

WHEELTAPPER

NEWSLETTER OF THE

WESTERN PROVINCE LIVE STEAMERS

President	Arthur Zuhlsdorff	Date	March / June 2013
Vice President	Bernard Ridley		
Chairman	Ian Dorrat	Postal	WPLS
Vice Chairman	Bobby Moore		P.O Box 15810
Secretary	Wouter Bergakker		Panorama
Treasurer	Mervyn Knickelbein		7506
Committee	Basil Lotter	Track	Bertie Genade St.
	Bernard Taylor		off Frans Conradie
Editor	Justin Shaw		Parow
Public Running	First Saturday of Every Month	Web Site	www.wpls.co.za
		Club Day	15th June 2013

Around the club

With great conversations, food and steam, the December 2012 Christmas Party/Play Day was well attended and is always a great way to end the year.

January to May running days were well attended by the public, we are fortunate to have a regular crowd of visitors who are patient when the queues get long. February saw a rather large fire jump the firebreak and run down to the river on the other side of the fence, thanks to all the members, public & fire department that assisted in putting the fire out.

Congratulations to Michael Jacobs and Albie Fourie for passing their diesel drivers test.

Train Mountain Tax issue

For those of you who don't know what train mountain is, it is a mecca for most model train enthusiast with over 36 miles of 7.5 gauge track on 2205 acres of pine forest spanning 2 miles by 4 miles near Chiloquin in South Central Oregon, America.

Train Mountain was founded in 1987 by Quentin Breen. Quentin assembled the property and developed over 25 miles of track before he passed away in 2008. In 2009 the IRS recorded \$13.8 million dollars of tax liens against the Train Mountain property based on Quentin's tax problems. In 2010 a law suit was initiated by Fred Vertel to find a way to discharge the IRS liens. In

August 1, 2012, Settlement Conference resulted in Friends of Train Mountain being appointed custodian of Train Mountain. On November 1, 2012, Friends of Train Mountain became the custodians of Train Mountain, and operated Train Mountain as custodians pending resolution of the IRS liens. On the May 8, 2013, The IRS Liens on Train Mountain was completely discharged.

For those who dream of going to Train Mountain one day must be relieved that the tax issue has been sorted out, it's great to see how the community got together to resolve issue. Keep on putting your pennies in a jar and saving for your trip to "the mecca" because we now know it's still going to be around for a long time, there are already plans to further extend the track!

The Tunnel

At a General meeting at the end of last year, it was decided that WPLS would build a tunnel. Work started early in the New Year and with the small team of dedicated people, progress has been slow but steady.



Current progress, 2.5 meters of tunnel arch has been completed.

The main challenge we have is to complete the tunnel arch and put some gates on, I would like to extend an invite to those with some spare time on Saturdays to come and assist with this project.

Ambitious steam locomotive project gets the thumbs up from train fans in Shildon

A VISIONARY project to build a classic steam locomotive from scratch has captured the imagination of rail enthusiasts of all ages. Yesterday (Saturday, May 4), at its highly anticipated Grand Open Day in Shildon, County Durham, Rail Restorations North-East lifted the lid on its most ambitious venture to date. The team, led by GP and train-spotter Dr Mike Wood, is building a classic G5 steam engine using the original engineer's drawings. It is the first locomotive to be built in Shildon since the pioneering days of Timothy Hackworth in the 19th century. The open day was a chance for the public to discover more about the project and see what has been achieved so far. This included the unveiling of one of the five foot driving wheels that has been cast and machined by North-East

engineers. Roger Wormersley, treasurer of Rail Restorations, said it had been a fantastic event, attracting steam fans of all ages. "We had a really good turn out," he said. "Everyone was so enthusiastic and bowled over by what has been achieved so far."



(LNER Class G5) 0 - 4 - 4 Passenger Tank Locomotive

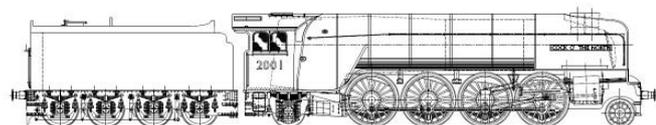
Gresley P2 Project

Credits - www.a1steam.com

With Peppercorn Class A1 Pacific, *Tornado* now operating successfully on the main line, thoughts inevitably started to turn to "what next for the A1 Steam Locomotive Trust?" The transition from a builder of steam locomotives to an operator has certainly not been a painless one and it is fair to say that it is a lot harder work than many of us imagined. However, our new-found role – and our locomotive's super-star status – has started to deliver significant benefits. Millions of people are now aware of *Tornado* and thousands of them are now travelling from far and wide to see and travel behind our locomotive, whether on a heritage railway or on the main line. Heritage railway appearances are resulting in record numbers of visitors and the knock-on effects of this are more demands to hire *Tornado* than we can cope with, ever growing sales by our merchandise team and numbers of new Covenantors growing more rapidly than ever before.

