



**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 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.

Although there had been showers nearly all day, the weather cleared for the early evening and held off for the Bar Be Que. Chris and Pam's garden makes a very pleasant setting and all the trees and shrubs seemed to be freshened by the days showers.



Later in the evening light misty rain started to fall and PNME members sought cover on the veranda or in Chris's workshop.

Chris had on show the two "Dolgoch" chassis and



one of the incomplete boilers .

**Doug Chambers** had brought along the 1 1/2" scale Burrell boiler he is building.

**Graeme Hall** showed us the superb model Offenhauser engine he is making. Four cylinder, double overhead camshaft, the block and cylinder head (with four valves per cylinder) are each machined from a block of aluminium. The crankshaft is machined from a solid billet of high-grade steel.

Our thanks to Chris and Pam and all the helping team for a very enjoyable evening.

## FEBRUARY MEETING.

This will be held in the Hearing Association Room, Church Street, Palmerston North, on the 22<sup>nd</sup> February at 7.30pm. The topic for the evening will be "What you did in the way of Model Engineering during the Christmas Holidays". Please bring your latest project.

## COMING EVENTS

### Mid Week Run at Marriner Reserve Railway

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

### Track running at Marriner Reserve Railway

#### Locomotion 2007

3<sup>rd</sup> & 4<sup>th</sup> March 10 - 4 pm  
18<sup>th</sup> March 1 - 4 pm

### Open Weekend

Hawkes Bay Model Engineers 24<sup>th</sup> -25<sup>th</sup> February

## FOR SALE

EC 09 7 1/4" gauge Electric Locomotive.  
Length 1.840mm, Height 660mm, Width 400mm and estimated weight 300kg.  
Battery powered ( 4 six volt 210 AH deep cycle batteries.). Two EMD 24-volt 40 amp motors driving axles via a worm drive. Manual Braking on rear bogie of engine, Vacuum braking of both engine bogies and ride cars with vacuum supplied by 24 volt Thomson vacuum pump.

Price \$12,500 Contact owner and builder Stephen James Phone 544 7177 Tauranga.

The closing date for the next issue of The Generator is Friday 9th March

## LETTER FROM ENGLAND

Stan Compton

No doubt some of you will have seen on TV, the problems caused by fog at the London Airport. The public expect so much and would have no idea of the stress pilots are under flying in those conditions.

Over here it is possible to apply to the National Lottery for a grant for worthy causes. We are building a new station canopy 4.5 x 12 metres for the ground level track. Stewart typed up a sixteen-page application for funds and we were successful. So at the wettest time of the winter a gang led by John and Stewart have worked hard to get all the steel work erected.. The grant allowed for an order to be placed for prefabricated materials to be delivered before the price rose after the Christmas break, and the roofing will be installed next week. Luckily our track site is only partly flooded so the eight cubic metres of concrete footings were poured with no problems. Meanwhile I have been modifying some of our new 7 ¼” gauge rolling stock, the brake hangars were mounted too high and when loaded the vacuum brake could not release.

Every model engineer has his own idea of what is the ideal lathe for his needs. It really depends on what space or funds are available and what size of work he wants to perform. Of course the ideal is to have a choice of two or three machines to work on, but many have to be content with one basic machine. I recall the book “The Amateurs Lathe” by Sparey in which he stated that for a modest expenditure we could purchase a lathe that would be a friend for life, how true that is.

Recently I examined an imported lathe from the Far East, bought to produce parts for a 7 ¼” locomotive.. The final drive from a 3 phase motor controlled by an inverter was by a 10mm wide Vee belt that required speed to transmit a load. Surely a toothed belt was called for here. Even a Poly Vee belt drive will slip under load at low speed, which will happen on my old Smart and Brown lathe.

The owner was unhappy about the purchase of the vertical milling head to mount over the lathe bed, he found the round column was too flexible under load. He liked the look of my old Centel vertical head, too heavy for me to lift off to fit the overarm, all my horizontal milling is done with the cutter mounted in a stub mandrel, leaving the vertical head in place. Years ago a man from Castlecliff, near Wanganui,

came to me for help. Of retired age he had acquired an old lathe which had been produced for thirty shillings pre –War. It was an “Adept” 6”between centres and 2”centre height. It was so basic and very worn, it was no wonder he could not drill accurately. I found there was no gib-strip in the tailstock. By machining the bed, boring out the headstock to fit a new spindle, I was able to give it a new lease of life. That man impressed me, he only had an old car-shed to work in, but he spent his day building small stationary steam engines from photographs, no drawings to work from but all his engines ran well on air. I was amply rewarded when his daughter wrote a nice ‘thank you’ letter to me.

