



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

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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 onerous.

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 JUNE Meeting.

The theme for the evening was “**Your favourite toy, item, book whatever,**” and this led to a very varied collection for us to hear about.

**Les Fordyce** had an unusual toy. An acrobat on a parallel bar, and a very nice HO Marklin locomotive.

**Dave Newstead** showed us two old advertising booklets, one of Basset-Lowke’s and the other a Meccano issue. Dave then unpacked his pride and joy, a Gauge O 2–6–0 tender locomotive produced by Corgi in 1999. Meths fired and with it were a few examples of the carriages that go with it.

**Murray Bold** told us that his favourite toy had accompanied him to Manakau, Thames, Hamilton, Cambridge, Rotorua, Taumarunui, Inglewood, Bunnythorpe, Palmerston North, Raumati, Havelock North, Maidstone and Christchurch. He then showed us a photo of his ‘Phantom’ locomotive.

**Bruce Manning** showed us a beautiful die-cast Bentley racing car. Resplendent in British racing green and very detailed.

**Richard Lockett** displayed a collection of Mini-Champ Grand Prix racing cars. He explained that over the years he has attended thirty GPs and his ambition was to collect a model of the winning car from each of those GPs. As his memory is not as good as it was he is no longer sure of who won some of the races and he will have to do some research to restore the memories.

**Doug Chambers** displayed a book on deep-sea diving, ‘The Man in the Helmet’ by Desmond Young. Doug and his mother had given the book to Doug’s father for a birthday about 1956. In it is a chapter about a cousin and a letter sent to him via the Royal Naval Officers Club in London saw Doug’s father able to contact the few relations left in England.

**Bruce Geange** showed us two die-cast model crawler tractors, one was a Caterpillar D7 fitted up with a Le Tourneau winch and bulldozer blade. It was painted in American Army drab green and represented a World War 2 version. Scaled 1/25. The second was an Allis Chalmers K crawler in 1/16 scale.

**Cynthia Cooper** explained that after she left school and started work, her first pay was used to buy a

second hand Hornby Dublo three-rail 00 layout including the little 0–6–2 tank engine that she is particularly fond of. Cynthia, when asked how long ago this event took place, admitted that it would have been some 45 years ago.

**Robert Edwards** had a small Unimat lathe that he had bought second hand and after a lot of work has restored it to working condition.

**Chris Morton** had a pair of magnifying glass sets. The kind that has a band that adjust around the head and the lenses are held in a frame in front of your eyes. Chris said they are very useful when your eyesight is no longer 100%.

On the table was a model boat boiler built by **Doug Chambers**. Parts of a magnificent model of the Makatoke Viaduct being built by **Bruce Geange** for display in Ohakune as part of the Railway Centenary celebrations. **Chris Morton** had an engine cover stay off a Strikemaster. The stay was presented to Laurie Gudsell for display in his Aviation Museum.

**Fred Kent** had a wheel that he wanted some help with re load carrying ability and how to work out scale speed.

**Robert Edwards** had the cylinders for the 7 ¼” gauge NZR ‘F’ that he is making.

## July Club Night

This will be held on the 24<sup>th</sup> July at 7.30pm in the Hearing Association Rooms Church Street, Palmerston North.

**The theme for the evening is;  
A Recent Disaster in your Workshop  
and How you Overcame it.**

## COMING EVENTS

### Mid Week Run at Marriner Reserve Railway

22<sup>nd</sup> July between 10.00 am and 2 pm  
26<sup>th</sup> August between 10.00 am and 2 pm  
Please contact Doug Chambers beforehand.

