



## Newsletter of THE PALMERSTON NORTH MODEL ENGINEERING CLUB INC

Managers of the "MARRINER RESERVE RAILWAY"

Please address all correspondence to :- PO Box 4132, Manawatu Mail Centre, Palmerston North 4442

### PRESIDENT

Robert Edwards  
(06) 280-3057  
pnmec-president@trains.net.nz

### SECRETARY

Fin Mason  
(06) 356-7849  
pnmec-secretary@trains.net.nz

### TREASURER

Kerry Puklowski  
(06) 353-6189  
pnmec-treasurer@trains.net.nz

### EDITOR

Position  
Vacant  
pnmec-editor@trains.net.nz

August 2017  
No 436

**PNMEC Home Page** [www.pnmec.org.nz](http://www.pnmec.org.nz)  
**Email:-** [pnmec@trains.net.nz](mailto:pnmec@trains.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 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  
PO Box 4132  
Manawatu Mail Centre  
Palmerston North 4442

Place  
stamp  
here

**T  
H  
E  
  
G  
E  
N  
E  
R  
A  
T  
O  
R**

## This Months Featured Model



**The achievements of Bruce Geange - Master Modeller**  
Les Moore Trophy - Compton Shield - Canterbury Award

## Report on the July Meeting.

The meeting opened with a short Special General Meeting to finalise the 2016/17 financial report and receive the Auditors report.

**Laurie and Pat Perkins** presented a slide show of their recent visit to Myanmar, including their cruise up the Irrawaddy River. Very interesting talks illustrating the conditions in the country.

**Graeme Hall** demonstrated his recently completed Marble heat engine which ran very smoothly. A very nice model, well up to Graeme's usual standard. Graeme also brought along some taps and dies that he has had to make for constructing some of his models. Some very fine thread die chasers were at the limit of my visual acuity!



## August Meeting

This will be held at 7.30pm on the 24<sup>th</sup> of August in the Hearing Association Rooms, Church Street, Palmerston North.

There will be a speaker again this month.

**Chris Saunders** will tell us about his recent travels in Europe.

## COMING EVENTS

### Track running at Marriner Reserve Railway

September	3 <sup>rd</sup>	1pm-3pm
September	17 <sup>th</sup>	1pm-3pm
October	1 <sup>st</sup>	1pm-4pm
October	15 <sup>th</sup>	1pm-4pm

**Bruce Geange** showed us his model of an NZ Railways rail mounted steam crane. The model was to scale with his Hornby models and was based on Hornby running gear. A most impressive model with six hidden electric motors driving various functions including hoist and jib lift and slewing. Great attention to detail and finish.



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

## **SUBS are Now Overdue**

Please pay asap. - \$30.00  
 Internet payments accepted to  
 account **06-0996-0831663-00**  
 Please add Name as reference.  
 You may also pay on club night.  
 If you haven't paid by 1 November  
 Your club membership will end.

## **Model Mee**

To be held in the George St  
 frontage of the PN Library  
**26 - 27 August 2017**  
 We will need to fill the space so  
 start polishing your models.  
 Talk to the committee about  
 what you can bring.

## ***Club End of Year Dinner***

**PN Cosmopolitan Club**

22 Linton Street  
Palmerston North

**Thursday 23 November 2017**

Drinks 6pm Dinner 7pm

The cost is \$25 per person. (Pay as you arrive.)

They also have a licensed bar for you to  
purchase innervating liquids.

Bring the family and join us for a relaxing  
lead into the summer.

We look forward to seeing you there.

**We need to give the restaurant an idea of numbers.**

**Please let us know if you plan to attend and  
how many there will be in your party.**

David, 329 0969, dfbell@extra.co.nz  
Cynthia, 354-7100, cynthia@trains.net.nz

boy's magazine decided to paddle a canoe  
round the north cape of Scotland, notorious for  
foul weather. They succeeded by camping on  
shore and cooking porridge which they called  
"brose". The shepherds did this putting porridge  
in a kitchen drawer to cut portions off after it was  
set!

They discovered that carrots grew well in that  
area so sent a large example to the editor of a  
local newspaper to publicise the fact.  
Unfortunately they used a wooden box normally  
used to mail whisky bottles. It ended up in the  
waste paper basket thrown there in disgust by  
the worthy editor.

