



Newsletter of THE PALMERSTON NORTH MODEL ENGINEERING CLUB INC

Managers of the "MARRINER RESERVE RAILWAY"

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January 2011
No 363

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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.

This was the 'End of Year' dinner and it was held at the RSA. Members, wives, partners and children enjoyed a very nice meal and before, during and after members were able to catch up and there appeared to be a lot of catching up to be done as members were not in a rush to get away.

FOR SALE

A Lux drill mill. It has eight speeds, and a three morse taper.
It comes with a stand, 13mm chuck. The table length is 20 1/4", width 6 1/2".
Sideways travel 13" and fore and aft travel 6".
It has a 1hp motor, colour is light green.
Asking Price \$1,100 ono.
David Neilsen 06 3551520

FOR SALE

Eccentrics, straps and links for a Stuart Turner No 4 steam engine.
A small horizontal boiler 50mm diameter by 150mm long. Meths fired, Smithies type.
No boiler certificate.

FOR SALE

A new 7 1/4" gauge petrol-hydraulic shunter. It is an 0 -6 -0 powered by a new Honda four stroke OHV engine of 5.5hp driving an Eaton Hydrostatic Drive unit. 4 forward / 2 reverse with braking.
The final drive is via chain and coupling rods. It is equipped with a front light and an air horn. It is small enough to fit in a Hatch or small station wagon for transport.
1050mm long, 460mm wide and 600mm high. Great puller and work horse. Reliable.
Price \$6,500
Contact Rex Toms, Rotorua. Ph: 07 348 2931 or 027 234 5051

FOR SALE

Foundry Equipment, Crucibles, Blower Units, Tools, Sand and Trowels etc.
Apply to Richard Lockett , Phone 323 0948 Feilding.

January Club Afternoon

The annual Presidents Bar-Be-Que will be held at the Mason's home in James Line.
See the attachment for details.

COMING EVENTS

Mid Week Run at Marriner Reserve Railway

25th January between 10.00 am and 2 pm
22nd February between 10.00 am and 2 pm
Please contact Doug Chambers beforehand.

Track running at Marriner Reserve Railway

February 6th from 1pm to 3pm
February 20th from 1pm to 4pm

Open Weekends

January 29th -31st
Whangarei Model Engineers Club

February 19th - 20th
Kapiti Miniature Railway

March 5th - 6th Locomotion 2011
Palmerston North Model Engineers

March 19th - 20th
Hamilton Model Engineers Open Weekend
Hawkes Bay Model Engineers Open Weekend
Otago Model Engineers Society **75th Jubilee**

July 23rd -24th
EBOPME Society Open Weekend
'Hot Pot and Night Run'

The closing date for the next issue of The Generator is Friday 11th February

THIS MONTH'S FEATURED MODEL.

By Stan Corlett

The Warrick Tricar was built by John Warrick Ltd of Reading, in the United Kingdom. They produced about 22,000 vehicles, about 14000 with the freight box at the front and 7000 as passenger cars.

My 1912 Warrick was rebuilt from parts recovered from the Christchurch area. The engine had been removed to be used in a spraying machine in an orchard. The bodywork had been in use as a sort of wheelbarrow. The engine had been removed from the sprayer and dumped in a swamp where the two flywheels were partially submerged in mud. The remains of the Warrick were in a rather deplorable state.

The flywheels had to be turned in a lathe to remove the rust pitting and as usual with a machine of this age many parts had to be repaired or new parts made as there are no new parts available.

The air-cooled engine is of 720cc and two small fans driven by rubber wheels that drive off the flywheels ensure sufficient cooling for the engine.

The steering is by a tiller which turns the front wheels. There are two forward speeds and one reverse. The gearing is within the rear hub. There are three pedals, one for low gear, one for reverse and one for the brake. High gear is operated by a lever above the tiller. Top speed is about 30mph (50kph).



This is the only passenger Warrick in New Zealand but there is a freight type in Nelson.

Vehicles of this type (where the passengers sit in front of the driver) were commonly known as mother-in-law cars. Think about it, in a crash the passengers get hit first !!!!!

LETTER from ENGLAND

By Stan Compton.

Sometimes we get a really interesting documentary programme on our television. I had no idea that 'Vickers', the British manufacturer of 'Wellington bombers, designed by Barnes Wallis of 'bouncing bomb' fame, took on the challenge from the USA to build a heavy bomber during WW2 in less than 30 hours.

The workers in the factory usually worked twelve hour shifts meaning that during the winter they never saw any daylight.

