



**Newsletter of THE PALMERSTON NORTH MODEL  
ENGINEERING CLUB INC**

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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,  
Palmerston North

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**This Months Featured Model**



## REPORT on the JANUARY MEETING

A large number of PNME members and wives or partners gathered in Chris and Pam Rogers garden for a Bar –be –que tea , a tour of Chris Rogers workshop, and as usual when model engineers meet, a really good natter.!!!

On display and running on air was the 4”scale Clayton and Shuttleworth steam truck that Chris has nearly finished. Also running on air was the 3”scale Burrell traction engine that Bruce Geange has nearly completed. Bruce has been putting in a lot of hours in the workshop on the Burrell project, which he hopes to have completed by March.

Another who has obviously been getting a lot of hours in his workshop is Graeme Hall who has made a lot of progress with the I C engined roller. Fred Kent had a small steamboat that he has been working on.

The weather was kind for the event and as the evening came on and it cooled down members drifted indoors to watch a DVD of Barry Brickell’s narrow gauge railway in Coromandel.

A most enjoyable evening and Thanks Very Much Chris and Pam for inviting us and for all the hard work you put in behind the scenes.

## FEBRUARY MEETING.

This will be held on the 23<sup>rd</sup> February in the Hearing Association Rooms, Church Street, Palmerston North, at 7.30pm. The theme for the evening will be

**“What my model engineering project is and how well it progressed during the Christmas holidays.”**

## COMING EVENTS

### Mid Week Run at Marriner Reserve Railway

28<sup>th</sup> March between 10.00 am and 2 pm  
Please contact Doug Chambers beforehand.

### Track running at Marriner Reserve Railway

**4<sup>th</sup> and 5<sup>th</sup> March  
Locomotion Weekend**

19<sup>th</sup> March      1 – 4 pm

## OPEN WEEKENDS

Cross Creek Railway Open Day      11 March

Hamilton Open Weekend      18 – 19 March.

## FOR SALE

### PETROL- HYDRAULIC ‘Hunslet’ (7 14”gauge)

This is the NZR Dsa built by the late Jim Curtis. Fully detailed the Dsa looks good and runs superbly. This is a classic example of model engineering. It featured in the Australian Model Engineering magazine ( September-October 2002) and comes complete with a purpose built driver’s car built to the same standard.

Enquiries to Jean Curtis, 115 Guy Street, Dannevirke. Or phone 06 374 7151. Price \$10,000.

## FOR SALE

### 0 –4 –0 NZR Tr.

In 7 ¼” gauge. Powered by a Briggs and Stratton via an Albion gearbox. Including a driver’s truck. Asking Price \$3,200 - Dennis (04) 904 6195

# LOCOMOTION 2006

Members wishing to display static models at the annual Locomotion Event should first contact Stuart Anderson who is organising this part of the event. Stuart can be contacted on (06) 357 3420

Palmerston North members are requested to bring along a packet of biscuits to provide for morning and afternoon teas during the Locomotion Weekend.

Any members wishing to assist in the station during the weekend, are asked to let Cynthia Cooper know in advance. Phone 354 7100

## Marriner Reserve Station Clock

Is there a wood worker out there who is willing to create a station clock case to hang from the station roof during running days.

This will be known as the Andrew Barsanti Memorial Clock.

Please contact Stuart Anderson for further details. (06) 357 3420

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

## **MODEL OF THE MONTH COMPLETES TRIAL RUN**

On 24<sup>th</sup> January Gordon Trow brought his newly completed Wellington and Manawatu Railway Ud up to Marriner Reserve for a trial run. The Ud had the largest diameter driving wheels fitted to any locomotive to run on New Zealand rails. Gordon's 5" gauge model gave a strong hint of what the prototype must have sounded like. A very healthy bark from the stack with a lengthy gap between each 'chuff'. Gordon found the Ud a bit slippery footed especially as the rail was being dampened by light drizzle. However once rolling the Ud had no difficulty handling the 1 : 70 grade up the bank.

There were the usual minor problems for Gordon to attend to once the engine returned to the workshop.

The smile on Gordon's face told of the delight he was feeling. He admitted that he had some misgivings about the Ud's ability to handle the steep grade up the bank. He felt that the big driving wheels might have been a liability but that didn't prove to be a problem.

Gordon's wife Joy has encouraged him during the long building period, sadly a very sore back prevented Joy from attending the trial run. I understand that she will be able to see the engine running at a later date.

Gordon built the locomotive on his own, not belonging to a model engineering club. He has however had a lot of experience of the full-size steamers while working at Glenbrook, but to complete a model of this quality is a great achievement.

