



Newsletter of THE PALMERSTON NORTH MODEL ENGINEERING CLUB INC

Managers of the "MARRINER RESERVE RAILWAY"

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April 2015
No 410

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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 difficult. We may even offer you a cuppa.

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 4414

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here

This Months Featured Model



Report on the March Meeting.

Richard Lockett gave us a very interesting talk on the 'Old Coach Road' which was formed from Ohakune to Horopito. Much of the roadway still exists and a lot of it is surfaced with flagstones. After inspecting the steel viaducts built for the Main Trunk Railway, Richard came to believe that the 'Old Coach Road' was not built for coaches and public travel, but to form a good road bed to haul in the steel for the viaducts. The second part of his talk was on the Ongarue Tramway that was operated by Ellis and Burnand until floods washed away the bridges in 1958. DOC have put in new bridges (suitable for bicycles) and the old trackbed can now be followed.

There were some items on the table for members to hear about and look at.

Graeme Hall showed us a neat little V twin aero engine he has just completed. It is a glow plug ignition and a four stroke.

Ian Stephens displayed the model of the 1896 Peugeot car that he recently completed. See this month's Generator for photo and details.

David Edmonds showed us a casting for a 1906 Cadillac main bearing cap. He asked the members how to hold a relatively fragile casting while it was machined. He told me later that he was glad he had asked because he had not even thought of the method he was advised to use.

Richard Stevens had the rear wheel for the 2" scale 'Minnie' traction engine he is building. He has completed both rear wheels and now is getting ready to make the two front wheels. Richard has made a very good job of the rear wheels especially as this is his first venture into model engineering.

Wanted

A request from Bob Owen who needs the 1987-1988 issues of 'Engineering in Miniature'. He wants to purchase or borrow the magazines or arrange photocopying, which he will pay for, of the articles on 'Building a One Year Clock'. Contact Bob on 027 593 6533

AGM and Club Night

This Month is the AGM.
You will need to vote for the

"Members of the Incoming Committee and Executive"

also the

"Clubman of the Year"

7:30pm, Thursday 23 April 2015
Hearing Association Rooms
Church Street, Palmerston North

If you feel you would like to be part of the Committee please let them know as new members always have fresh ideas and can bring a different perspective to points of view.

COMING EVENTS

Track running at Marriner Reserve Railway

May 3 rd	1pm-3pm
May 17 th	1pm-3pm

Open Weekends

Hawkes Bay Model Engineers Open Weekend at Anderson Park. April 25th, 26th, 27th.

For Sale

Metal cutting bandsaw. The type that can be used as a bandsaw or part-off saw. 100mm capacity. Asking price \$300 ono. Contact David Neilsen 06 3551520 after 6pm workdays.

Model Mee

The Leisure Centre has been booked for the 29th-30th of August. The hall is available for us to set up on Friday the 28th. So keep those current projects moving along.

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

THIS MONTH'S FEATURED MODEL

By Ian Stephens

I have a book on the history of old cars and one of the cars was a Peugeot of 1896. This car was to be my next project. The wheels again were to be a problem, so it was around to Richard Stevens where his dividing head was used to layout and drill the holes for the spokes.

The spokes were made from small toothpicks, eleven to each wheel. The wheels were fitted with a brass bush and every other spoke was drilled through the bush to give the wheel a bit more strength. The wheels were made of oak which is very hard and it was good to turn in the lathe. The tires were made from large O-rings as in those days tires were big in diameter and small in section. The chassis was made out of 10mm square steel. The two pairs of springs were made of packing strip which appears ideal for the purpose. The body was made from 24 gauge steel and once bent to shape I split some 3mm brass tube and fitted that over all the cut edges giving a rolled edge appearance and stiffening up the steel sheet at the same time. A pair of headlights were made and fitted with a big lens facing forward and a smaller lens to one side. I presume the smaller lens was to give light to passengers getting in and out of the vehicle. The lights on the original car were fitted with candles. Once again I called on Richard Stevens to do the upholstery and he made a very good job of the seats and floor mats. The car has a tiller instead of a steering wheel and the car is finished in maroon with yellow wheels. I am very pleased with the finished model.

