

The Generator

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Palmerston Model Engineering Club
www.pnmec.org.nz - pnmec@trains.net.nz

Managers of the Marriner Reserve Railway - Marriner Street - Palmerston North
PO Box 4132 - Manawatu Mail Centre - Palmerston North 4442

We had 2 events during January.

“**The Presidents BBQ**” and “**Locomotion 2019**”

The Presidents BBQ” was held on the 24th January at Robert and Margaret’s home.

There were approximately 25 members and partners there to enjoy each others company. There was Neil Burn’s train to be the driver or passenger circulating most of the evening. There was plenty of food and BBQ cooked snags and some steak, plus salads and vegetables. After dinner there was heaps of deserts to choose from.

Graeme Hall bought along a hot air engine to demonstrate. You can see a short video of the engine running.

[Click Here.](#)

Robert tended the BBQ.



What's on this month and in the future PNMEC Club Calendar

Track running at Marriner Reserve Railway	March 3 rd	1pm - 4pm
	March 17 th	1pm - 4pm
	April 7 th	1pm - 3pm
	April 21 st	1pm - 3pm

The Palmerston North Model Engineering Club
Annual General Meeting is to be held on 25 April 2019.

The Palmerston North Model Engineering Club Upcoming Club Nights

28 February 2019

There will be a meeting at the **Hearing Association Hall** this month.
The Theme of the meeting will be **“What I Produced or Did over the
Christmas and Near Year Holidays”**

28 March 2019

We are planning a visit to **“E-TECH”** at their Kaimanawa Street factory.
More details at 28 February Club night and in the March Generator.

25 April 2019

This is our **Annual General Meeting** at the **Hearing Association Hall
Church St Palm North**. All members, friends and visitors are
Welcome to attend.

There will also be a **Book Exchange** to swap or give away excess
books.

If you would like to be notified when this newsletter is published,
send us an email with your **Name, Club** and **Email** address to
pnmec@trains.org.nz with **“Generator Please”** in the subject line.

Locomotion 2019 Saturday 26 January 2019

Marriner Reserve Railway Marriner St, Palmerston North

It was an early start for Ryan (Obama) and I on Saturday morning for our trip to Palmerston North to attend the annual Locomotion Open Day with the Palmerston North Model Engineers Club. We arrived at about 9.45 to find the unloading area was almost full of vans and trailers all waiting for the traverser to off load locos and riding trolleys, was near 11.30 before we could put Lily on the track for a run.

Public were arriving in good numbers wanting rides and the station soon filled up, this kept the trains very busy with some hauling up to three trolleys each, a good sized load for any loco. The club ladies put on a real nice lunch of filled buns, savouries and fruit cake, hot drinks, very welcome on a hot day.

It was really good to catch up with friends not seen very often, swap stories and news of what is going on at other clubs tracks.

I was very pleased to see two KiwiRail friends come along for some rides. Blair Jordan (loco Engineer) took Lily for a few laps around the track and Anthony Mills (General Manager Operations - Lower North Island KiwiRail) came for a few rides and a chat. Blair and Anthony hadn't met before. Time was nearing closing and most of the trains were lining up to go into the steaming bays and onto trailers, vans and home.

Thank you Palmerston North Club members for a well put together and enjoyable day.

To Check out Kens Video at <https://www.youtube.com/watch?v=lpBvffbZbuc&t=2s>

Ken Le Prou (Hawkes Bay)



Photos Ken Le Prou

Letter from England

By Stan Compton

In Chatham Barracks during the war there was time to kill while waiting for a posting. I recall a couple of Londoners, who had never been near a coal mine, making fun of a man from a mining area telling him that there were no ponies used in the pits. "Of course there are" he would reply. "I would give one an apple to eat when they were brought up during holiday times." Those two bored young men would keep this up until he was really upset. On the other hand the group of tradesmen I was attached to were sent to Bursdon near Southampton. We had to wait on the station for an hour for transport to the camp in the woods near the River Hamble. Someone started to sing the old WWI songs, so we all joined in. Those memories were brought back, we saw on TV last night a "bluff" for a pit pony, a leather mask to cover its head preventing damage to its head down in the tunnels.

It was dark by the time we got into the camp called HMS Cricket, locate our Nissen Hut and get a fire started in the stove. There were more of us working on the base than normal due to the expected losses once the invasion started. All the shipwrights were married men called-up at thirty nine years who missed their wives and families. It was difficult getting our clothes to dry after washing as we were out all day. The Wrens had an old sailor who was quite happy to iron their non-service underwear in his drying room!

