



## Newsletter of **THE PALMERSTON NORTH MODEL ENGINEERING CLUB INC**

Managers of the "MARRINER RESERVE RAILWAY"

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**Jan 2014  
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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  
22b Haydon St,  
Palmerston North 4414

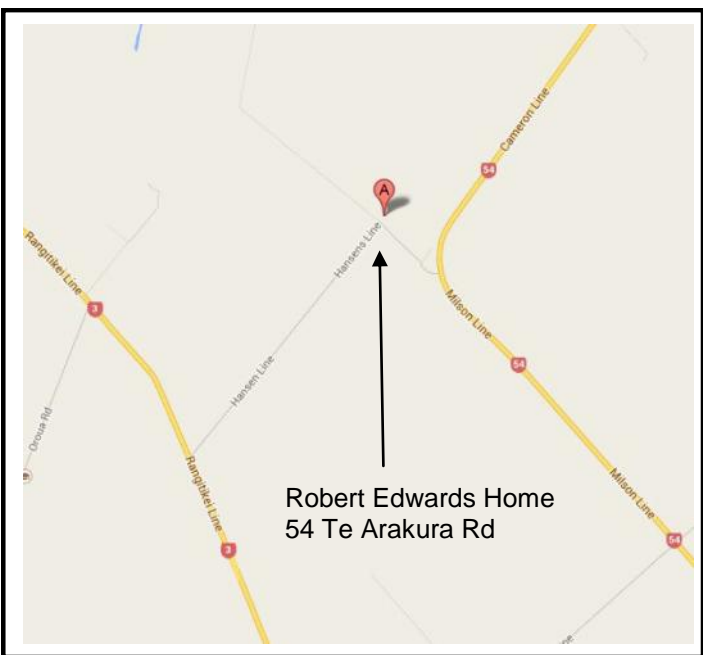
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**This Months Featured Model**



## REPORT on the End of Year Dinner

About thirty members and partners attended the 'End of Year' dinner at the Cosmopolitan Club. A very nice meal, quiet surroundings apart from the chatter and laughter from our party. The committee members who organised the evening are to be congratulated on a job well done.



Robert Edwards Home  
54 Te Arakura Rd

## COMING EVENTS

### Track running at Marriner Reserve Railway

January	19 <sup>th</sup>	from 1pm to 4pm
February	2 <sup>nd</sup>	from 1pm to 4pm
February	16 <sup>th</sup>	from 1pm to 4pm

### Open Weekends

Thames Small Gauge Railway  
15 - 16 February 2014

Kapiti Miniature Railway  
15 - 16 February 2014

Palmerston North Model Engineers  
Locomotion 2014 1 - 2 March 2014

### This Months Featured Model Field Marshall Tractor

By Bruce Geange

The tractor is a 1/32nd scale white metal kit of a Standard Version, Series II Field Marshall Tractor produced by Scaledown Models in England that came out in the 1960s if my memory is correct. This kit was one of two that arrived in the workshop a few months ago with the

*January Club Night*

**The Annual Presidents BBQ will be held at:**

**54 Te Arakura Road**  
Feilding  
06-323-2469

Starting at 4:30 onwards  
Thursday 16 January 2014

All family members welcome.

Please bring your preferred beverage and whatever meat you would like to cook for yourselves, plus a salad or dessert to share.

The closing date for the next issue of The Generator is Friday 14th February

instructions missing and the main body components partly assembled.

The kit sat on the bench for some time before being assembled. A selection of pictures were put onto a memory stick and then into the photo frame on the bench for detail and assembly.

I used a five minute glue to assemble the model with clamps used to hold parts while gluing. After assembly the model was washed and let dry before priming then sprayed a coat of green. The wheels were painted silver and the tyres fitted. Seat, steering wheel and exhaust were painted satin black. The transfers that came with the kit would not stick. Small strips of signage material were cut and fitted. This was an interesting model to build and looks good with the previous models in the cabinet.