### Track running at Marriner Reserve Railway

August 3<sup>rd</sup> from 1pm to 3pm  
August 17<sup>th</sup> from 1pm to 3pm

The closing date for the next issue of The Generator is Friday 15th August

## FOR SALE

26" Chesterman Vernier \$150  
 Small Ryobi bandsaw \$50  
 Small and old air compressor \$20  
 Three sets of rollers for placing under locomotive driving wheels while setting valves or trial steaming, will suit all gauges \$50  
 7 1/4" gauge passenger trolley & coal bunker \$100,  
 Model Submarine kit, untouched, all parts including RX servos \$500  
 kit for a high speed drilling machine \$50  
 three 3/4" x 3/4" hand pumps \$100 each.  
 Moore and Wright micrometers  
 0 to 1" \$30      1" to 2" \$40  
 3" to 4" \$50      4" to 5" \$60  
 5" to 6" \$70.  
 Aerorafo ES/RV spray painting gun,  
 Air consumption 60 cubic litres per minute.  
 Brand new, still in the box.  
 To view Please Ring Chris Rogers 06 3561759

## This Month's Featured Model

### 10 RB Face Shovel

While at a display late last year a friend asked me if I would be able to assemble a white metal kit of a 10 RB Face Shovel. I suggested he send it to me and I would let him know.

When the kit arrived the castings were found to be clean and well fitting and with a scale of one forty-third it would go well with the Hornby 'O' gauge. I decided to order a kit for myself and build two at once.

Articles from old magazines were photocopied and placed into a folder as reference and a full size machine was photographed at Top Grass Road. The models are held together with five minute Araldite. As the models progressed extra detailing was added to the engine, boom, dipper handle, rope guides and



the track frame. The box shows a black machine and this became the colour of my friend's model. My model is green which I think is the original colour. The cab colours are red and a mustard yellow. Decals and glazing were added after assembly. The dipper can be raised and lowered along with the boom by using a screwdriver to turn the winch drums. An interesting and different model to assemble. These machines were manufactured in the UK from 1934 to 1969 with 7600 built an only minor modifications.

Later models also had American design cabs fitted. Liberal use was made of ball and roller and all upper works ran in oil baths.

Bruce Geange

## LETTER FROM ENGLAND

By Stan Compton

You may have read articles in Model Engineer about the annual event for German modellers at Sinsheim. Some of our Hereford members attended the venue held in enormous buildings with tracks laid down on the concrete floors for various gauges. We have been shown videos of the track running and it all seems so casual, large 7 1/4" gauge engines being driven by children who may be quite sensible until an emergency occurs. The public seem to wander all over, stepping over the tracks in front of approaching trains, that may be alright until someone falls over.

The attitude regarding boiler inspection seems to be very casual in Europe. One of our members took his 3 1/2" gauge locomotive to a function in Holland recently, he duly produced our latest example of boiler certification, this caused amusement and he was told to put it away. When I complained about the amount of paperwork to certify a boiler these days I was told this was a European directive !!!! Going back to young people driving, even an electric battery powered locomotive is simple enough to drive, but I recall an incident some years ago when I was stuck in our tunnel, due to a hold up ahead. This was on a club day and no public were on the site. The locomotive following me was being driven by a quite sensible 12 year old granddaughter of one of our members but on arriving at the tunnel she panicked and it was fortunate that I had run back and I was able to close the control lever and a collision was avoided.

I heard from Rotorua member John Heald recently who sent me photos of his latest locomotive, an 0-4-2 narrow gauge 'Kerr Stuart' in 7 1/4" gauge weighing in at 420kg. This looks a massive engine and will be a good hauler, full marks John. There is

no doubt that the larger the model, the longer the project takes. Paul Newton is building a NZR Ka in 10 ¼" gauge, a massive job but I have no doubt he will complete it. John included a photo showing progress so far, again, full marks Paul.

At Hereford we have a new member who has been building a GWR 2-6-0 tender locomotive in 7 ¼" gauge for some years now. When we first met, I warned him that his choice, as a first attempt, would take twice as long as a 5" version. This fact he disputed, even when someone else confirmed this to be correct. But when I asked if he was building the tender first he could not see the point. That this is the best way to learn because an error here is not as important as on the locomotive. Also sometimes the locomotive is not completed for some reason, the complete tender, primer painted is always saleable.

There is always the subject, with our hobby, being discussed about public running. Some for, some against. The complaint is about being commercial requiring a real commitment by members to run their locomotives regularly. I have always accepted this and enjoy the contact with the public, but the cost of public liability insurance is considerable, also rules need to be followed to obtain safe practice. Toilets need to be provided and cleaned, all this costs money, only to be found from charging for rides. A spell of bad weather means we lose income. The alternative is to charge members a higher membership fee.

