



Newsletter of THE PALMERSTON NORTH MODEL ENGINEERING CLUB INC
Managers of the "MARRINER RESERVE RAILWAY"
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April 2009
No 344

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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
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.

<p>Sender:- PNMEC 22b Haydon St, Palmerston North</p>	<p>Place stamp here</p>
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This Months Featured Model



REPORT on the March Meeting.

Richard Lockett had put together a collection of photos taken by him on a recent trip through China. The pictures were shown to us on a screen with Richard providing the commentary. We were able to see how the Chinese are making huge strides forward in modernising the country with some really big civil construction jobs underway. The railway system, with either diesel or electric locomotives are capable of high speeds around 160kph.

The steam locomotives that were still being built up to the year 2000 have disappeared, largely due to the Governments desire to present China as a modern country to the rest of the World at the time of the Beijing Olympics. The Great Wall of China was visited by Richard. A tremendous construction and I believe that it is the only man-made feature that is identifiable from space by the astronauts.

COMING EVENTS

Mid Week Run at Marriner Reserve Railway

28th April between 10.00 am and 2 pm
26th May between 10.00 am and 2 pm
Please contact Doug Chambers beforehand.

Track running at Marriner Reserve Railway

May 3rd from 1pm to 3pm
May 17th from 1pm to 3pm

Open Weekends

Thames Small Gauge Railway
16th --- 17th May

Manakau Open Weekend
Queens Birthday May 30, 31 and June 1st

FOR SALE

A Myford Lathe, early 1950's model. One owner and has had very little use. There is a 3 jaw and a 4 jaw independent chuck, faceplate, and a Jacobs Chuck. There are various tool holders and the lathe is mounted on a steel bench.

Price \$1300-00

Phone Howard (07)576 5471 Tauranga.

ANNUAL GENERAL MEETING

The Annual General Meeting will be held on the 23rd April, at 7.30pm, in the Hearing Association Rooms, Church Street, Palmerston North.

Don't forget to be ready to cast your vote for 'Clubman of the Year'.

As we always are able to get the AGM over fairly quickly, members are invited to bring along their current project to join the 'Bits and Pieces' on the table.

Members are reminded that the treasurer will have his receipt book with him so you can pay your subs on the night.

The closing date for the next issue of The Generator is Friday 15th May

THIS MONTH'S FEATURED MODEL.

After selling Mr Sandman I followed up on my intention to get a "Roundhouse" live steamer. What to buy? Roundhouse Engineering has three models that can be bought as kits. I settled on the "Lady Anne", a 0-6-0 tank engine. I ordered it over the internet with my credit card and 8 days later 3 boxes arrived. The chassis kit, boiler kit and body kit. I had to read the instructions at least 3 times to identify each part. The chassis was assembled and wheels and axles attached. The quartering is automatic as the axles have square ends. The coupling rods were fitted to the front and rear wheels. The bearing holes were filed until the chassis ran free without binding. The middle axle holes were then filed until the whole chassis would run down a 5% grade without stopping. The cylinders were attached and the modified Walschaerts valve gear was fitted, and adjusted for the correct timing. Two weeks after arrival of the kit, the chassis was run on air for 2 hours in forward and reverse. The boiler kit was assembled and attached to



the chassis. At this stage the model was able to be run on steam. Chris Rogers has a raised flat gauge 1 track specifically designed for live steam models. I had my first steam up there and it performed quite well. That was a great encouragement. The body kit was assembled, painted and fitted along with 2 channel radio control. Each time I run the loco it has run a bit longer and I am now getting approx 20 minutes running from a fill of gas. So far the loco has run for a total of about 4.5 hours. In my opinion this was money well spent and also a loco I have built myself. There are at least 3 of these models from the Wellington Garden Railway Group in the lower North Island. Mine, green, Chris Rogers, maroon and Lloyd Dickens, blue.
Murray Bold

LETTER FROM ENGLAND

by Stan Compton

Why is it so many men start to build a traction engine thinking it must be an easier project than a locomotive? I fell into this trap (refer to M E 6 .2 81). In my case there was nowhere to run a locomotive and like many others I thought, no need for a track and I decided that a four inch scale would be a good practical size to build. How wrong I was, even with my background in heavy engineering that engine tested me to the limit. A three inch scale General Purpose Traction Engine with its 18" diameter hind wheels would have been a better choice.

The reason for this line of thought is because I am helping a local man by cutting some of the gears for his Durham and North Yorkshire traction engine in 2" scale. He had wanted to build such a project for years but is now realising what is involved. He completed the copper boiler first and then looked for steel tube offcuts to form the 12" diameter hind wheel rims. Very unlikely to find any so it means rolling and welding steel sheet with flame cut rings to form the 'T' sections required, these will ensure that the wheel runs true on the wheel building jig, there is no need to turn such a wheel rim.