## **LETTER FROM ENGLAND**

By Stan Compton

When we lived in New Zealand sometimes on TV would be a program about life on a farm in the United Kingdom in the middle of winter. Imagine the scene, the police arrive after driving up a muddy track, it is cold and foggy with a touch of hoar frost on the hedgerows. Bare fields, no stock, they are all in the barn and it looks miserable.!!! Well that is us for the last week on our track site, the River Wye had flooded leaving pools of water everywhere. We were prepared for

this and all our rolling stock had been moved up above flood level. One year we got caught out and the water soaked into the padded seats, brakes and wheel bearings. What a job I had sorting that lot out.!!

Because we were late in applying for planning permission to build a open-sided carriage shed, our group have only just got started on preparing the foundations. We usually get the same people on site on Tuesdays, about fifteen workers and our leader is always on the site at 8am and he makes a cup of tea for those who arrive from out of town. Then he gets stuck into the heavy work, with a background in civil engineering nothing is a problem too big to tackle.

His second in command is a retired policeman. He has seen some sights in his working life, one such was arriving at an accident scene at 2am to find the very drunk driver of a 'mini' sitting in the driver's seat holding the steering wheel.

The rear half of the car had gone. In a slurred voice he said, "Give us a push to get me started before the 'Old Bill' arrives"!!!!!!

Everyone else pitches in on various projects. One team has built a very nice track on a raised platform for Gauge 1 locomotive running, O gauge rails to be added later. Derek and John with others will be able to use the track next Spring. Both are now building Gauge 1 locomotives.

Our Chairman Brian, has decided to provide hot soup for the work-gang at lunchtime these winter days. Very welcome it is too, full marks Brian. Our treasurer, also Brian always arrives on site with a boot full of tools etc. Having been in business in the electrical trades, he always knows what is required.

The battery-powered Club engine built by Colin and his team is based on an Australian design for a very substantial shunting engine. It is really very useful at the beginning and end of running days which are starting at midday now and ending at 5pm.

Colin's wife Hilda raised all the funds to build this very useful engine.

Stewart's big engine 'Thomas Too' is the backbone on those days with its bright brass fittings and sparkling paint, it attracts a lot of attention. "Look dear, the man is putting coal on

the fire.” “I wonder where the batteries are to make it go.” !!!!



The name of the locomotive is 'Leviathan' and it is really very heavy. If someone throws a points lever at the wrong time, derailing the engine, then levers are required to get it back on the track. I have a small team, Nigel and Trevor and we are overhauling our 5" gauge trolleys. Two were built by Roy and one by Brian our electrical man. I build riding trucks for the drivers besides other jobs on site, while John wields a paintbrush on our clubhouse.

We had an excellent slide presentation by Roger and John who had been to Switzerland where they visited a fantastic 7 1/4" gauge track site. The quality of the workmanship was first class regarding the site. We counted six tunnels of concrete construction and crowds of passengers waiting to ride. Some of the very complex European design locomotives are beautifully made, I think they use steel boilers over there. One of the Swiss Railway Companies provided transport for some of the locomotives and 7 1/4" rolling stock, and also a camping car was parked alongside the venue for use by some of the drivers and their families at no cost to them. There must be someone high up who can arrange this facility who has an interest in our small railways.

It must be ten years since Milson Foundry in Palmerston North cast a set of cylinders for a 5" Hunslet for me. When I got on the plane with them in my flight bag, one shoulder was lower than the other one, first I had to do a lot of

explaining but I was prepared for this having with me photographs of locos in steam. Those castings have machined up with not one blowhole or hard spot. Full marks to the foundry.

At last the fog has cleared and bright cold days are back. I have a well-insulated workshop and the Hunslet is making steady progress. It will be a few months yet before we can get our locos out in steam next spring but it is worth waiting for, with blossom on the cherry trees on the site and wild flowers in profusion we are very lucky. There is a lot of work taking place at the old Hereford waterworks Museum next to us. Really big money is being spent to provide new facilities for the public, also a new maintenance workshop which is sorely needed.

The contractors managed to sever our water main on our last day of work so there had to be a quick trip to the supermarket for two large bottles of water assured our tea supply.

### **BURRELL TRACTION ENGINE STEAMS**

On the 3rd February 06 Bruce Geange steamed his 3" scale Burrell traction engine for the first time. The boiler is not yet lagged and there are a



few other small jobs to be completed. The safety valves were set and then there was time for a couple of laps around the lawn. The 'single' has a nice bark and Bruce said that the engine appeared to free up during the time it was in steam. Bruce has been putting in lots of hours on the Burrell and is hopeful that it will be completed in time for Locomotion 2006. The driver - passenger trailer has only just been started so there is still a lot to do.