To complete the tale he asked me to visit giving his address at what sounded like Cracker Street, I searched the area for some time before I realised it was Karaka Street!! I made him some new 00 morse tapers centres but he had lost one down a crack in the car-shed floorboards.!

I know of a very skilled model engineer who thinks that fitting 14 BA studs into castings is all in a days work, who wanted to build a sanding drum to clean up the planking for a small steam boat. Looking around home for suitable material he spotted his wife’s rolling pin in the kitchen. Just what I need, I am sure she won’t mind if I cut a few inches off it!!!!!! He also wondered why she got annoyed when he used the electric jug to boil the ribs for the model to soften them!! Usually she is a very tolerant lady, judging by the number of medal winning models displayed in their home.

The 5”gauge Hunslet is starting to take shape now the boiler is in place, duly lagged and cleaded with brass. Incidentally one of our members used an old oil drum for material for this job, it did not take long to begin to corrode when his “Simplex” was put into steam.

How many of you have spent hours forming the brass trim for the backhead. I know just what a frustration this can be, getting rid of the puckering seems a hopeless task with regular brass sheet. The secret is to obtain some 80 – 20 brass, that extra percentage of copper makes all the difference. Stewart obtained some to trim the boiler of his “Thomas 2”, a heavy freelance 7 ¼”loco. He gave me the piece left over. Four holes had been drilled in the 18 gauge sheet but by good luck I was able to use the remainder for my needs, two hours later the basic job was done, instead of a whole day as previously.

The following is a piece of Model Railway history and was passed on to me via Paul Hobbs, Merv Smith and finally Stan Corlett who we all know as Roger's dad !!!

## THE BALLAD of CLAUDIA RAINES

Written and performed by Rod Derrett for the Model Railway Convention, Auckland, April 1968.

This is the story of Claudia Raines, who married a fellow who loved to play trains.  
Each evening at six when he walked thru' the door, her kisses and greetings he'd almost ignore.  
He'd gulp down his dinner and just before seven, he'd climb up the stairs to his bachelor Heaven.  
Throw all the switches and turn on the mains, then lie on the carpet and play with his trains.

For hours and hours he'd toot and he'd puff,  
While down in the kitchen his wife had the huff,  
But she never showed it, the comely young wench,  
As she washed up the dishes and wiped down the bench,  
She fervently prayed as she dried the last cup,  
Her husband would someday decide to grow up.  
But in spite of her patience and spiritual pains,  
He simply continued to play with his trains.

Around about midnight he'd come down to bed, with trains whistling round through the holes in his head.  
Forgetting his duties as husband and lover, soon fell asleep 'neath the warmth of a cover.  
Clutched in his hand, I'd forgotten to mention, like a child's teddy bear was a small clockwork engine.  
Too late, she discovered the man who abstains, is often content to just play with his trains.

For thirty long years she continued to stick,  
Until she collapsed, broken-hearted and sick.  
Her illness was terribly hard to explain,  
And she was examined again and again,  
When at long, long last an intelligent surgeon,  
Said "Mrs Raines, I believe you're a virgin!"  
"Yes!" she replied with her cheeks red as flames,  
"I married a man who prefers to play with trains!"

"Oho," said the doctor, "Then here are some tips—take up a hobby! Like playing with ships!"  
She took his advice, and with firm resolution, eventually hit on the perfect solution.  
A compromise really, at least of a sort, she visits each ship that comes into port.  
Now Claudia's happy and so's Mr Raines, ços she's got her sailors, and he's got his trains!

