



Newsletter of THE PALMERSTON NORTH MODEL ENGINEERING CLUB INC

Managers of the "MARRINER RESERVE RAILWAY"

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February 2015
No 408

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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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This Months Featured Model



Report on the Presidents BBQ.

A good number of members attended the President's BBQ and from the amount of talk there seemed to be a lot to catch up on. Graeme Hall had brought along his 'Snow' engine which he duly started up and ran to the delight of everyone. The 'Snow' engine will be a 'This month's featured Model' on the front of



the 'Generator' soon. Janice Hall told me that she has bought some display cases and set them up in their lounge. Graeme's models that sat in cupboards in the workshop are now displayed in the house where they can be more readily admired.

The second item of interest was the track Robert has laid around his section. Although it is now a complete circuit it is still very much a 'work in progress'. Robert was seen later in the evening giving rides to members behind the big electric.

The evening was warm, the food delicious, the company was great; a good start to the model engineer's year.

February Club Night

7:30pm, Thursday 26 February 2015
Hearing Association Rooms
Church Street, Palmerston North

The theme for the evening is how much progress you made on your current project during the Christmas Break. You are invited to bring along and display your efforts. There will also be a briefing for the Locomotion event held on the following weekend.

COMING EVENTS

Locomotion 28 Feb + 1 Mar 2015
10am to 4pm each day

Don't forget to bring your Current Drivers Licence and Boiler Certificate. PNMEC Members please bring something for the morning and afternoon teas.

Track running at Marriner Reserve Railway

March 15th from 1pm to 4pm

Open Weekends

59th AALS Convention Easter 2015 at the Penfield MES near Adelaide.

The closing date for the next issue of The Generator is Friday 13th March

THIS MONTH'S FEATURED MODEL

By Ian and Betty Stephens

Betty was born in the 1930's, one of a family of nine. There were few cars around and our family trips to the beach and other places were by horse and dray. When Ian started complaining that he had nothing to do I suggested he make a dray. His answer was that he hated working with wood but work began and finally it was completed. It looks just lovely and I can't thank Ian enough for bringing back so many happy memories.

Making something out of wood is just not my thing. I think wood is something to keep you warm in the winter. However I gave it my best shot. First of all I had to find a horse, not a real one but a model of about the scale that I needed. There is a Sunday market not far away with all sorts of things for sale and that is where I started looking. I asked one of the stall holders if he had a suitable horse and he found one in the back of his truck and it was ideal. Now to make the dray. It would be sixty years since I had anything to do with a dray and one's memory fades as the years pass by. A visit to the Coach House Museum in Feilding provided the information I needed. The timber was cut by a friend and that made the job much easier. The wheels were made first out of Custom wood. A dividing head was used to space the spokes and the spokes were glued in place. The wheel was then chucked in the lathe and turned until the spokes showed, at which point the wheel was flipped over and the other side was turned. The material left between the spokes was carefully cut away and the wheels were sanded and smoothed. The steel rim was turned from 3mm steel and glued in place with Araldite. The body was next and as this was to be a 'spring' dray I made springs to fit between the axle and the dray body. The floor, sides and shafts followed. Once completed the chains were fitted to the under-floor of the dray on each side of the axle, leading forward to the Swingletree. The horse collar was then made up. All the bridle and britching were made from leather strapping as were the driving reins. The painting was done to make the dray look old and weathered which sets the model off nicely.

LETTER from ENGLAND

By Stan Compton

Those of you who are boat modellers will know

what a 'Clyde Puffer' is. I saw three to different scales on display at the Bristol Exhibition. There is only one still in steam now operating as a package-holiday off the West Coast of Scotland. It costs 695 pounds (nearly NZ\$1400) for five days when you can become part of the crew even firing the boiler with coal hence the advice to wear practical clothes while on board. This is no luxury liner but a working holiday. These vessels were built originally to carry cargo through the Caledonian Canal connecting the West to the East Coast in the nineteenth century. The 'Clyde Puffers' were gradually replaced as steamships were developed that could cope with the trip around the North Coast of Scotland. The locks on the canal were built to accommodate vessels up to 66 feet long with a beam of 18 feet. The 'Puffers' got their nickname due to using freshwater and exhausting to atmosphere. Later they were found useful servicing the islands off the West Coast; being flat bottomed they could anchor on a beach at high-tide, unload into horse drawn carts and sail away on the next tide. When WW2 broke out the Royal Navy realised these craft were ideal to take supplies out to their ships at anchor and over 100 were ordered to be built. They were classed as Victualing Inshore Coasters. VIC 39 was one of the last to be built in 1943 at Thorne in Yorkshire (the one in use today). She is fitted with a compound steam engine and a condenser so she could be used at sea. During the War she carried cement, ammunition and aviation fuel delivering these cargos as far away as Scapa Flow. Fortunately she was not scrapped or sold to the Far East as a lot were, but laid up at Rosyth and later bought by her present operators in 1978.

