



**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**

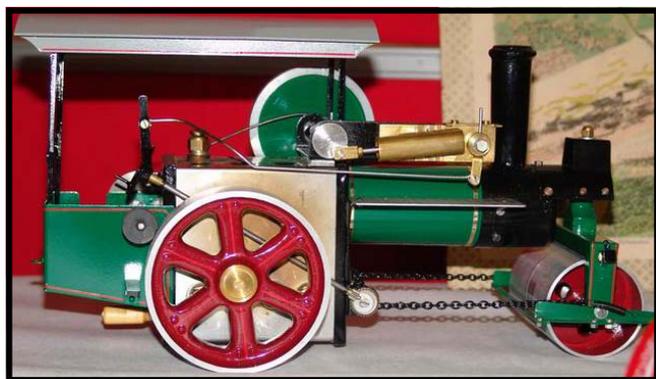


## REPORT on the MAY MEETING.

I don't know if it was the subject for the evening or what, but this was the best attended meeting we have ever had.

**Chris Morton** spoke on how he had acquired the drawings for the little traction engine that was the subject for the Les Moore Challenge when Palmerston North hosted the Convention.

**Bruce Geange** then spoke on the building of different versions of the engine. He has adapted his traction engines to be able to run in reverse as well as forwards.



Note the reversing lever on Bruce's Road Roller

**Richard Lockett** told of how further kits of castings are available and Bruce Geange is happy to supply copies of the drawings.

**Bruce Manning** had the castings and drawings for the 1½" scale Allchin Bruce Manning and Brian Leslie displayed the patterns for the 4½" scale Allchin that Stan Compton built quite a few years ago.

**Brian Leslie** had a collection of photographs taken in the Ashburton area.

**Doug Chambers** had his 1½" scale Marshall portable on display.

**Mike Barnes** spoke of the trek down the Waiararapa recently undertaken by four traction engines from the collection at Maewa near Feilding.

## JUNE MEETING.

This will be held on June 28<sup>th</sup> in the Hearing Association Rooms, Church Street, Palmerston North at 7.30pm.

**Bruce Geange will talk about and demonstrate building models from tinfoil.**

Few of us use tinfoil but Bruce has made some very high quality models in this medium and I expect that as a result of what Bruce tells us, more of us will start working in tinfoil in the future.

## COMING EVENTS

### Mid Week Run at Marriner Reserve Railway

26<sup>th</sup> June between 10.00 am and 2 pm  
24<sup>th</sup> July between 10.00 am and 2 pm  
Please contact Doug Chambers beforehand.

### Track running at Marriner Reserve Railway

1<sup>st</sup> July 1:00 - 3:00 pm  
15<sup>th</sup> July 1:00 - 3:00 pm

### Open Weekends

17<sup>th</sup> June Hamilton Model Engineers  
Hospice Run.

7<sup>th</sup>-8<sup>th</sup> July Hawkes Bay Model Engineers  
Mid-Winter Run.

## SUBSCRIPTIONS

Subs remain the same as last year.  
\$30.00 full members

\$15.00 for country and junior members.

Note that Murray Bold is the new Treasurer. You can give the money to him on club night, down at the track or post it to him at C/o 22 B Haydon Street, Palmerston North.

The closing date for the next issue of The Generator is Friday 13th July

## LETTER FROM ENGLAND

From Stan Compton

Recently the Hereford Society organised a coach trip to the Harrogate Show, located in Yorkshire.

It meant about seven hours travelling time but well worth it. There were sixty-one trade stands and forty-one club stands besides outside attractions like traction engines in steam, a portable track in use and a replica 'Locomobile' gliding along leaving a trail of exhaust steam. Very similar to the one from Kimbolton that (I saw years ago.)

There was so much there to see, I will limit my choice to what appealed to me on the day.

First was a 10¼" gauge 'Royal Scot' built in Dunedin. It had been started in the thirties with materials imported from Bassett Lowke in England. It was one of H. Greenly's designs and it took twenty years to complete. Whether it ran in New Zealand I don't know but it looked very well made.

A pair of Buggati racing car models, only about a foot long were on display. One as a chassis, the other with the correct body fitted. I know nothing about vintage cars but what exquisite workmanship. With quarter elliptic rear springs and mechanical brakes with chassis mounted levers and exposed cables to a similar lever on the front king pins was something I had never seen before. The overhead camshaft engine and gearbox, like the rest was a pleasure to examine; how the tyres were made I have no idea.

I take my hat off to the man sitting in a wheelchair operating the joystick controls for a walking dragline he had built. A pile of scale sized grit was being moved showing the correct action of the machine which would walk just like the original. To build such a model sitting at a workbench takes a lot of dedication.

Years ago a very early locomotive was discovered in North Wales in a tunnel that had been bricked up. An 0-4-0 long wheelbase tender engine with two outside cylinders driving onto the trailing wheels requiring long connecting and coupling rods.

The engine called 'Fire Queen' is now on display, I think in Caerofon Castle in North Wales. You can guess that someone would model one even though no drawings are available and I found one, built in five-inch gauge on a Club Stand. It had obviously been well used and of simple cab-less construction, 'a useful engine'.