## **More on PLOUGHING ENGINES**

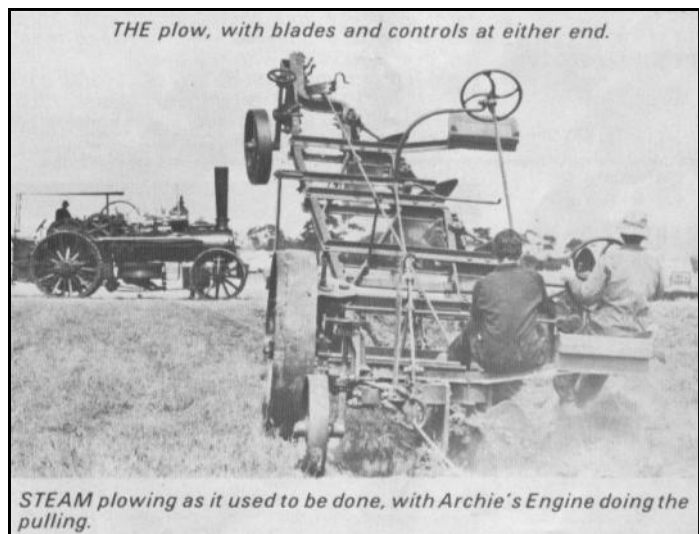
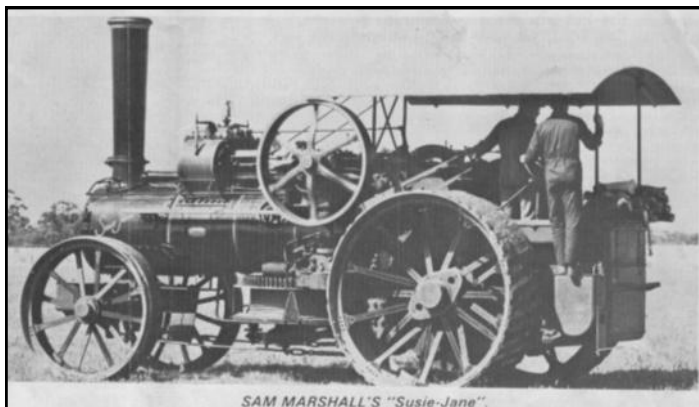
By Doug Chambers

While living in Melbourne 1968-70 and during a visit in 1977 I met and became friends with Sam Marshall of Lockington, Victoria and Brian Burke of Sydney. Sam was a farmer with a large property growing grain and Brian was a train driver. The following is drawn from memory and from an excerpt that was in the Melbourne and Metropolitan Board of Works monthly staff newspaper. Six Fowler ploughing engines were bought in 1920 and were used at Griffiths in New South Wales on irrigation work. In 1927 two of the engines were bought by the Board of Works and they were transported by rail and then driven to the Werribee Farm. One of these engines survived but the other was scrapped. The survivor was named 'Archie's Engine' after its driver Archie McKinnon and carries the No 15505. The only other surviving engine from those used at

Griffiths was 'Susie Jane' No 15449. It had been taken to Ivanhoe, New South Wales where it was used for dam construction. In 1968 Sam Marshall bought the engine now no longer in working order and took it to Lockington for restoration.

In the early "1980's" a group of steam enthusiasts decided it would be a good idea to get the two engines together and put on some demonstrations of ploughing, as ploughing with a pair of Fowler ploughing engines had not been seen in Australia for many years. While Sam's engine was in working order, the Werribee Farm engine needed quite a bit of work before it could get another boiler ticket and so two members of VicRail, Bob Buttrims and Bruce Roberts assisted by a retired Board employee John Hanna undertook the work required. Once the two engines had current boiler tickets arrangements were made to bring Sam's engine down to Werribee Farm from Lockington. It was now that John Hanna's expertise was required. He was one of a very few in Australia that knew how to set up the engines and plough ready for work. Steam was raised and the two engines were set up at opposite ends of the paddock. The wire ropes were laid out and attached to the plough. Finally one engine started to pull and sods were being turned by steam ploughing for many years. This first trial was meant to be a 'low-key' affair in case they couldn't get things working properly, but word got out and soon there was a large audience of steam enthusiasts, Werribee Farm employees and other assorted spectators were all treated to an event from the past. In fact it was as early as 1892 when a pair of Fowler ploughing engines demonstrated steam ploughing on the Werribee Farm. Two 1882 Fowler

engines were brought to the Farm to be demonstrated. They were working in the Serpentine area nearby.



## LETTER from ENGLAND

By Stan Compton

Many of you will have heard of the 'Morgan Motor Company', the only remaining car manufacturer still owned by the same family operating from the same works in Malvern Link, Worcestershire since 1909.

The first three wheeled cars were a very basic design powered by a 1000cc V twin engine made by J.A. Prestwick and Co. There is a replica of one in the Works Museum which is open to the public. There is also a dining room area, free of charge during business hours. If time is available a Works tour can be booked ahead and is full of interest, particularly to owners of Morgan cars who form a world-wide cliental. As my father owned a pre-war four seater three

wheeler, his pride and joy, I found the tour of the Works, provided by one of our club members, very worthwhile. You may wonder why a firm set up originally to build three wheel cars, but it was cheaper to build the simple tubular frame and the front suspension that was used on their three wheelers which were produced until about 1952.

Also Road Tax was about half that of a four wheel car.

Production of a four wheeled car commenced about 1936 and these were known as the 4/4 model. They are still in production but nowadays far superior to the original model. A wooden framed aluminium covered hand made body is mounted on a purpose built chassis much wider than the originals. The 4/4 models are now powered by a Ford Sigma engine of 1600cc which delivers 110bhp at 6000rpm, 0 to 62mph or a Ford Duratec engine of 2000cc which delivers 145bhp at 6000rpm, or a Ford Cyclone engine of 3.700cc V6 which delivers 280bhp at 6000rpm or if you are really in a hurry the Aero Coupe and the Aero Sports have a BMW 4.800cc V8 which delivers 367bhp all in a car weighing just 1175kgs.

