

The Generator

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Palmerston Model Engineering Club
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Managers of the Marriner Reserve Railway - Marriner Street - Palmerston North
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The Palmerston North Model Engineering Club Upcoming Club Nights

28 May 2020

Postponed if the lockdown is not over.

This is the club **AGM**. It will be held at the
Hearing Association Hall in Church Street
+ Bits and Pieces

Note Robert will be standing down as club President.
**Also Think of the most deserving Club Member for the
Compton Shield**

25 June 2020

If the lockdown is over

Richard will tell us about his bike tour
Bits and Pieces

23 July 2020

When we do get back together ,
we will need to have a whole night dedicated to
“Bits and Pieces”
to show what we did during the lockdown.

Enjoy and please keep bubble safe.

SALE OF THE PART-BUILT MODELS OF THE LATE ROY HOOD

Noted in the memorial to Roy Hood in the February "Generator", Roy was working on a number of projects at the time of his death. Some of these models are now offered for sale.

The models are at various stages of completion, and all work to date has been carried out to Roy's very high standard of workmanship.

BULLDOG:

5 inch gauge locomotive to the design of K.Wilson as detailed in "Model Engineer" January 1978.

The tender has been constructed. Castings for wheels, cylinders and various bronze castings are included.

LION (Titfield Thunderbolt):

5 inch gauge locomotive to the design of LBSC as detailed in "Model Engineer" January 1953.

This project includes the rolling chassis for both the loco and the tender and the completed boiler.

EVENING STAR:

3.5 inch gauge locomotive to the design of M.Evans as detailed in "Model Engineer" January 1978.

This project consists of the loco rolling chassis, the tender and boiler completed.

DIESEL-ELECTRIC LOCOMOTIVE:

5 inch gauge un-named Bo Bo configuration loco. The model generally follows the design by F.Davies as detailed in "Model Engineer" December 1968.

This project consists of the double bogies, axles and axle boxes.

Wheel castings are included as are three motors ex air compressors (new) and the electrical controller.

Whilst some of the components are described as complete, minor works will have to be carried out before final assembly.

Included with some of the projects are minor part finished components.

Enquiries in the first instance should be directed to:

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

[Library News](#)

At this time, with perhaps more spare time, it is a good chance to stock up on some books from the club library. Give Merv a call on 323 2509 to arrange a time and directions to his place to have a look at what is available / pick up books. He runs a “clean” setup and can keep safe distances etc. Alternatively go to the club web site. Go to the [Member Database](#) and log in; click on Library and search. Just click on “List” if you aren’t sure what you are after.

We have a few “new” books in the library.
Here is a preview on a couple of them:-

Handbook For Railway Steam Locomotive Engine Men:

This is the handbook for the Professionals but the principles will be invaluable to any model Loco driver. There are even question and answer areas to test your knowledge!

Model Mechanical Engineering:

Instruction on principles to use during your model manufacture. Includes most facets of engineering i.e. Metal spinning – something to play with in your spare time!

Letter from Australia by Stan Compton’s Sister

Stan sent us this letter some time ago, but we feel it is worth publishing and will be of interest to our readers

This is a letter from my sister, now widowed, and living in Australia.

I spent time during 1984/5, in Tasmania. I applied to help illiterate young people, age 15-16, who had left school unable to read and write.

The young feller I helped, was keen to become a motor mechanic, but couldn’t read, or put two words together. It seems that all of his life he had moved from place to place, with his father and family, as his father, as an itinerant worker, always found work by slaughtering and dressing horses. (Consequently, his schooling was usually missed.)

Because it was always the boy’s job to stand under a tree, up which his father had, using a block and tackle, previously hauled the dead horse, as preparation to skin and gain any saleable parts of it. It was therefore, the lad’s place to hold out a large plastic sheet of bag, in which he had to catch, all the blood and guts etc.

This kind of work was all the boy knew, and at the age of 16, he was determined to “get a proper job”, and he approached a motor mechanic’s class at Tech night school in Burnie, near where we lived then.

Understanding the boy’s desire to better himself, the teacher kindly allowed him, although he couldn’t read a word of it, to copy the notes from the blackboard and bring them round to me, because having had 30 years experience of John, with

his broken down cars, which he vainly tried to fan some life into, I knew more than was good for me about car engines and consequently knew quite a lot about such things as “big” and “little” ends.

As a result, I was also on a first-name basis with such things as gudgeon pins, rocker arms, and boxes, and not to mention, the finer points of carburettors, and thus I was able to explain what these parts did, enough for him to get the gist of how engines worked. But he was determined though. He must have succeeded eventually, as he was allowed to join the class and learn along with the others. When we left for King Island, he was doing well.

Earlier, this same boy had tried to apply for a cook’s job, at a hotel. He began the letter with, “dear sir, Idoneabitacookin”. What he meant was that he had probably helped his dad to cook, on an open camp fire, “road kill” such as kangaroos, or the old careless sheep, or emu. He really had no idea about forming words and wrote what he thought the letters sounded like. It’s most likely that the boy’s family had lived in a tent most of his life, as they travelled from station to station. They tell me, a person can live quite well off road kill, *if you can get to it before the dingoes do.*

In helping these teenagers to learn to read and write, I had to start with basic stuff like A, B, C’s and “the cat sat on the mat” stuff.

When we first went down to Tassie, as John couldn’t find work as a council engineer, building roads etc... a friend at church, who worked in the probation office, and worked with young offenders who had come before the courts, offered John the job of councillor, kind of like a big brother, to help and encourage kids. Some couldn’t even fill out their dole forms, or library cards, so that they could at least get books to look at and try to learn.

It was a very rewarding time, as one young guy, with some initiative, that John was able to help to get a job with the hospital’s maintenance dept, who recognised John, when we returned from King Island 2 years later. “Guess what, Mr Fretten?” he said, “I’m now the assistant maintenance man. Thank you for helping me.”



The Last running day at Marriner Reserve Railway.