



Newsletter of THE PALMERSTON NORTH MODEL ENGINEERING CLUB INC

Managers of the "MARRINER RESERVE RAILWAY"

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No 414

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TRACK RUNNING

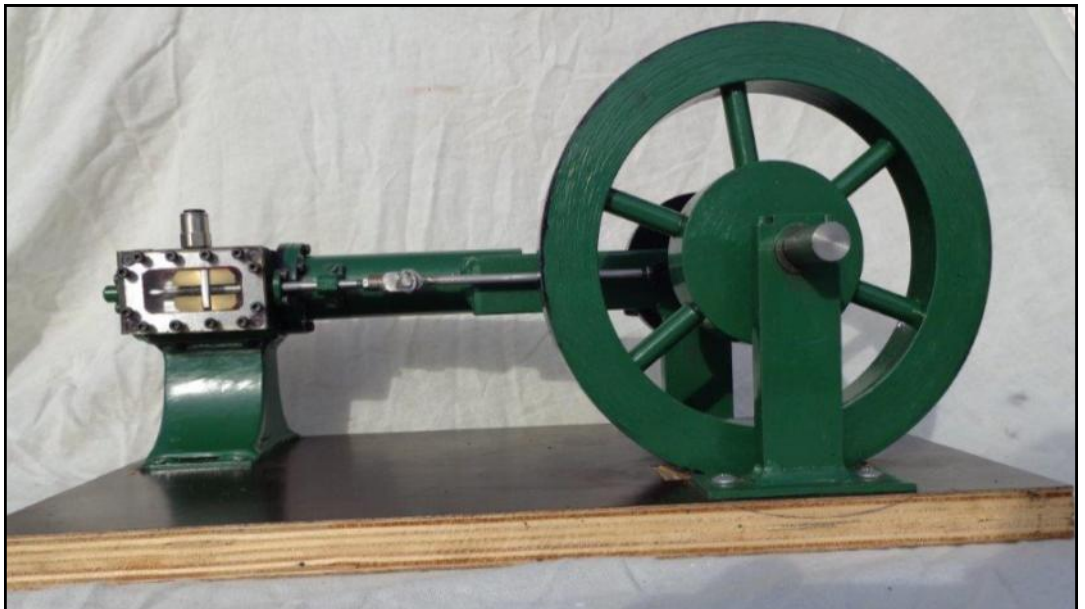
This is held on the FIRST and THIRD Sunday of each month, from 1 pm to 4 pm Summer and 1 pm to 3 pm during the Winter. All club members are welcome to attend and help out with loco coaling, watering and passenger marshalling - none of the tasks being at all difficult. We may even offer you a cuppa.

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
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Palmerston North 4414

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This Months Featured Model



Report on the July Meeting.

Richard Lockett reported progress made for the Model Engineering Exhibition and asked members to let him know what they have to exhibit.

Murray Bold showed us a brief video of the guided camper van trip they did recently driving from Brisbane to Darwin. It showed us a part of Australia that is not so often seen by tourists. The operation is run by 'Gallivanting Oz' who run the camper van tours. Some of us were surprised by the rivers and forested areas near Darwin. I had always thought that it would be flat dry country around there.

John Tweedie had also been tripping about. Europe and the United Kingdom and on the way home he visited his married daughters in California. While in the U.K. they stayed in a cottage in Dorset near the site of the 'Chalk Horse' and 'Giant Man'. John was able to visit the Sacramento Live Steamers but found they don't run for the public.

They do run for organised parties though and he was able to attend one of these. As they were a bit short-handed he was quickly co-opted as an assistant for the day. He was told that the Sacramento Live steamers ran three or four Live Steam Weekends during the year but it was restricted to members and their family only, no public passenger rides. Their steam engines are mostly gas fired to reduce the chance of fires as the chronic water shortage has reduced much of California to tinder dry conditions.

Doug Chambers brought along the now completed GWR 14XX boiler that he has built for Peter Targett.

Eddie Bleackly showed us a gas welding plant that he has recently bought. It has a MAP gas bottle and an oxygen bottle. Neither bottle is rechargeable but the plant is ideal for small fittings, and as Eddie says, "There is no monthly rental going out to BOC Gases".