Recently on our TV we watched a program called "The Biggest Little Railway in the World." A temporary plastic gauge-one track laid down by a group of volunteers from Fort William to Inverness, 89km (*Ed: the web says 114km*) following the route of the Caledonian Canal in the Highlands of Scotland.

We watched some of the team led by Dick Strawbridge, a retired Engineer Officer who gets involved with various projects on TV, the latest being the restoration of a derelict French chateau.

The group could not have picked a more difficult route to run a small gauge-one steamer on at the side of a secondary road through pine forests, even crossing the Caledonian Canal on a temporary structure built of wood on site. Add to that a four circle spiral to gain a six metre elevation. All credit to them it worked. To keep up progress some of the team worked on through the night and it was cold! Keeping that little loco refuelled every five minutes or so was not easy, such a small tank loco was never intended to tackle such a project. Someone had to sweep the track just in front of the loco to help prevent derailments, which happened anyway. One problem was heavy goods vehicles passing by at speed. I recall being on a coach trip on the same route years ago and our lady driver told us the truck drivers carrying timber to make cases for whisky transport would bully her to get out of their way. Once on the forest trails track-laying was harder yet the gangs carried on cold and wet, ultimately reaching their goal. Incidentally there is no Loch Ness Monster, only a model made to stimulate the tourist trade and it worked.

While on route laying track the team came across a private collection of vintage and veteran cars in a locked building that was opened up for the TV crew. Can you image a Round Dash Oldsmobile up in the highlands of Scotland? A very rare vehicle that was started up easily and demonstrated for the cameras. A Grey Lady Alvis car was in part of the collection. I had an idea to buy one once but was put off by the agent in Palmerston North who told me that the body frames were aluminium castings that tended to rattle!

Locomotion 2019

Report by John Tweedie

Locomotion this year had a new one-day format and the date was moved forward a couple of weeks so that it fell inside the summer school holiday break.

Saturday 26th January dawned sunny and with a light wind. The festivities kicked off at 9 am when we hosted quite a large group from Rongotea for a child's birthday party. About 50 children and adults fronted up for rides and got the day off to a good start. We had been quite concerned that the one day format would be a deterrent to some visitors from other clubs. We were quite gratified with the number of visiting locomotives which provided a good variety of motive power for our ride clients. See the February [Blast Pipe](#)"

http://www.hvmes.com/bp/BP_Latest.pdf from the Hutt Valley and Maidstone clubs for a very good report on the locomotives running that day and some very nice photographs as well.

Thanks to Peter Anderson

Feedback Wanted

I asked for and received some feedback from the participants from other clubs and most were indifferent to the change from a two-day to a one-day format.

One visitor who said he preferred a two day event said he would still keep coming to one day events. If any readers have an opinion on the one or two-day event or any other aspect of the day, our committee would welcome your input. Send an email to Cynthia Cooper. cynthia@trains.net.nz

The ladies were busy preparing lunch for the members and visitors, from as far away as Hawkes Bay, Havelock North, New Plymouth, Kapiti, Hutt Valley, Maidstone and Nelson.



In total 60 people attended with 12 x 7¼", 1 x 5", 1 x 3½" locos and 2 Traction engines.

Thanks to all who attended. **Ed.**

Some locals enjoying a trip behind a visiting engine

For Sale

These micrometers are available at Saco Wilson for a donation.

These came from a prisoner of war camp in Germany after WW2 finished and ended up in PN.



Electric Loco For Sale



1093 a look-a-like of a American "F40PH" passenger hauling loco. It was originally built in October 1993, hence the number "1093" It has a "MyLocoSOUND" unit and 12 watt amplifier installed. 2 x120Ah Deep cycle batteries installed. Comes with 24v 8A charger. 4x 250Watt traction motors (2 in each Bogie). 120 Amp Electronic Speed Controller with dynamic braking. Steel Chassis with Wooden lift off body.

A drivers ride car, Bobber caboose and Flat deck (2 meter) wagon. All have CNC steel wheels. Everything included in price.

Call Murray Bold if interested.
(06 326 9665) Price negotiable.



The Generator

Marriner Reserve Railway Operation and Safety Manual Part-4

We need to undertake a discussion within the club membership in relations to our **Marriner Reserve Railway Operation and Safety Manual**. Towards that end we are going to publish over the next few months the complete document (without photos) in serial form. If members would prefer to [read](#) the entire version with photos, this can be found at <http://www.pnmec.org.nz/PNMEC%20-%20Operations%20and%20Safety%20Manual-2014.pdf>

Palmerston North Model Engineering Club Marriner Reserve Railway Operation and Safety Manual.

