



Newsletter of THE PALMERSTON NORTH MODEL ENGINEERING CLUB INC

Managers of the "MARRINER RESERVE RAILWAY"

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March 2003
No 277

PNMEC Home Page www.pnmeec.org.nz

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TRACK RUNNING

This is held on the FIRST and THIRD Sunday of each month, from 1pm to 4pm Summer and 1pm to 3pm 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 too, 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,

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Coming Events

Coming Events; Monthly Meeting; This will be held on the 27 March at 7.30 pm in the Hearing Association Rooms, Church Street, Palmerston North.

Cynthia Cooper, Bruce Geange and Chris Morton will give us a talk on 'Hornby'.

Mid Week Run at Marriner Reserve Railway : 25 March between 10 am and 2 pm.
Please contact Doug Chambers before.

Track running at Marriner Reserve Railway:

6 th April	1 - 4 pm
20 th April	1 - 4 pm

Open Weekends :

Havelock North	April 18 - 21
Auckland society of Model Engineers	April 18 - 21
Thames 10 th Birthday Weekend	May 17 - 18
Manakau Live Steamers	May 31 , June 1 - 2

The closing date for the April 2003 Generator is Friday 11th April

ANNUAL GENERAL MEETING

This will be held on the 24. 4 . 03 in the Hearing Association Rooms, Church Street, Palmerston North at 7.30 pm.

We will require a new President this year as Ian McLellan has indicated that he will step down after this term. Also members should be thinking about whom they think a fitting recipient for the 'Compton Shield' (awarded to the club member of the year) would be.

FEBRUARY MEETING

Members had been busy with wide ranging projects over the Christmas period judging from the variety on display at the February Meeting.

Graeme Avery had a much modified steam tractor that he constructed from a set of castings the club had surplus after the Convention.

Fred Kent had a group of Nicad batteries he is going to use to power his electric garden tractor.

Bruce Geange display the steam crane he is making.

Murray Bold had a truss bridge and a set of points for the "Garden Railway" he is making.

Richard Lockett is laying out a five-inch gauge railway around a large section in Masterton. He had the components for the automatic gate opening and closing device allowing the train to pass through the swimming pool area.

Ian McLellan displayed the tender frames for his "Maisie".

Chris Morton displayed a very old Marklin stationary steam plant that had a two cylinder compound steam engine.

Brian Wiffin had some grinding stone mounting plates that he had made for his cylindrical grinder.

Andrew Barsanti had a tool he had made for holding drawer knobs while he machined them.

MARCH MEETING

Cynthia Cooper, Bruce Geange and Chris Morton are to entertain us with an evening of '**Hornby**'.

They will no doubt give a brief history of the Company and display models of the different gauges made, both clockwork and electric.

FOR SALE and GIVE AWAY

A "Rogers" 'Q' (1878) 2 -4 -4 tank locomotive in 7 ¼" gauge.

Built in 1998 the loco is a good hauler and capable of sustained running, featuring a deep firebox and large ash pan. Price \$15,000

Enquiries to Ted Carter 37 Fairview Road, Rotorua. Phone 07 348 1924, after 5 pm weekdays. Anytime weekends

1:- Boat hull. Mahogany triple planked 1700 mm long. c/w Stuart turner D10 steam engine, vertical boiler, water tanks, shaft etc. Would make a superb river launch. \$3200.

2:- British Naval dockyard tug. Steam driven by Stuart turner D10 Engine. single screw. Fully radio controlled c/w 6 channel TX.

Minor detailing to complete all drawings and materials included. \$4500.

3:- Submarine (2 man). radio controlled. Full kit including 4 channel radio and servos. \$700

4:- Lion in 5" gauge. Set of drawings and castings. Boiler completed with some fittings and current certificates. \$1100.

5:- Foden steam wagon .Complete set of drawings in 3" scale for sale \$100.