Every time I look at the Model Wheelwrights stand with models of every description that are always worth closer inspection. I notice the collection of traditional wood wheelbarrows, each about 50mm long, made from hardwood the collection grows each year. A card glued on described the timber used,

things like laburnan are now being used in the search for different materials to add to the collection.

I always like the model of the wheelwright's machine made to cut the dowel on the end of the spokes of a cartwheel. These have been fitted into the hub which is mounted on a spindle. The hub can be indexed around and a cutter rotated by hand cuts the dowel on the end of each spoke in turn.

Many of us will have seen a model of a man on a rowing boat propelling his craft across a pond.

On display on the water tank was a rowing boat with three skeletons on board. Two passengers and one rowing the boat. It was uncanny to watch it row, even turning its head to look for direction, as is usual when rowing. This had us all puzzled, if the rowlocks provided the action there was no sign of any mechanism?

After a while we had to ask the operator. Yes, the rowlocks did provide the oars and concealed under the thwart the rower sat on was a miniature set of robotics. The 'Airfax' skeleton had been cut through the spine to allow the head-turning action but no mechanism could be seen at all. This was the highlight of the show for a lot of us.

On the same tank was a black swan serenely gliding about, the operator could send a very fine jet of water at any, usually female, spectator that caught his eye!!! On looking for gauge glasses with the blue stripe that makes the water level easy to read, I found just a few left. I was told that these are now unobtainable so we shall have to resort to painting a diagonally striped panel to mount behind the plain glass.

Incidentally plain glass is usually pyrex, but I read once that the coloured striped glass was soda glass. This usually has a greenish tinge viewed end on, but I have never had a problem with it. When I cut a gauge glass I use a carbide lathe tool edge on, rolling the glass against my thumb.

## FOR SALE

The locomotive is a 3 ½" gauge 'Juliet' built as designed by LBSC in 1946. The locomotive has an axle pump and a hand pump. It has Baker valve gear and is known to run very well.

It does not have a current boiler ticket but a test can be arranged if a purchaser desired.

Enquiries to Doug Chambers, Phone 06 354 9379  
Price to be negotiated

As this 'Juliet' has an interesting history I have taken the opportunity of writing it down.

The builder was Jim Mann of Greymouth.

Jim's father was a Scotsman and a clockmaker by

trade. When Jim left school his great desire was to be an engineer and he approached Dispatch Foundry in an attempt to get an apprenticeship. Unfortunately they had no position at that time for another engineering apprentice, but they suggested that he take up a position in the Pattern Shop and that perhaps he might be able to take up an engineering apprenticeship later on. Jim never got the chance to become an engineer and after many years he left Dispatch Foundry to work in a joinery factory. He soon became foreman and later spent nearly all his time preparing drawings, working with the architects and builders.

Jim had a gift for sorting out problems with cars and was also able to do clock repairs.



However it wasn't until after he had retired that he commenced building the little 'Juliet'. There were no other model engineers in Greymouth to ask for help or advice, so Jim had to press on by himself.

Jim was well into his seventies when the engine was finished and although it was steamed up on a couple of blocks with the wheels spinning in mid-air, it wasn't run on a track for some time to come. It is a long way from Greymouth to Christchurch or Greymouth to Blenheim and Jim never found the time to go.

When Jim's ninetieth birthday was nearing, he decided to come up to Palmerston North to celebrate the occasion with his son Noel and many relations who live in the Manawatu.

The little 'Juliet' was sent up in advance and Noel rang me to ask if I would check the engine over and arrange a time when they could have a 'special run' to see if the locomotive would run. I agreed and as it was only to be a one off event and time was short, I did not worry about a hydraulic test. I did however check the 'Juliet's' pressure gauge against a master gauge and carried out a steam accumulation test. The hand pump worked well. I ran the engine on blocks for a while ensuring that the axle feed pump and the lubricator were both working. With everything working perfectly I put the engine away to await the trial run on the track. On the appointed late afternoon Richard Lockett and I took the locomotive down to Marriner Reserve and set about raising steam. Noel and his father arrived along with about fifty or sixty relations all armed with cameras or video cameras to record events.

At this point I wondered if I should have had a more intensive check of the engine and perhaps a test run on my own. I fervently hoped that the 'Juliet' would behave.

It did!!!! Jim was sat on a small driver's truck and with his son and grandson steadying him and he was able to lean forward and open the throttle. I'll never forget the smile on his face when the engine moved off making easy work of the builder's weight.

After shunting forwards and backwards a few times Jim handed over the controls to Richard who topped up the boiler and tanks with water and set up a good fire. He then set off on a circuit of the track. This is 1500 feet long and has a grade of 1:70 up the bank. I'm sure you will all agree that it would be quite a trial for any 3½" locomotive let alone one having its trial run. The engine completed the circuit without having to stop through shortage of steam or water. A remarkable triumph for Jim who had waited over ten years to see the 'Juliet' working as it should on a track.

