



Newsletter of THE PALMERSTON NORTH MODEL ENGINEERING CLUB INC

Managers of the "MARRINER RESERVE RAILWAY"

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January 2016

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TRACK RUNNING

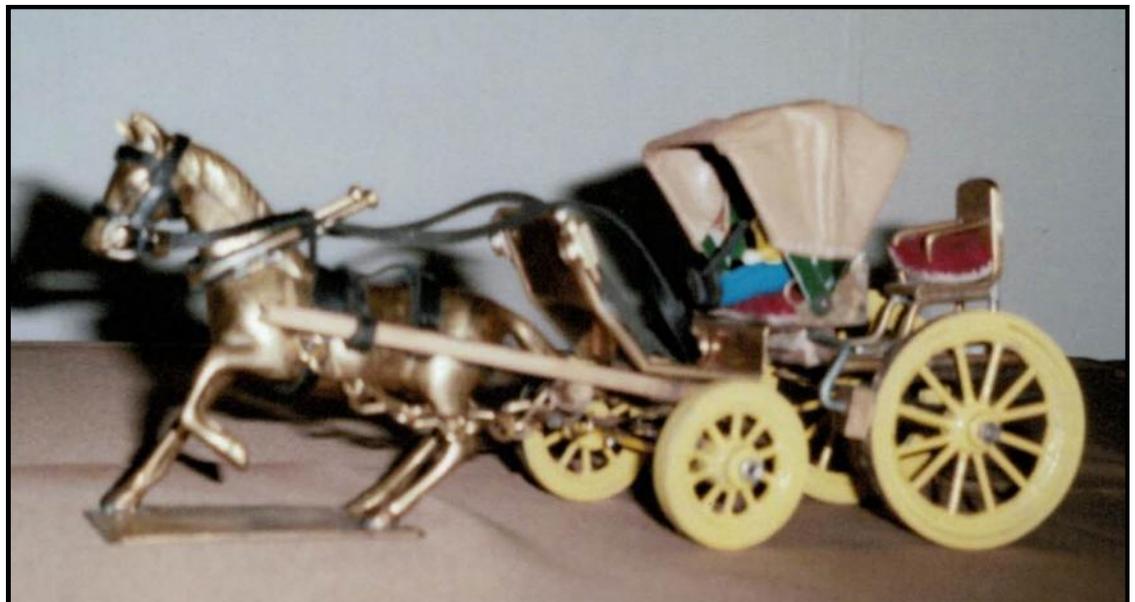
This is held on the FIRST and THIRD Sunday of each month, from 1 pm to 4 pm Summer and 1 pm to 3 pm during the Winter. All club members are welcome to attend and help out with loco coaling, watering and passenger marshalling - none of the tasks being at all difficult. We may even offer you a cuppa.

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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This Months Featured Model



Report on the NOVEMBER 'End of Year Dinner'

There was a great deal of chatter from the members who attended the Palmerston North Model Engineers 'End of Year Dinner'. The meal was excellent and the company was great. A fitting time to review the Club's achievements of the past year and to plan ahead for the following year. I hope you all enjoyed it as much as the Editor and his wife did and that we will all meet again in twelve months time.

Dust Devils

Te Manawa on Main Street, Palmerston North currently has an exhibition that will interest many of our members.

Dust Devils. Celebrating more than 85 years of Palmerston North Speedway.

They have a good selection of cars and bikes. They also have a variety of displays including a workshop. You can even have a go riding a Jawa 500 motorcycle simulator.

Te Manawa is open 10am-5pm daily.
Cynthia Cooper

Model of the Flying Scotsman

Some years ago there was a series of magazines published that had parts included in each issue that enabled you to build a small model of the Flying Scotsman. Bob Owen has the complete set of magazines and all the components for the model. Some assembly has been done but Bob has decided to stick with clock repairs and so the 'Flying Scotsman' is offered for sale at a very realistic price.

Phone Bob on 06 377 7031 evenings only

From the Past.

