



Newsletter of THE PALMERSTON NORTH MODEL ENGINEERING CLUB INC

Managers of the "MARRINER RESERVE RAILWAY"
Please address all correspondence to :- 22b Haydon St, Palmerston North.

August 2003
No 282

PRESIDENT
Bruce Geange
(06) 357-0566

SECRETARY
Murray Bold
(06) 355-7000

TRACK CONVENOR
Richard Lockett
(06) 323-0948

EDITOR
Doug Chambers
(06) 354-9379

PNMEC Home Page www.pnmeec.org.nz
Email:- pnmeec@clear.net.nz

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 too, 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,

Place
stamp
here

**T
H
E

G
E
N
E
R
A
T
O
R**

Coming Events

Coming Events: Monthly Meeting; This meeting on the 28th August at 7.30 pm will be a visit to Profab Central Engineering Ltd. at 30 Bennett Street.
Detailed directions on page 2.

Mid Week Run at Marriner Reserve Railway :

23 September, between 10 am and 2 pm. Please contact Doug Chambers beforehand.

Track running at Marriner Reserve Railway: 7th September 1- 3 pm
21st September 1- 3 pm

Open Weekends :

New Plymouth Labour Weekend
Havelock North Labour Weekend 71/4" gauge.

The closing date for the next issue of The Generator is Friday 12th September

REPORT of the JULY MEETING

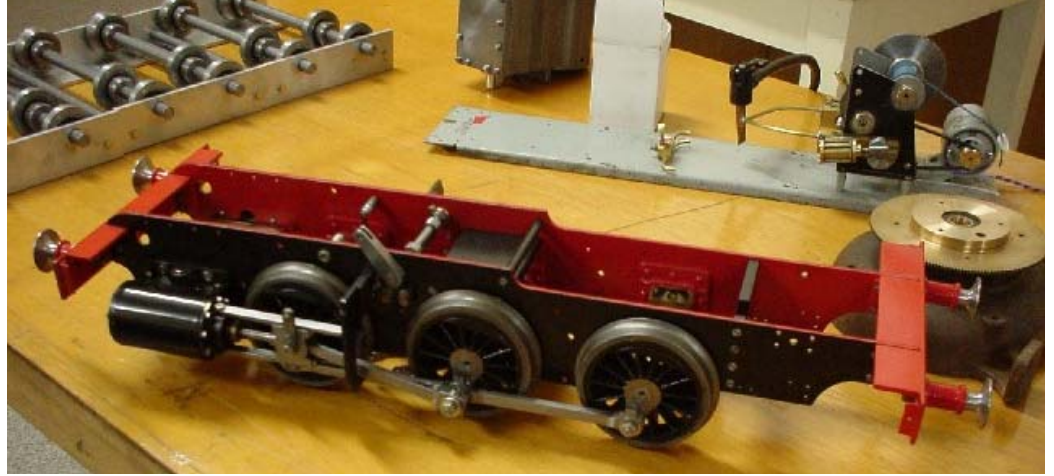
A cold night but a good turn out of members.

Fred Kent showed the progress he has made on the 'Competition Crane'. Fred had brought along a small air compressor and the crane engine was demonstrated running on air pressure.

Murray Bold had his Gauge 1 NZR 'D' class locomotive. A lot of fine detail has been added and some parts have received a coat of undercoat.

Bruce Geange steamed up the crane that he is building. The crane was demonstrated, lifting, luffing the jib and slewing. A very interesting model.

Chris Rogers displayed a completed cylinder that he machined out of Flo-cast bar for his new 7 ¼" gauge 'Adams' Radial tank. He also showed us the rollers he has made for testing a locomotive on.



Chris Morton had a 'Pop pop' boat that was demonstrated in a makeshift bath. The noise brought back memories for a lot of us.

Doug Chambers showed members the "Rob Roy" chassis he is building. This is one of two currently being built by PNME members. The other one is being made by Barry Parker.

Laurie Perkins gave a talk on his visit to the Festiniog Railway in Wales. Laurie had thoroughly enjoyed his visit there, especially as relations had paid extra for him to travel in the cab of the steam loco. As the locos are all diesel oil-fired, (to reduce sparks causing fires in the forest) he didn't have to earn his passage shoveling coal. He told us of the origins of the line, built for bringing down slate from the mines in the mountains to the port. After the closure of the line due to the preference of different building material, the line was purchased and then operated by a Trust for tourist operations.