This event took place nearly eight years ago and four years later Jim passed away. Now Noel, his son is in his late seventies and is moving to a small unit from a large house. Noel has decided that the 'Juliet' is to be among the treasures that he will have to part with and so it is offered for sale.

So if you want to have a look at this locomotive, give Doug Chambers a call. Phone (06) 354 9379  
Price to be negotiated

## TRACK RUNNING.

The third Sunday of May and the first Sunday of June saw two 5 inch gauge 'Sweet Peas' taking part in the running. One was a 'visiting' engine being driven by Craig Moore, the side tank version built by Craig's father the late Les Moore. The second was the one built by Brian Avery who built his following the design for the saddle tank version.



On the May running day the Santa Fe EMD F7 shared the passenger hauling and in June Murray Bold's 'Phantom' took the major part of the passenger traffic.

The June running day was preceded by a barbeque and this drew along a few extra members.. Although there was a bitterly cold wind several of our older members braved the conditions and it was great to see their eyes light up watching the little five inch gauge engines bustling about. I know the large 7 1/4" gauge engines are great for shifting large numbers of passengers, but I really enjoy watching 5" gauge engines, being well driven and handling their share of the loads.

## MODEL ENGINEER MISSING MAGAZINES

We are still just a few issues short of completing some of the years of our collection of 'Model Engineer' magazines. Here is a list of the issues we require to complete our collection.

Year,	Issue Number.
1939	No. 1990,
1940	Nos. 2017, 2062
1941	Nos. 2098, 2193
1943	Nos. 2180, 2193
1946	Nos. 2333, 2334, 2337, 2351
1947	No. 2143
1948	No. 2434
1959	Nos. 3035, 3041, 3042, 3043, 3044, 3047, 3049
1963	Nos. 3230, 3232
1964	Nos. 3243, 3252
1965	Nos. 3269, 3271, 3286

If any one has any of these issues that they are prepared to part with would you please contact Doug Chambers, the Librarian at 22 B Haydon Street, Palmerston North or phone him on (06) 354 9379.

## THIS MONTH'S FEATURED MODEL



Why build a Model T railcar I hear you say? Because I could. No, not quite. I wanted to build a small G gauge loco that I could control by magnets and a microcontroller.

It needed to be large enough to carry its own batteries and have space for the electronics required. It has one magnet and two reed relays underneath the car. The magnet is for letting the track know where it is and the reed relays detect magnets set out on the track.

I hope to have this running automatically at the next National Garden Railway convention in Wellington and our own Model Mee 2008 exhibition next year.

The NZR RM class **Model T Ford railcar** was a type of railcar that operated on New Zealand's national rail network. Only two were built, classified as RM 4 and RM 5, and they were experimental railcars designed in an attempt to offer improved passenger services on quiet country branch lines that served regions with small populations.

Although both Model T Ford railcars were dumped, a replica was built by the Pleasant Point Museum and Railway and is a popular attraction. Its popularity is enhanced by the fact that while Model T Ford railcars and railbuses of various types were built around the world, it is one of only two replicas in the world (as all originals were scrapped) and the only built to New Zealand's specifications. During summer and other holiday seasons, it runs services from Pleasant Point station multiple times daily.

Murray Bold

## A JOURNEY TO VISIT OUR FRIENDS AT THAMES

Myself, Richard, Murray & Janice, Chris & Paulette, Mr Sandman and Robyn had a fun May weekend in Thames along with members from a number of other North Island clubs. Some of us that travel are quite organised and some of us have a more laid back approach. Either way it all seems to work out. Myself, Richard, Murray, Janice and several members from other clubs stayed in a lovely small quiet motel up on the hill behind the hospital. The four of us shared a one bedroom unit. Nice and cosy. I came out of the shower on the Saturday night to find eight people sitting around, nattering and having fun. That's the way it is with these shindigs, lots of good talk and laughter with friends. If you are not one of those that travel to other clubs I can recommend it.

The weather was warmer and dryer than in previous years and running went on until quite late. The club has a new storage shed, a 40 foot long container with three lines of track that can accommodate quite a few locomotives plus rolling stock. The Thames club plan to camouflage it to match their station.

Upon returning from visiting our sister clubs around the country I have a tendency to wax lyrical. For those of you that don't know, this particular weekend has some traditions, especially with regards to the catering. So in appreciation of the excellence of the food and the warmth and hospitality of the catering staff I offer this tribute.

What is the matter with Mary Jane?  
She's crying with all her might and main,  
**And it's hot meat pies for dinner again.**  
What is the matter with Mary Jane?

What is the matter with Mary Jane?  
She's perfectly well, and she hasn't a pain;  
**And it's creamy mashed spuds for dinner again.**  
What is the matter with Mary Jane?

What is the matter with Mary Jane?  
I've promised her dolls and a daisy-chain,  
**And it's small green peas for dinner again.**  
What is the matter with Mary Jane?

What is the matter with Mary Jane?  
I've promised her sweets and a ride on a train,  
**And it's Tui's rice pudding for dinner again!**  
What is the matter with Mary Jane?

Cynthia Cooper



Waiting at the Station



Jimmy driving Dave's Shay



Grant's New and Old Locos



Martin chats with the station master.