At our October Monthly Meeting Graeme Hall gave me a photocopy of a page from the 'Model Engineer Magazine'. It was dated March 1957 and was from the Club News section. The letter said that Mr J. F. Hall, no relation to Graeme, who lived near Palmerston North was

with a few other interested men trying to form a model engineering club. Mr J. F. Hall was starting to build W. J. Hughes Allchin traction engine. One of our past members Andrew Barsanti told me that an attempt was made shortly before World War 2 to get a model engineering club started in Palmerston North but the war was to end that attempt. The Palmerston North Model Engineering Club was formed in 1977. I have recently found out that there was a club known as The Manawatu Model Engineering Club but they changed their name to the Esplanade Railway about 1975.

January Club Night

The January Club night will be the **Presidents BBQ**

Thursday 28 January 2016

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

Robert and Margaret's home is located at the junction of Hansen's Line and Te Arakura Roads

COMING EVENTS

Track running at Marriner Reserve Railway

February 7th from 1pm to 4pm
February 21st from 1pm to 4pm

Open Weekends

Locomotion 5+ 6 March 2016

Dad's Day Out at Monrad Park

The organisers of this event asked if we would be prepared to steam our locomotives and give rides to provide an extra attraction. We normally run on the 1st and 3rd Sundays but this was on the second Sunday and we found

The closing date for the next issue of The Generator is Friday 12th February

that locomotives and drivers were a bit scarce due to other commitments. However the Santa Fe and the 'Hunslet' both put in good performances over what was to be a longer day than usual. Passenger hauling started at 10.30am and went through to 3.30pm. It was a fine and sunny day and all seemed to enjoy themselves although some of the drivers were looking a bit tired at the end of the day.

THIS MONTH'S FEATURED MODEL

By Ian Stephens and Doug Chambers

The picture on the front page shows a model of a horse drawn buggy that Ian made recently. The scale he chose was to match the horse which he was able to buy. Neither of us know what the type of carriage is, evidently the driver and passenger were up front under the cover and I suspect that a servant occupied the rear seat out in the open. I looked on the Internet but was unable to find a buggy just like it.

Some months ago we featured another of Ian's models, a very early (1896) Peugeot car. Unfortunately the photo came out rather distorted and so here is another picture of his model car, that I hope is a better reproduction.



LETTER FROM ENGLAND

By Stan Compton

I have learnt a new word, 'Retro'. This means using items meant to go to the tip. Recently I came indoors for a cup of tea and found a programme on TV about making a table lamp out of a 'jerrycan' that had a hole in the bottom. We watched a metal worker mark the old 'jerrycan' on a horizontal centre line and cut it through with an abrasive disc saw !!! The bottom half had a piece of polished wood cut to fit the top of the lower half and installed with plated nails. Next the top half was sprayed internally with reflective paint, a batten light-bulb holder was attached to the base with a piano hinge and a lid stay. It was painted externally

and now we have a 'Retro' table lamp! Next the artistic lady whose design it was, touched the sharp edges left by the abrasive saw and I heard the metal worker say "I could have put some beading round there." What a horrible job, no wonder it did not raise the asking price of 250 pounds (\$500.00). Next the same young lady had acquired a 'settee' (called a chesterfield in the USA) which was also on its way to the tip. She was a capable upholsterer and she stripped off the original worn fabric replacing it with a plain fabric under-cover using a staple gun making easy work of this stage. I have no idea if the original spring supports, if any, were re-webbed. A selection of chintz floral patterned samples about a yard long were laid out, none of them marched, my wife was horrified; she sat watching progress while baking Welsh fruit bread. We watched as these samples were stitched together by hand and used to re-upholster the settee. She got away with it by making two new cushions made from the same samples. Once completed it sold for one thousand, two hundred pounds!!! (\$2400 NZ) The restoration lady gave half the proceeds of the sale of the settee to the man who dumped it. He thought Christmas had come early!!! I think the BBC 'Antiques Roadshow' is shown in New Zealand, one of the latest was held on the Isle of Anglesea of the coast of North Wales. Telfords Bridge over the Menai Strait once had a wrought-iron gate used to obtain tolls off travellers. It was disposed of years ago and put to use on a local farm. This gate was brought to obtain an estimate of its value. It was a lovely piece of work built in the classic design of a double sunburst, the sun's rays rising from the bottom right-hand corner and the top left-hand corner. The rivets used to hold all the strips of wrought-iron together were plain to see. Many years of exposure to salt laden air created signs of corrosion, but with wrought iron oxides form during manufacture, creating a barrier which is why this metal, besides being ductile, is used for classic ornamental iron work. The very skilled expert on early tinsplate models from Germany thought this gate was made of cast iron which would have been far too brittle for a gate of this size.