Breaking News

Check out the latest "Shed" Magazine. There are two PNMEC members featured.

LETTER from ENGLAND

By Stan Compton

Have you ever heard of a book called 'Calum's Road'? About a man living on the Hebridean Island of Rassay, off the north western seaboard of Scotland. He lived on a croft of six acres, making a living from some livestock, fishing, and growing some vegetables. He worked as a postman and was a relief lighthouse keeper at a nearby lighthouse. An access road had been built but it finished two miles short of the croft where he lived with his wife when the money ran

out. Calum loaded his axe, spade, crowbar and lunch-box into his home made wooden wheelbarrow and began a task that was to take over ten years to complete!

In the early days the Army engineers gave help with surveying and blasting the big rocks on his route, but mostly he was on his own and unpaid! On one occasion digging out a large boulder with the aid of a jack, the released boulder rolled down the hill, bounced off the made-up road and landed on his wheelbarrow, squashing it flat! He wore out three more wheelbarrows, plus spades and other tools while on this job.

Although the Gulf Stream ends at this point, the climate can be harsh with 30mph winds a lot of the time, due to the prevailing westerly's from across the Atlantic Ocean. Crofting can be a very hard life passed down from father to son or daughter. The children end up going to high school on the Mainland and many stay there after finishing school.

Hand-spinning wool was a cottage industry years ago, but we saw none on our coach trip to the Islands of Lewis and Harris a few years ago. We had a local guide join our coach one day, a real gentleman who loved to talk about the history of the area. The book I mentioned explains a lot about the hard life due to the Highland Clearances when wealthy landowners forced out the crofters and grazed sheep on their land. The crofters were forced to emigrate to Canada or the 'Antipodes' in the 1800s. Calum MacLeod was from the township of South Arnish in the north of the island of Rassay. He was well educated as a lot were in those islands. He was fluent in Gaelic and won awards for his writings and he also received the 'British Empire Medal' for services to his community.

Determination saw him complete the two mile section to a standard that a Land-Rover could use it and the council finally graded and tar sealed the section.

He died, (possibly of a stroke) in 1988 aged 76 and was buried in the south end of the Rassay graveyard on the 29. 1. 1988

NB 'Calum's Road' is by Roger Hutchinson pub, 2006 by Birliniv Ltd.

We saw a documentary repeated recently about the Railways of India, particularly Bombay, as it was called when I was there during the 1939-45 conflict. As a young leading-mechanic in the 'Royal Navy', it was such a new world to me, the population was nowhere near the size it is today. Being based in a transit camp close to the

railway station called 'Kurla' found me experiencing the life of a soldier pre-war; to be woken up early by a soft voice saying "Char, Sahib". The 'Char Wallah' would be holding a cup of hot sweet tea, beloved by the troops of that era, too sweet for me now, he also baked 'macaroons' on his little charcoal-fire, delightful!!! Those railways were originally built by the British and carry enormous numbers of people, in Bombay alone six million people are moved each day. I recall that even during the War years there were lurid posters depicting what can happen to a human body when it strikes a bridge abutment. These posters were to discourage passengers hanging on to the outside of the carriages having a free ride, it is still the same now, life is very cheap in India.

One day we heard on the radio a mature woman talking about her experiences riding her 197cc 'Francis Barnett' motor cycle along Kings Road in London, as a young woman on her way to work. One day she was a bit late and she exceeded the speed limit; a police car driver gave chase and easily stopped her at a traffic light. "Good God it's a woman"! She was let go after a reprimand!! A 197cc two stroke in the sixties was not a fast machine.