Laurie stepped in at short notice when Maurice Brownell who was to speak to us went into hospital for minor surgery. A rather drastic way of getting out of his address!!!!

SUBSCRIPTIONS FOR 2003-4 NOW DUE

Subs are due now. The good news is that once again there has been NO increase in the rate.

Members \$28 . 00

Country members and Juniors \$14 . 00

Pay direct to the Treasurer, Richard Lockett or post to him via the Society's address,

C/o 22 B Haydon Street,
Palmerston North.

AUGUST MEETING

A visit has been arranged to Profab Central Engineering Ltd. We will meet at their premises at 33 Bennett Street, Palmerston North, at 7.30pm.

Directions for the "out of towners" , get onto Rangitikei Street and head north-west out of town towards Bulls. Cross Tremaine Avenue, and go over the rail overpass. Take the first turn left at the 'lights' and Profab are on the corner of Bennett Street & Benmore Avenue. Benmore Avenue is the second street on your right.

2004 Palmerston North Model Engineer's Exhibition

The date for our next exhibition at the Leisure Centre, has been confirmed for 8 & 9 May 2004

LETTER FROM ENGLAND

By Stan Compton

This time Stan has sent a report on the Southern Federation Spring Rally at Avoncroft Museum, home of the Bromsgrove Model Engineering Society.

The wet weather on the Saturday did not dampen the organization by this group of willing volunteers. With over twenty visiting locomotives there was plenty to interest us. The grassed area under the display tent was so soft the table with a magnificent 5" gauge "Evening Star" on it began to sink. Not a problem for the table that had the GWR small Metro, my "Locomotion" and "Caledonian", and three very nice O Gauge steamers, two of which were 0-4-4 tank engines. Most Railway Companies seemed to build this design of locomotive. Richard and Elizabeth Donovan brought the irrepressible "Molly", the four-legged one who loves to jump up, muddy paws notwithstanding, to make friends. Charlie Pailing and Martin Burgess brought "Natal", the South African Railways locomotive. John Martin had his fine narrow gauge Single Fairlie, he told me he had a slight problem unloading on the elevator due to lack of clearance. This was the first time I had seen it running on an elevated track.

This left just Stewart Read who had to leave his 7 1/4" gauge "Romulus" at home, and me to represent Hereford.

From Worcester and District MES Larry and Gavin Osnan brought the 2-10-0 "Gordon" resplendent in its newly painted blue enamel. It looked great and ran faultlessly. The original was built for the Longmoor Military Railway. It was nice to see Peter Wright their club chairman at the venue.

The elevated track at "Avoncroft" has been more than doubled in length, all built with anti-tipping rails, it is first class. The Alloy rails give a quiet, smooth ride and even though a wet day I saw very little evidence of slipping although loads were light. Their passenger trucks are a delight, fitted with David Hudson designed self-steering bogies they are very stable. Even the idiot leaning out with his video camera does not derail them. The electrically powered winch used to lift the wagons onto the track from the storage facility made me green with envy. As they run every summer Tuesday for school parties I was invited to take a locomotive there and I am really tempted.

I was able to chat with Graham Gain from South Birmingham with his "Tilbury tank", in 5" gauge it is now twenty years old yet does not look like it. He utilized the outside cylinder "Maid of Kent" design and added a trailing axle plus many original features including a steam-reverser.

The secretary and his fair-haired wife came from Maidstone in Kent, his 5" gauge "Duchess" looking great and her "Juliet", incidentally this was rescued when on its way to the tip and named "Jack", was on the steaming bay ready for a run. The bays are covered, a great feature.

I found a very nice 5" gauge American 4-4-0, a Hunslet small quarry engine named "Chatterbox" that had done a lot of hard work. I must mention Vivian Cashmore preparing the 5" "Dean Goods" for a run by vigorously applying the flue brush to the boiler tubes. As usual she was out on the track later, wet or fine, it is all the same to her, she loves to drive. !!!