On one trip the skipper of the 'Puffer' took his passengers to see the QE 2 liner when it was due to visit Glasgow. When they arrived at the mouth of the Clyde they got a call on their radio, "Captain of the QE 2 here, I thought I would call you and say how wonderful it is to see a 'Puffer' in steam."

The website is savethepuffer.co.uk and there is a book 'The Clyde Puffer' by Dan McDonald published by David and Charles. Also from Camden Books "The Last of the Puffermen' by McGinn.

Do any of my older readers remember a fuss that was created in the newspapers during the Spanish Civil War about a fishing trawler named 'Girl Pat' that had been stolen and disappeared?

By coincidence when I was on leave in India up in the Nilgiri Hills during service in the Royal Navy, I was present when one of our officers explained to us that he was known as 'Skipper Osbourne' master of the trawler and employed by the British Government to obtain information about shipping movements off the Spanish Coast. The trawler had been converted so that she could easily be disguised in varying forms to confuse anyone trying to search for the vessel while he obtained anything of interest for the authorities. It all sounds a bit 'cloak and daggerish' and he had served time in prison to make it look as if he had really stolen the trawler. This was a cover up and he had an easy time in prison as a guest of the governor. He told us he had even learned to open safes from one of the inmates!!

Last month I mentioned about working for the Canadian Locomotive Company in Kingston, Ontario erecting 2000 and 1500 hp diesel engines built on the 'Junkers' principle with opposed pistons. This requires two crankshafts creating a tall narrow engine that fits into an American loading gauge. A bevel gear on the end of both crankshafts transmitted power to a vertical shaft with a coupling in the middle consisting of two heavy castings fitted with thrust races top and bottom. Each end was machined with a male and female taper to allow the fitter to obtain exact alignment. The tapers had to be lapped in with grinding paste and total assembly took two days. Fairbanks-Morse had bought the Canadian Company and had built new workshops; what a pleasure to find a new workbench with my own electric hoist. It was logical to clean any core-sand out of the cast-in oil ways. No one checked my work, the 'Limey' should know his job, not a nice atmosphere to work in. I realised that some of the other local fitters came from an automotive background without my Royal Navy training. Six months went by with no problems until I took my annual leave. My work was taken over by an old hand who did not realise that oil-ways should be cleaned out!!! This resulted in a seizure on test under full power! You can imagine the damage created. The Union backed the man up and he kept his job and later when the contract was completed I was laid off!! Canada was a tough environment to work in but we were able to buy our own two-bedroom bungalow within twelve months.

In the Newsletters from other Clubs

Manakau Live Steamers The bridge on the 'Hill Track' is receiving a major rebuild and that track will not be in use again until the 26th January

Christchurch Model Engineers. Show weekend went off very well with a steady flow of passengers. Much better than a whole lot arriving at one time.

Havelock North Live Steamers Mid November saw the gale force winds bowl over the big oak tree. Fortunately it did no damage to the nearby bridge but it did take some time and effort to clean up the debris.

Thames Model Railway has recently set up a water tower and have extended the track at the northern end.

Otago Model Engineers One of their members has just bought a Honda (hybrid) car that has a 1000v IMA nickel-metal hydride battery. Honda, advise that if the car is not used for one month, battery life will be reduced and it may be permanently damaged

FOR SALE Myford Super 7 lathe.

s/n SK 156874, made in 1985, sold new in NZ in 1989.

Mounted on a timber topped steel framed stand with a three drawer cabinet underneath.

Power drop out safety electrics fitted Worksafe NZ compliant with an angle poise lamp unit.

There are three Pratt Burnard chucks, 3 jaw 80mm, 3 jaw 100mm and a 4 jaw 150mm.

A Quick Release 2 position tool post with holders for surfacing, boring and parting tools.

Three different size keyless drill chucks MT for tailstock and three rotating centres.

A 16 piece collet set imperial/metric.

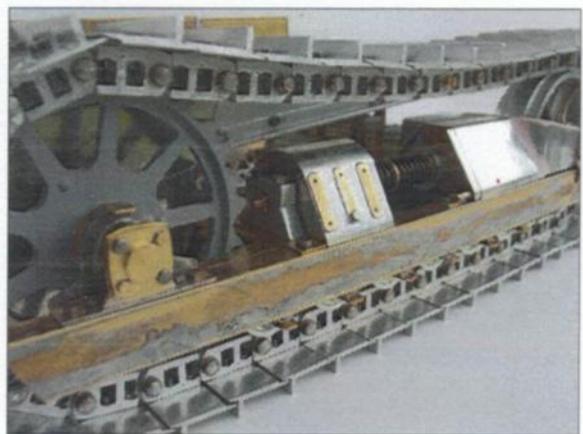
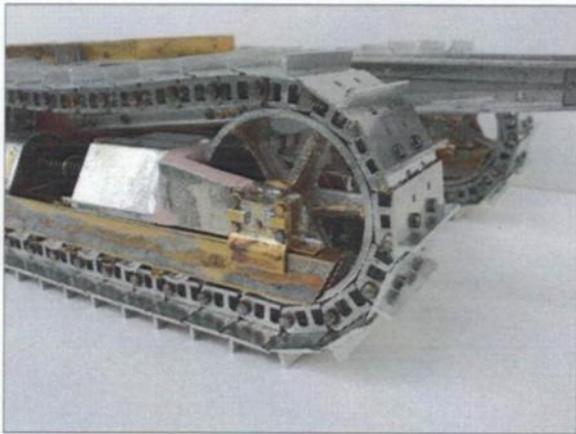
A Myford Vertical Slide and a Myford Taper turning attachment.

