



**Newsletter of THE PALMERSTON NORTH MODEL
ENGINEERING CLUB INC**

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TRACK RUNNING

This is held on the FIRST and THIRD Sunday of each month, from 1 pm to 4 pm Summer and 1 pm to 3 pm during the Winter. All club members are welcome to attend and help out with loco coaling, watering and passenger marshalling - none of the tasks being at all onerous.

Visiting club members are always welcome at the track, at the monthly meeting, or if just visiting and wishing to make contact with members, please phone one of the above office bearers.

Sender:- PNMEC
22b Haydon St,
Palmerston North

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This Months Featured Model



REPORT on the MARCH MEETING.

Stuart Anderson showed us the DVD that he made of the Feilding based Wab tank loco's trip down to Dunedin for the gathering of steam locos held there last Labour Weekend. He has made a great job of the filming combining 'stills' with movie 'clips'.

Clinton McKinnon showed us an unusual engine for radio-controlled aircraft of 1/4 scale. The engine is an Aero Quadro made in Canada.

It is horizontally opposed. The cylinders and heads are off weedtrimmer or chainsaw engines and the crankshaft is built up from the crankshafts from the same engines. The engine capacity is 105cc and delivers 9.5hp at 9000 rpm. The engine was being used to power a 1/4 scale Fletcher topdresser through a three bladed prop. Unfortunately the Fletcher suffered terminal damage in a crash which also saw the engine damaged. Clinton has just completed engine repairs.

Cynthia Cooper has Registration forms for the Manakau Convention and she also told us about a website called www.thisisthat.com

Which has a very useful guide on what glues to use when trying to join different materials. There is advice on what will happen if the wrong type of glue is used.

Fred Kent had an electric motor, which he has converted to make a small wind driven generator suitable for a boat.

Doug Chambers had a set of rolls, that he was interested finding out exactly what they were for. The rolls are about 250mm long, but one roll is convex and the other is concave. None of the members were sure of the purpose. Doug has since found a shoemaker who identified them as being used for rolling greenskin for the shoemaking industry.



COMING EVENTS

Mid Week Run at Marriner Reserve Railway

24th April between 10.00 am and 2 pm
22nd May between 10.00 am and 2 pm
Please contact Doug Chambers beforehand.

Track running at Marriner Reserve Railway

6th May 1 - 3 pm
20th May 1 - 3 pm

Open Weekends

19th & 20th May Thames SGR
2nd & 3rd June Manakau Live Steamers

FOR SALE

The family of the late Graeme Harris has asked us to advertise the 'Intercity' for sale.

This is a streamlined 7 1/4" gauge model of an English high-speed passenger locomotive. Built by Steve James, it is powered by a 10 hp engine with a hydraulic drive.

The total length of the power unit and driving trolley is close to three metres, but they can be separated for transport.

The 'Intercity' has been test run recently and is in top condition.

If you are interested a test drive can be arranged. For price and further information contact Dave Brownlow (04) 235 9985 or 021 709 312



The Intercity at MODEX 2002

The closing date for the next issue of The Generator is Friday 11th May

Club Night

26 April 2007
Hard of Hearing Hall

Roll Up! Roll Up!

Coming your way, an event not to be missed. Yes folks, what you have all been waiting for a

Trash and Treasure Night

Bring along all those wonderful items that are cluttering up your workshop or home and that you (or someone close to you) no longer want taking up space; but that you know in your heart of hearts is just what another model engineer needs. Buy, sell, swap, switch, trade or exchange. *Always lots of fun for everyone.*

Also for your enjoyment and delectation that wonderful annual event know as the

AGM

Yes dear members, it is once again time to elect those amongst us who you wish to lead our wonderful club for the next twelve months.

For the first time in many years this is promising to be an exciting occasion. Several positions need new incumbents. In addition, some of the old diehards, although willing to remain on the committee (if you want them), would like a change of scene so to speak. So, please give some thought for who you would like for club

President, Vice-President, Secretary, and Treasurer.

You will also need to elect up to four other committee members at large.

I know we ask you to think about this every year, but we really, really do need you to put in some thought this time. *There will be elections.* In addition you will be asked to confirm several other positions, the Newsletter Editor being one of the most important.

Another item to tax your brains is the

Compton Shield

Which member do you feel has contributed most to the advancement of the club over the last year?

And to finish off an interesting night we will of course have that favourite Club Night activity

Bits and Pieces

Just be careful not to let these precious items get mixed up with the Trash and Treasure.

So, a very full-on and fun filled night. We look forward to seeing you all there.

