

## 3rd Sunday Running

Despite the possibility of doubtful weather the day was quite successful. The rain stayed away but it was quite windy from the NE.

There were three engines in service. Two of the club's petrol ones and Lloyd had his steamer in action. Rodney brought *Prince George* along but did not run it. Our other usual steamer (Scottie) was visiting Hamilton for the weekend.

There was a good turnout of members and toward the end of the day there were more club members than public on the platform.

Youngest member AJ was on the sausage dispensing team and did a very good job, but was not overworked the whole time.

We also had three visitors from Nelson who appeared to be impressed with our track layout, amenities and general configuration.



## Wednesday Workdays

Work continues on the re-alignment of the track from the station toward the tunnel. Some of the original expansion joints have become quite worn and the immediate rail either side is slightly hogged.

Another day or two will see this section become almost completely refurbished.

Rodney has been working on the hydraulic components of our latest locomotive acquisition. It was taken for a test run on the 7th and proved to work very well but still produced quite a noticeable jerk when starting off.

Tony has been working on the warning lights/bells at the crossing. It would appear that the bell unit has a fault somewhere inside and that makes for difficulty in locating the problem. We might still have to get a new unit to make things right.

Work has continued on the refurbishment of expansion joints on all points toward the tunnel. A new system of supporting the joint has been devised. This came about because a lot of the joints were sagging. I did hear some talk about replacing all expansion joints with a new design. Time will tell.

A start was made on re-painting all the points levers, etc, but some rain killed that idea. It's funny how water-based paints don't stay in place when wet.

Further noise from the basement indicated the building of two short tracksets to be installed on the line down toward the tunnel



## CLUB NOTICES

Storybook Easter Sunday — April 1, 2018

3rd Sunday Running — April 15, 2018

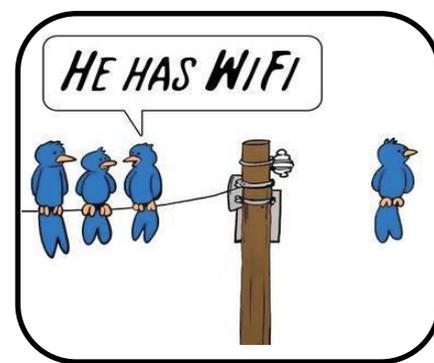
Mid-week Workdays — Mostly Every Wednesday, 10 am.

**NOTHING ADVISED**

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

## QUIZ — What is it?

See Page 4.



## PHANTOM LOCOMOTIVE FOR SALE — Winner of the Ikon Cup in 2016.

With great reluctance, "Southern Belle" is being offered for sale. This Locomotive was built by a fastidious model engineer, Mike Treloar.

Unfortunately Mike passed away recently and his family is now offering it for sale.

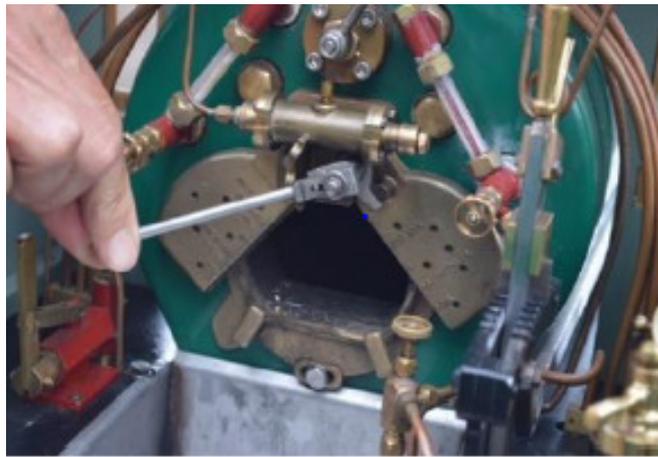
No expense was spared in the construction of the Locomotive. The tender is built from professionally TIG welded stainless steel. CNC cut oak was used for the cab. There is also skilful pin-striping on the cab, the tender and the operating LED headlight.

Everywhere you look it has top grade parts and workmanship. From the steam operated firebox doors (from the Franklin Railway Supply Co.) to a fully functioning steam pump.

This engine was constructed with a large boiler (with super heaters) and will be sold with a new boiler certificate. It has only been steamed up less than 10 times over the last 3 years. It has never been used to pull ride cars.

The locomotive will be sold with stands for engine and tender, plans and full array of tools for running the engine including cleaning products for the new owner to keep it in the pristine condition it is being offered at.

For further information including the asking price, please text or phone Shane Marshall at 021 421958.



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

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# The Teardrop Monument

Here is an article on a 9/11 memorial I'll bet you do not know existed.

Notice how there was next to ZERO media coverage of this? There are elements in the U.S. Government and media that WANT to be at war (hot or cold) with Russia. Picture below ...

In fact the monument was a gift – an expression of grief – from the people of Russia to the people of the United States and officially named "to the struggle against world terrorism". Vladimir Putin was there when construction began and Bill Clinton attended the dedication ceremony in 2006. Since then, it has been forgotten.

Research has found that its designer, Zurab Tsereteli – one of Russia's leading sculptors – went to Ground Zero after the attack. He was told boats and ferries had shuttled survivors across to New Jersey, where many of the victims had lived.

