

APOLOGIES FOR THE LATENESS OF THIS EDITION OF NORTHERN NEWS.



I am just emerging from a
prolonged bout of
pneumonia.

At this stage there is likely to be another fortnight to go
and probably NO next issue.

CLUB NOTICES

3rd Sunday Running — October 21st 2018.

Mid-week Workdays — Mostly Every Wednesday.

Extra Running Days This Month:

NONE ADVISED

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

QUIZ — What is it?

For answer see Page 4.



WEDNESDAY WORKDAYS: By The Editor



The first Wednesday, **5th**, was fine but quite cold. I think we were getting some of that cold that was giving all things south a bit of a hammering.

But still with an extra jacket on it wasn't too bad and some work was achieved.

About three bods were involved helping Lloyd install an electric water pump and vacuum pump in the tender of "Brad". Things however, did not go all that well, the vacuum pump worked OK but the water pump motor refused to move. After closer inspection it was found to be a bit of sloppy manufacture ... a wire inside the motor had not been connected and after joining things up it went like a rocket.

Colin and Bruno were very busy in the lower area re-aligning the stonework alongside the track. Looking good guys.

The **12th** was an absolute pearler of a spring day and there were nine members in attendance.

Rodney was busy in the basement doing some wiring on the "grass-grub" and it now has two-tone horns fitted which sound not too far different from the original full-size engine. The button is mounted on the dashboard.

A group was busy making improvements/alterations to the trap-points just beyond the main steam-up bay on to the main line. The present stop-block is to be replaced by a gravel trap at the end of a small run off.

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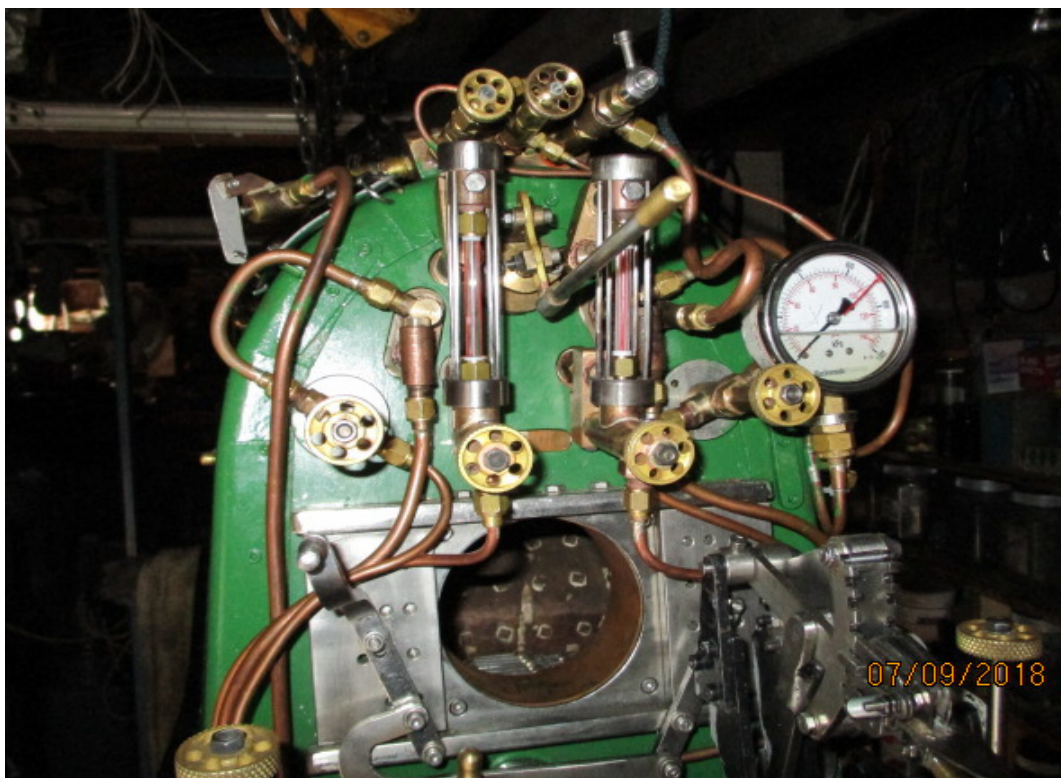
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VIEWES EXPRESSED IN THIS MAGAZINE ARE NOT NECESSARILY THOSE OF THE EDITOR OR COMMITTEE OF THE WHANGAREI MODEL ENGINEERING CLUB (Inc)

Progress on the A3 ...



