

**ISSUE No 330** ..... **November 2019**

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

## ***3rd Sunday Running***



Last month's running day turned out to be quite a day. The weather was brilliant, we had a good turnout of members as well as a goodly number of locomotives on hand to keep things rolling.

I had to do the rounds of Whangarei to locate some sausages at a decent price as all the normal discount butchers have gone to the wall due to competition from the big supermarkets. The Mad Butcher, The Aussie Butcher and there is one other that I cannot recall the name of ... all gone. But in the end I did locate some of a brand that we used to use a few years back.

Quite a few members just happened to turn up late, me included, but then again so did the riding public. The big rugby match AB v Ireland the night before must have had something to do with it as it was OK in the end and the treasurer was making strange clucking noises and rubbing his hands together.

We had a very good turnout of motive power for the day despite the fact that Santa Fe was in sick bay with a with very sad hydraulic pump. I believe that it cannot be repaired as it is of a very old model and bits for it are no longer available.

Rankin had only just his loco out on the track and was about to pick up his ride cars when it packed a sad and refused to go anywhere

## **TEDDY BEAR'S PICNIC**

The Annual Teddy Bear's Picnic event was held on the 13th of last month. The weather was on our side and the public made a reasonable showing.

Club members were a bit thin but things were coped with.

## **CLUB NOTICES**

**3rd Sunday Running** — November 17, 2019, 10 am — 3 pm.

**Mid-week Workdays** — Mostly Every Wednesday, 10 am — 3 pm.

**Extra Running Days This Month:**

**SEE PAGE FIVE**

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

## QUIZ — What is it?

See Page 4.



# Wednesday Workdays



The two Wednesday running days in the current school holiday period have proved a help toward the replenishment of the club's coffers. The only drawback is that this running puts a brake on any work that is required to be done on the track or trackside equipment. But in most cases this is made up for on other work days.

The DC "threw a wobbly" recently and after a severe talking to by Rodney is now operational once again. Tony has been beavering away doing some alterations to the trap points at the exit of the main steam-up bay to the main line, hoping that if it is ever used the loco will have a soft landing.

A start has been made on the covering for the main steam-up bay. All the holes have been dug and support poles planted. This should make things a little more comfortable during the summer weather. Although it could be interesting erecting the framework in a moderate to high wind. Also some serious measuring for the proposed extension to the covered area at the station was done.

And would you believe it ... the cold and windy weather returned in the middle of last month just to remind us that nature hasn't finished with us yet.

Also, Santa Fe "threw a wobbly" and died on the 13th of last month, luckily more toward the end of the day's running. Rodney has been doing some intestinal work on it and it was discovered that a couple of things had got out of whack in the drive train. Bits have been removed and are being looked at with the view of replacing them. Inquiries into the availability of said spare parts drew a blank with the explanation from the suppliers that these parts are no longer made and are unavailable.

Not taking their word, Lloyd, Rankin and Rodney decided to do a sortee of the engineering workshops in Whangarei. And guess what? They came up with a brand new old stock pump of the same brand and size that was required to get Santa Fe back on the tracks. The Gods had to smile on us sometime!!

A few weeks ago Rankin brought in a set of plans for all to look at. Am I right in surmising that he might attempt to build another locomotive?

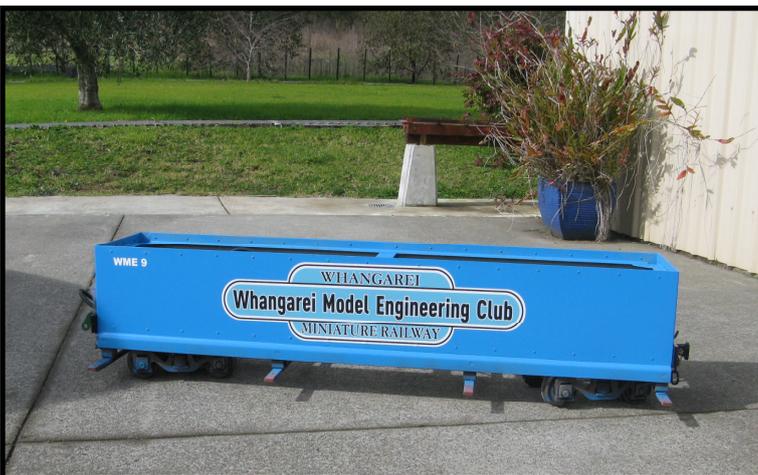
The signal box has had a bit of a hammering from the weather over the years and continual dampness since it was constructed about seven or eight years ago, so much so that the bottom weatherboard is getting quite rotten, so I guess this will be another job for the summer months.

There was a morning tea and chat session with the members of the Gemstone Club on the 23rd. I guess it went OK. I can't really comment because I wasn't there. But it was a bitterly cold day with horizontal rain that really didn't cut the mustard with me. I survived until after lunch time and then "headed-for-the-hills".

The 30th of October proved right for working outside. Tony was working on a faulty rail contact for warning bells at the end of the platform. All is now OK. Rodney now has the new innards back in the Santa Fe so that should be ready for the road in the not too distant.

We had a visit from a couple who came from Alabama. They were quite impressed by our operation.

# Reincarnation of Tatty Rollingstock



So you want to make the older rollingstock look a few years younger by giving them a coat of paint and de-dinging them?

If your chosen ride-car is of older construction then the chances are that it will require a little more than a coat of paint.