We saw a "Maid of Kent" from Merthyrtydfil, a "Simplex" from Swansea, and a "Sweet Pea" all the way from Dymchurch in Kent. A 5" "Brittania" made light of its load and kept blowing off its 'pop' safety valves startling everyone. They are not easy to quieten and doubtful for our kind of use.

To watch the 5" gauge "Princess of Wales", the Midland single wheeler built by John Walker from Birmingham MES handle a load of three adults plus driver on a wet alloy track was impressive. I gather he has got most of the weight of the locomotive on the driving wheels. Elegance in miniature!!!!!!

A narrow gauge "Peckett" from Taunton ran faultlessly, I am sure I saw this loco at a London Exhibition some years ago. A fine example of a 1500 class known as "Speedy" performed well.

I regret I did not take a notebook with me so I apologize to those I have not mentioned. Kettleby's the dealer in non-ferrous metals had a truck with lots of off-cuts at very reasonable prices on the site doing a brisk trade. Our thanks to all those Bromsgrove members who gave their time to ensure that the weekend was successful.

A DAY IN THE PARK

By Barry Parker

The Park being Queen's Park, Maryborough, Queensland, Australia.

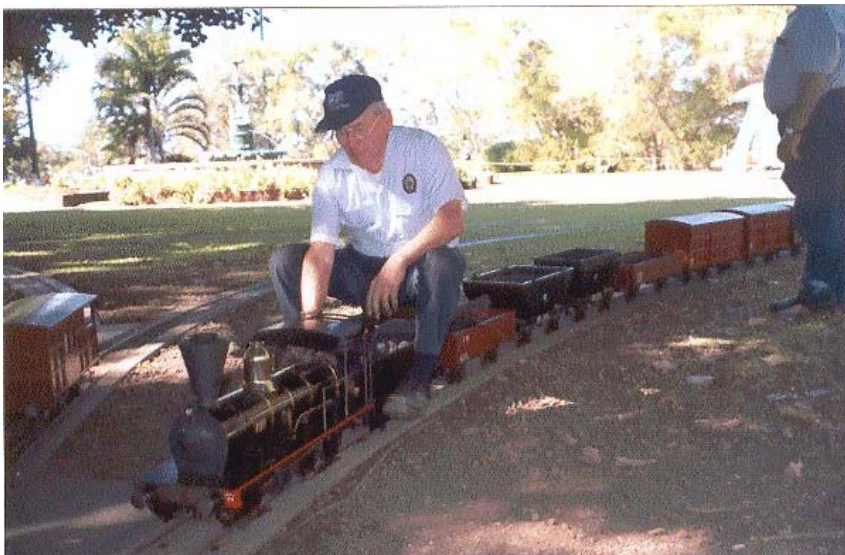
Maryborough is north of Brisbane on the Fraser Coast around twenty minutes from Hervey Bay. The town is steeped in Heritage from the past and is the home of "Walkers Engineering" who have been building locos and trains over the last 100 years. They recently turned out the tilt trains that run between Brisbane and Cairns. These trains are very fast with lifting capability to ensure a smooth ride. The track was specially re-aligned with increased super-elevation on the curves to enable the trains to maintain high speeds.

I got to the Park at 7 am just as Bob Kimber arrived. I had already spoken to him a couple of days before and was asked to join them. Melsa is the name of the Maryborough model Engineers club and they operate 5" and 3 1/2" gauge ground level track. Their club running day is on the last Sunday of the month.

The Walkers Band and the Excelsior City Band support their Club Day. They play in the band rotunda while the engines are running. This draws a big crowd. Further down the Park "Maryanne" a replica of the first steam locomotive to run in Queensland runs down to the Port and back. The loco has a vertical boiler and a vertical steam engine and was built by Old's Foundry and is operated by the Whistle Stop group.

The Melsa Club were having a Queensland prototype day, but one member arrived with a New South Wales C 38 class 'Pacific'.

I could not understand why it was such an early start to the day, but soon found out why. It is not like our club where all that has to be done prior to running is to lift the point covers and caps over the control switches. Everything had to be set up. Fencing was put in place, point blades had to be bolted in, shade had to be put up, so I was very busy helping do all this and the time went very fast.



