



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,

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Coming Events

Coming Events: January Monthly Meeting. This will be held at the Hearing Association Rooms, Church Street, Palmerston North on the 22nd January at 7. 30pm. Members who attended the Convention at Hamilton will report on the event. See further details on page 2.

Mid Week Run at Marriner Reserve Railway: 27th January , between 10. 00 am and 2 pm. Please contact Doug Chambers beforehand.

Track running at Marriner Reserve Railway: 1st February 1 – 4 pm
15th February 1 – 4 pm

Open Weekends:

Manakau Live Steamers Waitangi Day Three Day Run February 6 – 8 2004
Palmerston North Model Engineers. **Locomotion Weekend** March 6th & 7th

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

REPORT of the NOVEMBER MEETING

The end of year dinner held at the Awapuni Restaurant and Bar was a great evening. There was about 49 members and partners attending and from the amount of animated chatter, and laughter everyone had come to relax and enjoy themselves.

Your editor and his wife greatly enjoyed the evening and the members they spoke to on the way out to the car park agreed that it was a great evening.

It was one of the largest gatherings of PNME members and partners that we had ever seen.

I would like to thank the Committee for organising the evening and congratulate the Committee member or members who came up with the idea. **WELL DONE.**

JANUARY MEETING

Members who attended the “Steam and Steel” Convention in Hamilton will report on their impressions of the event. It is expected that there will be photos available to peruse and of course we will all be interested in the outcome of the “Steam Crane Challenge”.



The two Manawatu Crane entries

FOR SALE

A small Air compressor. It has a one-third hp single phase electric motor.

Suitable for model engineers requirements. Price \$100. Ono.

Call David Neilsen Phone 06 355 1520

The Generator

LETTER FROM ENGLAND

By Stan Compton

Some time ago I told you about our Hereford Club Chairman, when he and his wife had just qualified in the medical profession in 1973 they took a position on the Shaw Saville M. V. "Canopic" as medical officers to take a trip to New Zealand. Once there they moved around doing locum work and had a wonderful time.

Now Richard and Elizabeth Donovan are taking another trip down under, flying this time, for a few months to mark Richard's retirement from a busy practice in Hereford. They will be in Hamilton in January and will travel around from there hoping to see as much as possible of the model and restored railway scene.

I bet Richard is the only medical man who built a large boilered "Tich" when he was a student. His main interest is Gauge 1 locomotives but also he was able to acquire a 20 – 25 Rolls Royce for the proverbial song, shared with his brother in their early days. One night at a club meeting our visiting guest speaker failed to arrive and Richard stepped into the breach giving us a talk for one hour on the history of the Rolls Royce firm, and very interesting it was too !!!

Incidentally Elizabeth Donovan has spent many years leading the local Girl Guides besides raising a family and practicing medicine.

The last Steam Fair of the season in this area was at the Gloucester and Warwickshire Railway on the edge of the Cotswolds. A lovely autumn day, the ground was so dry on the site that even the main route into the show ring was hardly dented. Considering the weight of a Fowler Road locomotive hauling a trailer loaded with a Lancashire boiler of about 2 ½ metres in diameter, the lack of wheel marks was surprising. The boiler had a makers name painted on the hollow shell claiming it was a new one for The Witney Blanket Company, it should have been dated ' 1900'. I counted about ten four-inch scale traction engines; I wonder how many had been built by the drivers?

Among the motorcycles on display was a 1910 P and M sidecar outfit with Air Force markings. This interested me because one of my wife's needlework friends showed me a photograph of her riding one of these outfits at a display in London depicting Air Force life. She said it was difficult to keep it idling until it was her turn to ride around the display ring, as it would keep oiling up the spark plug. I noted it's number but it was not the same machine she rode.

A little 250cc Levis two stroke with chain drive appealed to me, this firm built good bikes but ceased trading in 1939.

