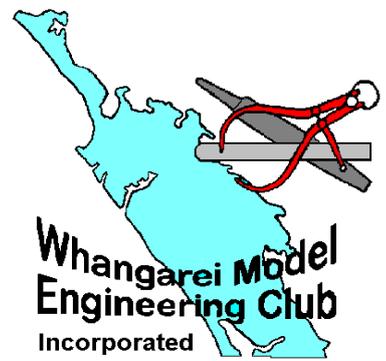


# NORTHERN VIEWS

ISSUE No 273 ... .. August 2014

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



## WEDNESDAY WORKDAYS: By The Editor



**2-7-2014:** Another bitterly cold and wet day. So much so that those that attended (6) stayed indoors. The main project for the day was the boiler testing of Ajax which had lain un-loved on the bench just inside the door for as long as I can remember and probably much longer. As mentioned elsewhere John had taken it back to his workshop for an assessment on its condition. He stripped it down, replaced some small parts, cleaned and painted most things but is not going to proceed further until the condition of the boiler is determined — if it proves to be serviceable then he will carry on with re-assembly for use. If the boiler condition proves to be beyond it, then he will reassemble it for display only purposes.

**9-7-2014:** Due to lack of interest today is cancelled. And the next two days as well. So much for the “sunny north”.

**16-7-2014:** At last! A fine day. But by the powers it was cold. Not too many braved the wind. Lloyd annoyed the weeds around the track and Rodney and Tony busied themselves in the basement the boiler off Ajax ... and me? Well I'm still painting pickets!!!

**23-7-2014:** ????

**30-7-2014:** I called in briefly on my way back from Auckland. Not too many in attendance. It would appear that the boiler off Ajax is pretty well near stuffed. Not quite sure what the next move is.

## THIRD SUNDAY RUNNING



**WOT RUNNING?** Six + members turned up (against their better judgement) to see if any of the public were as silly as they were. But the public had their heads screwed on better and they stayed at home.

We did not give one ride all morning so at about midday we decided enuff was enuff and we packed up for the day ... and NO we did not retire to the “Setts” to finish things off. Should have though.

Rodney and Tony were the only ones to do anything and they busied themselves in the basement setting up things for the repairs to “Ajax”.

## CLUB NOTICES

Next General Meeting: Thursday, August 21, 2014.

Clubrooms, Western Hills, 6 pm [Clubrooms open at 5.30 for coffee]

3rd Sunday Running — August 17, 2014.

Mid-week Workdays — Mostly Every Wednesday.

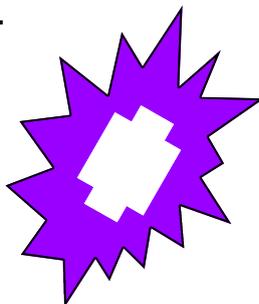
Extra Running Days This Month:

**NONE ADVISED**

THESE WORK IN WITH  
MUSEUM “LIVE” DAYS AND  
OTHER EVENTS

## QUIZ — Where and what is it?

For answer see Page 4.



# MEMBERSHIP SUBSCRIPTIONS

SUBSCRIPTIONS FOR THE NEXT  
FINANCIAL YEAR (2014-2015)

# ARE NOW DUE

THEY HAVEN'T CHANGED FROM LAST YEAR AND ARE:—

SENIORS & THOSE LIVING UNDER 35km FROM WHANGAREI ... ..	\$25.00
SENIORS & THOSE LIVING OVER 35km FROM WHANGAREI .... ..	\$15.00
JUNIORS ... ..	\$10.00

They are payable to the Treasurer, Whangarei Model Engineering Club,

P.O. Box 10233, Te Mai, Whangarei 0143                      **OR**

By Eftpos or cash at the clubrooms on the 3rd Sunday Running.