About 50 million people visit New York every year and more than eight million live there but no one seems to have heard of The Teardrop ... which is odd because it is a 100 ft tall, 175-ton memorial to those who died on the city's blackest day. Learning of its existence by chance, I tried to discover more from locals at Ground Zero, where the Twin Towers of the World Trade Centre stood until September 11, 2001, and was met with blank expressions.

The one person who did know was an official guide, but he said "I bet 99 per cent of New Yorkers haven't a clue where it is."

Our search began at the World Trade Centre station, where a train took us to Exchange Place in New Jersey. From then on, instructions were vague – we had to catch a tram for eight stops along the New Jersey shoreline to 34th Street in Bayonne and ask around.

Eventually someone walked by and kindly offered to call a local taxi firm on his mobile. He'd never heard of The Teardrop, but luckily the taxi driver had. He drove us two miles across a wasteland, which was once an army base, until we came to an isolated quay. And there, high on a mound, stood the monument – a massive bronze-clad block with a great gash down the middle into which is suspended a 40ft, four-ton shiny nickel teardrop.

'Nobody ever comes here,' said the taxi driver. Indeed, we were the only visitors. In the far distance were the skyscrapers of Manhattan. Around the base of The Teardrop were the names of all those who died on 9/11 – including 26 Russians.



# ANSWER TO QUIZ ON PAGE 2: *The Vauxhall Griffin*

The Vauxhall logo is based on a mythical creature called the "Griffin". The griffin is a legendary creature with the body of a lion and the head and often wings of an eagle. As the lion was traditionally considered the king of the beasts and the eagle the king of the birds, the griffin was thought to be an especially powerful and majestic creature. Griffins are normally known for guarding treasure. In antiquity it was a symbol of divine power and a guardian of the divine.

The griffin emblem, which is still in use, is derived from the coat of arms of Faulke de Breaute, a mercenary soldier who was granted the Manor of Luton for services to King John in the thirteenth century. By marriage, he also gained the rights to an area near London, south of the Thames. The house he built, Fulk's Hall, became known in time as Vauxhall.

Vauxhall Iron Works adopted this emblem from the coat of arms to emphasise its links to the local area. When Vauxhall Iron Works moved to Luton in 1905, the griffin emblem coincidentally returned to its ancestral home. The logo as pictured used to be square, but it is now circular, to enable it to fit in the same recess designed for the circular Opel emblem. Since the 1920s the griffin has been redesigned and released nine times (see above for the detailed changes). In 2008 Vauxhall released a revised version of the 2005 logo. Vauxhall's Managing Director, said, "While the new-look griffin pays homage to our 100 year-plus manufacturing heritage in the UK, it also encapsulates Vauxhall's fresh design philosophy, first showcased in the current Astra, and set to continue with the Insignia."

Shown at right is the history of the changes in the Griffin logo from the 1920's to 2008.

Another use of the name "griffin" was the famous Rolls-Royce griffin aircraft engine.



## THERE HAVE BEEN SEVERAL RECENT SCAM ATTACKS ON CLUB OFFICERS

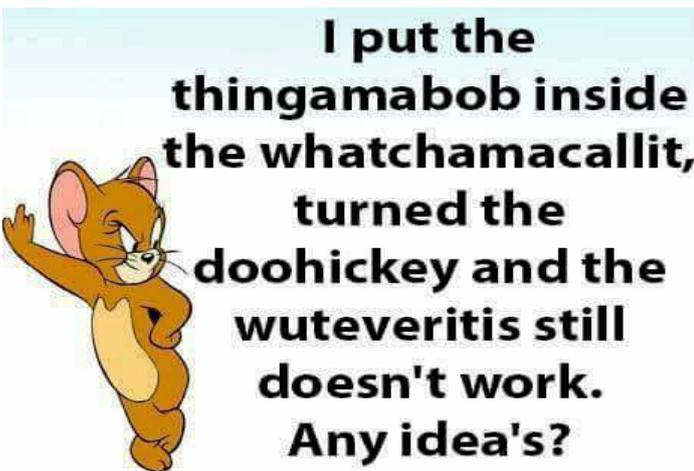
If you receive any unexpected or strange e-mails please confirm that the sender's address is accurate and if in doubt e-mail or phone the person purported to have sent it.

--- DO NOT CLICK REPLY ---

As a general warning never open an attachment or link on any e-mail of which you are not sure of the origin.

It is better to be patient on the road than a patient in the hospital.  
Any child will happily help with the chores — especially if it's past their bedtime.  
It takes less time to do a thing right than it does to explain why you did it wrong.

# Further Pics of Track Renewal & Repair



- PHOTOS ABOVE:**
1. Straightening a rail joint that developed a hump.
  2. Just about finished. Inspection by T.I. Grommet.
  3. Replacing an expansion gap that had sunk. Note the rolling track gauge in foreground.
  4. Realigning the straight down toward the tunnel. Track was raised on one side which made for easier work space and better use of the works train from the up track.
  5. The new stationmaster. Doesn't look all that happy does he?
  6. Lloyd and Brad try out the new water standpipe and coaling station now situated between roads 1 and 2.

IF UNDELIVERED PLEASE RETURN TO:—

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