



## Newsletter of THE PALMERSTON NORTH MODEL ENGINEERING CLUB INC

Managers of the "MARRINER RESERVE RAILWAY"  
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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

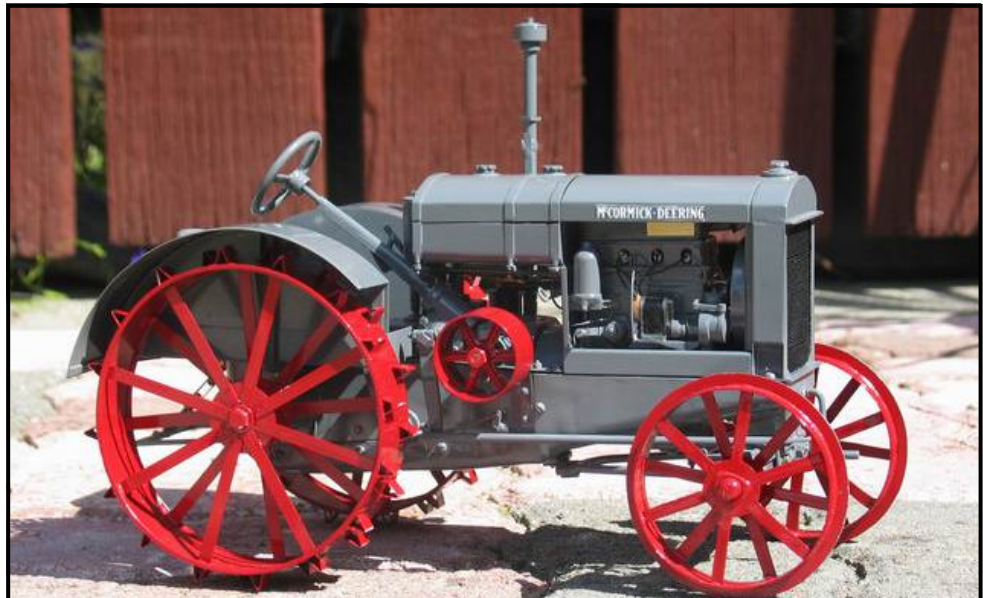
Visiting club members are always welcome at the track, at the monthly meeting, or if just visiting and wishing to make contact with members, please phone one of the above office bearers.

Sender:- PNMEC  
22b Haydon St,  
Palmerston North

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## This Months Featured Model



## REPORT on the November Meeting.

We had a great turn out for our End of Year Dinner which this year was held at the Chinatown Restaurant in Palmerston North. It is difficult to accommodate all the different wants, needs and opinions of club members and this year the committee considered 18 different clubs and restaurants before making their choice.

I was personally gratified with the number of people who thanked the committee for choosing a restaurant that offered such a wide variety of both local and ethnic dishes. I know of at least one individual who had never been in a Chinese restaurant before and was amazed at the range, diversity and types of dishes. They have expanded their horizons and will definitely be going back.

Hope you all have a great Christmas and New Year's holiday. If you visit any of our sister clubs this summer please write a brief report for The Generator so we can all hear what is going on throughout our hobby.

Cynthia Cooper

### WANTED

Set of plans for a Stuart Turner No 8  
Please call Ian Stephens 06 327 6415

A number of members have complained about not getting Emails when **The Generator** is published.

So on 27 December 2008, all members with an email address in the club database were sent a test email from the database Administrator. A good number of members have replied. Thanks for that.

**If you didn't get this email** then your email address is not valid or it may be classed as SPAM by your ISP or Email Program. It may have been deleted.

Please check your SPAM folder to see if it has been downloaded there.

Please send me your email address and I will update the database.

Murray Bold - Database Administrator

## January Club Night

### President's (BYO) B-B-Q

The clubs annual club BBQ will be held at the Vice-President's home:

**119 Ruapehu Drive  
Palmerston North  
06-354-7100**

Starting at 6pm  
on

Thursday 22 January 2009

All family members welcome

Please bring whatever you would like to cook for yourselves, plus a salad or dessert to share.