## LIST OF CLUB OFFICERS

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

**Vice President:** Roger Reynolds. Phone (09) 438 7911 E-mail; Roger-Wendy@vodafone.co.nz

**Secretary:** Colin Smith. Phone (09) 438 7861. E-mail; brencols@xtra.co.nz

**Treasurer:** Herb Smith. Phone (09) 438 1214. E-mail; hsnhrz@orcon.net.nz

**Newsletter Editor:** Ian Mison. Phone (09) 434 3125. E-mail; julianm@xtra.co.nz

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

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

**Website:** [wmec.org.nz](http://wmec.org.nz)





# WHANGAREI MODEL ENGINEERING CLUB

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## PRESIDENT'S REPORT

I feel this has been a good year and we have made real progress on improving both the track and the general facilities. We have had a year with no serious derailments and no accidents.

At our Wednesday working bees we have continued to upgrade the older trollies by fitting derailing bars and lowering the running boards. All trolley cushions have been re-upholstered in matching fabric. On some of the latest batch of trollies we have managed to sell the advertising space.

A bi-annual audit of the track and facilities has been carried out and we passed with flying colours. As an addition, for extra safety, we have added concrete ramps to the ends of the bridges.

We now have a well run boiler committee. As the club now has more steam engines running regularly, being able to do our own boiler testing is a big advantage.

Also, at the Wednesday working bees, we have completely washed the clubhouse and removed the rotten finials and put additional clips on the guttering. Inside the clubhouse we have fitted an attic ladder so that we can more easily use the ample storage space in the roof. A stainless steel tub has been fitted in place of the small handbasin that was in the men's toilet room to improve washing facilities.

We have bought five second hand chairs and re-upholstered those that needed it. The older folding chairs have been stored for use when required.

The white picket fences have all been waterblasted and painted with several coats of good quality gloss paint to help reduce the continual maintenance. The bridges will also be painted in the same manner.

Latterly, we have been planting native trees on the banks of areas leading to and from the tunnel to improve the scenery for those riding the trains. We hope that in future this will reduce the amount of maintenance required on these banks. We have arranged for the lawn leading to the tunnel be mown commercially which has greatly improved the appearance of the property.

It has been decided to not proceed to continue the track into Millington Bush because of serious concerns voiced by the Museum Trust.

A new club engine is being built by Ikon Engineering and this is expected to be finished later this year. Some further fundraising is still required for this purchase.

Our Open Weekend last January was a success but due to it being held straight after the Christchurch Convention we did not have many visitors. A big thank you to our ladies for running the kitchen.

It is unfortunate that our membership is aging and we are not attracting new younger members. This is a challenge for every member to encourage younger people who show any interest in running our facilities, to come and join us.

I would like to thank all my committee members who so faithfully attended meetings and carried out their duties so willingly. Without their support my job would be much more difficult.

This has been a serious learning experience for me and I appreciate their support.

*Rankin Kennedy*, PRESIDENT.

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## LIST OF 2014/15 CLUB OFFICERS

President: Rankin Kennedy; Vice President: Roger Reynolds; Secretary: Colin Smith; Treasurer: Herb Smith; Magazine Editor: Ian Mison; Librarian: Neville Hewinson; Patron: Position Unfilled.

Committee: Rodney White, Roger Lund, Roger Reynolds, Lloyd Cross, Ian Mison, Neville Hewinson.

Honorary Auditor: Janice McCue.

M.E.A.N.Z. Representative: Roger Reynolds (Deputy Rankin Kennedy).

Safety Committee: Rankin Kennedy, Lloyd Cross, Rodney White, Colin Smith.

Boiler Committee: Rodney White, Colin Smith.



# ANSWER TO QUIZ ON PAGE 2:

Abandoned UK railway stations: Mayfield.

## Mayfield ... the ghost station of Manchester

How many Mancunians realise there is an abandoned railway station slap bang in the middle of Manchester?

Opened on 8 August 1910 by the London North Western Railway, Manchester Mayfield was built alongside Manchester London Road Station (later Piccadilly) to handle the increased number of trains and passengers following the opening of the Styal Line in 1909. The LNWR had considered constructing a new platform at London Road between the MSJAR's platforms 1 and 2, which were renumbered 1 and 3 in anticipation, but this was abandoned in favour of the construction of Mayfield; the platforms nevertheless remained renumbered. Four platforms were provided and passengers could reach London Road via a high-level footbridge. Mayfield suffered the effects of bombing during World War II, when it was hit by a parachute mine on 22 December 1940.