BOOK REVIEW

By 'The Editor'

Another book in the Palmerston North Model Engineers library is "Steamcars to the Comstock" written by Lucius Beebe and Charles Clegg.

The book tells of the histories of the Virginia and Truckee Railroad and the Carson and Colorado Railroad.

These two railroads both ran through Carson City in the State of Nevada. This was the centre of a huge area of gold and silver mines. There were tremendous amounts of money being made by the huge mining Conglomerates. Indeed by 1873 the Virginia and Truckee Railroad was earning a profit of \$100,000 per month. Another interesting fact was that the rails laid on the Virginia and Truckee tracks had been imported from, Sheffield in the United Kingdom. The steel used in the manufacture of the rail was claimed to be far superior to anything available from the USA mills at that time. The rails lasted for some 88 years.

Although much of the traffic was freight, mining equipment, etc. there was also a lot of passenger services.

As well as the normal passengers, miners etc. there were special trains for those financiers who had become extremely wealthy from the output of the mines.

To give an idea of the money involved one stope of the Comstock Lode produced in March 1973 a total of \$116,700,000.

Names such as William Sharon, William Morris Stewart, John Percival Jones, John MacKay, Adolph Sutro, James G Fair, George Hearst, Lucky Baldwin, Alvinza Hayward, Issac Requa, Marcus Daly and James C. Flood became well known as being among some of the richest people in the world.

Many of the above chose to travel in their own Pullman Cars which were attached to special trains.

One of the major engineering feats on the Virginia and Truckee was the trestle at Crown Point.

Central Pacific refused to allow their Silver Palace sleepers to cross the trestle into Virginia City.

However their point of view was changed when George M. Pullman himself demonstrated its safety by crossing it and arriving in town in his opulent Private Car 'Monitor'.

Of interest is the fact that at this time the 'Monitor' was fitted with George M. Pullman's patented paper car wheels. The centres of these wheels were made of paper shaped under tremendous pressure and then fitted with steel tyres.

The book gives an interesting insight in operating railroads under a variety of conditions. In the winter the snow blown from the high Sierras covered the tracks. Snowploughs were constantly required to keep the tracks open. Then during the summer the conditions took on the appearance of high country desert. At this time the problems were based around the quality of water. The earth was loaded with all sorts of minerals that became dissolved in the water and then created problems when used in boilers, but despite this many of the locomotives had long working lives on these two lines.

TRACTION ENGINE CASTINGS

Richard Lockett is arranging for a further run of castings to be done.

The casting set consists of front and rear wheels, smokebox and chimney.

They will be done in aluminium and are for the little oscillating engined traction engine that was the Club Challenge for the Modex 2002 Convention held in Palmerston North. Drawings are available.

If you are interested in attempting this particular project please contact Richard on (06) 323 0948 with your order.



THIS MONTH'S FEATURED MODEL

The picture on the front page shows a very happy Grant Alexander lighting up his almost brand-new locomotive. The model was built by Paul Newton for Grant and is modelled on The Sandy River and Rangeley Lakes Railroad No 24. This railway was of 24" gauge and was located in the state of Maine on the East Coast of America.

The full-size No 24 was built by the Baldwin Locomotive Works in June 1919. The bore and stroke was 12" x 16" and the boiler pressure was 170psi.

No 24 was one of the biggest locomotives used on the Sandy River and Rangeley Lakes system. Some of you will remember the 'Lucky Seven' that Don Young drew up for 3 ½" gauge. The model was about the same size as a 5" gauge tank loco. 'Lucky Seven' was the No 7 engine for the Sandy River and Rangeley Lakes Railroad.

The Sandy River Railroad came into being in 1878, taking over the earlier Billerica & Bedford Railroad. From the beginning all types of freight were carried, logs to sawmills, sawn timber and all types of general goods. Passenger services too became of great importance. The Railroad's passenger cars were much more comfortable than the stagecoaches that were used over very poor road formations.

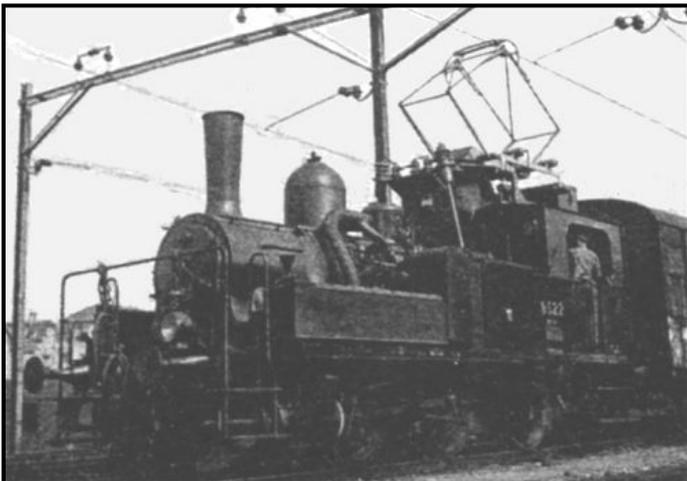
Weather conditions during the severe winters played havoc with train operations. Snow and ice both causing hazards and on 22nd November 1900 a baggage car was blown off the rails by high winds. Sadly progress caught up with this enterprising narrow gauge line and in 1935 it closed and the track was taken up and a lot of the rolling stock was burnt to free up the steel for scrap.

