



Newsletter of THE PALMERSTON NORTH MODEL ENGINEERING CLUB INC

Managers of the "MARRINER RESERVE RAILWAY"

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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 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,

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Coming Events

February Monthly Meeting.

This will be held at the Hearing Association Rooms, Church Street, Palmerston North on the 26th February at 7.30 pm. **SHARP.**
See further details on page 2.

Mid Week Run at Marriner Reserve Railway :

24th February , between 10.00 am and 2 pm.
Please contact Doug Chambers beforehand.

Track running at Marriner Reserve Railway:

LOCOMOTION WEEKEND 6 – 7th March
21st March 1 – 4 pm

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

REPORT of the JANUARY MEETING

Murray Bold was able to put up on a screen the digital photos taken by Bruce Geange and Murray at the Hamilton Convention. They explained the track layout and the program for the days of the Convention.

Richard Lockett steamed and demonstrated the crane built for the Club Challenge by Fred Kent and himself with some assistance from others.

Murray also had pictures that he took when visiting Grant and Donna Alexander's home in Cambridge. Grant has an extensive Gauge 1 layout and Murray took the opportunity of running the NZR 'D' class loco that he and Bruce Geange built as a joint project.

Fred Kent showed us the bodies for the twin-set railcar that he is making. He has made a great job of the compound curves on the front panels.

Merv George showed us the boring device that he has just made. He said that it really needed a counter balance.

OVERSEAS VISITORS.

The Chairman of the Hereford Model Engineers, Richard Donovan and his wife Elizabeth were in Palmerston North on the 26th – 27th January. (This is the club Stan Compton is a member of)



On the Monday Bruce Geange took them to a few PNME members homes to see their workshops and locomotives and to the Tokomaru Steam museum. The Tuesday was our mid-week running day and the Donovan's were able to see four engines running, Bruce Geange, Maurice Brownell, Ken Neilsen and Jim Curtis steamed their engines and Richard Donovan after photographing the engines spent some time driving Bruce's "Abagaile".

MEETING START TIME

It has been noted that the start time for our monthly meeting has been getting later and later. The start time will be 7.30 pm sharp in future and latecomers are requested to bring a note from their parents. !!!

FEBRUARY MONTHLY MEETING

The theme for the evening is "That Christmas project that did or didn't get finished." It is hoped that members will bring along their current project for "Bits and Pieces".

LOCOMOTION 2004

Locomotion 2004 will be held over the weekend of March 6th – 7th. PNME members are requested to bring along biscuits or cakes for the morning and afternoon teas. There will be locomotives running from 10.00 am both days. Lunches will be provided.

LETTER FROM ENGLAND

By Stan Compton

Last month I told you about our Club Chairman Richard Donovan and his wife Elizabeth who will be visiting New Zealand. Now I find that another of our members is also visiting the country in January 2004. His name is Tony Marris and he will be accompanied by his wife.. They have never been to New Zealand before and are looking forward to the trip. His real interest is in 7 ¼” gauge and on his retirement he spends his time building an extensive ground level track on his farm near Bromyard not far from Shelsey Walsh, the village where the annual hill-climb takes place.

The Greenly designed “Halton Tank” I tested the boiler for recently was built by the Wheeler Brothers, not as I mentioned at the time, the Common Brothers who built the “Locomotion” on the London Science Museum. The owner of the “Halton Tank” brought me another locomotive for a boiler test. This was a super detailed 5” gauge LSWR 4 –4 –0 a very handsome engine. After close examination I remarked that the feedwater check valves close to the smokebox were very small, “Oh, they are scale size and they are dummies.” I was told. “All the boiler feeds go in at the bottom of the firebox at the rear.” There I found two connections, one was ¼ BSP, the other blanked off but it leaked under test, so did the throttle which is common. Sometimes a finger pressed on the blast nozzle with the drain cocks closed will force the throttle to seal, in this case it still leaked and I was only able to obtain 1½ times working pressure instead of the double normally expected on an unknown boiler. (Editor’s Note. The testing is under United Kingdom regulations) As the boiler was commercially built I used my discretion and passed the boiler as safe.

The steam test is yet to be done and of concern are the scale sized gauge glass mountings. I do not believe that it will be possible to get an accurate water level reading with such small glasses. The owner assured me that it has been steamed with no problems, which I doubt, but says he only wants to sell it as a showcase model. That may be so but a purchaser may still want to run the engine so I may have to amend the certificate that the engine is not suitable to be run in steam. Such are the problems faced by your volunteer boiler inspector. It took two hours to obtain a suitable hydrostatic test pressure due to it not being blanked off previously. This is often the case with strange boilers that are brought in to be tested. We have little red cards printed with instructions on testing procedures, but rarely are they read and obeyed.

The Hereford M.E.S. have offered to provide facilities for running engines owned by members of the 7 ¼” gauge Society for their Annual general Meeting on our site September 24-25, 2004. This means providing extra storage sidings for members locomotives, plus extra steaming bays with compressed air to all existing bays, and a ground level unloading siding.. a lot of this work is difficult to achieve with existing facilities installed plus a lack of space. Their society will pay for materials but it is still a lot of work for the regular volunteers on work days.

Probably over fifty locomotives will be there for the weekend with expensive rolling stock. Last year I recall seeing a Great Western Railway 7 ¼” gauge pannier tank out on our track running along in complete silence, it was battery-electric powered!!!!