A special showing of this 'National Film Unit' production was put on for the workers on the project who are still alive. We saw how the fuselage, of geodetic construction, was assembled with pins being hammered into place by mostly slim girls who could climb all over the aircraft wielding their copper and hide faced hammers. We were told that the 'Wellington' could take a lot of damage and still manage to return safely to base. The wiring loom was very basic in those days, same with instruments, controls, wireless and navigation equipment. Engines were mounted and the fabric outer skin was sewn into place, six stitches to the inch, if incorrect they had to be replaced. Dope was applied to shrink the fabric and when ready the RAF insignia was hand-painted. The sign writer painted the Air Force roundel free-hand and it looked perfect. You can guess the workers really

swarmed over the aircraft, and as they had had much practice no time was wasted. Soon the landing wheels were in place and the final items were attended to as the plane was rolled out to allow the engines to be test run. Now the test pilot took over while the workers watched the 'take-off'. All went well and the Wellington bomber flew in just under 24 hours construction time.

Now you may not believe this but another item on TV was on how to build and run a motorcycle with square wheels !!! It all depended on a special track to run on, imagine a roadway of logs, all the same diameter to fit the square wheels.

It sounds crazy but it works and the bike stays level. Now for the real test. A new Honda 90 had its wheels replaced with square ones about 300mm square.

The first run saw the test track damaged by the sharp corners of the wheels.

The corners were given a small radius and that made all the difference. Now to prove the principle on the 100 metre test track that ended with a ramp. The rider was dressed up like 'Evil Knieval' and he opened up the throttle and managed a jump off the ramp of about one metre!!!!

Every year in Autumn the works of Alan Keefe Ltd is opened to the public.

People come from far and wide to see through the small firm in Lea which is not far from Ross on Wye on the A 40, the old main highway to the Welsh Coast.

The firm specialises in the restoration of Narrow Gauge Locomotives. There was a Baldwin pannier tank 4 -6 -0 No 778 that is being rebuilt from the frames up.

The locomotive is owned by the Imperial War Museum but is being restored for use on the Welsh Highland Heritage Railway in Porthmadog. The locomotive is one of the many built for use behind the front lines in France during World War 1.

There was a pair of 'Krauss' 0 -4- 0 well

tank locomotives being restored to a very high standard. They were fitted with outside Stephenson Link valve gear. It will cost a lot of money by the time they are completed.

In the yard were two Coffee -Pot locos, 'Challoner' built in 1878 and an identical new one called 'Taffy' built at Alan Keefe's Works. A pity these are rarely built as a model but they could be useful. There was a Kerr Stuart 'Wren' class named 'Peter Pan' that used to be owned by a minister of religion who ran it on the rectory grounds on a two foot gauge track. It sounded really great on that bright Autumn day.

An 0 -4 -0 tender locomotive, built to 12" gauge was in the works for an overhaul and new boiler. The original was built in 1950 and had a shell of 1/4" plate, riveted construction and looked very similar to the riveted boiler I fitted to my first locomotive 'George the Fifth'.

The time has arrived for me to 'downsize' my workshop machinery. The 'Smart and Brown' lathe was advertised in 'Engineering in Miniature', I had one enquiry and the purchaser sent a cheque with the request to put the lathe on a pallet ready for collection. The lathe weighs 1/2 a ton, not easy to strip the headstock off but with the help of three club members Wally, Terry and Brian it was got out of the workshop and lashed down to the pallet. When the truck arrived it had a hydraulic tailboard but the ramps were steep and it was a struggle to load it. If it had fallen over it would have taken a crane to get it upright again.

The purchaser was very pleased and telephoned me to confirm its safe arrival. Terry has lent me a 'Myford' lathe until my situation alters, of course I miss the 'Centec' mill which has gone to a local clockmaker, but I shall manage.

At night I often listen to a radio

programme that plays decent music, called 'Classic FM'. One night about 2am the presenter told us he had just had an e-mail from a woman listener who told him "I can see a spider the size of 'King Kong' outside my bedroom window, if it gets in here you will hear my screams where you are."!!!!!!!

JOWETT JUPITER

I had a call from Leo Bolter recently. He explained that he wasn't a model engineer, but he was trying to track down an issue of 'Model Engineer' that had come out in 1953 that had an article in it about a man who had built a model of a Jowett Javelin car. I told him that I would have a look through our index and see if I could locate the article. My search was successful and I called him back to let him know. He arranged to borrow the issue so that he could photocopy it.



I was rather astonished when he arrived around the next day in a very sporty two door Jowett Jupiter of about 1951 vintage. The Jowett's were rather unusual in that they had a four cylinder horizontally opposed engine, water cooled with the radiator mounted behind the engine. Leo explained that the Jupiter had a lot of rust in the body

which had made the restoration a lengthy task. He told me that he had worked with Stan Compton at Massey University in Palmerston North and had once had the privilege of driving one of Stan's locomotives.

