to get the spigot into its tight hole resting place. The loose tap allowed this and a tap with a handy hammer got them all in place with Loctite not overly spread around.

Disaster. On rolling the engine on the rails, the oiling cup on the centre crank just had to interfere with the new oil supply pipe!! Bugger! Engine now set up like a stuck pig from the overhead chainblock (with safety rope fitted) and I soon realised that I had silver soldered this oil cup into the top of the removeable back head of the crank. So could not simply unscrew and shorten. Bugger! Undoing the two bolts to release this proved impossible with all the brake rods in place. So stripped these out and then was able to get the end cap and off-fending oil cup off. What a struggle for an old codger working under a sloping engine with oil in my hair etc. Just like 50 years ago under my first few cars.

Anyway, a new oil cup was made up and the crank reassembled and the oil system tested. At rest with the centre crank set so that the oil cup is below the drip feed, the oil cup filled in a around 10 minutes. Found out that only a couple of good squirts from the oil can were needed. Otherwise too much oil. The drips into the centre crank cup would mainly miss the cup when travelling of course, but the oil drips would occasionally get into the cup or onto the bronze split side bushes.

Job done.

While I had the engine hanging for the above job, I raised the whole brake mechanism system by 16 mm to more align with Don Young's intentions. I had upsized the 5" drawings to 7 1/4" some years ago and got the conversion scaling wrong. Not the first scaling error I might add.



Coupled wheel lubrication tube



Coupled wheel lubrication point



Brake mechanism raised 16mm



So much better with the bogie wheels lined out

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