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**NPSMEE**

**11 Gilbert Street, New Plymouth**

**Public Running Sundays 2-4pm**

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**WELCOME!**

Welcome to the next edition of the SWARF newsletter. We have some cool stuff to get through, but we must say a belated-Merry Xmas to all members and clubs!

**Latest Info**

Sunday running has been continuing, along with the infamous Night-Runs. Most Sundays have seen the Wab out and about, aswell as Ben's Eb still racking up the kilometers! Also a lurking loco has been revived, more on this later...

The club is currently in the process of constructing a new loco. It will be powered by a Petrol Motor and Hydraulic drive to both bogies, and the body to be loosely-modeled on the NZR Dsc class. John Moran has already constructed the essential extras for the bogies, and has mounted them ready to accept the Hydraulic motors. The workmanship shown is outstanding!

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Ben has finished his new loco! Testing was carried out at a variety of locations, but the run at Hamilton Model Engineers in early-Jan was by far the best. 2 full-carriages for nearly 5hrs! Gradient tests were carried out at Ted Barnes' track, and the first public outing at the Palmerston North clubs'

Running day in early-December, not forgetting the first long run at the Cambridge-Rotorua Live Steamers Open Weekend. The batteries being 105AH each provide good long runs, with the 2x 450-Watt Motors barely getting warm!



Labour Weekend went off really well, with our traditional 'rain-day' on Sunday. But that still didn't deter people running! More on that later...

### **The Old Club Loco**

We bet that stirred up some interest! Yes as some of you know, we used to run a Petrol-Mechanical Dsb before the Ec was purchased. We are led to believe it is named the 'Red Terror'. This loco is powered with a Jap engine (of some description) and an old 'Indian' Motorcycle Gearbox. This is then sent through a Forward/Reverse box and Layshaft to the Coupling Rods, which provides the power to the 6 driving-wheels. The starting system is 230-volt, and provided by a small box. This box has a lead with a 3-pin plug on it, which plugs into a socket on the rear of the loco...

Ben got the loco out and oiled up on our club day (2<sup>nd</sup> Jan), then got it going with fresh Petrol and Oil. On the track, it was an interesting experience. The idling of the motor wasn't that good, and if you didn't keep the Revs up, it would stop on its own accord. Not particularly fun on the far side of the track without 230V and the Starter box! A bit of adjustment half-fixed the problem, but finding the Gears was a bit of a mission. Ben has run the loco since, and now knows where the Gears are (turns out that on club-day, he was using 3rd!). More running should see this loco become a regular performer. It certainly proves a draw-card when running with some of the older folk around! It is great to see this loco back out and running, and Ben plans to juggle running the 'Red Terror' and his Eb on Sundays.



**Labour Weekend 2013**

Been and gone already, wow time flies! Labour Weekend was received by all extremely well, with only Sunday being wet (fined up in the afternoon, and came quite pleasant). Club locos were out to start with, along with John Morans' 2-6-2 running round. Eddie Sanderson brought up his 5" gauge Ds (24v Electric) for a run, and was on the track most of the afternoon on Sunday. Visiting locos also included Bill Parkers' 'Britannia' from the Manukau club, and Peter Andersons' cute little 0-4-0 'Elva' steamer from the Hutt Valley Model Engineers. Both had spirited runs, and from all accounts enjoyed themselves thoroughly. Peter, when not running 'Elva', was seen on both club locos' (Wab and Ec) as well as John's loco.



**2013/14 Night Runs**

All nights were blessed with Fine/Overcast weather, with most being 2-train requirement. Boxing Night was the first, with up to 4-trains on the track at once. Locos to run through the Nights included the Wab, Ben's, Ryan's' Dsa, Peter's 0-6-0 and Don's DS. Jim & Jan Clarke also attended our club-day, making a day-trip with his Wa67. All had good runs, with only one incident involving passengers leaning-out on Peter's train. We won't mention Ryan's Dsa tipping-off the transfer track (between Traverser and Turntable)... No-one was hurt, just a damaged body. A tribute to Martin's loco-building skills!



Well, that's all for now. We hope you have enjoyed this newsletter. Please send any feedback/comments/suggestions to

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Until Next Time

New Plymouth Society of Model & Experimental Engineers