A Queensland Railways "A10" with freight.

The ladies made tea and coffee and this was ready by 8.30 am. Locos were being unloaded and some were being steamed up on the steaming bays. Three were steamed up on a siding. I was surprised to see that they had compressed airlines connected to the blower pipes enabling them to be steamed up where they were. The track is laid on a concrete bed making for quiet and smooth running. They burn coal, I was told it was a good quality coal but one member from Brisbane was using "Aussie Char". So much for the coal theory !!!!

There is a tendency that locos are being built to haul miniature trains instead of passengers. This has a lot to do with insurance levies etc., and they are not in it to pull people.

The day was warm 22 degrees. I met a lot of people and was made very welcome. It was a successful day and I would like to express my thanks to Bob Kimber and his team for their hospitality.

What is currently For Sale and Wanted

Selling Locomotive Drawings MAXITRAK RUBY 5 inch gauge industrial type WP=75 psi Cyls 1.25" bore x 1.5" stroke. Boiler is tapered and has circular firebox and is additionally tapered making for easy construction 9 sheets in total. I would be interested in offers say around \$100.00
Don Dudley

Wanted Interested in acquiring any model Traction Engine Plans in 1 1/2" to 2" scale, preferably Royal Chester Allchin and Durham and N. Yorkshire
Call Secretary

Selling Old model electric motor. Its a Mullum 3 to 8 volt. Still in original box with instructions and spare brushes. Any inquiries welcome ph (03)980 1700— Michael Vivian

Wanted 5" wagon, any condition-to remodel, reasonable running gear also, where can I get specs for a Drewery 0-6-0 loco
Call Secretary

Wanted Attachments for an Emco-Unimat Lathe , Model SL.Live centre, fixed steady, mitre gauge assembly, milling table, fret/jigsaw, planeing attachment, circular saw, Raiser block, router, drive centre, and hand turning rests. Reply to P.O. Box 26, Feilding
Or call Secretary

Wanted I would like to borrow copies of Model Engineer magazine starting from 22 Feb-7 March 2002 that have the articals about building the American 2-8-2 logging loco in 5in gauge.
Roger Corlett

Selling Simplex 0-6-0 items for construction. Driving wheel and horn block castings un-machined X Mears Australia. Gun Metal Cylinders machined double acting axle pump finished and eccentric. You tell me what they are worth.
Don Dudley

Selling John Wild 8 Day wall clock complete set of gearing purchased from England. Construction series run in Model Engineer some years ago construction book available Country Library service. Gearing not worked on since purchase. You tell me what you think are worth.
Don Dudley

Selling Three wooden plate patterns to produce riding truck bogies. Produce cast side frames, stretcher, brake shoes, axle box covers, etc. You tell me what they are worth.
Don Dudley

Selling An RF 31 drill – mill. The machine is on a cabinet stand made especially for it. Accessories include a vice and facing cutter. Reason for selling is that it has been replaced with a larger machine.
Price \$ 2,700 ono.
Phone Henry Knapp 06 364 0419

Selling A Tom Senior vertical – horizontal milling machine. Junior model.
Complete with a wide range of cutters and a Clarkson Collet chuck. Price \$3500
Also a 6" rotary table. Price \$ 300 dollars.
Apply to Bernard Coyne Phone . 06 753 4528

If you need to, you can contact the Secretary about any of these articles that don't have a phone number.

NORTH BRITISH LOCOMOTIVE Co. Ltd.

By Doug Chambers

I came across an advertisement of this Companies products in a book published in 1954 and thought that it may be of interest.

The North British Locomotive Company was formed in 1903 by the amalgamation of three engineering firms famous in the history of locomotive building ---- Sharp, Stewart and Co. Ltd; Neilson, Reid & Co ; and Dubs & Co ., all of Glasgow.

Sharp, Stewart & Co started in Manchester as Sharp. Roberts, manufacturers of machine tools and cotton spinning machinery, building their first locomotive in 1833 for the Liverpool and Manchester Railway. Through changes in the directorate they became Sharp Bros in 1843, Sharp, Stewart in 1852 and Sharp, Stewart Ltd in 1864. In 1888 they moved to Glasgow, acquiring the works of the Clyde Locomotive Company from W.M. Neilson who left Neilson, Reid & Co to start on his own in 1876. These works were renamed the Atlas Works.