All the above Phone Chris Rogers (06) 356 1759

On behalf Emco Unimat Hobby Lathe new still in box with extra attachments 4 jaw chuck, vise and tool bit set. Buyer collects or pays freight \$650 ONO Contact Don Dudley Phone: (06) 368 6120.

Can also contact "dandem.sutcliffe@xtra.co.nz"

1 large, VERY OLD drill press. was powered with flat belts, but now has electric motor. It's very worn, but I don't want to dump it! Somebody PLEASE take it!. Contact Roger Corlett Phone (06) 353-7962

LETTER FROM ENGLAND

By Stan Compton

The Hereford Club had our annual coach trip to the London Exhibition, how tatty that city is after our little country town.

Plenty of trade stands to choose from, not as many locomotive models but this is understandable, it takes a lot of effort to support such a venture.

One model I was delighted to examine closely was the 5" gauge 0-4-2 tender locomotive of the "Jubilee" class of the LSWR that won an IMLEC trial once. Being very similar to the 0-4-4 I am building, I was able to check up on correct details. The club member on the stand assured me that the engine would perform well, knotted right up next to mid-gear.

Far more boat models on display than at the Midlands Exhibition where we see more locomotives and engineering models.

At the end of the hall is the refreshment area with plenty of chairs and tables. Many of us take our sandwiches and it is a treat to sit down. Two men from the Southampton club joined me at our table and I remarked that I was stationed on a small Naval Base in 1944 preparing for the D-Day landings. The base was near Southampton in a small village called Bursledon, on the River Hamble. They knew the place and by coincidence one of them had served his apprenticeship in the very workshops that we had used during the War. I was only 19 at the time and he was able to remind me of a lot of the changes made since then.

One memory I have was of the height of the tides on that river. It would rise ten feet and on the ebb the water level under the road bridge was a foot different on the downstream side. This accounted for the difficulty our coxswain had when taking an empty LCM with its massive ramp door downstream, and getting caught fast under the bridge.

It also brought back memories of lying on the shore under the stern of an LCM, a 32 foot assault craft, replacing the propeller on a freezing winter's day. These craft were made of mahogany, carvel planking just like an expensive yacht. When the time came for these vessels to go to War they sailed with their decks covered with full jerricans of petrol!! How envious I was when left behind, such is youth.

One item of interest I was able to pass on was the fact that our old mentor LBSC used to visit a private track for 2 1/2" gauge at Bursledon before the War.

Now a new motorway passes quite close and last year when returning from the South Coast by coach I realised we were passing the very place of wartime memories, it looked just the same only larger.

Bren Campbell's article on his experiences in North Africa is so interesting, I have been asked for the second episode already.

We had a documentary on TV recently on the origin of those amphibious vehicles commonly called 'Dwks'. It seems that a bright engineer was asked to convert a standard 6 x 6 GMC truck to perform a dual role to assist with moving supplies ashore after a landing had been made. He made the basic conversion in 38 days, and that impressed me., but the vehicle did not impress the Military minds until one day in a violent storm a vessel was needed to rescue people from a stranded ship. The driver of one of these 'Dwks' made a successful rescue and luckily it was filmed working in heavy seas. It looked impossible but the vehicles proved their worth. We now know what a success they were, providing they were adequately serviced. I was unaware that the later version had remote controlled adjustable tyre pressure to suit hard or soft surfaces.

Going back to the Wembley Exhibition I forgot to mention the superlative half size model of a Matchless G 50 motorcycle engine, it was superb!! The builder happened to be there and I could only say "Full Marks". His old type rotary aircraft engine was also excellent but I could almost hear the full size G 50 going up through the gears as I stood looking at the model!!

On reflection there were a lot of models to look at, a 5" gauge "Rocket" was built to run on a ground level track with a photograph to prove it, a very nice 5" gauge "Koppel" scaled down from 7 1/4" gauge made a handy sized loco. A diorama of a riverside dock with a metre long Thames barge deserved more space than was available.

One commercial stand had a model of a French portable engine made from a kit of parts ready to assemble a very pretty engine, lots of polished brass and costing about \$4000.

