



## 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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here

## This Months Featured Model



## Report on the February Meeting.

The theme for the evening was 'How your current project advanced over the Christmas Holidays'. From the items on the table it appears that some members had been rather busy in their workshops.

**Ian Stephens** had a brass vintage car that he is making. He admitted that it is a new challenge and he had had to overcome several problems. He also had a small vertical stationary steam engine that he had completed a couple of months ago.

**Fin Mason** showed us the partly machined crankshaft for the Rolls Royce Merlin engine he is building. He also showed us the connecting rods made from aluminium. The aluminium came from a section of a propeller off a WW2 Hudson bomber. The late Jim Garden had bought the aircraft for scrap after the war.

**Robert Edwards** had some wheel sets for a driver and passenger trolley that he is making to suit his 5" gauge Heisler.

**Bruce Geange** had a small flame sucker engine which for some reason would not run. It sat on the bench for some months and various remedies were tried to get it to go. No luck at all, and then 'disaster'; Bruce dropped it and it fell on the floor. No apparent damage but when it was turned over by hand it made a different sound. Bruce lit up the meths burner and the little flame sucker engine ran as it was supposed to!!!

For something different Bruce has started to assemble the little 'Flying Scotsman' kit that came out as a series in a magazine.

**Doug Chambers** brought along the headlight for the American 4-4-0 that he is building. He had been working on the boiler but the recent spell of hot weather made that task too hot, so jobs that don't require brazing are being done until the weather cools down.

**Richard Lockett** said that while in the South Island for the Convention, he went to Springfield where there was believed to be the remains of a NZR U class tender. He investigated this hoping to get some details of the tender that he needed for the 7¼" gauge NZR U that he is building.

**Ian McLellan** is making a very small steam

pump and the drilling of the ports is more like watch-making than model locomotive construction.

**Murray Bold** has bought a 3D printer and is making parts for G gauge railways. He has found it not as easy to run as he thought. The device is very sensitive to temperature and it will require time to understand.

**John Tweedie** showed us the crankshaft and eccentrics for his 3 ½" gauge 'Shay'. He has recently been overseas and for a time stayed in a house on the old 'Hunslet' locomotive works site in Leeds.

## March Club Night

7:30pm, Thursday 27 March 2014  
Hearing Association Rooms  
Church Street, Palmerston North

It is to be a 'Buy, Sell or Exchange' evening. So hunt out all those bits from under the bench that you have no use for and bring them along. They might just be the very thing that someone else needs.

## COMING EVENTS

### Track running at Marriner Reserve Railway

March	16 <sup>th</sup>	from 1pm to 4pm
April	6 <sup>th</sup>	from 1pm to 3pm
April	20 <sup>th</sup>	from 1pm to 3pm

### Open Weekends

**Keirunga Park Railway**

Open Weekend April 18<sup>th</sup> - 21<sup>st</sup> Easter.

**April Meeting.** This Meeting will be our **Annual General Meeting.** It will be held on the 24<sup>th</sup> April at 7.30pm in the Hearing Association Rooms, Church Street, Palmerston North.

During the evening members will be asked to vote for the **'Clubman of the Year'** so you should be giving some thought as to who you think would be a suitable recipient.

The closing date for the next issue of The Generator is Friday 11th April

## THIS MONTH'S FEATURED MODEL

### Six-Cycle Engine something different!!

A six-cycle motor is not new - the idea goes back to the late 1800's.

In those days, gas engines were a new development and hundreds of inventors were busily designing their own version of a perfect motor.

In an ordinary four-cycle engine, a certain amount of burned gas remains in the cylinder every time it fires. In past times, the inventors reasoned that by extending the firing time to every third revolution, almost all of the burned gases would be dissipated from the cylinder. Then upon firing, a more powerful explosion would occur.

Their assumptions were correct.

Fuel-wise the six-cycle is more efficient.

However, that extra revolution between power strokes is also accompanied by a drop in power. The model is of simple construction and by limiting the RPM to a governed speed of approx 700 it can be run for an hour or more without overheating.

