



## 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 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  
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Palmerston North 4414

Place  
stamp  
here

## This Months Featured Model



## Report on the Annual Dinner.

There was a good turnout of PNME members at the 'End of Year Dinner' held at the Cosmopolitan Club. The meal was very good and from the amount of chatter it was obvious the old and new friends had plenty in common to talk about. Some members were looking for new projects and some were seeking advice on current projects. It was a very enjoyable evening.

### January Club Night

The January Club night will be the **Presidents BBQ** on **15 January 2014**. Note the earlier date.

It is the same location as last year. All members, partners and kids are welcome from 4.30pm. See the map for directions.



Robert and Margaret's Home is at the junction of Hansens Line and Te Arakura Road. This is off the end of Milson line.



The Driveway to the BBQ. Please park on the street if able bodied.

## COMING EVENTS

### Track running at Marriner Reserve Railway

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

### Open Weekends

#### Marlborough Model Engineers

are having an Open Weekend on Waitangi Weekend. 6<sup>th</sup>, 7<sup>th</sup>, and 8<sup>th</sup> of February. Morning and afternoon teas supplied. A visit to the engineering firm that makes Gnome rotary engine may be arranged.

#### Manakau Live Steamers

Waitangi Weekend 6<sup>th</sup>, 7<sup>th</sup> and 8<sup>th</sup> February. On the 6<sup>th</sup> family's with special needs children travel free, the 7<sup>th</sup> is a 'Phantom' Day and the 8<sup>th</sup> is 'All In'.

#### 59<sup>th</sup> AALS Convention Easter 2015

at the Penfield Model Engineering Society near Adelaide

### Locomotion 2015

28 February +1 March 2015  
10am to 4pm each day

The closing date for the February issue of The Generator is Friday 16th January

**FOR SALE** A Hercus lathe. Usual extras, gearbox, 3 and 4 jaw chucks, faceplates, steadies, dead and live centres. Contact Paul Turner at 06 355 9204



### Track bed Reconstruction

By Richard Lockett

A three week gap between scheduled running days in late November, saw the track gang replace 27.5 metres of concrete track bed around the curve leading onto Compton's Crossing. Structures and Vehicle inspections had identified a number of issues with this section of track, water ingress eroding the base material from under the apron, and a blind approach to Compton's Crossing caused by a large and growing Lemonwood tree and the general state of the track around the curve. Work commenced during the winter months, first with the removal of the lemonwood and the building of retaining walls fanning out from each side of Compton's Crossing utilising old concrete track bed sections. These were from our last track refurbishment project and back filled with material and allowed to settle for a couple of months before an intensive three day effort.

The rail was lifted, wire bushed, painted with



cold galvanizing paint, drilled for fastening and new conveyor belt packers glued to each sleeper. The existing concrete base was dealt to with an electric Kango Hammer. The boxing



was fitted to give a wider base and a new vertical alignment to give a flat approach to Compton's Crossing and the subsequent down grade.

2.5 metre's of concrete was poured on the third day with just enough time to harden before strong winds and drizzle hit town



mid-afternoon. This ensured sticky fingers were not around to mess with our new precisely laid track bed.

The following Thursday saw the boxing removed and soil reinstated, and the rails fitted back into place ready for December 7<sup>th</sup> running day.

A big thanks to all those of you involved with this project and it is hoped that you will recover in time for the next track refurbishment project which will be on the downward side of Compton's Crossing.

## **THIS MONTH'S FEATURED MODEL**

By Pat O'Shea

This engine is called a Tall Vertical Open Column (I wonder why) I made it up out of bits and pieces from the junk box, it is easy to make and the plans can be sourced from the internet.

[www.john-tom.com/elmersengines/32](http://www.john-tom.com/elmersengines/32)

The other engine is called a Mine Engine and it is patterned on an old mine engine, it has an interesting Connecting Rod (made out of brazing rod) and Crosshead guide. The plans for this engine are also available at the address above, but it is number 29, once again very easy to make and they both run on 2-3 psi air pressure. Both are great projects, resulting in very realistic engines.

Editors Note. Pat told me he had made a surface grinder and that allowed him to get the very high standard of finish on the flat surfaces. Because of this he is reluctant to paint the models although now being resident at Foxton Beach the salt air does have its effect on bright steel surfaces.

## **LETTER from ENGLAND**

By Stan Compton

In my youth money was scarce, so imagine the excitement one birthday when I received a 'Hornby' train set. The cardboard box had a print of the 'Flying Scotsman' on the top but inside was a small tank locomotive, two carriages and some tinsplate track. Excitedly the track was assembled on the floor, the clock-work locomotive wound up and hooked up to the rolling stock and away it went round and round while we made suitable noises as all boys did until it was time for bed.