Given this situation, The A1 Steam Locomotive Trust can start to address the question posed at the beginning – "what next for the Trust?" Over the years we have been asked this question many times and more often than not most people's thoughts have turned to Gresley's magnificent P2s. The first Gresley class P2 No. 2001 *Cock o' the North* was completed in 1934 by the London & North Eastern Railway (LNER) at its Doncaster works. It was the most powerful express passenger steam locomotive ever built for a British railway. Designed by Sir Nigel Gresley, the Chief Mechanical Engineer of the LNER who also designed the famous class A3 4472 *Flying Scotsman* and world speed record holder class A4

4468 *Mallard*, the class, which was eventually to number six, was constructed for use on the arduous Edinburgh to Aberdeen route. The P2's 2-8-2 'Mikado' wheel arrangement and 6ft 2in driving wheels enabled them to haul 600 ton trains on their own, replacing two older locomotives. However, the P2s never lived up to their potential. The advent of the streamlined trains in the late 1930s and then the second world war meant that the design was never fully developed and all six were rebuilt as class A2/2 4-6-2 'Pacifics' in 1943/44 by Sir Nigel Gresley's successor, Edward Thompson, following Gresley's premature death in 1941.



The P2 is the most frequently requested locomotive the Trust is asked to build next. In addition to its striking looks, incredible power and undoubted glamour it also has around 70% commonality with *Tornado*, including the boiler, tender and many other detailed fittings. However, the design was never fully developed and the locomotives failed to reach their full potential. The Trust is therefore conducting a feasibility study into the construction of a new Gresley P2, to be numbered 2007 as the next in the series. As a part of this study we are examining the commercial, engineering and certification challenges that we would face in completing that development work to make a new P2 a success. Initial conversations with the regulatory bodies have been very positive but we have a long way to go yet.

The aim of the study to answer the question once and for all as to whether the Trust can successfully and commercially build, certify and operate a P2. If the answer is yes, then we will launch the project. If no, then we will look at an alternative locomotive to build.

According to a report in the 2013 April edition of the UK Top Gear magazine, James May indicated that the decision to make the P2 had at last been made. That's exciting news!

FOOD FOR THOUGHT

Reading magazines, which I do a lot of, I came across an article in M.E. (Vol. 154 No. 3744) which I quote: "Western Province Live Steamers present a cup called the President's Cup each year to the person

who has, in the opinion of the committee, done most to build up the club. 1984 saw it presented to Mrs Joan Love. We are not given an account of the ladies efforts but it must have been a good effort to win the cup in what is, after all, predominantly a male preserve."

For me, this begs the question, where is the cup now, maybe sitting on the Presidents mantel piece!! But whilst on this subject I notice in the library there are 3 cups which I've gleamed from our Vice President are for,

Jack Love Trophy for winner of the efficiency trails.

Clinker Award Trophy for the worst performance in the efficiency trails.

No Name Brand Trophy (The one with the 7.25" Wheel) annually for the best engine.

Anyway, the purpose of this blurb is to suggest to our Chairman and Committee that maybe they would consider to reinstate the award of trophies in order to increase member participation in our club activities.

Terry Nessling

(Editors comment – do any of the other clubs around the country have and encourage such awards?)

Condolences

We pass our condolences onto the families of Laurie Nieuwoudt of WPLS & John Gundry of JLS. Our many train enthusiasts will miss their company, knowledge and happy banter.

Financial Year end

A reminder that our financial year end is at the end of June. Those who have outstanding subs are asked to try settle them before the end of June.

Annual General Meeting

The 2013 AGM has been pre-arranged for the 21st of September, please make a note in your diaries, I will confirm the date and time in the next newsletter.

ENGINEERING EQUIPMENT FOR SALE

1. **Rockwell Delta 10-in circular saw/6-in jointer combination**, on stand with retractable castors, complete with accessories valued at R2390. **R6590**
2. **Bernard (made in France) air compressor**, 10 cfm/8 bar, 200 litre tank, complete with wind-up hose reel and assorted hoses, plus additional 38 metre trolley-mounted hose reel. **R5000**
3. **PortaPak/Harris gas welding/cutting set**, with cylinders, gauges, Siamese hoses, torch, nozzles, trolley, and brand new Harris welding and cutter set. - **R12,000**
4. **Beard expanding reamers** (made in USA), 7 to 23 mm (13 reamers) retail value R19,800, good condition. **R6000**

There are a lot of smaller items for sale and those who would like to view them are requested to give a phone call to arrange a viewing in Langebaan, alternately there is also a excel sheet available via e-mail.

Contact Name: Mrs M van Bergen
Tel: 022 772 2777
Cell: 082 780 4777
E-mail: minota@telkomsa.net

On the Web

Get that clean looking pipework on your locomotive with this DIY tube-bending tool:

<http://jmillerid.com/wordpress/2013/01/diy-tube-bending-tool/>

Club Calendar 2013

Date	Time	Event
Sat June 15	9:00 - 18:00	Play Day
Sat Jul 6	9:00 – 17:00	Public Running Day
Sat Aug 3	9:00 – 17:00	Public Running Day
Sat Sep 7	9:00 – 17:00	Public Running Day
Sat Sep 21	TBC	Annual General Meeting