I have been told that castings for locomotive models are much cheaper in Germany, why this should be is a

mystery to me. It is a specialty business and quantities are small really, I don't believe retailers get a big return on their capital outlay. One of our members had been to a big show in Germany and was overwhelmed by the size of the venue.

I have been dipping into my book on industrial history of New Zealand and have found some interesting facts. For example the early days of Wilson's Cement. Can you imagine trying to produce such a complex product as cement with just a handbook of theory to go on? This is just what happened in Victorian times at Warkworth, they ended up making their own coke and pipi shells were brought to Clevedon by scow to be ground up for their carbonate content.

A Weekend @ Manu Arika Marae

1:00 pm Friday afternoon, Janice and I headed for Taumarunui and then up the road 10 km to arrive at Manu Arika Marae for their annual cultural weekend. It took 4 hours including a ½ hour coffee break at Ohakune to get there. About three thousand people arrive by bus, van and cars from all parts of the North Island. Feeding and housing this many must be a mammoth task. When we arrived some of the other drivers and helpers were already there. As we are guests we get to use the VIP accommodation. So after unloading the car, our rooms were allocated, coffee brewed and tall stories told until bedtime.



Some of the drivers and helpers at the station.

7:30 am Saturday morning, out of bed, washed, dressed, breakfast, then down to the roundhouse to unload and get the locos into steam for the long day ahead. There were thirteen visiting



F199 Running for the first time out of Auckland.

locos, plus the two petrol electrics from Manu Arika. Each loco had two or three trolleys in tow. The Manu Arika track is 3200m long.

Approximately 700m is flat, 1700m climbing the hill at a 1:70 grade; the other 800m is down hill. As soon as a train was loaded at the station, it was off out on the track. The round trip takes about 25 minutes. With 15 locos and 3200m of track, which winds around the hills and trees, you hardly ever see another loco. Now and again you may get to see the one in front or the one behind. We ran all day with short breaks until about 5:00 pm.

8:00 am Sunday morning, very misty, steamed again by 9:00 am, out on the track until 1:00 pm, blow down, lunch and pack up for the trip home.

A new loco, on its way to Featherston, was F199, a petrol-hydraulic model of the last remaining Fell engine that was used on the Rimutuka Incline. It will be used, on a yet to be built track in a local park near the Fell Museum.

Murray Bold

LOCOMOTION 2003

March 1st and 2nd saw hot sunny weather greet the visitors to this years Locomotion Event. There was the usual mix of new and old faces and some new locomotives as well.

Due to vandals attempting to burn down the Palmerston North City Council's pavilion that we have used in the past for the preparation of meals the format had to be changed this year. Barry Parker made his large camper van available and with some chairs and benches placed in the shade of the willow trees we were able to manage very well. Thanks Barry for the use of your van.

A very grateful "Thank You" to all the ladies who contributed baking and labour towards putting on the lunches and morning teas.



A lineup of the traction engines present

Visiting locos attending included, 'Lil Lima' John Harman, 'Owain Glyndwr' Peter Carr, NZR Ww Robbie Galvin, 'Virginia' Trevor Watt, 'Nigel Gresley' Kerrin Galvin, 'P.V. Baker' Martyn Smyth, 'Great Northern' Laurie Bason, 'Springbok' Bill Philips, 'No 66' Gavin McCabe and 'Toby Tram', Mitchell Galvin

For the first time model traction engines took part over the weekend. Monty George brought along his magnificent Fowler compound in 4" scale, Don Dudley had his 2" scale 'Minnie' and Bruce Geange had his 2" scale 'Durham and North Yorkshire'. All three were steamed over the weekend.

Also on display were, a Clayton and Shuttleworth steam truck built by Verdon Heath, A 'steam tractor' built by Graeme



Monty George and Chris Ambrose were the BBQ Chefs

Avery, an 1 1/2" 'Allchin' built by Richard Lockett and a 1" scale 'Minnie' built by Bruce Geange.