Walking through Ledbury, which is just a small country town, I spotted a small boy with a new scooter, a sensible machine compared to the skimpy, latest fashion ones you see everywhere, sometimes being carried by the mother of a child going to school where they are hung on a chain link fence. This boy stood on the platform of his scooter and pressed a button and away he went at high speed, battery powered, no effort needed. I used to make our children one using old pram wheels; they could go faster than the latest ones with small wheels.

I have a neighbour who lives in a large Victorian, we meet often on our daily walks. He talks about his boyhood, riding his pony through the paddocks owned by his family. Years went by and he now owns the property. One of the fields now has a supermarket built on it, and every year a visiting circus used to hire the field for a week to set up the 'Big Top' with seating for the audience. This annual event was most welcome in those days before television. The neighbour recalled that one day the owner of the circus came to the house to enquire if the landowner could stop his dogs barking. The landowner thought this was strange as usually his dogs

were quiet. The circus owner then explained that in one of the mobile cages there were four lions and the dogs barking was upsetting the lions!!!!

In the Newsletters from other Clubs

Blastpipe Petone

Murray McKenzie displayed a horizontal steam engine he had made with a 3D printer at a recent club night.

Maidstone

The three sections of their raised track that run on 'I' beams are having anti-tipping rails fitted.

EBoP Model Engineers

Have completed a disability ride car and it has been tested successfully.

Whangarei Model Engineers

Professionally made body completed for their new diesel locomotive.

Manakau Live Steamers

Photos from the 'Phantoms' only day.

Hawkes Bay Model Engineers.

A very good article about the traction engines hauling all the gear in to the Coleridge Power Station and the recent 100 year anniversary run.

Havelock North Live Steamers

Preparing for the Easter Open Weekend

Marlborough Model Engineers

Ken McIntyre has had his 9 cylinder Gnome Of 1913 running now. A Nelson firm is looking at making coal using the carbon from waste wood. The product may well suit our model steam engines.

Hamilton Model Engineers

The club has found that some of the weeds that they sprayed appear to be immune to the spray they used. Members were very impressed with a visiting vintage car. It was a 1913 Delage built in France.

Otago Model Engineers

Some interesting photos from their Festival Week Display. An aerial photo of their grounds.

If you would like an email when this newsletter is published, send us an email with "Generator Please" in the subject line with your Name, Club and Email address to pnmec@trains.org.nz

The continuation of Bruce's D8

Parts of the engine during construction.