Graeme Hall had the seven cylinder radial aero engine so that we could see the progress he is making.

Chris Morton showed us a pressure gauge off a small two cylinder air compressor. The gauge had ceased to work and Chris found it was due to the gauge being rigidly mounted and vibration had caused excessive wear on some of the delicate components.

August Club Night

7:30pm, Thursday 27 August 2015
Hearing Association Rooms
Church Street, Palmerston North

Robert Edwards will be telling us about his trip to Europe where he and Margaret travelled by train from country to country.

COMING EVENTS

Track running at Marriner Reserve Railway

September 6th from 1pm to 3pm
September 20th from 1pm to 3pm

Open Weekends

Havelock North Live Steamers
Labour Weekend 24 - 26 October

There are many overdue Subs.
To remain a member please pay
by the end of the month

THIS MONTH'S FEATURED MODEL

By Pat O'Shea

The horizontal stationary steam engine pictured is a 1/15th scale model of the engine at the front gate of the Putaruru Timber Museum.

Some time ago I was working in Auckland and going past the Museum in Putaruru pretty regularly and on one occasion I stopped and took some photos of the engine and then printed them off. Next time through Putaruru I stopped again and took measurements off the engine. At five metres long it was too big to build in 12"

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

to the foot in my workshop so it was scaled down to 1/15th which still gave a length of 400mm. The model runs very well on air at 2-3psi. I made the steam chest cover out of Perspex so that people can see how the engine works, it also made it easier to set the valve timing. Some time ago I called at the Museum and met Graeme Hall, the president, who showed me through the whole place which is quite big. They have a lot of machinery there, some assembled and a heck of a lot to be reassembled. There are some massive castings there and it is really worth stopping to have a look through if you have not already done so. Graeme told me that there is not a lot known about the engine; it is a Crabtree built in Wellington, probably between 1912-15. It was used in a sawmill (not sure where) and could produce up to 25000 board feet a day and for maximum production steam was supplied by four boilers. The mill provided work for about one hundred men. It is believed that its flywheel broke at some stage and was replaced by a wheel from an engine of the same type being used in a quarry. The replacement wheel had a multi V belt rim which had to be machined flat to suit the flat belt drive used in the sawmill. The marks can still be seen on the rim visible through the paint.

LETTER FROM ENGLAND

By Stan Compton

It has been the practice in the Royal Navy to train 'midshipmen' who will become officers on reaching the age of twenty one, by putting them in command of 'liberty boats' taking or returning the off watch crews ashore for a few hours recreation. In the days of our 'Big Ships Navy' before the First World War, steam pinnaces performed this function with a crew of five men. There was a coxswain who was usually a Petty Officer, two able seamen, a Petty Officer Stoker in charge of the engine room and a stoker in the boiler room.

I have just read a recent publication called 'Gallipoli' by R. Van Emden and S. Chambers from 'Bloomsbury Publishing'; it is about the Dardanelles Disaster in the soldiers words and photographs.

Having lived in New Zealand and witnessed the many memorials to the young men who died in the 1914-18 conflict, many of whom took part in that disaster in attacking what had been foolishly described by politicians as the 'soft underbelly of

Europe. How wrong they were, the Turks fought to the death to save their country. Our daughter and her husband from New Zealand toured Turkey recently where they were shown every courtesy by the locals as representatives of a brave enemy. The book describes the futility of landing troops on to a narrow beach under fire from open boats or steel barges called 'lighters', as used by the Port of London dock workers to unload cargo in those days. The Turkish Army was warned of the impending invasion because the Royal Navy was ordered to shell the fort that protected the Straits leading to Constantinople (now known as Istanbul).