Neilson, Reid & Co started as Mitchell & Neilson in 1836 at the Hydepark Locomotive Works, Glasgow, the companies name being changed successively to Kerr, Michell and Neilson, Neilson and Mitchell, Neilson and Co, and Neilson, Reid and Co. About 1862 the works were moved from Hydepark Street to the present position in Springburn.

Dubs and Co was founded in 1863 at Polmadie, Glasgow, the present Queens Park Works, by Henry Dubs a former managing partner of Neilson and Co.

The combined firms have built over 28,000 locomotives and their products have been sent to practically every country in the world. Although the major product of the company is still the steam locomotive, of recent years they have turned their attention to the use of diesel power and have built a number of diesel-electric and diesel-hydraulic locomotives and in conjunction with General Electric Co. a number of main line electric locomotives. In 1954 they were building an experimental coal burning gas – turbine locomotive in collaboration with C.A. Parsons & Co Ltd.

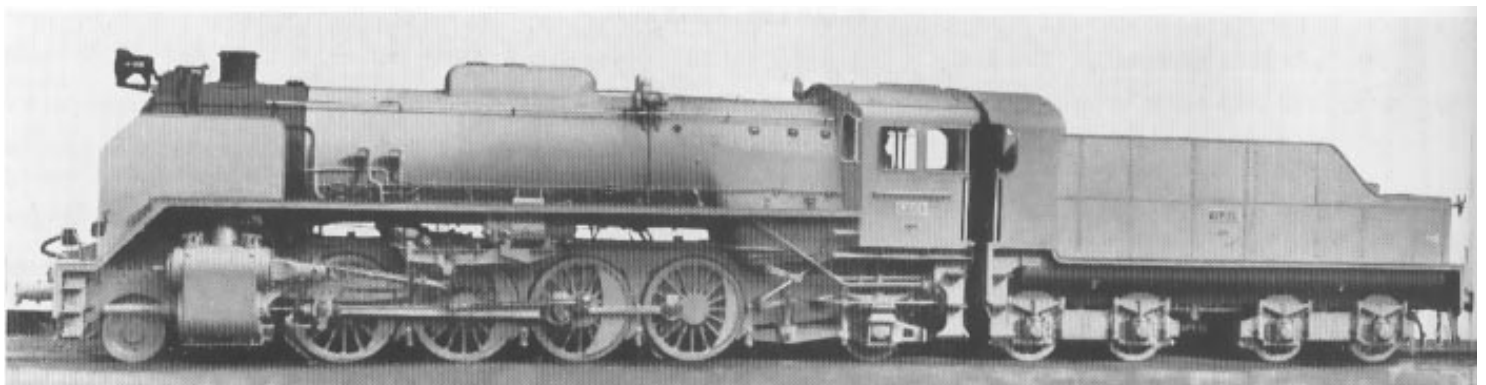
At that time steam locomotives were being built and shipped to, Spain, Victoria Australia, East Africa, New Zealand, India, Nigeria, Nyasaland, Sudan, and South Africa. The engines for South Africa were the 4 –8 –4 condensing locomotives.

There were also diesel –electric locos for Ceylon and diesel –hydraulic for British Railways, Mauritius, Tasmania, Malaya, East Africa and India and Electric locomotives for South Africa.

All four companies were builders of steam locomotives for NZR. The little 0 –4 –0 ‘A’ class tanks were built by Dubs & Co. The ‘B’ 4 –8 –0 and ‘Ba’s were built by Sharp, Stewart. The 0 –4 –2 ‘C’ class were built by both Dubs and Neilsons. Some of the ‘D’ 2 –4 –0 tanks were built by Neilsons and Dubs.

Some of the ‘F’s were built by Neilsons and some by Dubs.

Some of the ‘H’ and the early ‘J’ class 2 –6 –0 s were built by Neilsons. The ‘Ua’s and ‘Uc’s were built by Sharp, Stewarts and of course some of the ‘Ab’s and ‘J’ ‘Ja’s were built by North British.



A 2-8-2 locomotive for Spanish National Railways