## CANMOD 06

Jan 5<sup>th</sup> to 9<sup>th</sup> 2006 at Halswell Domain in Christchurch was known as CANMOD 06. Richard Lockett, Stuart Anderson, Murray and Janice Bold, and Chris and Paulette Morton camped on site along with other members from other clubs.

Stuarts "DH" and Murray's "Mr Sandman" were put to work on the first day and ran each of the 5 days. "Mr Sandman" totalled 84Km for the five days at Halswell and another 29 Km when we went to McLean's Island after the convention. See Stuarts story in this issue.



There were 2 other phantoms at the convention, Ken Macintosh's "Southern Belle" and Jim McLean's "Wee Jock". The weather was great except for one afternoon when it rained. There were approx 30 – 50 locos in attendance from 2 ½" to 7 ¼" gauge, also 6 or 7 traction engines of varying sizes.

Dave Giles had his new shay there, and all the available trolleys were coupled and loaded with passengers. He then set off to see

if he could tow the huge load around the track. There were more than 110 passengers riding on 21 trolleys. As it turned out it was not much trouble at all.



The Christchurch Garden Rail Society had a layout on site and I ran "Edwin" and the NZR "D" on several occasions. Both performed very well indeed.



There was also a magnificent collection of models on display in a hall on site. There was a 2 ½" mode of an NZR "D". Mine looked very similar so is pretty much the correct scale. The winner of the Canterbury Award was a model of the Ashburton Fire Brigades early Merryweather Fire Engine. Thanks CSME, a great time was had by all. Murray Bold

## A private running day at McLean's Island

After the convention we were invited to go to McLean's Island for a run without public. The park has a 3'6" gauge truck around it's perimeter. The model track is 7<sup>1</sup>/<sub>4</sub>-inch

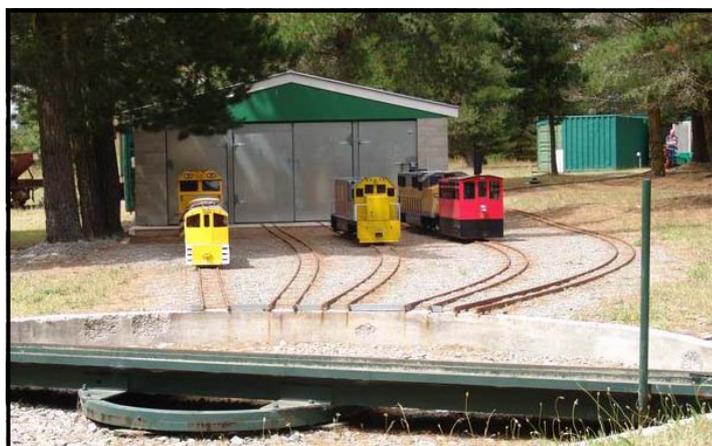


gauge, and has over 1km of mainline. The ticket box / Station comprised of a NZR guards van that has been modified for the purpose. From the station, the line heads out around over a crossing and over an incline; this section can be a challenge to many drivers. Along the way around there are several bypass loops and alternate lines and you also pass several water towers and controlled crossings.

The steaming bays consist of a large

turntable, loading and unloading hoist, an ash pit, and loco storage sheds, as well as trolley storage.

Some people say that my DH Diesel is big but they are wrong. Their Diesel



models are big and sound like the real thing with their 2 and 3 cylinder diesel engines.

There was a good welcome from their club, there was lots of visiting loco's from the convention, this track is a must see place when you're next in Christchurch!!

They also have a museum with a large number of old steam engines that worked throughout New Zealand including a ships engine.