The efforts of a fifteen year old midshipman, Eric Bull, deserve a mention. He had probably joined the Royal Navy as a cadet so by now he knew what discipline meant and how to follow orders. When the invasion of the Gallipoli Peninsular was attempted in 1915 (to take the pressure off the Western Front in France) our young 'middy' as they were called, was given written orders to support the invasion. He had to take in tow two harbour launches and a lighter and collect troops off certain transport ships anchored off-shore, and deliver the troops as close as possible to the beaches which were under fire from the Turkish defenders. He would have had one of his men test the depth of water with a boat hook but it was known that many of the heavily-laden soldiers were drowned before reaching the beaches. Fortunately the seas were calm but even so it was a difficult task to get the troops ashore from open boats. On one trip the lad was ordered to load four donkeys that were to be used to move stores inland. The internal depth of the launches was about a metre and he asked how was he to get them into the water? An officer told him to think of something!!! A bright lad he got four soldiers and his own sailors to take a leg, tail or ears and to lift on the count of three, thus depositing the donkeys into the sea. His next concern was that the donkeys might head out to sea but fortunately they headed for the shore. The 'middy' and his crew kept going for seventy-two hours before being relieved, then he slept for twenty-four hours in a bed an officer offered, too tired to wash in the water provided. He was later awarded a Distinguished Service Cross for his efforts. I wonder if he lived to reach old age and how many boys that age today could follow such an example? Recently I was in 'High Town' in Hereford and found a painted representation of

the Gallipoli Landings on a hoarding outside a building re-construction site. I returned the next day with a camera to record the artist's work. The Regimental Badge of a local Regiment was also depicted on the hoarding so I assumed they also took part in the landings.

The weather this spring has been very dry and this means that all the earthworks on the Hereford track site has been able to dry out. Our first running day was in bright sunny weather so we were lucky. Doug had his LNER B1 hauling two loaded trolleys, Fred had one behind his 'Hunslet' and Richard had his large boilered 'Tich' in steam. The public could not believe that such a small engine could pull an adult. Richard told me he started to build the locomotive when he commenced studies for a medical degree. He only had an old 'Patrick' plain lathe (that means that it had no back-gears) and that he had it set up in the student accommodation block where it spewed oil from the oiled chuck over the ceiling, later covered with the 'Tich' general arrangement drawings!!!

In the Newsletters from other Clubs

Blastpipe Petone

In their 55th year of operation. Clubrooms are being repaired on the outside and prepared for painting. In the Presidents report Gavin McCabe and Peter Anderson were thanked for their efforts, Gavin for his wise guidance and Peter for his work in producing the always interesting 'Blastpipe'.

Maidstone Have decided to build a further two passenger wagons. Passenger numbers must be increasing.

Whangarei Model Engineers apparently the so-called 'winterless north' is feeling the cold.

Manakau Live Steamers Jim McLean's 'Highland Line' is for sale as is John Middleburg's 'Heidi'.

Hawkes Bay Model Engineers. An article on the 'Medina Explosion' the Case traction engine that exploded in the USA some years ago. Firebox in some areas only 85 thou thick, broken firebox stays, safety valve inoperative, pressure gauge faulty, etc, etc

Thames Model Railway Their President has complimented the 'Thursday Gang' for their efforts maintaining track, station and grounds.

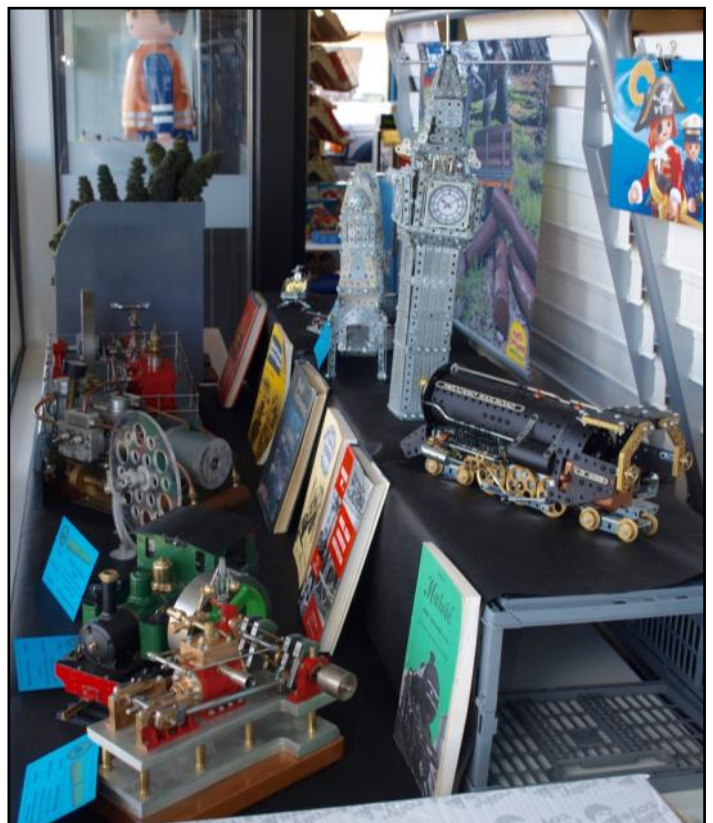
Marlborough Model Engineers Ken McIntyre has completed a very nice 1850s style clinker built pinnacle which he has powered with a Stirling cycle Ringbom hot air engine.