Even in this scale he finds the various gear wheel centres are very heavy to handle in his Myford lathe, I expect that it is possible to purchase gearing ready cut, but nothing is cheap today. He will eliminate the differential so it will have a drive to one wheel only, he is not intending to pull loads when the engine is completed. Now he is realising why I recommended a portable engine instead. No gearing, simple wheels, no bunker, no reversing gear etc. Recently I have discovered that there are three 3" scale traction engines in our club, all unfinished, possibly due to the amount of work required, but the gearing is the big problem in all cases. I can understand the attraction of this scale, not too heavy but quite useful. Incidentally the first time I drove my 4" scale Allchin after five years work, I was disappointed when I heard the noise the gears made compared to the silence of my 7 1/4" gauge "George the Fifth" locomotive !!! I built a 3" scale baler for the engine to drive, this was a success, how the children loved to take away a small bale of hay. One mother told me that a bale had pride of place on top of their TV set and bits of hay dropped onto the floor. "Why don't you put it in a plastic bag?" I asked !! Have any of you wondered why it is that when we see a programme on TV that contains vintage cars,

they are always immaculate? Restorers take great pains to obtain a paint finish on what was once a modest car, that is like the finish of a Rolls Royce. If the action takes place on country roads, not a speck of dust is visible. Film producers take trouble when they film in one of our old towns to cover up any road sign and even use sheets of canvas, painted to represent an earlier era, over unsuitable buildings, yet surely a light dusting of a harmless substance on those shiny cars would be effective?

Those of you who are interested in car racing will know of the 24 hour race that used to be held in Italy called the 'Mille Miglia'. We saw a re-enactment on TV recently following the owner of a restaurant who had spent a million pounds restoring an Italian car of the 'fifties'. A Maserati I think. He had a back up team while taking part in the race, yet with all that effort the car dropped a valve and a spare was unobtainable so his ambition to finish was not achieved as he had to withdraw from the race. We were told that the engine valve failures were known of on this car and I wondered why with all that experience, improvements had not been made to the design to obtain reliability.

We have just seen the film made about the remarkable exploits of the late Burt Munro from Invercargill who with his own efforts developed a 1920 600cc Indian Scout, increasing the engine capacity to 1000cc and took it to Utah where he astounded the locals by breaking the speed record in 1967. He returned many times with the same machine which is now fortunately on display in Hayes Hardware store in Invercargill where I saw it a few years ago.

While on the subject of filming we saw a repeat on TV over Christmas of a trip made by an English actress, whose diction is perfect, up to the Northern tip of Norway with a film crew to capture the footage of the 'Northern Lights'. It appears that as a child she had been given a story book called 'Polly the Penguin' in it was an illustration of this phenomenon that is visible in Polar Regions, often appearing as curtains of coloured light. The filming of the pleasure experienced by this woman at achieving her lifetime ambition was very rewarding.

On Christmas Morning I was able to watch a couple of films made for British Rail in the fifties to advertise the rebuilding that had taken place since Nationalisation. We were shown the activities on a Main London Terminus, how different it all was, how smartly the passengers were dressed. A little boy was found, in tears, sitting all alone on his little case. A young policeman managed to take the boy to a station official who sat the lad at a typewriter,

inserted a sheet of paper and the tears soon stopped with this new toy to play with. Meanwhile a call was put out over a loudspeaker for the child's mother and we saw the happy reunion. Later it was explained that it was a 'put up job', the boy's mother was an actress, paid to set up the situation !!! Similarly, the prisoner arriving under police escort to board a train was an actor. How different today, this year no trains ran on Christmas or Boxing Day!!!!!!

MY FIRST STEAM LOCOMOTIVE EXPERIENCES.

By Doug Chambers

I grew up in Feilding about 100 yards from the Main Trunk line. From 1950, when I was five years old, I was aware of the huge steam monsters that pounded up and down the line just down the street from our house. When I was ten I used to go up to the Feilding Railway station at about 3.50pm and wait for the north bound Express Goods to go through. The Express Goods didn't stop in Feilding and the tablets were exchanged via the tablet exchanger.

The stationmaster would come out of his office before the train came into sight and instruct all the waiting boys to keep well away from the tablet exchanger. I expect that the big Ka had slowed to about 30 -40mph, but the roar as it passed through was really impressive. Once the crew were in charge of the new tablet the Ka would erupt with a mighty roar as it leant into the steep grade up the bank to Maewa.