Now some eighty years later I have been

asked to check over a plastic train set for a local charity shop. Plastic track in a figure of eight with two impossible ramps built in, a plastic locomotive, an 0-4-0 with free rolling wheels. There is a battery powering lights and a sound generator. There are two complex looking plastic structured units representing a drive through locomotive and carriage wash. It contained four more AA batteries to power lights and sounds for the child to activate 'Wash, Rinse and Dry'. Further around is a re-fuelling unit. Two more AA batteries and when a lever is pulled liquid can be heard flowing! The whole package is called 'Mr Chug-Wash' and was quite clean, no wonder as it did not run as intended.

The locomotive was intended to shoot out of the 'loco-wash', climb the ramp to gain momentum and carry on to climb the next ramp. The child however would have to push the locomotive and would soon lose interest.

The M6 Motorway that travels North up through the Midlands is now carrying double its designed load. We saw a documentary on TV recently showing problems of keeping the traffic moving, cameras on the route are monitored 24 hours a day. We saw a semi-trailer car transporter with the front car on the upper deck with its bonnet released and it was sticking up waiting to be knocked off at the next overpass. Luckily another driver got the message to the driver to stop at the next junction. Livestock on the highway can be a problem; traffic had to be stopped while a traffic-officer attempted to pick up a swan that went walkabout.

A new junction is required to be built at great cost but the area has been found to contain 'Great Crested Newts', a protected species that looks like a small gecko. Now the costs of the road works will have to rise again as all the newts will have to be found and moved to a safe place before construction can begin!!

Last month I told you about the badgers that are protected here; but no one protects the hedgehog while it is eaten alive pinned down by a badger!!! The badgers will get into a private garden and dig up the lawn looking for worms. We seem to be a nation of animal lovers; where else would you see a road sign

depicting a toad. At certain times of the year the toads migrate, crossing main roads so drivers are warned to take care not to run them over. Some kind hearted people carry a bucket to put the toads in and carry them across the road.

A club member of mature years is building 'Charles' an 0-4-0 but built as long as a 5" gauge 'Maid of Kent'. He is now making the valve gear and he asked how many times the items for case-hardening need to be reheated and re-coated in hardening compound before quenching in cold water. I explained that it all depends on how deep you want the hardening to go. Each quench will see the hardness increase by a thou or two. Once or twice will suffice with the open flame method and the work piece will not alter in size after case-hardening. A commercial hardener loads the items into boxes containing compounds and then puts the boxes into a furnace for a certain time to obtain maybe 20 thou of depth on for example a car steering kingpin, the core of the pin remaining soft.

You will recall I found work in Canada in the 'fifties' at a locomotive works who had a contract to build 90 1500hp diesel-electric locomotives for Canadian national Railways. About eight years later I overheard two men on a bus discussing these engines saying that they were a failure. Designed by 'Fairbanks Morse', a firm of repute; the engines were built on the Junkers Principle and more on these later. What surprised me was when I had been told to lay-out the position of the sand boxes to be welded down onto the floor plate. I was unaware in those days that a supply of dry sand is important to obtain traction and that should someone fill up the sandbox with damp sand that will not flow then the maintenance man would find new words to describe the man who had not bolted those boxes down.

A follow up on the story about the young man with the red 'Vespa' motor scooter. His girl-friend arrived at their meeting place for a ride wearing a tight mini skirt. "You will have to take it off" he said and she did to a chorus of 'wolf whistles' as they rode off down the High Street.

## In the Newsletters from other Clubs

**Blastpipe Petone** David Turner has had the Case traction engine belted up to the sawmill providing an interesting display for onlookers. Their temporarily mislaid electric welder was found stored under a table in the clubroom.

**Maidstone** On the 1<sup>st</sup> of November they hosted the 'Doris Nicholson' kindergarten with three locomotives providing the motive power. 'Owain Glyndwr', John Henry and a Springbok named 'Gazelle'.

**Manakau Live Steamers** Some members visited New Plymouth and some went to Havelock North over Labour weekend. Members carrying out further trials with coal from different suppliers.