Leo had completed the restoration of the Jowett Jupiter some 15 years ago and that he had been able to track down the original owner, an Englishman who had immigrated to New Zealand after becoming a doctor in England.

The doctor was amazed to see his car again looking like new.

The following day Leo returned the 'Model Engineer', this time riding a Velocette LE model. These Velocettes had a two cylinder horizontally opposed, water cooled engine and instead of a 'kick' start were fitted with a long lever that one pulled to fire up the engine. Left is a photo of Leo and the Jowett Jupiter.

I remember when I was an apprentice having to go out to Waituna West to tow in a Jowett Javelin, the four door sedan. From memory the regulator points had stuck and the generator and the battery had been severely damaged. There were not many of them about but their body styling was far superior to the Ford, Vauxhall, Austin and Morris cars of that period.

The Hunslet Runs at Wanganui

By Doug Chambers

Eddie Bleakley invited me to come up to Wanganui on the 4th of December to have a run on his track. The rails were from the old Wanganui Model Engineer's track on Alma Road. On the way up to Wanganui I was recalling travelling up to Wanganui with firstly 'Simplex' and then later with 'Ashford' in the late 1980's to run on those rails. Now some twenty-five years later I was taking my five inch

'Hunslet' up to Wanganui to run on those same rails but in a different location. It was a fine summers day that turned very hot in the afternoon. After I had unloaded, Eddie asked me if I had enough coal. I declined his offer pointing out that it was a black engine and that after filling the boiler with water the sun's heat would do the rest. No need for a fire!!!!

The track has a steep grade to it and the little 'Hunslet' barked and at times



slipped a bit on the steepest section. Eddie and Scott soon had their 'Sweet Pea' in steam and Jim Clark had steamed his GWR 'Torquay Manor'. However the 'Manor' with its 4 -6 -0 wheel arrangement and longer rigid wheelbase found a couple of the curves a bit too tight and the leading wheels on the bogie kept derailing so Jim had to withdraw the 'Manor'.

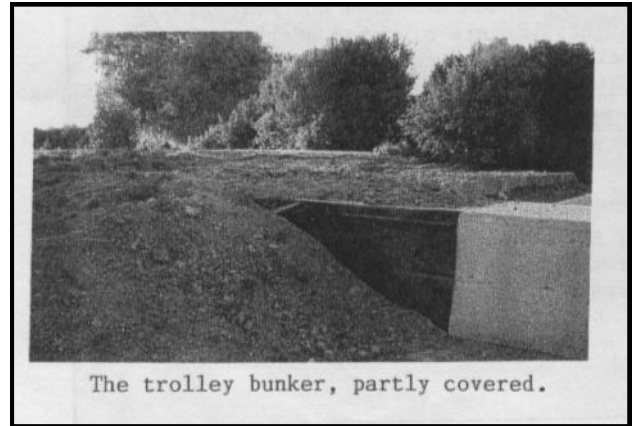
Eddie, Heather and Scott had invited a large number of friends to watch proceedings and from their vantage point under some shady trees it must have made a pleasant scene. After a very nice afternoon tea (Heather had gone to a lot of work preparing it) running continued and about 5pm the fires were dropped.

Thanks very much Eddie, Heather and Scott for your hospitality, Robyn and I

enjoyed our day out very much and we would be quick to accept another invitation to visit and run on your track.

10 Years ago at the track.

On 8 Jan 2001 there was a further stage undertaken. The concrete bunker was 90% completed. It was now time for the car park to be levelled and the fill to



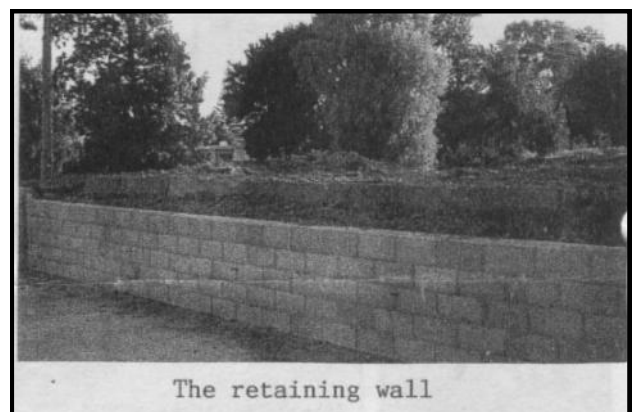
The trolley bunker, partly covered.

be placed on top of the bunker.



The newly levelled unloading area.

The earth bank behind the steaming bays required reshaping so the contours of the landscape would blend in.



The retaining wall