On one occasion the tablet exchanger didn't operate as expected. The station master got the tablet from the engine, but the crew didn't get the tablet to allow them to continue. One of the boys watching with me saw where the tablet had flown over the fence towards where the Police Station is now. He raced over to where it lay and after retrieving it ran to the station master who seized it in his hand and headed off up the track. The brakes on the train had been applied as soon as the crew had realised they didn't have the tablet. The guards van was adjacent to the Presbyterian Church and the Ka was just short of the Anglican Church.

We could see the guard running back and the fireman running back towards the rear of the train. We hopped on our bicycles and headed up to where the Ka was blowing steam out of the safety valves. We saw the station master pass the tablet to the guard (just like an Olympic relay race). Then the guard ran back towards his van where he passed the tablet to the fireman who

ran at a good speed back to the engine. Railway ballast is not a good surface to run on, but he made better time than the older guard and station master. We arrived near the engine in time to see the driver and fireman examine the tablet closely before hanging it on its hook. Then the fireworks started. The train was stopped on the steepest part of the bank and just about to enter a curve. A bit of a slip, no doubt a little sand on the rails, and then a series of violent explosions as the mighty Ka 'caught her feet' and started to accelerate. We tried to keep up but it wasn't long before the Express Goods left us behind. We returned to the station where the station master thanked the lad who had retrieved the tablet saying that he had no idea where it went and a lot of time would have been wasted finding it. One of the boys told the station master that we understood now why he insisted on us keeping well away from the tablet exchanger !!!!!

Feilding Railway yards were very busy in those days, cattle and sheep, grain for the flour mill, super phosphate for the topdressing industry, logs for the sawmill at Maewa, lime for Dometts which was unloaded at a siding near Taonui. Then of course wagons for the Freezing Works just south of Feilding.

The Feilding yards had a little diesel shunter, TR60 which was a little 0 -6 -0. As far as I was concerned its only worthwhile asset was its unreliability. Several times, just before school holidays I would see it in its shed near the Kimbolton Road railway crossing, bonnets open and several men peering into its works. Next day it would have disappeared. (sent to Palmerston North for repair) and a steam locomotive would have been sent over from Palmerston North to do the shunting. I can clearly remember an Ab doing the duty on one occasion and on an earlier time a tank engine, possibly a Wa 68. It usually took at least two weeks to repair the diesel shunter so I knew that with a bit of luck I would be spending most of my holidays in the cab of a steam locomotive.

I knew enough not to just bowl up to the engine and ask for a cab ride, that would have resulted in a clip around the ear and a swift kick in the backside !!!! I would park my bicycle around the back of the goods shed out of the way and stand waiting well back from the last track in the yard. Between tasks this was usually where

the loco waited for its next shunting request. When the engine was parked up I would slowly edge closer and closer until noticed by the driver who usually asked if I would like to hop up into the cab. Once into the cab, I would move smartly into a corner well out of the way. As the day passed, I would be asked to fire coal into the firebox, the young fireman explaining exactly where he wanted it put. Just before morning tea I would be given a few shillings and directed to go to Whiteheads Bakery and buy half a dozen scones, a slice of butter and a twist of jam (a dessert spoon of jam twisted up in grease proof paper). I was escorted across the tracks by the fireman and was told to wait on the station platform until he came over from the engine to escort me back. No "hi vis vests" and no OSH or HaS, It's a wonder we weren't all killed. Once back in the cab, the fireman wiped the shovel with a filthy, oily rag, on went the scones and into the fire-box, out again, butter and jam on with a knife that looked like it had been used recently for skinning rabbits, and there we were, butter and jam dripping down our chins and I don't believe I have ever tasted better scones in my life since.

At about 5pm the steam engine would return to Palmerston North and I would head for home where I usually got into a bit of strife about the state of my clothes, coal dust and cylinder oil causing my mother quite a bit of concern. Next morning I would be off again and as it was usually the same crew again I would be able to quickly find my place again for the day. I found that if you kept out of the way, and made yourself useful whenever possible, there was a readiness of the men to accept a young mate on the footplate.