## COMING EVENTS

### Mid Week Run at Marriner Reserve Railway

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

### Track running at Marriner Reserve Railway

January 4 <sup>th</sup>	from 1pm to 4pm
January 18 <sup>th</sup>	from 1pm to 4pm
February 1 <sup>st</sup>	from 1pm to 4pm
February 15 <sup>th</sup>	from 1pm to 4pm

### Open Weekends

Kapiti Live Steamers February 21<sup>st</sup> - 22<sup>nd</sup>

Hawkes Bay Model Engineers  
28<sup>th</sup> February - 1<sup>st</sup> March

Palmerston North Locomotion Weekend  
28<sup>th</sup> February - 1<sup>st</sup> March

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

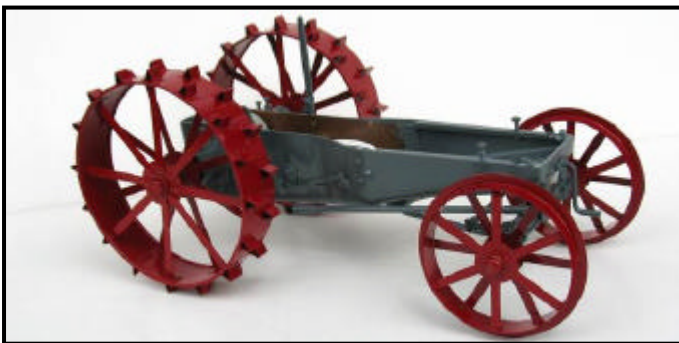
## THIS MONTH'S FEATURED MODEL.

### McCormick - Deering 15-30 Tractor

These tractors were introduced in 1921 and remained through to 1934 with the later tractors from 1929 were 22-36 models with a larger cylinder bore and a higher engine speed plus other features.

I had a one twelfth scale drawing of the 15-30 to make a wooden toy with metal wheels. I decided to make the tractor as a working model in metal. Photos were taken of an original tractor and a parts book photocopied for reference.

A wooden pattern was made of the unit frame and a copper unit was formed over the pattern.



The tractor was constructed in modular form using tinfoil and brass. There are three motors in the model controlled from one speed control. One for the fan, one for the belt pulley



and a geared motor drives the rear axle. The tractor won't operate until the fan runs. A differential is included with the rear axle. Six AAA batteries hide in the fuel tank. The model is finished in grey with deep red wheels. It has been an interesting project and another tractor model is possible.

Parts in some of the components;

Air cleaner	29
Radiator	152 approx
Rear wheels	55
Belt pulley	9

## LETTER FROM ENGLAND

by Stan Compton

Do any of you recall the item on the video when Fred Dibnah returned "Atlas", the road locomotive, to Eastnor Castle? We saw him drive it up the driveway, through an archway and stop it on the gravelled courtyard with the Castle in the background. That is the location for the Annual Steam day and Hereford MES are always invited to put on a model display and to run the portable track giving free rides to the children. We are paid for this but it is always difficult getting volunteers to help, but the perk is the chance to drive the loco, usually the 'Sweet Pea' named King Offa, but this time we had to substitute my 'Speedy' when the Club engine failed.

So with my car full of display items I arrived quite early in the courtyard to find a 'Stanley Steamer' pick up truck being unloaded from a transporting truck, you can guess the 'Stanley' was in magnificent condition. Later two more tourers of the same make arrived and purred about with passengers all day.

As I had to wait for the display tent I walked down the rear drive back to the lane to wait for my helper for the day. Visualise a winding sealed road, just wide enough for one vehicle, with lawns and specimen trees in the vicinity. Rooks were cawing in the tree tops on that misty autumn morning. Standing by the rear entrance, I am looking over the village cricket pitch with the last of the Malvern Hills in the background when the Church clock struck ten, as it had done for many years. The Castle is not an old one, but when viewed from a nearby hill-top, you could imagine it had been there for centuries.



The present owner has to run the estate as a business to provide the income needed.

It is a coincidence that his interest is in steam with "Atlas" his pride and joy, at present stripped down

for repairs. Even so the Foden Steam Overtyp wagon was in use and the Aveling and Porter roller and three general purpose traction engines, what a treat to hear their exhaust barks as they moved about below the courtyard.

I counted one 6" scale traction engine, three 4" scale, two 3" scale and one 2" scale traction engines in steam, plus a Baker's Van, this could be a steam powered replica, but it looks very smart.