We were told that the only place Morgan's could source a suitable rear axle was from Holden of Australia!!

The three wheelers may look strange to modern eyes, but when tuned up they were fast. In 1930 Mrs Gwenda Stewart took the flying kilometre at Montlhery, in France at a speed of 115.6mph in a Super Sports model powered by a 1000cc JAP engine.

Now the firm has found there is a demand world-wide for a superior version of the early three wheeler models.

I was interested to see the modern methods used to produce them, a sophisticated chassis with independent wishbone front suspension instead of the original short coil springs mounted on a



near vertical spindle that acted as a king-pin, adequate in 1912.

A V twin engine made by Smith and Smith in the USA has overhead valves operated by push rods and is of 1976cc and develops 82bhp. The body is wood framed with hand made aluminium panels. The original 1912 model had two speeds achieved by having two final drive chains each side of the rear wheel.

A dog clutch was used to select the gear desired, there being no reverse of course.

The new model has a modern gearbox fitted and the final drive is by a toothed belt which I believe contains 'Kevlar'.

A trial run of 200 three wheelers are all sold and twelve a week are being produced: roughly half the production of 'Morgan Cars'.

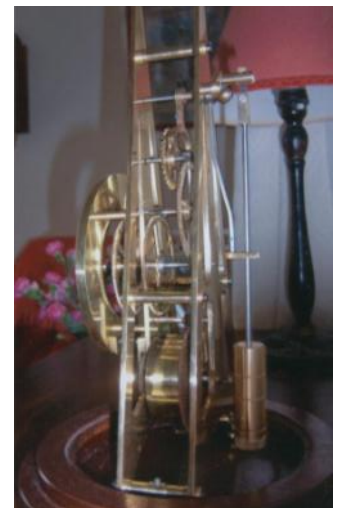
Regarding the prices of the current models, if you have to ask you probably can't afford one!!!!!!

2 Four Wheel Morgan's shown above



I was asked for help to fit the pistons in a kitset 'Koppel' replica locomotive. The instructions stated that the piston fitted with an O ring should be driven into the cylinder with a hammer and a piece of wood and this would result in a dead tight fit. Similar to a previous kitset I had to remove ten thou from the base of the narrow groove which had to be opened up to one and a half times the O ring diameter with a radius on each corner of the groove to allow the O ring to roll and distort each way into the corner at the top of the groove. A minimal pinch on the O ring allows a rolling action as specified by the O ring manufacturers.

At last I have got my 14 day Skeleton Clock running. I have had to replace three 96 tooth drive wheels, in two cases driving an eight leaf pinion, this is the first time my gear-cutting has let me down due to my homemade indexing plate.



We watched a program on TV about problems running our railways. University students on their way to a 'rave' were crowding onto the platform hoping to travel without a return



2 Three Wheel Morgan's



Another Morgan on the workshop stands

ticket, one was pushing a wheelbarrow loaded with beer; he was turned back!!!!!!

## Another Way and Works Task Completed

By Doug Chambers

For sometime we have been aware that the sloping banks on the 180 degree curve at the bottom of our downhill grade meant that it was not easy for passengers to step out of the trolleys, if there was a derailment. Richard was able to organise about six metres of clay fill and on Thursday 14<sup>th</sup> November we hired a small front end loader. The fill had to be taken about 150 metres around the track and placed in the right place and roughly graded to shape. The machine carried a backload, the concrete slabs cut from the track near the station where a section of track had been replaced (see the October Generator). Some of the slabs were used to build a retaining wall between the steaming bays and Compton's Crossing. This wall will have a seat along the top of it and will provide a sheltered place for members to sit and discuss the problems of the world!!

The terraced garden behind the wall will be extensively planted with native plants that will be protected to a degree by further plantings of cacti along the top of the bank.



The picture shows Doug using the loader's wheels to compact the fill. There will have to be some time spent with rakes to dress the fill off before sowing with grass seed and there will be some stones to remove as well.

## A Happy Diesel Driver

We all know Richard Lockett as being a confirmed steam man, preferably of NZR persuasion.



But does this picture indicate a change of heart? It came about on a Sunday running day when Richard, due to other commitments was not steaming his NZR 'W' and he had arrived mid-afternoon to watch operations. The Santa Fe F7 was out ready to go but John Tweedie with his articulated No 51 and Doug Chambers with his Hunslet were handling the loads. Some passengers asked Richard if they could ride behind the Santa Fe F7 as they particularly desired that engine. On the basis that the customer is always right, Richard started up the Santa Fe and carried out their request. A bit of a surprise to the members watching and assisting on the day!!!

If you would like an email when this newsletter is published, send us an email with **"Generator Please"** in the subject line with your **Name, Club** and **Email** address to [pnmec@trains.org.nz](mailto:pnmec@trains.org.nz)



# Locomotion 2014

1st & 2nd March 2014

## 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



For more Information Contact:-

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