I met a woman recently whose husband and fourteen year old son spent their spare time out in the garage restoring an old Morris 'Mini' and she couldn't understand why they bothered. Then she met a woman whose husband had just

retired, he had nothing to do and drove her mad following her around the house!! Now the first woman realises how lucky she was.

We get a great number of workers from Eastern Europe visiting our area getting work as fruit pickers and sending their wages back home. Sometimes the picking season ends early and some miss out. I was unaware of this until one night at 10.30pm someone knocked on our door. I was confronted by two tall young men of foreign appearance. One held his hand out and uttered the word "bread". In my travels I have learnt that this is a term for money, but being unsure I am sorry to admit that I shut the door. They knew very little English which created the problem. Next day I asked my neighbour if they had called on him, they had and he gave them half a loaf of bread and as they walked away they were tearing the loaf apart and eating the dry bread. Obviously they could find no work and were starving. Such a pity I failed to understand their request, we could so easily have given them a meal.

In the book written by Lauri Lee "As I walked out one summer morning" that tells of his travels on foot through Southern England as a young man on his way to Spain in the early thirties. He carried his violin and was able to earn money by 'busking', an old term for street entertainment. By the time he got through Spain his violin had fallen to pieces, the heat had melted the glue!!!! I like to hear a tune being played outdoors, as a child I can recall a group of unemployed Welsh miners singing for 'coppers' in new housing estates. Recently in Hereford High-town I heard an older man play a small piano-accordion accompanying a child, probably his grand-daughter who was playing her violin. They both played well and when finished the delight on the child's face showed that she had passed the test of gaining confidence in playing for the public. Music Colleges send their pupils out into the streets to gain confidence as part of their training.

The Saga of TR38 : Part III

By Neil Burn

Next step was to build the cab. I made a model of the cab from cardboard and tried it on the loco for size and to prove all of the components for the motor etc. would fit ok. The mock up was then transferred onto sheet steel and the sides, front and back all cut out. Next, I marked out the patterns on each piece and drilled the 1/8" holes

for the rivets and temporarily assembled the cab using 1/8" nuts and bolts.

Following this the roof was made, including a sliding trap door to allow the petrol tank to be filled without removing the cab. After checking the cab fitted well, the bolts were removed and the cab was assembled with rivets. I needed to make my own riveting tools to fit the rivets in order to punch inside the cab. 1/8" aluminium tinman's rivets were used. These were sized a little over scale, however I was happy with how they looked.

It has been said, "A man who has never made a mistake has never made anything"!

It was at this point I realised I had not installed an intermediate gear in the reduction box for the motor and the loco was going to go backwards. Bigger! The box was removed and disassembled and the mistake corrected. It was decided to fit a 5/16" chain and sprockets in the box with no need for another gear. An oil filler was installed at the bottom of the box in order for the chain to run in oil when working. The reduction box was then reassembled and returned to the loco.

Next, dummy sand boxes were made and fitted to the rear of the cab. Lamp brackets were made and fitted. The front motor bonnet was made, with a removable radiator to allow for removal of the spark plug. A towing coupling was fitted to the rear cross member of the chassis.

Then it was time for a test run on the track!



Visit to Whangarei

By Barry Parker

I called into Whangarei model engineers when I visited my daughter in late October and found it was their running day, which is the third Sunday of the month. My wife Necia and daughter Haylee left me at the track site for a couple of hours while they went shopping in

town.

There was a steady stream of passengers wanting rides, so they were kept pretty busy with the four locos they had running. I might add at this stage the membership of this club is very small and they do keep the place looking good. The 'Way & Works' department meet every Wednesday morning and the team toil away at the projects that need attention.