In the model tent was a 1" scale "Brighton Terrier", the A1, the early one, while admiring the excellent original old mustard colour (not improved engine green, a fallacy) with those difficult to produce three fine lines, was really first class. The closer I looked the more detailed the workmanship was, beautifully scaled backhead fittings. Then the penny dropped, it was a non-working model!!! Now everyone to his own, I am sure the builder was capable of building anything but to me the challenge is to make something that works.

There was an example of a half – size bow-top Gypsy caravan, a child would love this, a donkey could pull it but not on the highway. It was for sale.

A stagecoach with four carved horses about 1 ½ scale was a fine bit of work. I have seen this type of carving elsewhere, not easy to re-produce a living animal.

A 2" scale "Thetford Town" showmans engine, everyone that has a go at one of these gets into trouble. I know of two being built and both men are in trouble with poor information,

and even when completed that canopy gets in the way. A general-purpose engine is a far better choice if you are prepared to put the hours in. I often wondered why the twisted brass columns supporting the roof on a Showmans engine were called “Olivers”. It appears to have been a derivative from the name “Oliver Twist”.

Recently I was in the Midlands town of Evesham, walking near the railway station. A queue of traffic nearly a mile long trying to get through an old historic town was stationary when a truck driver called out to me “ I want to get to Honeybourne”. Now I knew it was the next station on the line to Oxford, dreaded by drivers on the old Great Western Railway because this was the start of a gradient known as the “Honeybourne Bank” If you were the crew of an old freight loco and got stuck in the tunnel on this climb up the steep escarpment you were in real trouble, gasping for air to breathe. Naturally the truck driver knew nothing of this and all I could tell him was to make for the by-pass, which would get him on his way. It was only about five miles away but through various by-ways.

I have just looked it up on the map and if he found Weston-sub-Edge and turned left through Cow Honeybourne he would end up at his destination. These old names often had a history. Take Weston-sub-Edge, it was simply the village of Weston, located under the edge of the Cotswold escarpment.

Nearby is Kiftsgate Court known to rose growers the world over for the apricot coloured climbing rose that is so vigorous it will climb over a three storied house. I know because I am about to dig mine out, I can't cope with it!!!!

“Put your head inside Sir,” shouted the guard to a passenger who was leaning far out of the window as the train steamed out of the station.

“I shall do as I like,” retorted the passenger.

“All right, do as you please, but you must understand you will be held liable for all the damage you do to the Companies bridges”.

From Our Best Railway Stories 1900.

AVELING and PORTER STEAM ROLLERS

Bruce Manning gave me a small booklet to read about the rollers produced by Aveling and Porter and the comments made by their satisfied customers.

The date the booklet was printed is January 1895.

The first chapter covers the benefits of having rolled, and compacted broken stone for a road surface. Of course at this time most of the traffic was horse drawn, and the horses made easier work pulling wagons over smooth rolled surfaces. Sharp, broken stones caused serious bruising and sometimes permanent damage to horses hooves and this reason alone meant that road-rolling was a desirable practice.

Rippers or spikes attached to the steamroller are used to break up existing badly laid road surfaces, allowing the road to be reshaped for drainage, before being rolled to produce a desirable smooth and hard surface.

The rollers are also used to drive rock crushers, using their flywheel to drive a flat belt. This means that the roller is kept busy for a greater part of the year.

The second chapter describes the different features of the Aveling and Porter steamrollers.

They are available in either single cylinder or compound form. The compounds are more economic, using less water and coal and having a quieter exhaust. The exhaust pressure being considerably lower than the single-cylinder machine also means that there is less possibility of sparks being thrown from the chimney causing fires.

The driver has all the controls in easy reach so that one man can easily control the roller. It can be operated either forwards or backwards and can roll a grade of 1 in 7 without problems. The Aveling and Porter rollers are available in the following sizes, 6 tons, 8 tons, 10 tons, 12 tons and 15 tons; all calculated when the machine is empty.