A large quantity of tooling both new and used.

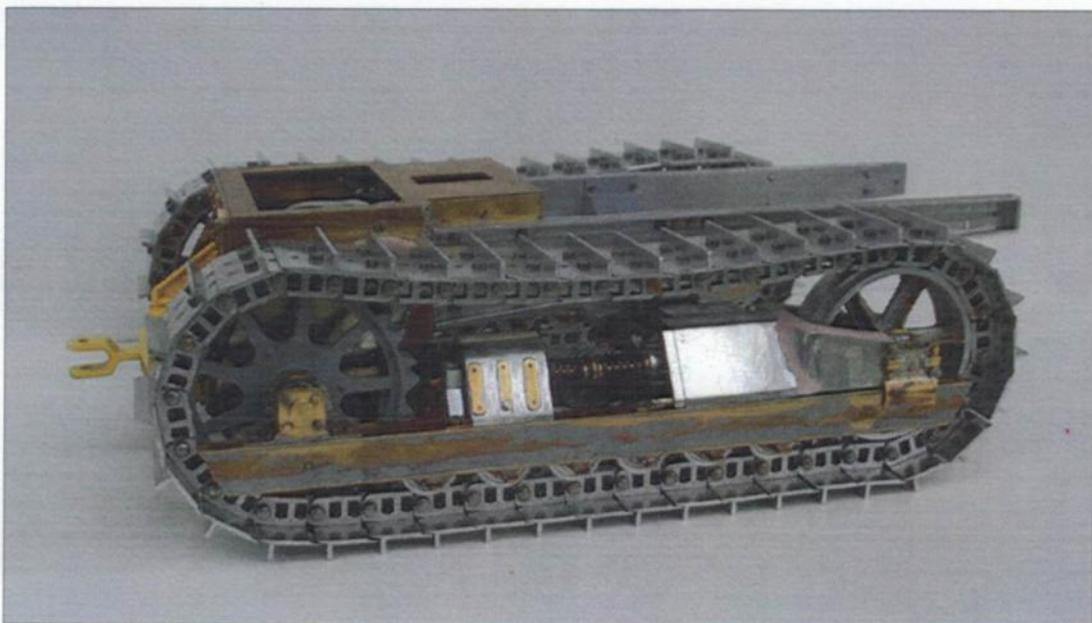
Looking at an offer of over \$5000

Contact
Dennis on
04 970 5127
or
022 360 5782





The continuation of Bruce's D8



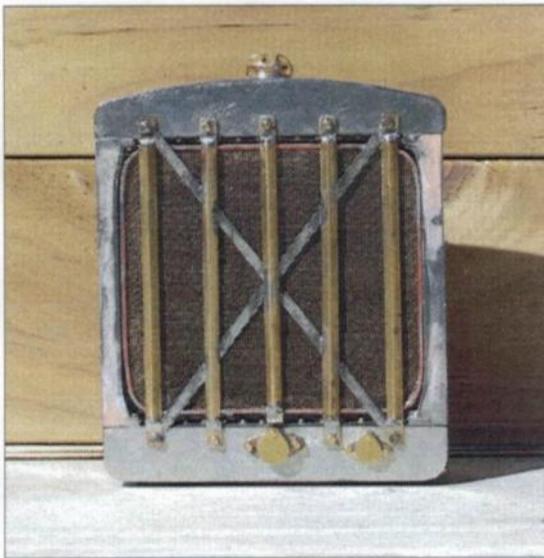
The track assembly nearing completion with drive sprocket, front idler, yoke, track adjuster and spring. The front idlers were machined from aluminium with brass strips added to each side of the spokes. The front yoke is made from tinfoil and brass. The spring assembly and track adjuster are made from aluminium and brass. 30th August 2010



Construction of the top track rollers



The tractor with the front engine mount fitted



Front and rear views of the radiator and below the radiator fitted on the tractor. The radiator was constructed from tin-plate with some brass components. 10 - 10BA bolts hold the radiator onto the tractor.



Locomotion 2015

28 February & 1st March 2015

The Palmerston North Model Engineering Club Inc

Invite you to attend their Annual **LOCOMOTION**
Weekend at the
Marriner Reserve Railway, Marriner St,
Palmerston North.

Ground level 500 meter
7.25", 5" & 3.5" track

Lunches, Morning and
Afternoon Teas are provided

Saturday Evening
Night Running and BBQ



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