3.4 AWA PUNI STATION

The station is where our passengers get on and off and await the arrival of trains in service. It is also where locomotives are coaled and watered when in service. **It can be a busy place.** **Only** passengers getting on or off trains on the platform otherwise they are to be seated or standing behind the fence. The station has furniture consisting of: 1) Donation box. 2) Ticket office - Locomotion Weekend only. 3) Clock. 4) Safety sign. 5) Gate chains. 6) Hand cart with the coal bin, water hoses, battery for Duff Crescent turnout. These items are located in the Operations Shed and the Storage Bunker.

Potential Hazards when in use. There is potential for trips and falls when passengers are getting on or off the trains. Station staff need to offer assistance where they see someone having difficulty or are unsure as to how to get on or off. Young children like to view the locomotives after they have had their ride, this generally OK if the station is not busy, but a high level of supervision is required as the locomotives are hot and the safety valves can release at any time with the potential for burns. The refuelling of **Petrol** powered locomotives is **not** to be undertaken in the station confines.

3.5 Water Tank

Our water tank is fed via a ball cock from the PNCC water main. Access is via the trap door underneath the tank, inside there are three taps with one a gate valve to isolate the mains supply and two domestic style taps to supply water from the tank, low pressure or a mains pressure supply.

Also located behind the trapdoor are three standard garden quick release hose fittings, two for the low pressure tank feed and one for mains pressure feed. Hoses are kept in the station hand cart.

A length of electrical cable is also housed in the space above the trapdoor, this uncoiled and plugged into the 12volt battery from the operation shed is used to power the Duff Crescent turnout. **Potential Hazards when in use.** Hot gases and steam are emitted from the chimney and safety valves with the potential for **burns**, so **do not** lean over the locomotive when filling water tanks.

3.6 OPERATIONS SHED

Our operations shed serve a number of functions and is like the nerve centre of our railway operation.

3.6A Notice/hazard Board. Please record any new hazards or equipment issues encountered onto the White Board. Please record any discharge of any of our fire extinguishers.

3.6B Fire Extinguishers. A Fire extinguisher is located on the left hand wall between the

meter box and the trap door. A Fire extinguisher is located in the Red bum truck used with the locomotive F7 Santa Fe.

3.6C Low Voltage Power Supply. Mounted on the shelf, left hand back wall is a cabinet containing the power supply for the turnouts, signals and battery charging with switches to isolate each function and a master on/off switch. A 12 volt power supply out to the raised bays is supplied from batteries via circuit breakers located at the other end of shelf.

3.6D Power and Water. The Operations shed is supplied with 240 volt mains power via a meter board with fuses/circuit breakers, left hand wall (standing in doorway). This then feeds to: Three double 10 amp outlets with one outlet on each permanently used by the Zip, the low voltage power supply/battery charger and the hoist pump. The light above the door.

Mains pressure water supply from the city network enters the shed via a duct from the hoist pit. This is reticulated to the Zip via a stop valve (above sink), the sink itself, a wall mounted tap and via a stop valve (beside Tap) and pressure reducing valve out to the raised steaming bays.

3.6E Locomotive Storage. Club Locomotives Santa Fe F7 and Eb 28 are stored in the operations shed and accessed via the side trap door. A short link span is used to bridge the gap between the traverser and storage rail and is located behind trap door on storage rail. Before movement of locomotives, be sure to **remove** the battery charging cable from the Santa Fe F7.

3.6F First Aid Box. The First aid box is located on the shelf, back wall above the notice board. The First Aid Box also contains the list of PNMEC club members who have had **First Aid training**. Record any consumable usage on notice board for restocking. The First Aid box contains a map for locating emergency medical providers.

3.6G Storage other items. Various other items are stored in the Operations Shed which are required for railway operations and for grounds and railway maintenance. These include: Two mowers. Bags of coal. Signage. 12 volt batteries on charge. 240 volt extension cords. Water hoses. Donation Box. Lubrication oils. Small amounts of solvents for graffiti removal. Various tools. **Potential Hazards when in use.** There is potential for tripping, falling objects and fire. Please keep shed tidy, replace items to their correct storage position. Do not store additional items. The Operations Shed is not a dangerous goods store. **No petrol is to be stored long term, only during a track running/maintenance occasion and only in an approved safety container.**