Your older members will recall the dreadful losses of troops involved in the battle to capture the forts at Verdun in the south of France during World War 1. Well one of the Worcester club members gave us a talk recently on the restoration of the lower part of the

ill-fated Maginot – Line, that was such a waste of French money. Part of those Forts at Verdun have been restored as a tourist attraction, I don't suppose the ladies were very interested but I found his description of the underground railways, accommodation for troops and electrical generating plant etc. very interesting. He also gave a brief description of World affairs up to World War 1 illustrated with home made maps, these must have taken some time to prepare, something many would take for granted.

At the moment I am writing an article for "Engineering in Miniature" on lubricator problems. The trouble is all the time I am writing I have in mind what a variety of men there are who would build and run engines, one person will make do with anything, the other is so particular his engine will have a super detailed lubricator to each cylinder.

I recall a man from Gisborne, long gone sadly, who was building a 7 ¼" gauge Beyer-Garratt utilising the drawings for Martin Evans' "Highlander," which perhaps was the wrong thing to do as it was his first attempt at locomotive construction. He even provided pumped lubrication to the cylinder walls as in full-sized practice, not realising that model piston speeds and weights are so much less than full-size.

I have never heard whether that Beyer-Garratt engine ever got completed. I recall that the builder told me that he first met the full-sized locomotives when he worked as a diesel mechanic in Africa on the ridiculous "Ground Nuts" scheme promoted by the British Labour Government after World War 2. Model engineers are such individualists that I can only write down my experiences and leave them to judge for themselves.

Talking of lubrication reminds me that when the Hereford Club built a "Sweet Pea" to use as a fund-raiser on a portable track, they bought a commercial twin cylinder lubricator for the engine. For years that device pumped excess oil out onto the track via the drain cocks until during an overhaul I removed one of the lubricator cylinders. The one cylinder supplies all the oil required to lubricate the engine.



Two of the larger locos seen at Steam & Steel. Dave Giles LPG fired Shay "Enterprise" in the background. And "No 99" owned by Tom Anderson

This young lad was fascinated by Richard Lockett's Allchin traction engine. There were four or five others there from 1.5" to 4.5" to the foot scale models. And 2 x 12" to the foot models.



The Generator

STEAM & STEEL 2004

The Convention, which was held on 8th – 12th January 2004 at Hamilton had a great turn out of locos from all over the country. The first day had slow passenger hauling then it picked up on Friday.

On Friday we had a Cavalcade of loco's to open the Convention and they had a night run. It was good to see the track in a different perspective.

On Saturday we de-steamed and clean the loco's early prior to attending the Convention dinner, During the evening a special court was held there also was a Judge, Prosecute, Defendant Defence, two ladies one in an old style dress and one not so good looking Lady!. The Judge was fining people for what they had been during the Convention (e.g. Monty George was looking at a very attractive girl and he nearly crashed his traction engine into a tent!!).

On Sunday we had a Champagne Breakfast and the Les Moore Challenge.

Palmerston North Model Engineering Club won the best weight lifter, Hamilton won the Les Moore Challenge Cup and they were also the first to be in steam.

On the last day they had a farewell BBQ it was very quiet with most of the people were heading home.

On behalf of Palmerston North Model Engineering Club I would like to thank Hamilton for their Hospitality over the 5 days of the Convention.

Stuart Anderson.

Les Moore Challenge (Steam Crane)

Eight Cranes were presented at steam and steel with congratulations to Whangarei, Thames, Tauranga, Hamilton, Hawke's Bay, Palmerston North, Maidstone, Marlborough Model Engineering clubs for excepting the challenge. (Certificate in the mail ?)

Seven cranes were steamed late Sunday afternoon to be judged on presentation, time to raise steam and lifting ability.

Hawke's Bay being first to have steam up with their crane modelled on a Napier Harbour crane from 1895. Our entry being nobbled by a breeze that extinguished the burner flame.

Hamilton's crane took out best presentation and was placed second to raise steam. Our crane, once steam was raised lifted the prize for lifting ability, easily lifting all the weights available . After adding the scores Hamilton's crane lifted the Les Moore Challenge Trophy.

Thanks go to Fred Kent, Richard Lockett, the prime constructor's with assistance from Murray Bold, Doug Chambers, Brian Leslie, Merv George, Cynthia Cooper and the encouragement from the members of PNMEC a good team effort.

We are now looking forward to receiving our instruction's etc from **"Canmod 06"** for our next challenge and to see more of a effort from the other eighteen so called model engineering clubs in NZ, to except the challenge, and make the Les Moore Challenge **"The Event"** at each convention.

Richard Lockett.

Palmerston North Model Engineers, Inc

The challenge was to build a crane,



With wheels and engine, boom and chain.



Something that would take a strain,



And make them proud to bear their name.



~~~~~  
They scratched their heads  and rummaged round.

They thought, and sought, what would be sound.

They bashed  and hammered, milled and ground.

They drank so much beer  they almost drowned.



~~~~~  
So here it is,  good gentles all.

 (It did not come from the local mall.)

It came from the hands,  and the hearts,  and the fears,

Of the **Palmerston North Model Engineers.**



Composed by **Cynthia Cooper**