Hamilton Model Engineers Members have been surprised that the public's perception is that the model railway is owned and operated by the Hamilton City Council and that the staff are all paid employees of the City Council. A notice board is being erected to advise the public of the real state of affairs.

Nelson Model Engineers Worksafe NZ have notified Nelson Model Engineers that their boat 'Navy Lark' is not covered by their current ADR application and a separate application for the boat is required. The application will not proceed until the Nelson Model Engineers know the outcome of the pond. There is no point in applying if there is not going to be a pond to sail on. Until further notice the 'Navy Lark' is not permitted to be used on the Modellers pond.

Model Mee

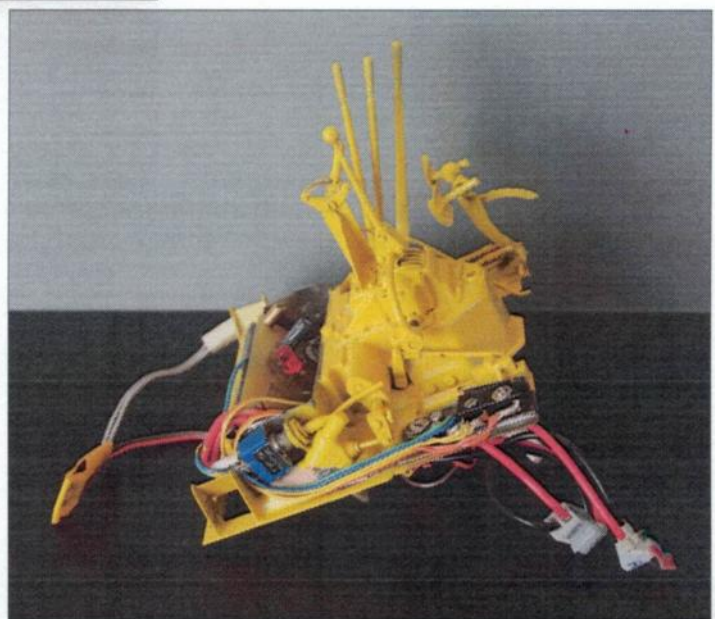
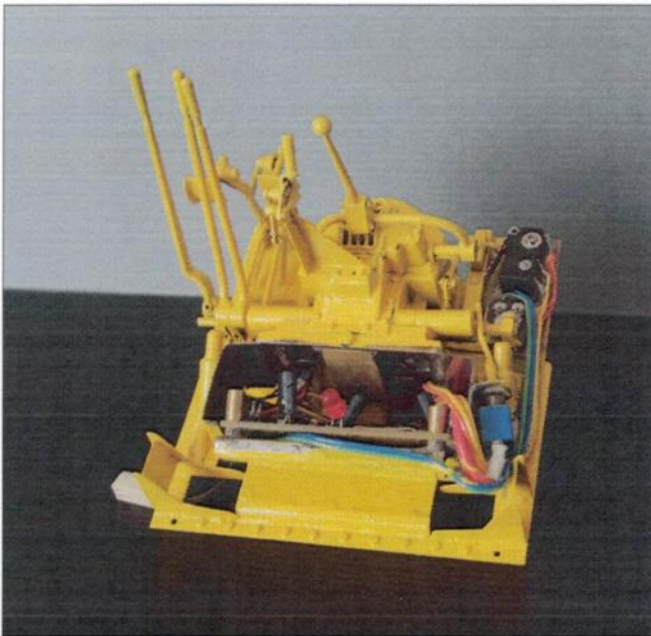
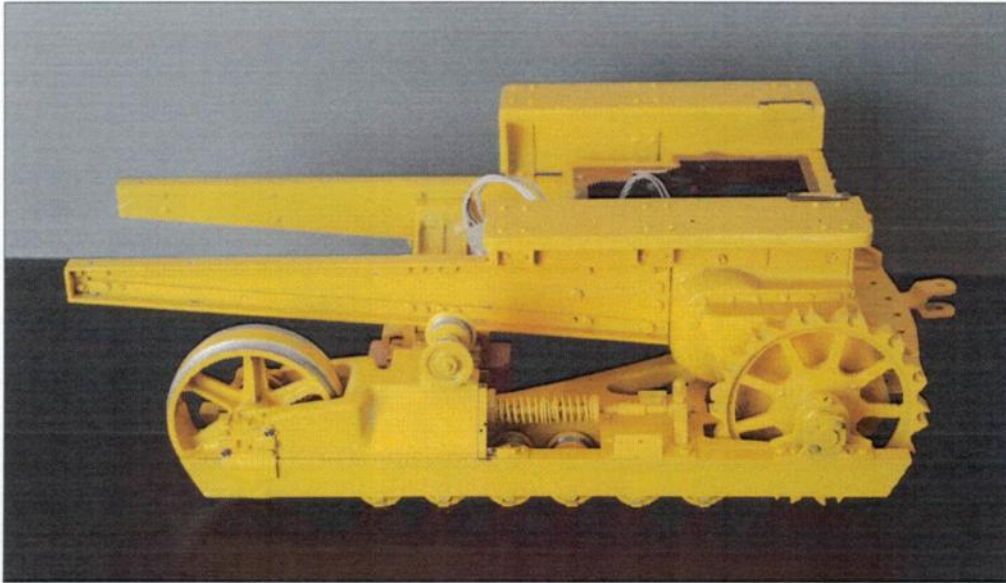
29 - 30 August 2015