Bore – 3/4"

Stroke – 1 1/2"

Fuel – Fuelite with added oil

Battery and coil ignition

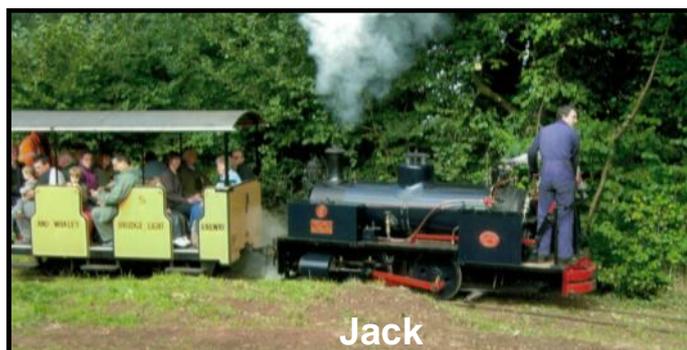
Graeme Hall  
Wanganui

## LETTER from ENGLAND

By Stan Compton

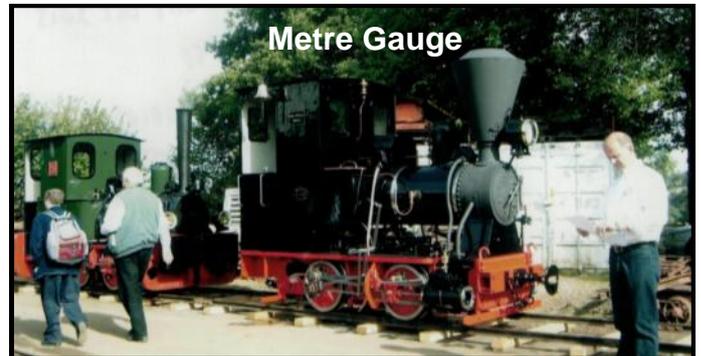
I was recently able to visit a small locomotive works, Alan Keefe Ltd. who arrange an Annual Open Day. The standard of workmanship whether new build or rebuild is most impressive. A map displayed showed the variety of places world-wide they export to.

In steam outside on the short narrow gauge track, an 0-4-0 T called 'Jack', a 'Barclay' I think, that used to run in a gas works, hence built with a very low profile. It was hauling a passenger



carriage up the steep grade with no trouble where the Kerr Stuart 'Peter Pan', the late Teddy Boston's locomotive that he ran on his church property, needed a good run at the grade to avoid stalling.

The two German locomotives were on a short length of metric gauge track, an 'Orenstein and Koppel' and a 'Krause'; both 0-4-0 tank engines that had been restored to as new condition.



When they had arrived at Alan Keefe Ltd they looked fit for the scrap yard. In the Works being overhauled was a 2-6-2 side tank locomotive named 'Russell'. On the plate in front of the



smokebox was a 3 1/2" gauge model of the Welsh engine showing what the locomotive would look like when finished.

Walking through the small works that specialises in narrow gauge, set my memories back to when I worked at the Canadian locomotive works in Kingston, Ontario, in the 1950s. The firm had a contract to build 90 'Pacific' locomotives for India. I worked with a Dutchman assembling the cylinder saddles that weighed three and a half tons.

Alan Keefe's works is well stocked with good machinery that produces a fine finish. To restore old locomotives that are in a run down state takes a special kind of worker, not many of whom are about these days.

I am sure that a visitor from overseas would not

be sent away, easy to find on the main road west called A40, just outside the village of 'Lea' near Ross-On-Wye.

There is a castle at 'Dunster' in Somerset next door to a restored railway, a shared ticket is available. I am told that the railway has one of the few remaining 'Edmonson' ticket machines still in use and on display.

We have just returned from a trip to the Yorkshire Dales based at 'Harrowgate' where mineral waters were discovered years ago and so the town became a Spa. The wealthy were given complex treatments with hot and cold water, the poor could drink the water containing sulphur to eradicate worms from their systems for free. Our hotel 'The Old Swan' was the one 'Agatha Christie' disappeared to in 1923. A tradition of the town was always that if a person wanted to stay 'incognito', that was their affair.

Being not far from Skipton, well known for its street market on Wednesdays: we bought refreshments in the old town hall that is used for a bric-a-brac market The restored wide canal now has four boats taking passengers for short trips and nearby is a restored railway 'Embassy and Bolton Abbey'. An hour away is York, always full of visitors. My wife was delighted to find a selection of craft shops and was able to stock up on silk needlework threads that she had been searching for. Looking for coffee we happened to find a cafe where the young man taking my order had 'white' pupils in the centre of his eyes, I found this most disconcerting and then I woke up, it was 'Halloween' and everybody was dressed up!

Our car park was next to the hospital, down a footpath now sadly overgrown and leading to the 'Railway Museum'. The steps on the bridge over the tracks had a narrow channel of steel on each flight and after a while I realised that these were to push a bicycle up or down, a great idea. On this trip we did not 'walk the walls' a tradition in York. Age is catching me up; those old steps were narrow and steep.