Right - Inlet and exhaust manifolds with air cleaner

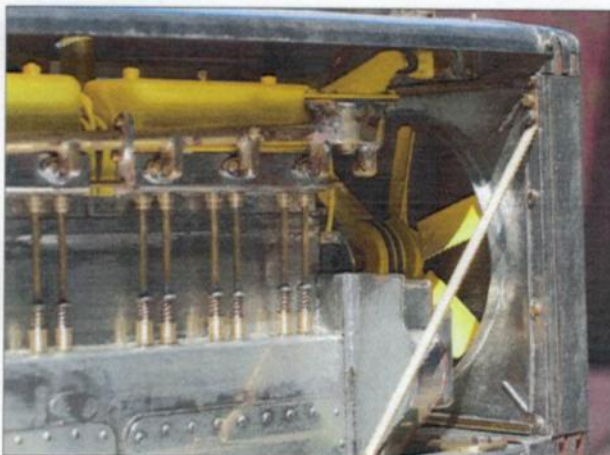
Below - Left side of engine

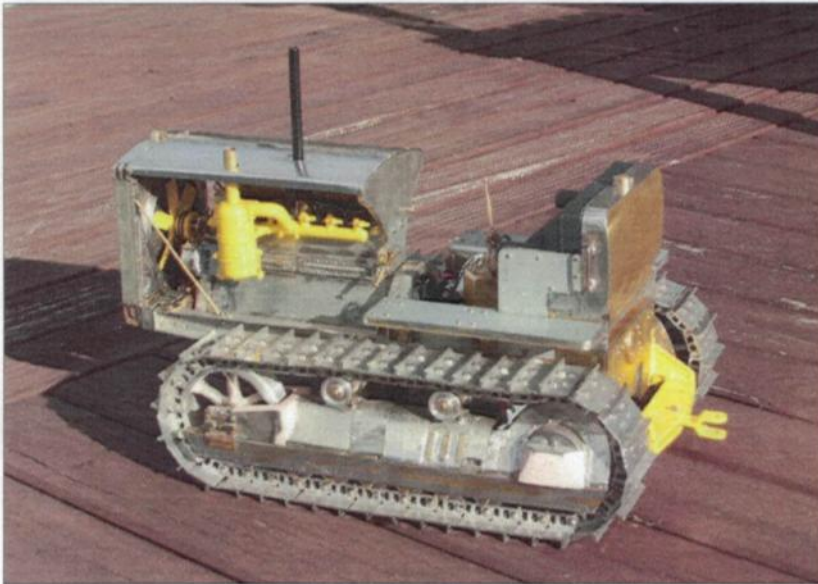


Right - Top view of the engine.

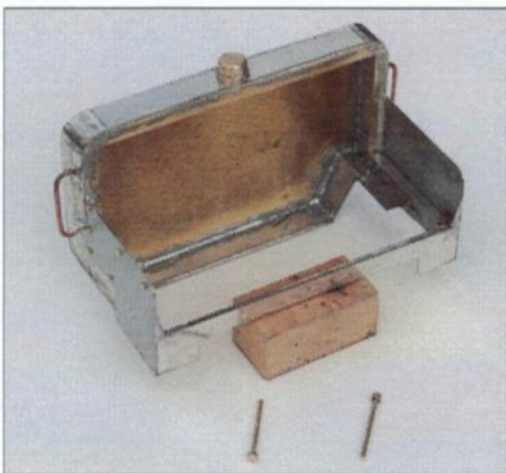
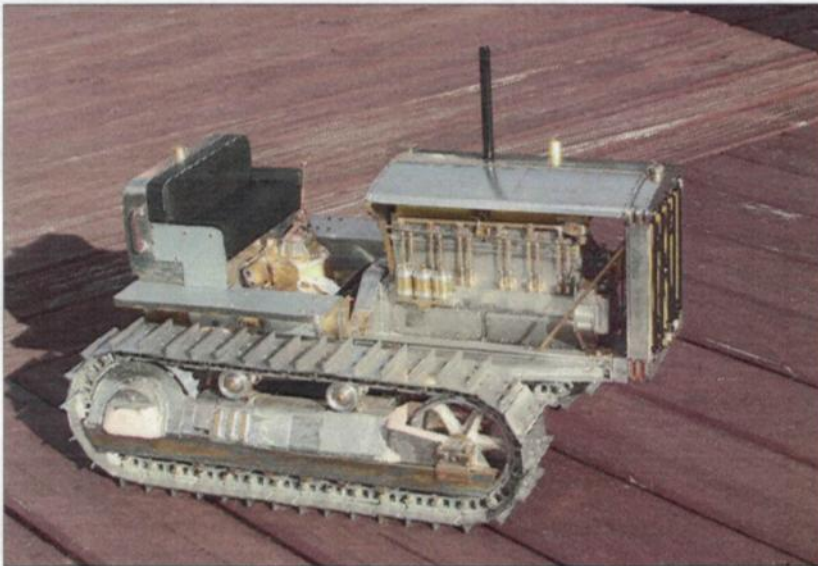
Below - Part built engine in the tractor.

Below right - The model sitting on the D8 at the Caterpillar Museum in Rotorua, October 2010.





Progress on the tractor
at June 2011



The parts that make up the seat
The seat frame was made from brass, tinfoil and zinc panel sheet. Arm rests and seat back were formed from fibre glass. Arm rests are held on with magnets.
The seat frame slides into slots on the fenders and is locked with two pins