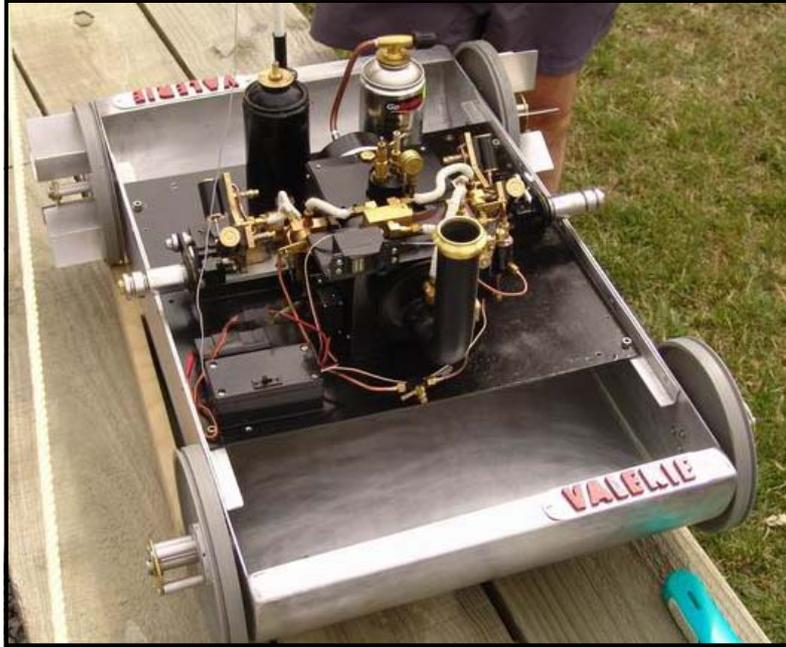
I would like to thank all the crew at McLean's Island for their hospitality and welcoming us to their track.

Stuart Anderson ((South Islander) south of the Bomb Bay Hills)

## Les Moore Memorial Challenge 2006

The challenge from the Canterbury Model Engineers was to build a steam powered amphibious vehicle which was to be driven across their boating pond at their Halswell Domain site. Due to the lack of promotion and the technical challenge involved only two machines showed up on the day, a Hamilton Model Engineering Club machine and our own Vulcan Waka.

Both Machines having gas fired boilers and oscillating engines with the Hamilton machine being of twin engines driving wheels with paddles under radio control.



Our Vulcan Waka being a more simplistic design with the engine just driving a winch, the only control being a steam valve controlling the steam to the engine. Due to a lack of the gas canisters of the type I had decided to use (off my tramping cooker) no testing of the Waka was able to be done beforehand which was to be our downfall.

Challenge day, a large crowd had gathered. Both machines boilers were filled with water (ours over filled) and burners lit with the Hamilton machine having pressure up way before ours and was placed on the boat ramp and set off across the water around the buoy and back to the ramp sweet as.

Once pressure was up in the Waka (ages) the winch rope was paid out and anchored across the pond it was placed at the top of the ramp, engine started and let go to free wheel down the ramp into the water (big splash) and across the pond.

The machine traveled about 3 meters before it failed to proceed, no steam pressure the big splash having put the burner out.



Congratulations Hamilton Model Engineering Club a job well again.

Thanks to Canterbury Model Engineering Club for keeping the Challenge alive Remember this is a challenge not a competition a way for clubs to use their members skills and imaginations and to have a bit of fun.

Looking forward to see what Manakau come up with for 2008.

Richard Lockett

## “LYTTLETON” Tug

One of the side trips at Canmod 2006 was a trip on the tug ‘Lyttleton’ out to the Christchurch Harbour heads, and return on what was almost a millpond like sea . Very enjoyable and informative as my previous trip had been in the engine room 99% of the journey. This time was only a brief visit for it was summertime and a bit warmish down below and the scenery appealed more. One of the local modellers had brought along his nicely detailed scale model of the tug, and this made it easier to appreciate the finer points of the vessel itself and gave me a much better understanding of what did what. The tug seemed much loved by it’s crew and very well cared for so it will be capable of giving much pleasure to many people in years to come, so if you go to Christchurch in future and haven’t been for a ride, please do so as your fare will help keep it afloat for future generations.



## Arthur’s Pass and Return

The other excursion that we went on was steam hauled to Arthur’s Pass by one of Ian Welch’s Mainline Steam engines which was Jb 1236, converted some four years ago to run on fuel oil and in this case complete with two trainee firemen, or so I was told, and judging by the stack output colour occasionally, quite probably true. We were told that the Department of Conservation would not let the train run as a steam- hauled unit without taking out an insurance policy for the sum of 10 million dollars for the one day. The drizzle at the Pass had a bit of a bite to it but so what, that is mother nature and thank goodness no-one as yet has figured out how to monkey with the weather. Our two travelling companions across the table were good value, even their snoring was quite genteel, but they may snort a little when their action photos are published in the appropriate journal. The train manager, an employee of Tranzsenic, was

excellent value with the stories he told, some from personal experience, and his geographical explanations and items of interest that were pointed out very much added to the flavour of the day for me. Our host had dropped us off at the station in the morning and the manager when asked, arranged for the locomotive crew to have generous use of the whistle cord at the Hornby level



crossing, and sure enough our host reappeared, but only because his wife had heard the fanfare and put two and two together, “ thank you Wendy”

All in all we enjoyed Canmod 2006 so thank you people in the middle south.

Chris Morton