At the first running day at Broomy Track I met  
a visitor who was on the look out to purchase a  
five inch gauge steam locomotive. He fancied a  
Sweet Pea painted red illustrated on a printed  
sheet obtained off the internet recently.

Then he spotted an engine of this description  
steamed up on our track. The driver told him  
this was the same one he had bought it a year  
ago. All I could do was to advise him to get an  
expert opinion before spending his money.

Modern technology can be a boon as long as  
it is asked the correct question. I was reading a  
book about the two million unemployed in Britain  
in 1939. A family man was looking for labouring  
work. He followed any lead every day and  
walked from Peckham to Edmonton to no avail.  
A friend asked his "mobile" what was the  
distance walked and the answer was over 3000  
miles!

Recently it was the one-hundredth birthday of  
Dame Vera Lynn, known during WWII as  
"The Forces Sweetheart" consequently an  
image of her was projected onto the White Cliffs  
of Dover, often the last sight of England seen  
by the service men and woman as the left home  
for overseas. I imagine the youth of today would  
not realise what her singing of patriotic songs  
during our wartime days meant to the older  
generation, particularly to the veterans of the  
Burma campaign. The efforts of our fourteenth  
army are long forgotten consequently the  
remaining troops defending India in the jungle  
with its tropical climate rarely had any  
entertainers from the UK. Vera volunteered to  
take a group out there with her, probably un-  
aware of the high humidity and only had one  
dress to wear on stage when she needed six.  
She explained this in a radio interview years  
later, how the humidity made her dress stick to

## **Letter from England**

Stan Compton

Years ago I recall two men who published a

her body, a rare treat for her audience who listened to her songs in silence, the opposite to applause. I was given a copy of "Forgotten Voices of the Second World War" by Max Arthur published by Ebury Press and the Imperial War Museum, all taken from memories of ex-service personal.

We saw a documentary about the history of the Raleigh Cycle Company in the thirties. They produced over ten thousand bicycles a week exporting many to Africa where the bicycle was a maid of all work, a heavy duty version was built with twin cross-bars to assist taking vegetable produce to market. In those days the purchase of a new bike was the same as a rich man buying a "Rolls Royce" car. At the works the frame tubes were wrapped in crepe paper for protection. The purchaser was so proud of his new bike the crepe paper was left to rot off proving his new purchase. The reason for the Trademark "Raleigh the All-Steel Bicycle" was due to the frame-lugs were steel pressings welded together, probably cheaper to produce than the castings normally used. Their largest opposition was Germany so a basic model was imported and stripped down for examination. When they found it to be of good quality the union of workers was asked if they would accept a cut in wages to compete with the foreign product. They agreed and production benefited. Times have changed and the West cannot compete with the Far-East. Britain does manufacture high quality folding bicycles for a new generation of cyclist. This last item about the union came from a book about the history of Raleigh bicycles.