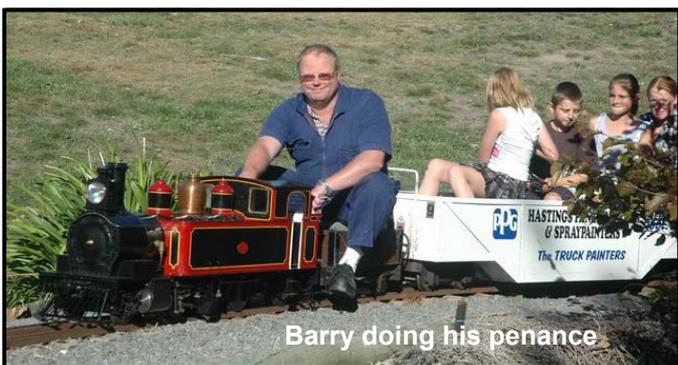
I remember one evening at home after tea my parents asking if I wanted to come with them to the station to meet friends of theirs who were arriving on the railcar at about midday. I think I excused myself by saying I was going out to catch eels with some cobbers. Next day I was back on the footplate and when I saw the railcar come in I remembered that my parents would be there meeting their friends. I told the driver and as the railcar left we were drifting down the next track over from the main line. I remember him saying, "Is that your parents on the platform?" I said "Yes" and he gave a gentle toot on the whistle to get their attention and when they looked he sung out, "Your lad is

with me and he will be quite all right". His hand thrust me into the doorway and I can still see the dismayed look on my mothers face. I thought boy I'll be in trouble tonight but then I saw my father's face and I noted with delight that it was decidedly green with envy. Why didn't I go for a career in the Railways. Well by the time I left school the diesels had taken over from steam and they held little attraction for me. So I became a diesel mechanic working on tractors, trucks and excavators. That doesn't make much sense but then little in life does.

Easter at KPR

Easter weekend saw W192 over at Havelock North for their open weekend and clock up 25 km's in a day and a half's running. Graham Toms and Barry Parker were also having a spell on the footplate and with both catching their wrists on a piece of the cab edging which I will remove shortly having not noticed a

sideways and come off the eccentric, 15mm to be precise with has me puzzled as there is no side load acting upon, well there shouldn't be anyway. This was fixed with the aid of a large hammer and a long centre punch and pin punch as per full size practice and we were back into service. Also making the journey on the Saturday were Dave and Leslie Newstead and Chris Saunders this being Dave's first visit to the Keirunga Gardens Railway. Another good weekend for all and many thanks go to the crew at Keirunga for their hospitality.



Barry doing his penance

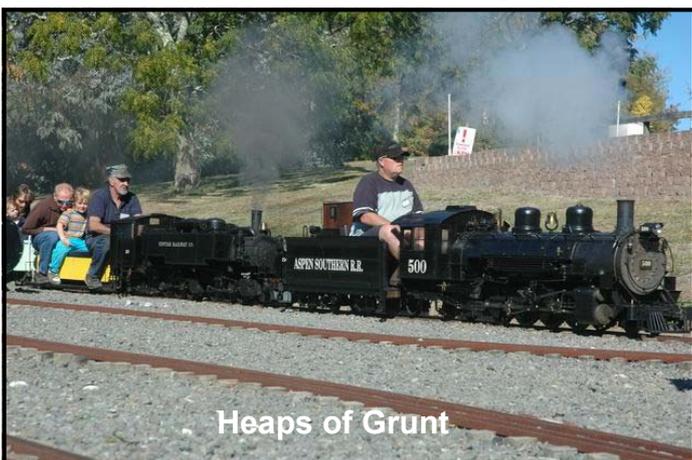


Long time no see

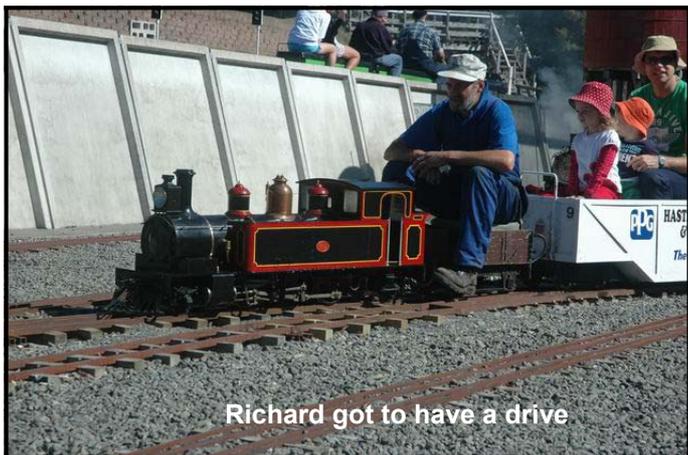
problem myself. On the Friday w192 had to be withdrawn from service due to mechanical breakdown, I noticed that the speedo had stopped working and as this is operated by a proximity switch mounted onto the axle driven water pump I thought that something may be amiss downstairs. On examination the pump eccentric onto which runs a large ball bearing with the strap around it, the bearing had moved



The latest from John Romanes



Heaps of Grunt



Richard got to have a drive