- 1 Firstly check over the general condition of the vehicle, ride heights, wear on the bogies, etc, and degrease things.
- 2 Strip off ALL the old vinyl signwriting that has been there for yonks!
- 3 Repair or replace any damaged side panels and chassis rails, replace any broken pop rivets.
- 4 Prime panels and sand down.
- 5 Repaint in the chosen club, or private colours (in this case blue). Two coats of paint will be necessary.
- 6 When dry you should need a pair of sunglasses to shield your eyes from the mirror finish that will manifest itself (?).
- 7 Attach all the new numbers and logos, etc. Step back, pat yourself on the back and admire your handiwork.

## ← CAPTIONS:

**TOP:** Stripping off the old paint, etc.

**MIDDLE TOP:** A finished article in its underwear prior to the final top coat.

**MIDDLE BOTTOM:** Refurbished ride cars for Lloyd. The WMR stands for Wellington Manawatu Railway.

**BOTTOM:** One of the new paint jobs on our own rollingstock and showing our nice new blue and transfers.



## ANSWER TO QUIZ FROM PAGE TWO

### ***The Remains of the Auckland Tramways Crane Tram No 304.***

This vehicle was actually converted from another tram fairly early on in the history of the trams in Auckland. It was used in the construction of new tram routes when it could carry the new rail and other things required in tramway construction. The carriage of long lengths of rail was achieved by installing a cut-away portion on the cab each end. This would allow for rail to run straight through both control cabs.

The rest of the deck was used for the transport of sleepers and tools and a large arc welder and several “away from home” grinders which were powered by means of a piece of traction wire shaped to a hook on one end and attached to a long bamboo pole and looped over the overhead wire and a lump of steel which just sat on the rail to give the return earth. [Real good Health and Safety stuff eh!]

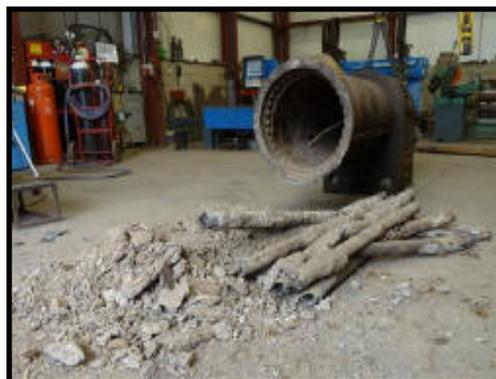


In latter years it was only used for the maintenance of the system AND the removal of debris from the demolished passenger safety zones that motorists attacked when under the weather and who thought they could drive home from the pub on a Saturday but found their cars weren't built to the standard of the solid concrete ends to these zones. These zones did break but usually into large lumps and the crane was called out to remove the mess.

The picture on page two shows what was left of this vehicle quite a few years after the system closed.

It was bought by a local farmer in the Kaipara area to use as a bridge across a roadside drainage ditch, but that was as far as it ever got. It just stayed there and eventually “melted” into the ground. It was in quite complete condition, even visible until the late 1970s.

In the above picture you can see the remains of the crane boom. It appears to have been removed at this stage — to where I know not. The person in the middle of the picture is one of the early MOTAT tramway members that were having a look with a view to retrieving it for the collection. This did not happen because it was in a pretty terrible condition and really beyond salvage. The chassis, although it looked OK had rusted completely through in several places.



#### **HOW NOT TO MAINTAIN YOUR BOILER**

The four pictures of a very poorly maintained boiler would make your hair curl. There certainly would not be much in the way of heat transfer and I'm sure there must have been numerous hot spots throughout.

**TOP LEFT:** Does your boiler steam well? I doubt it! **TOP RIGHT:** Tubes have been removed, along with heaps of scale, etc. **BOTTOM LEFT:** The tubes after having been removed. Spaghetti anyone? **BOTTOM RIGHT:** Only part of the scale and other rubbish also removed.

# ***CONTENT OF MAGAZINE***

**HI EVERYONE**

**I HAVE HAD A FEW REMARKS RECENTLY THAT THERE IS NOT ENOUGH LOCAL NEWS CONTENT AND THE OCCASIONAL TYPE GREMLIN THAT CREEPS INTO *NORTHERN VIEWS***

**THE ANSWER TO THAT IS THERE ARE NOT ENOUGH PEOPLE PREPARED TO PUT PEN TO PAPER AND LET ME HAVE SOMETHING TO PUBLISH**

**STRANGELY ENOUGH IT IS THOSE WHO DO THE LEAST ARE THE ONES THAT “BLEAT” THE MOST ... DOES IT SOUND FAMILIAR?**



**I AM GUILTY OF PUTTING THINGS IN THAT DON'T CONCERN MODEL ENGINEERING, BUT THE ALTERNATIVES ARE TO REDUCE THE NUMBER OF PAGES AND PUT IN JUST THE BARE BONES OF THINGS THAT HAPPEN AT THE CLUB OR REDUCE THE FREQUENCY OF THE MAGAZINE OR DROP IT ALTOGETHER**

**MY BATTLE WITH WINDOWS 10 DOESN'T HELP EITHER**



*The Editor*

## **Charters, etc ...**

There are several charters between now and the end of the year. Some extra platform staff would help on the following dates:

Sunday, November 3rd — 11am till noon.

Friday, November 29 — 10am till 1pm

Saturday, November 30 — 10am till 2 pm

Wednesday, December 18 — 10 am till —

If you are available then please get in touch with the President, Rodney White on 436-1185.



**The end of the Trap Point line. Not quite finished.**

IF UNDELIVERED PLEASE RETURN TO:—

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