## Heckington Windmill

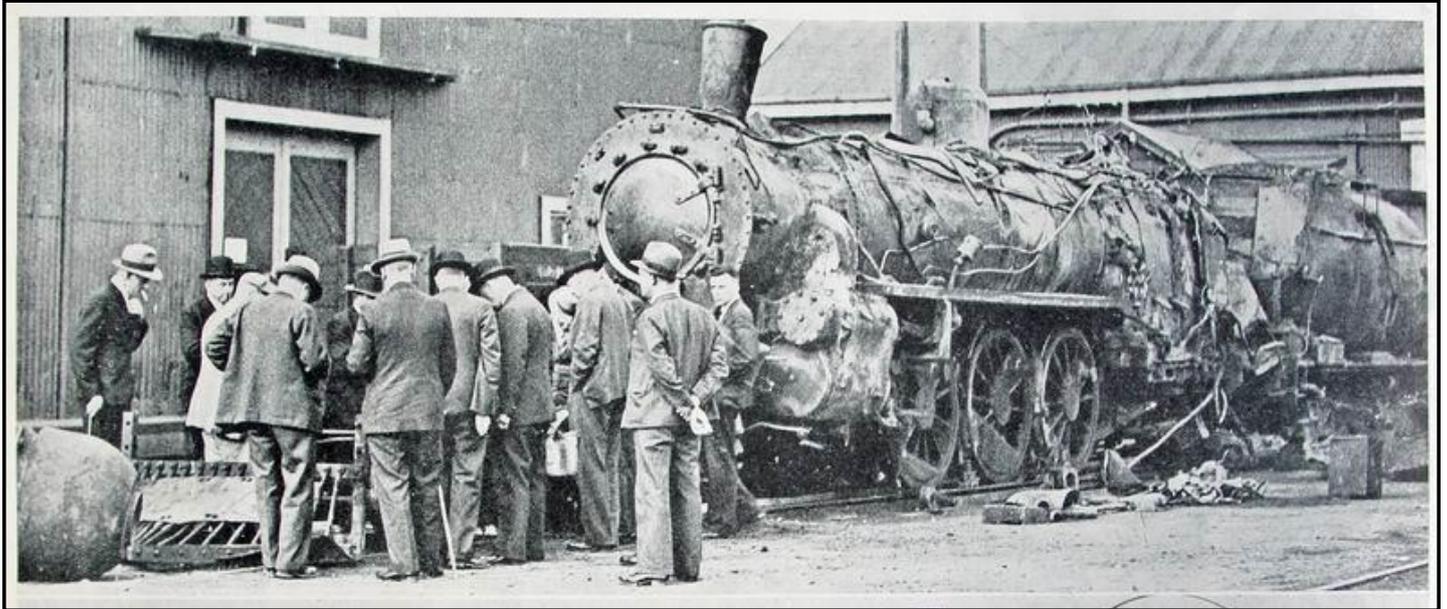
Heckington Windmill is the sole surviving eight sail windmill in the United Kingdom. It was built with five sails in 1830 by Michael Hare who died soon after. His widow married Sleightholme Nash who ran the mill until his death when it passed to his eldest son. He had other interests so the mill was rented to various millers but little care was taken with maintenance and the mill was wrecked by a storm in March 1890. It was bought by John Pocklington who repaired it using the sails, cap, fantail, etc from Tuxford's mill in Boston. It ran from 1892 to 1946. Kesteven County Council bought the mill from the Pocklington Family in 1953 when it was Grade I listed. It passed to Lincolnshire County council in 1974. The Friends of Heckington

Windmill formed in 1987 and operate the windmill on behalf of the Council. They have been producing flour since 1987. Heckington mill has the largest inside base diameter (8.5m) of any mill in Lincolnshire. Height to top of bricks is 18.3m Length of sail backs is 10.36m The sails span nearly 21.3m. Height to the top of the top sail is 30.5m.

Eight sails rotate in the wind to provide power to drive the grind stones. The shutters are hinged so they can be opened to spill the wind when stationary, or closed to provide a solid surface to the wind when working. They are opened or closed by a chain which hangs down to the stage and are held in either position by a weight. Each sail is bolted to an iron cross which is mounted on an iron windshaft. Fixed to the windshaft is a wooden drive wheel 2.44m in diameter which has wooden brake shoes round it and is called the brake wheel. The brake wheel is fitted with 80 iron teeth which engage with 40 teeth on the crown wheel at the top of the vertical shaft which drives the great spur wheel. On the opposite side of the mill from the sails is the fantail. If the wind blows on the side of the fantail it will turn and, through a series of gears, will rotate the entire cap, sliding on a greased curb, to face into the wind.



For more information see the link below  
[https://en.wikipedia.org/wiki/Heckington\\_Windmill](https://en.wikipedia.org/wiki/Heckington_Windmill)



### **RATANA (WANGANUI) RAIL ACCIDENT SATURDAY 26 MARCH 1938**

In the early hours of Saturday, 26 March 1938, the "special" passenger excursion train from Wellington to New Plymouth derailed four miles north of Turakina on the Ratana flat. (Today the rail does not follow this route but heads north from Turakina towards Fordell)

At the time the area was covered with haze and banks of fog. The driver of the train, Edward Percival had not driven this section of track for many years and became dis-orientated.