Aveling and Porter were able to claim that in 1895 they already had 30 years experience of building steam rollers and the third chapter contains a series of reports from the users of their rollers.

Some of these reports make interesting reading.

Department of Public Works, Pittsburgh, USA

The 12-ton Aveling and Porter purchased in 1888 and the 10-ton roller purchased in 1890 have given great satisfaction to this Department. Neither has cost so much as one dollar in repairs to this date.

Borough Engineer of Barrow-in-Furness.

The 10-ton roller we purchased from you in 1881 has given great satisfaction. The cost of repairs during the eleven years has averaged 17 pounds per annum.

A further report from the Surveyor to the City of Canterbury (1892)

Our roller worked 144 days last year and the expenses were,

Wages for two men , 144 days	50 pounds 10 shillings and 9 pence.
Coal, coke and wood	17 pounds 16 shillings and 4 pence
Oil and packing	1 pound 4 shillings and 9 pence

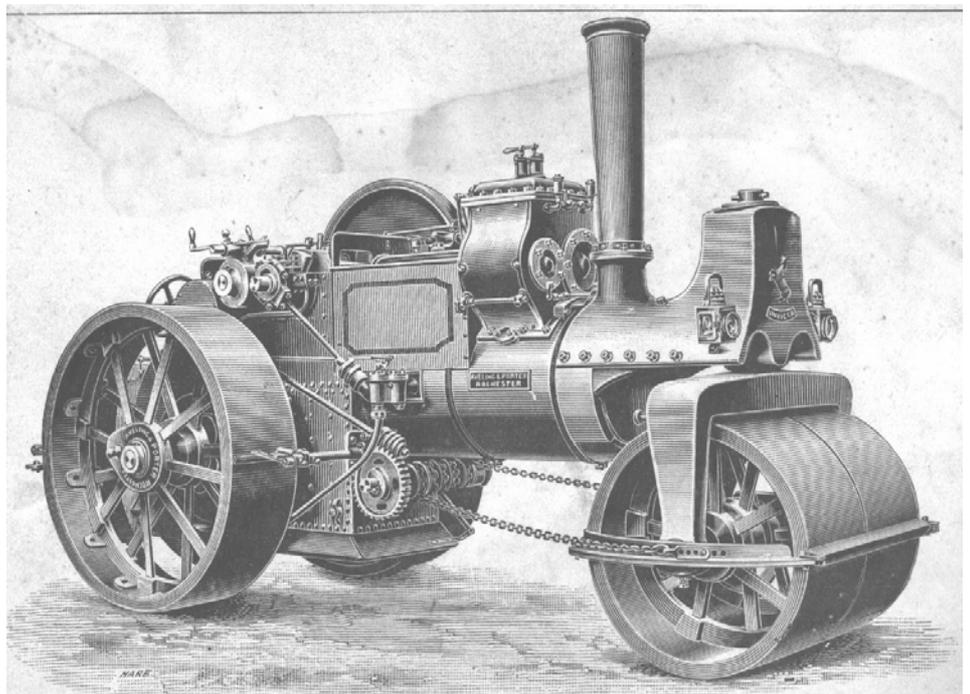
That makes 9 shillings and 8 pence per day.

The last chapter contains advertisements for a living van, water cart and a small two-wheeled truck suitable for carrying the coal or coke required for the days work. This trailer has a padlocked toolbox underneath the tray where tools and oil can be kept. Aveling and Porter also make a heavy-duty wagon capable of carrying six tons of coal or road metal.

On the last page there is a list of the gold medals awarded to Aveling and Porter for their steamrollers at exhibitions in England, by the Royal Agricultural Society and Sanitary Institute.

Four were awarded in France, two in Paris, one at Lille and one at Beauvais.

Another was awarded in Philadelphia, USA at the International Exhibition in 1876.



The Generator

Views of Steam & Steel



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