The last time this happened we lost a number of members who did not own an engine to run, but many of us feel that with no public to carry there is no point in running.

My job on running days is to be in charge of the elevated track, it would be nice to see smaller engines brought out, there are a number of 3 ½" gauge locomotives that could be demonstrated lightly loaded. I gave some help with the boiler for a 3 ½" gauge 'Highland Lassie' that is almost complete but the owner has lost interest.

One of our members bought an American 4-6-4 tank locomotive of 3 ½" gauge off the Internet. It was found to be a poor steamer. The wide firebox grate is too large for the firetube area but worse was the fact that one superheater element was loose due to poor brazing. This not only lost any steam produced but broke the smokebox vacuum. The element was repaired and the grate area was reduced with stainless steel plates. A new check valve was fitted to replace the one that choked the injector feed. I am now waiting to see the result on the track. The moral is to take care if you buy off the Internet.

A 'Juliet' built fifty years ago by a senior member,

was presented for hydraulic test, the flange supporting the top gauge glass fitting leaked, this was retained by two screws and soft soldered. An attempt was made to resolder the flange by the owner but was not successful. The flange was cleaned up, counter-bored, and fitted with a silicon ring cut from a length of silicon tube. Monel metal studs were fitted with a thin gasket, steam sealant added and that made a successful repair. The other larger engines built by the same man have been disposed of and the 'Juliet' gives him a bit of fun on club days.

My last locomotive, the 'Hunslet' small quarry loco is packed in a box waiting for shipment to my son Chris in Wellington. When the shipping agent telephoned me asking for details of sizes of boxes and the contents, I told him they were two steam engines. Silence followed while he took this in. Did he expect them to blow-up in the container?

I recall that the words 'model engine' used to attract 40% duty, maybe this has changed?

Full marks to the team at Motat in Auckland, getting the compound beam engine in steam again after 80 years. I hope the public support the effort.

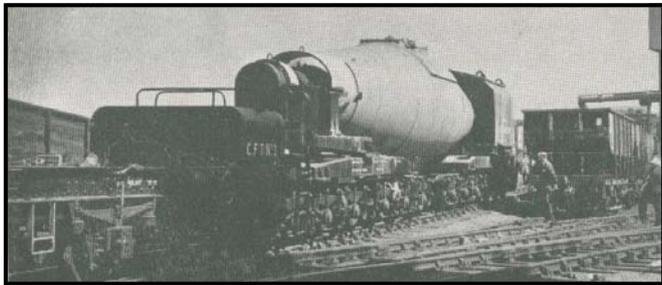
### **Molten Metal moved by Rail - 1968**

Two Railway magazines were passed on to me recently. Both were dated 1968-9 and my attention was drawn to articles on the movement by rail of molten metal.

The first article told how 50,000 tons of molten steel are being moved by the German Federal Railway each month on the 30 kilometres of track between the Krupp smelting works at Rheinhausen, across the River Rhine to the Krupp steelworks at Bochum. The ten special 160 ton capacity wagons enabled Krupp to close down their smelter at Bochum. The Krupp torpedo wagons consist of a rotating cylinder slung between two 18 wheel trucks. The total loaded weight is 370 tons. The container is 57 feet long and has a lining of firebrick and asbestos. The insulation keeps the outside temperature down to a level that does not harm people or objects nearby or rolling stock on adjacent tracks.



With a starting temperature of 1,400 C, the load only loses 5 C during the transit period. The container is emptied by rotating on its axis by electric motors in the end trucks. It takes just 4 minutes to empty the molten metal. In 1969 molten metal wagons were introduced in Britain. Three specially designed torpedo shaped wagons began a 63 mile service between Teesside



and North-West Durham. Each wagon carries 100 tons of molten metal and the total weight of each wagon when loaded is 241 tons, which is spread over 14 axles.

Each train is drawn by two English Electric class 37 locomotives, each having 1750 hp. The torpedo wagons have a wagon between them to spread the load when crossing bridges along the route.