The train ran into a bank of fog and the driver missed a speed restriction board thinking he was further from a "6.4 chain radius curve" (approx 130 metre radius) than he actually was. The driver made a short light application of the brakes but it was not enough and the train entered the curve at an estimated 50mph instead of the recommended 20mph.

The subsequent inquiry found that the driver was a "steady, competent, experienced driver with a first-class record." The excessive speed was found to be "an honest error of judgement to which the presence of haze and fog contributed. The inquiry recommended that speed recorders be installed on all engines used for hauling express, mail and passenger trains. Seven people died and twelve people were taken to Wanganui Hospital.

More rail disasters can be found at

[https://en.wikipedia.org/wiki/  
List\\_of\\_rail\\_accidents\\_in\\_New\\_Zealand](https://en.wikipedia.org/wiki/List_of_rail_accidents_in_New_Zealand)

### **Bruce Geange - Master Modeller**

On the front page you will see two of Bruce's superb scratch built models.

The Les Moore Trophy is up for grabs at each bi-annual Model Engineering Convention. The fire Engine won this award at the Taranga Convention in January 2016.

The Compton Shield is presented each year and voted for the modeller who has given the most to the club. Bruce won this in 2016.

The Canterbury Award is presented to the model as Best in Show at the bi-annual Model Engineering Convention. Bruce's D8 Crawler Tractor won this at the Taranga Convention in January 2016.

### **Upgrade to significant Manawatu Transport Infrastructure**

No No not the Manawatu Gorge road but a section of rail track at the Marriner Reserve railway. A 36 metre section of curved track from below the Levin Bridge leading around the 180 degree curve to Kahikatea Mokemoke has been realigned to a new vertical alignment and had the super elevation eased. Investigations by Auto Level revealed significant slumping of the concrete base on which the rail track is fastened to around this curve due to the fact that the Marriner Reserve Railway is built upon that vast swamp that stretches from the Oroua River all the way south to Paekakariki.

Fortunately this section of track had been built using precast concrete beams laid on piers so the methodology was to raise up the beams to the new height and super elevation with packers and grouted in position with mortar. The rail track

sections were then painted with cold galv paint and refastened to the track bed with sleeve anchors. Sounds rather easy but this work involved two and a half full days with a crew of four to five people. We had to work around the weather available to us at this time of year but had two nice sunny days with no wind which we were grateful for and were able to complete this work without losing any scheduled track running. Many thanks to the crew, who were able to assist with the continuing process of maintaining our railway to a high standard.



## A Brief History of a Diverse Life

*by Cynthia Cooper*

I was born in Nottingham, England and grew up in the village of Byfleet south west of London. Although officially designated a village the population was 8,000. From the age of five I took the train to school in the nearby town of Woking.



I left school at 16. A few weeks after starting work I purchased a second hand Hornby OO train set. I soon moved to Manchester. I was married and a mother by the age of 19. We all emigrated to Canada and lived in Calgary, Alberta for a few years before moving to Seattle, Washington in the US. Life was moderately stable while

my daughter was growing up. I worked at the University of Washington, helping and supporting both students and academics.

My life took a major turn in the early 1980's. I was now able to spend time on things that had always interested me. I bolted three old doors together, put these on trestles, and started building an HO train layout in the basement. A little later my original Hornby train set came back into my life. I joined one of the local model train clubs.

One of my new friends was an artist. He had made a terra cotta pottery sculpture incorporating a small fully functional railway. Over the next few years we turned this idea into a business which we called Trained Pots. My contribution being to add live miniature plants as the scenery. We became interested in garden railways and started building an O-Gauge layout. The Trained Pot business expanded to include terra cotta and stoneware buildings, bridges, etc suitable for gardens.

In 1990 we embarked on a mid-life adventure and emigrated to New Zealand. We set up Trained Pots as an export business in Nelson. Unfortunately he died unexpectedly eighteen months after we arrived. In 1995 I moved to Palmerston North and started working at Massey University.

As well as being a committee member of the Palmerston North Model Engineers I am also the Vice-President of the Manawatu Model Railway Club. In addition I am a long standing member of the Hornby Railway Collectors.

I am a founding and life member of the Puget Sound Garden Railway Society. My other interest is history and each January I go medieval camping in North Canterbury.

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](mailto:pnmec@trains.org.nz)