Mayfield was a relief station mainly used by extra trains and suburban services to the south of Manchester. It came into its own for a brief period during the electrification and modernisation of what was to become Piccadilly Station in the late 1950s, when many services were diverted to it. It was closed to passengers on 28 August 1960.

The site was converted into a parcels depot which opened on 6 July 1970. Royal Mail constructed a sorting office on the opposite side of the main line and connected it to Mayfield with an overhead conveyor bridge which crossed the throat of Piccadilly Station. The depot closed in 1986 following the decision by *Parcelforce*, Royal Mail's parcels division, to abandon rail transport in favour of road haulage. The building has remained disused ever since, with the tracks into Mayfield removed in 1989 as part of the remodelling of the Piccadilly Station layout. The sorting office was briefly reused as an indoor karting track, but has now been rebuilt as the Square One development, prestige offices used by Network Rail; the parcel conveyor bridge was removed in 2003.

The interior of the station was used in *Prime Suspect* as a drug dealer's haunt. It was also used as a double for Sheffield Railway Station in *The Last Train*. The roadside building was gutted by a fire in 2005.

In 2008 an alternative scheme involving Manchester Mayfield was put forward. This proposal would see the station as part of a new 30-acre (120,000 m<sup>2</sup>) city centre district to be created immediately next to Piccadilly Station. This project would create over 6,000,000 square feet (560,000 m<sup>2</sup>) of offices contained in office blocks up to 12 storeys high, and would be completed over a period of 15 years. The future of the former railway station has yet to be decided and Mayfield Manchester were, as of April 2008, said to be in talks with its owners, BRB Residuary.



This is the derelict façade of Mayfield Station in the heart of Manchester



Overgrown station platforms and buildings



End of platform buffer stops. The lever in the middle was to release "trapped" engines after uncoupling. It's a wonder the scrap metal boys haven't got this lot.



## **Other Club's Events:**

**Hamilton Model Engineers:** Mini Truck Show + Night Run, September 27th

**Havelock Nth Live Steamers:** Open Weekend, October 24th-27th (Labour W/End).

**New Plymouth SMEE:** Open Weekend, October 25th-October 27 (Labour W/End).

## **Where the rubber hits the rail**

The first of a fleet of customised hi-rail trucks is now keeping KiwiRail on track.

This is the first prototype truck and will be the template for the rest of the fleet. It incorporates the latest technology which will make operations safer and more efficient.

The vehicles are state-of-the-art and equipped with the latest Mitsubishi Multimedia System which features three cameras, one for reversing and two for hi-railing and Bluetooth connectivity for hands free application. The crane also incorporates the latest Palfinger crane system technology with remote crane pendant and height limiter options.

Other features include a wooden deck, galvanised drop sides, disc hi-rail braking system with improved stopping distances, working lights, a

two-piece rail carrier and a 55-litre water storage tank. All these features have been built-in to meet KiwiRail's specifications.

The delivery of the prototype truck marks the beginning of KiwiRail's upgrade of its hi-rail fleet.

Mitsubishi Motors NZ Ltd was contracted to supply Mitsubishi Fuso Canter Euro series cab and chassis trucks direct to the conversion supplier. These trucks were then fitted with a multi-media system, modified front springs, customised tyre profile and rear wheels spaced to match the rail gauge.

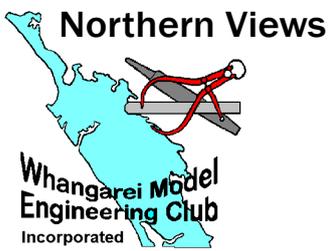
Earlier this year Tracgrip Hydraulics was contracted to deliver the trucks at a minimum rate of three per month over the duration of the contract. The potential order size is 84 trucks to be delivered over the next two and a half years.

They will replace existing leased hi-rail trucks that are well outside their original lease plans and are no longer cost effective for KiwiRail to operate.



### **From a Navy pilot's perspective:**

The three best things in life are: a good landing; a good orgasm and a good bowel movement. The night carrier landing is one of the few opportunities in life when you get to experience all three at the same time.



IF UNDELIVERED PLEASE RETURN TO:—

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