## BRITISH RAILWAY INCIDENTS

The first photo shows the result of leaving a locomotive in gear and unattended. The WD 2-8-0 was left at Neville Shed, Leeds. It moved off and ran on the wrong line through Marsh Lane cutting, through Marsh Lane goods yard, then went through the boundary wall and out onto Marsh Lane itself. WD 77195 was of interest having been built with armour plate protection following Luftwaffe attacks on trains during World War 2. It was trialed at Longmoor but the heavy axle loading offset the



benefits of extra protection and the armour plate was removed before the engine's overseas service in

Belgium. The engine was bought in by British Rail and as 90172 it served on to 1967.

A relatively common accident was locomotives falling into the turntable pit. Here we see one of Cynthia Cooper's favourite tank engines N 2 69638 nosed in to the turntable pit at Hatfield MPD. By 1954 the turntable was being removed as it was not



required for the tank engines operating there. However this incident took place before the pit was filled in. The driver was moving the locomotive to the nearby ash pit and failed to stop in time.

### Are you reading this in Black & White?

Why not download it from the club website? If you have internet access and can download your copy let the treasurer know and we will send you an email when it has been published.

Not only will your club save the photo copy and postage costs, (thus keeping subs low), but you will be able to enjoy most of the pictures in full.

**Colour**

### PNMEC NAME BADGES

If any of the PNMEC members that feel they would like to have one of the Club's official badges with their own name on it, would they like to contact Murray Bold who will arrange to have the badge made.

### TALE OF TWO HUNSLETS

In his latest 'Letter from England' Stan Compton tells of preparing the second 'Hunslet' Alice class locomotive he has built, for shipping back to his son Chris in New Zealand.

The first 'Hunslet', named 'Maid Marion' was completed by Stan about 1980, while living in New Zealand. In 1989 Stan and Anne returned to England and shortly before they left, 'Maid Marion'

was sold to Trevor Kearns of New Plymouth. A few years ago Trevor sold the 'Maid' to Clive Walton. Stan, after a few years in England came to greatly regret selling the 'Hunslet'. He explained to me that the loco had several excellent features. It was not too big overall, easy to store and transport. It was

## HAWKES BAY MODEL ENGINEERS Mid-Winter Run 5<sup>th</sup>-6<sup>th</sup> July

by Richard Lockett

Chris Saunders and myself ventured over to HBME's Annual Mid-Winter 'Do'. With the weather forecast being of the 'not good' variety, we found that we were the only visitors to travel any distance.

Not having a 5" gauge railway locomotive, I use the weekend to run the Allchin traction engine and Anderson Park has nice concrete paths to run on, and as always the Allchin draws a posse of kids as it moves along.



equally at home on a raised or ground level track. It could pull useful loads all day and had a free steaming boiler.

Some years ago Stan began building 'Hunslet' No 2. Other locos and fire engines got in the way, but last year the second one was completed. It has been named 'Sophie' after a granddaughter. It differs slightly from the original. The second one doesn't



Sunday dawned as Saturday had, clear skies but with strong winds blowing off the snow covered Ruahines and Kawekas which introduced an amount of 'chill' factor into the days activities. The Allchin stayed in its box. But being good fellows the HBME club had arranged for a large radiant heater to be delivered to the Park on Saturday afternoon and it sure came in handy on the Sunday. Chris and I did not move far from it at all. Chris even got to steer it as it moved around the park, this being Chris's first footplate experience on a full-sized traction engine. The machine in question being previously owned and restored by our Doug Chambers. It is a Ransome, Simms and Jefferies No 24090 built in 1911. A single cylinder, two speed block engine that is now owned by Wayne Clark of Havelock North.

In spite of its chill, it is always an interesting weekend at HBME, many thanks for your hospitality.



have a cab and it is not superheated. Both are finished in a lovely shade of red.

The little 'Alice' class Hunslets were built over a long period, between 1886 through to the late 1930's.

The main users were the slate quarries in Wales, although they found use in narrow gauge railways all over Britain. When the demand for slate ceased, many of the little Hunslets were sold to enthusiasts who took over narrow gauge tracks or built their own tracks on small estates. However, the demand for these little 5 ton engines is greater than availability and several 'brand-new' Hunslets have been built as recently as 2005. I came across a picture of two Hunslets double-heading on part of the restored Lynton and Barnstaple line. One had been built in 1886 and the other in 2005.