## A Stainless Steel Rolling Pin

Years ago one of my friends went up to Bouganville to work in the copper mines. This was before the two tribes on the island went mad and attacked each other and the mining company had to pull out. Tony was second in charge of one of the crushing lines where the ore was crushed fairly fine before being mixed with water and pumped as slurry to the port. The mine had its own fully equipped repair shops where all sorts of components for crushers, diggers and dump trucks could be made. Heading a team of very skilled (and well-paid) fitter and turners was an older German chap who Tony struck up a friendship with. One evening the German chap was invited to Tony's quarters for dinner. During the meal Tony's wife apologised for the pastry explaining that she was unable to buy a rolling pin on the island. After tea the design of a rolling pin came in for a lot of discussion, weight, length and diameter were duly noted by the guest. A few days later Tony was handed a rolling pin to give to his wife. Made from stainless steel it was a real beauty. The German fitter and turner had turned down a piece of 150mm diameter stainless bar to about 75mm. This was then bored out to about 65mm and end caps were pressed in. The axle and very ornate

## LOCOMOTION 2007

handles were also made of stainless which had been polished to a high degree. Tony handed the rolling pin on to his wife and commented to her that he felt it was a dangerous thing to have in the kitchen imagining it being applied to his head if he arrived home late or a bit drunk. Tony was told that it was far too good to be used on his head!!!!

The pastry produced with the aid of the new rolling pin was superb and I guess it is still in use in Brisbane, to where they have retired .

### THIS MONTH'S FEATURED MODEL

The twin-set railcar is the 1/18<sup>th</sup> scale model of an ETA 176 German railcar. Fred Kent the builder has incorporated a more modern coach design than the prototype. It is powered by 24 volt motors and will eventually be radio-controlled.

German experience with battery- powered railcars dates back to the twenties. By 1934 there were 170 battery-powered railcars each covering an average of 200km per day. They proved ideal on short, gently graded branch lines where the numbers of passengers did not justify full electrification with overhead catenary.

In 1952 the German Railways produced two new prototypes. These had provision for 72 seated passengers and seating for a further 16 on folding seats. They were capable of starting off with a full load on a 1/33 grade. Top speed was 90kph.

The voltage is 440V and the weight to energy ratio was 44.7 kg per kW/h, which represented a 50% saving over the 1926 railcar batteries.

However the batteries in the 1953 railcars weighed in at a total of 19 tons, which was quite a weight disadvantage.

If the Railcars were being built today they would be using the latest state of the art batteries which would weigh much less and supply more power.

So why in this age of 'Green' and awareness of Global Warming are battery powered Railcars no longer built?



Palmerston North members attending are requested to bring along a packet of biscuits or a plate to help with morning and afternoon teas.



A light lunch will be available ( salad rolls) and on the Saturday evening there is to be a B B Q or possibly a Cloverly Roast.

Palmerston North members are urged to attend during the weekend. There are always interesting people to talk to.



## A charming visit up the Creek.

Richard Lockett

With Waitangi day falling on a Tuesday this year some mates and I planned a four day weekend of mountain biking in the Westport area of the South Island.

Our main ride was to be a route called the Denniston Shortcut which runs from Denniston north of Westport to Iron Bridge on the Buller River north of Inangahua Junction 40 Kms cross country on power pylon tracks which we did on the Sunday. Of

more interest to the persons I know who read this fine Journal was the trip we did on the

Monday a 20 Km ride up and down the Charming Creek Walkway.

The Charming Creek bush tramway was built to service two sawmills, Watson's and Mumm's and a coalmine, Charming creek coal company and ran beside the Ngakawau River and

Charming creek. The first 4km's of the tramway run's through a gorge featuring two tunnels, tight bends, 1 in 7 grades and a large suspension bridge across the river a remarkable engineering feat set in a area of outstanding natural scenery.

Along the 10km route shelters have been built to protect various sawmill equipment and the last of the tram's rail tractors a Union Foundry of Statford 0-4-0 McCormick - Deering powered machine.

Because of the steep 1 in 7 section of

track, centre rail braking was used, the centre rail made of wood and the brake itself like a big pair of pliers positioned behind the driver.

Ngakawau is the northern most point on the NZR West Coast network and where coal is loaded onto wagons for the trip to Lyttelton. You have to cross the track just north

of the loading bins to access the

walkway and we had to wait each time as a double DX hauled coal train was loading blocking the crossing.

It appears that the coal trains are longer than the available sidings as the loco's were run to the very end of the track into the undergrowth beside the Ngakawau River before having to run around to load the remaining wagons.

A must visit location on any visit to the West Coast.