Both Paul and Grant should be very proud of No 24. It looks very good and performs well too!!!!.

A STEAM-ELECTRIC ODDITY

This picture and photograph were found on the Internet and passed on to me.

OK we have a steam loco with a pantograph fitted on the roof of the cab. Now the question is why?



During the Second World War the Swiss Federal Railways had in operation a very efficient electrified system but they retained a number of 0-6-0 tank steam locomotives for shunting duties. The coal for these engines was imported from Germany and

Poland and both sources were affected by the War. The Swiss decided to convert the coal-fired steam locomotives to electric firing as the electric power was readily available from hydro-electric generation. Power was taken at 15 kV, 16.6 Hz from overhead lines via a pantograph and fed to resistance heating elements in the boiler, via two transformers rated together at 480 kW. Water feed to the boiler was by the usual injectors. The locomotives retained the capability of being coal-fired by hand in the usual way.

No doubt this was not a very efficient method of generating steam, but it certainly overcame a problem when the alternative was to build new electric shunting locomotives, an undertaking that would have taken much longer and cost much more.

BOOKS FOR THE CLUB LIBRARY

Dick Griffiths has donated some books to the Club Library. All are of interest to the Railway enthusiast.

'Railway Reborn' by Steve McNicol

The history of the 'Pichi Richi Railway' in South Australia. The work undertaken to get this branch line reopened for tourist traffic.

'Steam Safari' by Colin Garratt

The last steam locomotives working in South Africa.

'Railways of the Andes' by Brian Fawcett.

The author is a Westinghouse Brake Specialist who spent most of his working life in Chile and the story he has to tell is absolutely fascinating.

'The Isle of Man Railway' by J I C Boyd.

A very complete history of the Railway, the Mine Railway and the Reservoir Railway.

'The Festiniog Railway Revival'

by P B Whitehouse.

The history of the line from its inception to mid 1960s. It includes the closing and reopening some years later and operations under preservation.

'World's Smallest Public Railway'

by P Ransome -Wallis.

A small book covering the history of the 'Romney, Hythe and Dymchurch Light Railway'

'Fiji's Sugar Tramways 1882 -1982' compiled by

Bob McKillop and Peter Dyer

Published by the Light Railway Research Society of Australia.

Easter weekend at Havelock North.



Above is a few of the models that were seen over the weekend.
Photos Chris Saunders.

Thanks to the Havelock crew for the great weekend.

‘Rails Through The Bush’ by Bob Stott.
Soft cover and enough to whet your appetite.

‘Highball’ by Lucius Beebe.
One of the best known photographers during steam’s supremacy in America. Narrow Gauge, Streamliners, branch lines, Heavy freights and early diesels with a very informative text.

‘Balloon Stacks and Sugar Cane’ by Peter Dyer and Peter Hodge.
A complete history of the narrow gauge sugar cane lines in Fiji.

‘South Australian Narrow Gauge Locomotive Register’ a RailMac Publication.

‘South Australian Preserved Locomotives’
a RailMac Publication.

‘Narrow Gauge Railways’ by W.J.K. Davies.
A list including a brief history of the Narrow Gauge Railways of Great Britain. Many of course have disappeared altogether, but others like the Lynton and Barnstaple are making a comeback.

‘British Railways Atlas’ by M.G. Ball.
All the current lines including preserved standard gauge tracks, throughout Great Britain.

‘Signalling in the Age of Steam’
by Michael A. Vanns.
A comprehensive look at Signalling and ‘block’ workings of trains.

‘Rails Through Swamp and Sand’
by Malcom Thompson.
A history of the Port Adelaide Railway. This is a very good read. The book covers the Railway’s origins in the 1850’s and the rapid expansion due to the output of grain from the South Australian farms and the Victorian State ‘goldrush’. Many miners arrived in Adelaide and then travelled up the Murray River to the ‘goldfields’.

Please contact the Librarian to borrow any of the many books we have in our collection