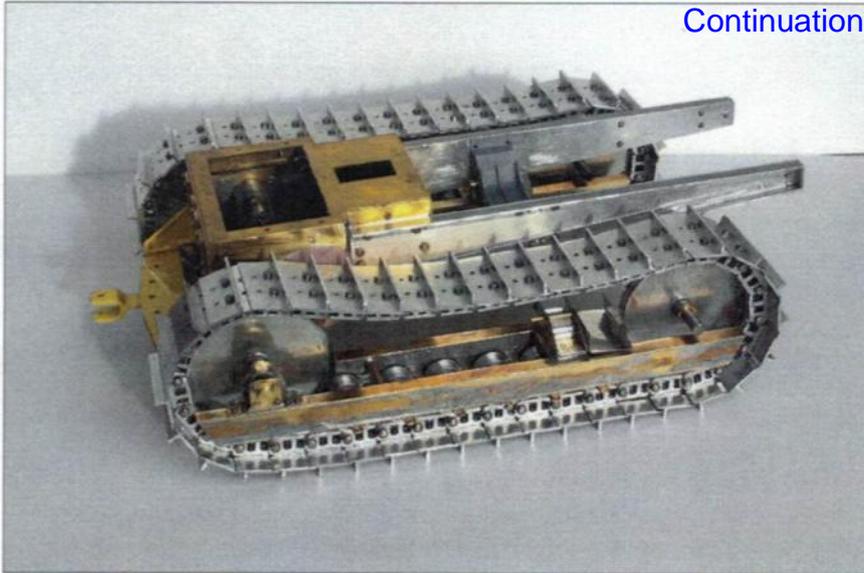
**Hawkes Bay Model Engineers.** Have had a successful year. Recent gales did some damage in the park but that was quickly tidied up. Their 'Maid of Kent' is now back in service after an extensive overhaul.

**Hamilton Model Engineers** HME had a movie film production team on site recently. The team was made up from students at WINTEC, Waikato and the film was to be along the lines of an old silent movie, Keystone Cops, a maiden on the track etc. Chris Howarth with his NZR Ab with a few other members to assist spent the whole day on site. The assistants who had shaved that morning and had haircuts especially in case they were needed to be extras, were disappointed to find they were not required.

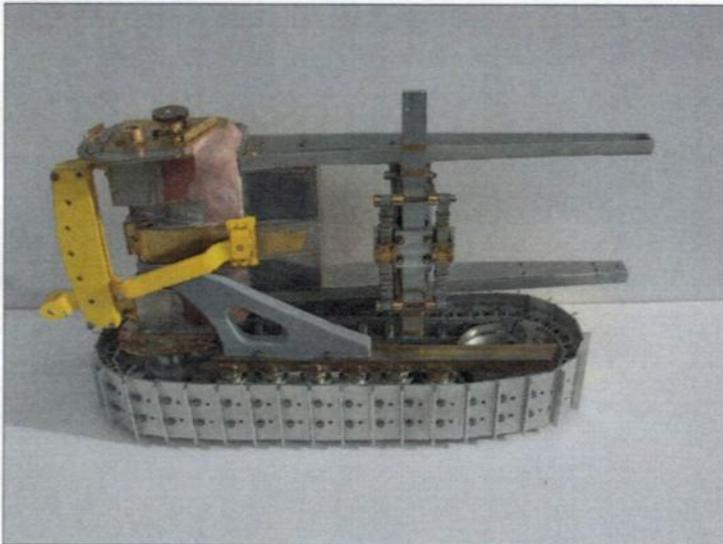
**Otago Model Engineers** Their new staircase and kitchen project is now completed and was officially opened by Charlie Crossan who as being the oldest member present was duly invited to 'cut the ribbon'.

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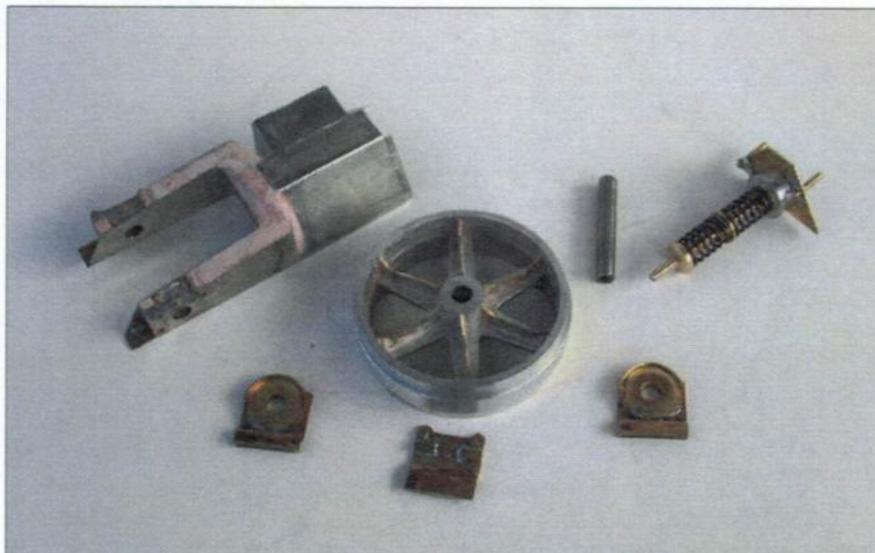
Continuation of the building of the D8



With part of the track frame built, temporary discs were made and the tracks and frame were assembled to the main body to show progress.



Underneath view showing one track frame



Components of the front idler, yoke and spring