A view of the back plate of Tony Tanner's A3.

Note that he has substituted a Johnson Bar instead of the wheel that was typically English.

Tony has said that he will do a proper write-up in due course.



Auckland Dockland Tram Suspended

As of the 5th of August the Auckland Dockland Tramway has ceased to operate.

Its demise has been brought on by continuing all sorts of new construction work in the area, low patronage, and high maintenance.



PICTURE ABOVE shows the little 4-wheeler turning into Halsey Street.

The line started off with two leased trams from Melbourne. The lease on the W6 tram was terminated a while back and they retained a small 4-wheeler (X-class) to carry on.

They were all fitted with a speaker systems to inform riders of what was happening on the outside.

Two freehold Melbourne W7+ type bogie trams became available and were purchased outright. Both were in fair condition so one was given an overhaul and they were all painted in ADT colours.

At this stage disposal is not contemplated and they will mothballed in the barn.

Other Club's Events:

Nelson Open Weekend: Open Weekend/60th Anniversary, October 20-22, 2018

Havelock North Live Steamers: Open Weekend, October 20-22, 2018.

New Plymouth Model Engineers: Open Weekend, October 20-22, 2018.

Tauranga Model Engineers: Open Weekend, November 10-11, 2018.

Canterbury Society of Model Engineers: Open Weekend, November 16-18, 2018.

ANSWER TO QUIZ ON PAGE 2:

Clayton Railmotor (SAR)

In 1929, the South African Railways acquired a single self-contained steam railmotor for low-volume passenger service. The vehicle was a vertical boilered steam locomotive with a passenger coach as an integral part of the locomotive itself.

The first steam railmotors in South Africa were the Cape Government Railways steam railmotor No. M6 and the Central South African Railways steam railmotor No. M2 which were introduced in 1906 and 1907 respectively. During the years since its establishment in 1910, several petrol-driven railmotors had been placed in low-volume passenger service by the South African Railways (SAR). In 1928, despite its declared preference for petrol-engine railcars, the Railways Administration decided to acquire a single experimental steam railmotor.

An order for one steam railmotor was placed with Clayton Carriage and Wagon in June 1928, at a purchase price of £4780 plus £65 for a spare geared wheelset. Although it was initially intended for Durban, the railmotor was delivered to Cape Town instead. It was erected in the Salt River workshops and numbered RM11. After initial trial runs, the railmotor entered regular service on 24 September 1929.

The vertical boiler of the engine was located to the rear of the front driving compartment and had an outer cylindrical shell and an inner firebox, with the middle portion of the firebox pressed into a square cross-section. The coal bunker and water tank were mounted on the power bogie and the bunker part was separate from the coach body to enable it to swivel with the power bogie. The engine unit had two cylinders with piston valves which drove a spur gear on the driving axle, while the two axles of the power bogie were connected with coupling rods. For bi-directional operation, the railmotor had a second driving cab at the rear end of the coach. The rear end of the railmotor rode on conventional passenger bogies. The coach had the capacity to seat 30 first class and 35 second class passengers in two compartments and it also had a baggage compartment immediately to the rear of the front driving cab and boiler.

The vehicle was equipped with the old Johnston link-and-pin couplers instead of the new AAR knuckle couplers that were introduced in 1927. The reason was most likely that the commuter carriages in service at the time were all still equipped with the older couplers.

The railmotor was initially placed in service on the Milnerton line for a brief period and often operated with a passenger carriage in tow. When this line was closed to regular traffic on 31 July 1930, the railmotor was transferred to the Cape Flats line.