Just three of us put on a display in the model tent, one man had two very nice 3 1/2" gauge locos, a 'Rob Roy' and a 'Jenny Lind', also a 'Boomers Sliding' cylinder stationary engine, the original intended for nautical use evidently. Another display of Meccano Fairground Rides, lots of pretty lights, very popular with the children as was my 'Marbles in a test tube' hot air engine. In fact although we covered four tables with models including the 5" gauge 'Butch' that belonged to the Morgan motors family, a 'Caribou', an electric kitset loco 'Charlatan' and a 'Juliet' but it was the Marble Engine that won the day.

The owner of the Castle always calls in at the end of his busy day to thank us in the model tent for our efforts. I forgot to mention the Brass Band, all professional musicians who play in a group called the 'Tarrington Brass' who were led by the retired military man, Lt. Col. Trevor Sharp, you will find his name at the end of the credits for the popular programme 'Dad's Army'. He told us that he was asked to write a tune to introduce the programme all those years ago. On presenting it to the BBC he apologised for his efforts and was told not to worry, the programme would only run for six episodes!!!

The owner of the Fairground Models had a tape recorder playing the old tunes I learnt in my youth so of course I had to join in singing those old songs, our young visitors found this very odd to see an old man singing, they expect to see a microphone like a lollipop waiting to be licked, the same as highly paid 'pop' performers who rely on an amplifier to-day. My father used to state that if a singer needed a microphone he should be put up against a wall and shot!!

Out on the lawn below the courtyard Nigel had set up the portable track to run with his gang of helpers, not a convenient location, down a steep flight of steps with a child in a pushchair, but somehow visitors managed and the children enjoyed their free rides. It was in the shade so the gang must have been cold on that autumn day, but as Terry and I were in the tent with the display, we missed that part of the action.

The highlight of the day is when the Foden Overtyp

and the traction engines go out on a road run, quite something to hear their exhausts as they climb the hill out of the village.

Next Sunday is the last Running Day at Hereford track-site, a lot of rain has fallen onto the mountains in Wales, it takes three days for that water to arrive at our location. Already we have had a minor flood a week ago and the last thing we need is a major flood now while our rolling stock is all still at ground level in our carriage shed.

One of our club members has acquired a 'Modeltech' kitset for a 5" gauge 'King Arthur', incidently the firm has now been declared bankrupt, they were too ambitious.

When he assembled the piston-valve cylinders I was asked for help because the piston valves were so tight he was concerned, the same applied to the pistons of the 1 1/2" bore (small for a large 5" gauge engine). I discovered that the bronze piston valve rings could not be compressed with my fingers, a tricky job to bore them out, they were 3/8" wide forming a pair with a gap between. The piston was screwed onto the 8mm rod and of course did not run true. The firm specified 15 thou undersize, the Orings fitted had too much 'pinch'. These I changed and now the piston rod can be moved by hand and the O ring can roll in the groove in the piston.

## **TRACTION ENGINES on the ROAD**

By Doug Chambers

Driving traction engines from A to B on the road whether in the UK, Australia or New Zealand was often fraught with one particular problem. Where could water be obtained for the tender?

Each engine was equipped with a hose and a water-lifter. This device, operated by a steam jet passing through a cone, would lift water up through the hose and into the tender. Provided there were no leaks or splits in the hose, water could be lifted from a stream some six feet below road level.

Even in the UK streams and ponds were not close enough for thirsty engines. A desperate engine crew would sometimes take the water from a horse trough, if caught they faced a severe fine.

When Ransomes, Simms and Jefferies No 24090 was being driven from Rangiwahia to Marton where it was eventually restored, on one occasion water was found to be very low in the tender and the crew had to appeal to a local farmer's wife for water.

The lady said of course they could have some water and handed them a 10 litre plastic bucket!!!! I don't know what her reaction was when she was told that they needed about 800 litres!!!

One road in the Hawkes Bay that was frequently used by traction engines, followed a river for some distance. The river was some 15 -20 metres below the road and there was no access down to the water for a traction engine. At one point a spar with a block and a large barrel had been built. The barrel was winched up and down with the traction engine's winch drum. The steersman had to go down in the barrel with a bucket to bail the water from the river into the barrel. When the barrel was full, it was winched up and the hose from the water lifter dropped in and the water was transferred to the engine's tender. This operation would be repeated until the tender was full and the steersman would ascend in the barrel which was then tied off and left for the next engine.

I know that traction engines these days, fitted with solid rubber tyres can cover fifteen to twenty kilometres before they need water, but I am referring to traction engines hauling heavy loads on poor roads and needing water every five to eight kilometres.