Later on the Sunday afternoon Roger Corlett steamed the "Beejax" he has bought from Dick Griffiths. A delighted Roger and passengers completed about twelve laps and the smile just got bigger !!!!!



The "Nigel Gresley" from New Plymouth

The Generator

ONE SAPPER'S WAR

By Bren Campbell

All of the opposing trains were met and passed at crossing loops at about eight mile spacing. These were manned by small detachments of 16th R.O.C. personnel who led a fairly lonely existence, but were relieved at regular intervals. One of their staff met each train at the outer limits and either directed us into the passing loop or gave us a train order to proceed into the next section. We surrendered the train order that we had carried through the section we were vacating.

Naturally half our operations were through the nights. There were no engine headlights and we covered the cabs and tenders with tarpaulins to conceal the flashes from the furnace door openings. To view the steam pressure gauge, water gauge glasses and boiler feed water injector adjustments we carried kerosene bull's-eye lanterns with the lenses covered when not in immediate use. Kerosene lanterns shielded with petrol can housings with tubular apertures facing the approaches to the points marked the crossing loop outer limits. The attendant at the points carried a normal shunter's signaling lantern which displayed a steady red light for stop, a steady green for proceed and a white light waved from side to side to indicate entering the crossing loop. On moonlight night's visibility was good but on really dark nights we got by with our interpretations of the shades of darkness. Our night vision became highly developed and by glancing away from the direct line of travel we could pick up the distant pinpoint signal lights. On clear moonless nights the brilliance of the stars helped. Under winter storm cloud cover the nights were pitch black but our familiarity with the feel of the track, sounds, bumps, kinks, curves and grades kept us informed of our whereabouts.

There were few if any train crews that escaped without adventure of some sort. To add to my runaway ride from Mohalfa to Similla, I was to experience a near miss on the same section but in the opposite direction. The line traversed wadis, which were natural drainage channels from the plateau in the wet seasons. Where track embankments crossed the wadis two or three large diameter (six feet) concrete conduits were laid through the earth fill to drain the upstream areas. On very wet early morning we had departed from Similla with the usual 1300-ton train with the banking engine at the rear. After covering sixteen miles with everything going well and the first light of day showing features dimly, I spotted an irregularity in the track alignment about midway round a curve to my side. The track was hanging suspended across about a thirty-yard gap in the embankment. I yelled this in military terminology to my driver who suspected that I was kidding and did not immediately react. I cranked on the tender brake and shut down the steam valves that were my responsibility and clambered out onto the cab steps prepared to take my chance and jump off. He driver crossed the cab and saw the damaged track and sprang into action. He slammed the throttle shut and put the steam brakes full on. There was a tremendous surge through the train as the banking engine caught up with the slack and I jumped off and scrambled clear, giving arm waving signals to the pushing engine crew who were too far back in the dim light to see me. However they felt the mighty surge and thinking that we had derailed, shut off and braked.

Fortunately on coming to a stop they released their brakes to allow the compressed buffers to run out. I ran to the front of our engine and seeing that its leading wheels were at the edge of the drop and the remaining earth was slowly subsiding. I yelled to my mate to 'back-off', which he did with some expediency. The twin pipe culvert had not coped with the storm water run-off and had washed away. A construction gang was soon on the scene with bulldozers and stacks of sleepers and in about four hours we were on our way.

Camel thorn bushes grew sparsely on patches of the desert and small herds of camels and gazelles roamed in the distance. Many of our own aircraft, Hurricanes and Beaufighters chose to fly, especially on homeward journeys so low that their propeller wash kicked up dust trails. They would pass close alongside our trains and when coming from behind the first we would know of their presence would be the sudden roar of their motors as they flashed past at cab window height, their crews no doubt enjoying the anticipation of our startled reactions.

There were occasional engine derailments through track subsidence's and one engine fell into a bomb crater. Where these events occurred the rails were cut each side of the accident and the ends of the track drawn sideways by bulldozer. The gaps rejoined with new rails and sleepers and back to business as usual.

To be continued.....