They made me very welcome and I spoke to the President of the club for a while in between loading and unloading of his train at the station. The weather was warm but with a stiff breeze. They are still running Char and have a good supply so it will last for some time to come. During the Convention they held there, which I



attended we had a wet day so we were taken out on a workshop tour. It was then that I saw the current club president's 7¼" Mogul which he was building and we talked a bit about compensating suspension which he was going to put into the Mogul. I was asked to visit his home again and did so to find that the Mogul is very nearly finished.

We spent about an hour in his workshop before I had to leave. I look forward to my next trip up north to visit both my daughter and the Whangarei track and members.

Feilding Steam Rail Weekend

By Richard Lockett

The weekend of November 14th -15th saw PNMEC club members lay temporary track as befitting a 2 foot gauge prototype locomotive, in the yard of the Feilding Steam Rail Society. The occasion being their annual steam weekend to which, we the PNMEC were invited to demonstrate a miniature 7.25" gauge steam locomotive. The locomotive chosen to perform this task was the Kerr Stuart "Wren" class 0-4-0 saddle tank formerly known as "ROBYN" which has done sterling work over the years operating on our temporary track at such events. Our track was laid next to a section of NZ standard gauge 3ft 6 inch on which were parked various rolling stock and NZR "X" class locomotive 442 ex Ohai Railway Board. This is leased to Feilding Steam by the NZR&LS. They were all a fitting backdrop for our operations over the weekend.



Of interest also alongside our track were the frame's of a "V" class 2-6-2 tender locomotive from the mid 1880's. These were built by Nasmyth Wilson in the UK and arrived in NZ grossly overweight. They spent time in Addington workshop's on a weight reduction diet before being allowed out onto the rails. I'm of the opinion that these locomotives formed the basis of our own NZR "W" class 2-6-2 Tank Loco's to which I am familiar. The "W" frames and gear being a direct copy of the "V's".

Back to the weekends activities and Saturday being of favourable weather saw lots of families checking out the "Wren", being able to look into the firebox and see the fire and sometimes even able to shovel some coal in the fire, char that is, not that smelly, smoky, West Coast Cascade coal the full size loco's were burning.

We've tried that in our loco's nuff said!

The Wren's firemen did bring a wee tear to the eye of one or two kids by having the safety's blow, the Wren having pop valves which open and shut on the pressure of a good fart and make a similar sound although somewhat louder.

Full size Locomotive F 163 and Wab 794 were in steam and running up and down the rails outside the yards giving carriage and cab rides.

One of the drivers was our club member Stuart Anderson who has come through the ranks from HO scale electric loco's, live steam models and now full size and looking very relaxed on the footplate.



Many thanks to those who gave their time to help, and to the Mason family for making the Kerr Stuart 'Wren' class locomotive available for use during the weekend.

In the Newsletters from other Clubs

Kapiti Miniature Railway.

New system of interlocking signals and points has been installed and now fully operational.

Hawkes Bay Model Engineers.

Work continues with the 7¼" track laying. One of their members was finding the kneeling position a bit hard so he adopted a prone position on a flat car while welding. Another settled for a pillow but unfortunately a spark from the welding process saw the pillow reduced to a pile of ash. The floating swan's nest has been removed from the boating pond as the swans had departed and the nest had become a bit smelly.

Havelock North Live Steamers.

Report on the Labour Weekend event with a lot of photos of the locomotives at work. Beams and decking of the trestle bridge to be replaced.

Thames Model Railway.

Open Weekend 27th - 28th February.

Registration secretary is Paulette Morton, 92a Sherwill Street West, Feilding, 4702. Concern about safety issues.

Marlborough Model Engineers.

Their boating pond has been drained and cleaned. A few leaks repaired. A recent running day had to be cut short due to high winds.



Blastpipe Petone.

Peter Targett's GWR 14xx class has its first run on the Petone track. Still requires completing and a few minor modifications. A work team is preparing to repaint their clubrooms. The Dsa built by Stan Compton many years ago is now in the ownership of Barry O'Callaghan.

Maidstone.

Bob Begbie tells of a steam powered sawmill that he worked in during the early 1950s. Poor weather hampered their running days in November.

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