The committee has arranged a small display in the **Models @ 747** Shop on Main Street. Do have a look if you are passing.

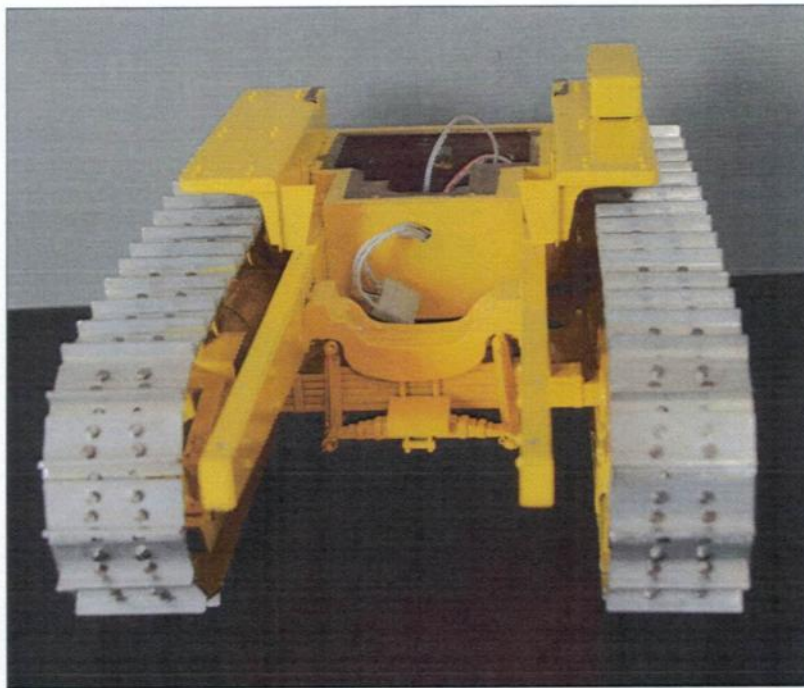
Painting the Tractor

Another 2 pages
of Bruce's D8



The Generator

Painting the Tractor



To be continued

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