Another story I heard was of an engine and threshing mill. The driver and steersman found themselves travelling on unfamiliar roads in the back country of the Hawkes Bay. It was an even drier than usual summer and for some distance they had seen no sign of water to top up the tender. Finally the driver said that if there was no water around the next corner, they would have to drop the fire and continue on foot looking for a source of water. Around the next corner they saw a farm house with a very new corrugated iron tank on a stand at the end of the drive. They quickly dropped off the threshing mill and backed the engine down the drive. They had just got the hose into the tank when the farmer came out of the house telling them in no uncertain terms that they were not going to get any of his water. The driver explained how desperate their need for water was but the farmer became even more irate. The driver too became rather excited and their voices became rather raised. The steersman saw his chance and he quietly turned on the steam valve that operated the water lifter and unknown to the driver and farmer, water started flowing into the tender. Just as the tender was nearly full the steersman heard the water lifter sucking air in the corrugated iron tank and he smartly turned off the steam valve. He then broke into the argument and said to his driver that, " We might as well go as we are not going to get any water here." The driver headed the traction engine for the road and as they coupled up the threshing mill he said that we can't

go any further without water. The steersman pointed out that he had emptied the farmer's tank during the argument and that as the 'cockies' mouth was sure to be dry after all that yelling and cursing, he would probably want a cup of tea and then he would find his water had all gone. The steersman suggested that they put on as much distance as they could before the farmer realised where his water had gone!!!

A lot of the time tenders were filled with water from ponds and farm dams. A large amount of mud and sediment would get into the boiler as a result.

Threshing and chaffcutting would take place for six days of the week and on the Sunday the driver was usually found 'knocking in' the mud doors around the foundation ring and hosing out the mud that had settled on the lowest part of the boiler. Failure to do this resulted in the overheated firebox plates bulging inwards as the steel plates relied on the transfer of heat through to the water and the mud didn't allow the transfer to take place.



The pictures show Fowler 9167 with the water lifter hose coiled on the side of the boiler.

The water lifter hose on the Ransome, Simms and Jefferies No 24090 is coiled on the side of the tender, one end

attached to the water lifter. The Fowler was at that time owned by my father Jack Chambers, the Ransome, Simms and Jefferies was mine, but Chris Slater was about to buy it,



he is on the left receiving operating instructions before taking delivery of the engine.

## Rotorua Open Weekend 13/14 December 2008

Richard Lockett

With the price of petrol being down at the Moment, a trip away with the W to Rotorua was decided upon. Murray Bold was keen to tag along with the carriages from Mr Sandman so we had a complete train to play with. Drove up on Friday night which at this time of year meant we were in daylight all the way and with our cabin at the motor-camp next door to the Rotorua clubs track we could be up and running in good time on Saturday. Upon coupling up Murray's carriages the W didn't want to pull away at all and the wheels spun all round the track. It took a lap of the track to



10.25 in gauge NZR Ka locomotive. Another way to describe it is ¼ full size or just bloody big.

It is of special interest to us Palmy folk as this project was started by the members of the Esplanade Scenic Railway quite a few years ago getting up to the stage of a rolling chassis. Paul was able to purchase all the parts and this forms the basis of the ka942 model which is well on the way.

We all went out to dinner at the Heritage Hotel on the Saturday night to celebrate the Rotorua clubs president John Sheldon receiving life membership, beautiful meal, an excellent evening and a pretty good weekend all round. Many thanks to the team at Rotorua. No 500 Cruising past the station



figure out that the carriage brakes may be on. Found out that we have a problem with the vacuum release on the engine in that it doesn't completely dump the vacuum which with the PNMEC carriages operating a continuous vacuum system as apposed to the simple system on Murray's I hadn't noticed before. With the track being flat the vacuum braking was disconnected and we ran using the hand brake. Apart from a stuck open whistle valve on the Sunday the W ran very well for me although Murray seemed to have trouble keeping the steam up which I put down to having short arms and not keeping the grate completely covered with the black stuff.



John Romane's latest loco from the engine shed. An Alco Pa No 15  
We took the opportunity to go out to Paul Newtons place at Lake Okareka, his current project being a

Note the President now has an email address.

**President - Richard Lockett**  
**pnmec\_president@trains.net.nz**

**or his private address**  
**rockett@inspire.net.nz**