Our traditional 'ironmongers' disappeared years ago. I recall buying 'Primus' spares in Wells in Somerset. There is a Cathedral in the very small town which is called a city because it has a cathedral. 'Wookey Hole' is close by, known for its limestone caves. On the surface there used to be surplus items, eg moulds from 'Madame Tussads' waxworks in London, always a queue

there.

Our track running season at Hereford ended in November on a wet day., the latest addition is a model boat pond. An expensive item will be a pedestrian bridge to cross the ground level tracks.

## Furzebrook Railway

By Doug Chambers

The Furzebrook Railway, also known as the Pike Brothers Railway, was a narrow gauge line of three and a half miles length, on the Isle of Purbeck in the English County of Dorset. It was built to transport clay from the Pike Brothers clay pits near Furzebrook and West Creech to a wharf at Ridge on the River Frome. Operations started in 1840 and ceased in 1957. From 1840 to 1866 the wagons were horse drawn and used gravity on the downhill section to the river. This practice led to some accidents, one being when a wagon got out of control and after crossing the wharf, plunged through the deck and hull of a barge which promptly sank!! In 1866 the line was re-gauged to two feet eight and a half inches and a steam locomotive was purchased.

The first locomotive was 'Primus', an 0-4-2 well tank built by Bellis and Seeking in 1866. From all accounts it was not very successful and in 1888 it was converted to power a winding engine.

The second locomotive was 'Secundas' an 0-6-0 well tank built by Bellis and Seeking in 1874 and was still in use in 1955. It had a most unusual valve gear and it has been kept and displayed in various Museums.

The third locomotive was 'Tertius' a saddle tank



built by Manning and Wardle in 1886. This engine was photographed by my father in 1926. The fourth locomotive was 'Quartus' an 0-4-2 well tank built by Fowlers in 1889. It was scrapped in 1934.

The fifth locomotive was 'Quintus' an 0-4-0 saddle tank built by Manning and Wardle in

1914. It was still in use in 1954. The sixth locomotive was 'Sextus' an 0-6-0 saddle tank built by Pecketts in 1930. It worked through to 1955 and was finally scrapped in 1962. Lastly was a second-hand 'Simplex' diesel bought in 1951.

The first steam locomotive 'Primus', was converted to power this cableway, my father shown leaning on one of the buckets.



The cableway evidently brought clay from another pit to the railway where it was loaded onto the narrow gauge wagons and transported by rail to the



River Frome. The second photo although not very clear is interesting as it shows the young lady who was in charge of operating the cableway. Because of the tremendous number of men going into the Army and over to France during World War 1, many of the jobs had to be done by women and this young lady had continued in this occupation.

## LOCOMOTION 2014

The weather was perfect for the two days, fine and sunny with just gentle breezes. Temperatures varied between 19 - 22 degrees. There was a steady stream of public wanting rides and the engines running were able to keep up with the loads without difficulty.

Among the engines running were some of our usual visitors and a few trying the Marriner Reserve Railway for the first time. All the drivers seemed to be enjoying themselves.

As usual Bruce Geange was steaming around the park behind his 3" scale Burrell traction engine. This year Monty George had brought Ron Brown's 4" scale Burrell down from New Plymouth where he has been preparing it for sale on Ron's behalf. Ron, who now lives in Pahiatua and was able to attend on Saturday and he was seen driving his engine during the afternoon.

Alf Christiansen of Hawera, also had brought along his 4" scale Burrell. It differs quite a lot to Ron's.

On the Sunday Dave Turner came up from Wellington with his 3" scale Case 65hp traction engine. Parked alongside the English engines one could see the completely different design of the American machine.

Graeme Hall had a great display of his internal combustion engines. Several times during the weekend we were treated to the snarl of the Bentley Rotary's 7 cylinders and the popping of the Atkinson Differential and the six cycle engines.

Of the locomotives; they all seemed to be running well whether steam, diesel, petrol or battery electric. Great to see old friends again and meet new friends, I hope you call come back next year.

**Thanks Very Much** to the members who assisted during the weekend, selling ride tickets, selling tickets for the raffle and helping to erect the tents etc. Finally I once again have to thank the ladies who were in charge of preparing the food. Not only do they have to put up with their husband's hobby, but they get involved in a lot of extra work preparing meals and morning and afternoon teas. You all do a marvellous job and your efforts are very much appreciated.



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