The railmotor fleet was reported as giving good results and accomplishing the objects of economical working and speedier and more comfortable travel compared to steam train services, since mixed trains on branch lines usually resulted in slower passenger service as a result of frequent stops to load or unload goods.

The Clayton railmotor was later used on the Overberg line to Caledon. No more steam railmotors were acquired, however, and all subsequent railmotor models on the SAR were petrol-driven vehicles.

NEW ZEALAND ALSO HAD TWO STEAM RAILCARS IN THE 1920's

The NZR RM class Clayton steam rail motor was a unique railcar that operated on New Zealand's national rail network and one of only two steam railcars to operate in New Zealand — the other being a 1925 RM class Sentinel-Cammell, built in 1926 by Clayton Carriage and Wagon of Lincoln, England, and assembled at the New Zealand Railways Department's (NZR) workshops in Petone.

The railcar could seat up to 52 people and its steam boiler could generate a pressure of 275 p.s.i. It could be driven from either end and was capable of hauling a wagon or two of freight, and its airy, open design proved popular with passengers. However, it was not popular with crews or mechanics. Before it even commenced revenue operations, a heavier firebox and larger boiler had to be installed, and its poor reliability necessitated regular repairs. Due to these issues, no additional examples of the railcar were built.

After its assembly and improvements were completed, the railcar was transferred to the South Island and took over passenger duties on the Kurow Branch, running from Kurow to Oamaru and return six days a week. Previously, the line's passenger services had been worked by mixed trains that carried both passengers and goods and thus would regularly stop for extended periods to load and unload freight, and the steam railcar proved to be a vast improvement, completing the journey an hour quicker, in 1 hour 45 minutes.

It could maintain a speed of 30 mph (48 km/h) on straight, flat track, but when presented with steep grades or sharp curves, its speed would drop to 6–14 mph (9.7–22.5 km/h). One quirk of its operations was that farmers' dogs had to be carried in dog boxes for the duration of the trip rather than lying at their master's feet; and as the railcar operated on a rural branch line, this policy was not greeted with enthusiasm.

On 10 November 1928, a regular locomotive-hauled passenger train replaced the railcar, but this was not the end of its life. It was assigned to run various services in Otago and Southland for a number of years, but after eleven total years of operation, it was withdrawn. Railcar technology was improving (the Vulcan railcars were ordered not long after the Clayton retired) and there was little need or economic justification for an older, somewhat unreliable steam-powered railcar that was not suitable for the rugged terrain that typified many lines in New Zealand.

It was withdrawn and did not survive to be preserved. Its sandbox was appropriated for use as a back sand gear on A^B 810. ●



CHRISTMAS LUNCHEON



IT'S GETTING NEAR THAT TIME AGAIN SO SOME THOUGHTS ON THE MATTER WOULD HELP

DESPITE THE STUFF UP LAST TIME, THE VENUE WAS CONSIDERED TO BE QUITE GOOD AND IT HAS ALREADY BEEN PUT FORWARD AS A VENUE AGAIN THIS YEAR — ANY OTHER THOUGHTS PLEASE?

IT HAS ALSO BEEN SUGGESTED THAT THE NOSH-UP BE HELD ON A SATURDAY (MORNING OR AFTERNOON)

PLEASE CONTACT EDITOR INDICATING PREFERENCE

Members – Please Take Note

THE TEA TOWLS IN THE KITCHEN ARE NOT FOR DRYING YOUR HANDS ON

PLEASE USE THE TOWELS SUPPLIED IN THE WASHROOM/TOILET



WE WILL BE RUNNING THE TRAINS ON THE WEDNESDAY OF EACH WEEK OF THE SCHOOL HOLIDAYS

BACK NUMBERS OF *NORTHERN VIEWS*

Recently I have been asked about back numbers of Northern Views ... Soooo.

If you want to look at a back number of the above mentioned publication, or even print it out, then go to

wmec.org.nz and click on Newsletters.

They are all there from when I took over as Editor back in 2008.

IF UNDELIVERED PLEASE RETURN TO:—

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