



Newsletter of THE PALMERSTON NORTH MODEL ENGINEERING CLUB INC
Managers of the "MARRINER RESERVE RAILWAY"
Please address all correspondence to :- 22b Haydon St, Palmerston North.

PRESIDENT
Chris Rogers
(06) 356-1759

SECRETARY
Murray Bold
(06) 355-7000

TRACK CONVENOR
Richard Lockett
(06) 323-0948

EDITOR
Doug Chambers
(06) 354-9379

**May 2006
No 312**

PNMEC Home Page www.pnmeec.org.nz
Email:- pnmeec@clear.net.nz

**T
H
E

G
E
N
E
R
A
T
O
R**

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

Place stamp here

The new highway, installed at great cost to PN City Council for the use of PNMEC members.



MARCH MEETING.

Reports from the President, Auditor, Track Convener and Boiler Committee were read and confirmed.

Election of Officers

President	Chris Rogers
Vice-President	Cynthia Cooper
Secretary	Murray Bold
Treasurer	Barry Parker
Editor	Doug Chambers
Track Convener	Richard Lockett
Librarian	Doug Chambers
Committee	Stuart Anderson, Ian McLellan, Bruce Geange, Maurice Job, Richard Lockett.
Boiler Committee	Doug Chambers, Richard Lockett, Ken Neilsen, Chris Rogers, Brian Wiffin.

The 'Compton Shield' for 'Clubman of the Year' was presented to Richard Lockett.

May Meeting

This will be held on the 25th May at 7:30pm in the Hearing Association rooms, Church Street, Palmerston North.

The theme for the evening is 'Bits and Pieces' and another of Richard Lockett's talks, this time on 'Edge Finding'

COMING EVENTS

Mid Week Run at Marriner Reserve Railway

23rd May between 10.00 am and 2:00pm
27th June between 10.00 am and 2:00pm
Please contact Doug Chambers beforehand.

Track running at Marriner Reserve Railway

4th June 1 - 3 pm
18th June 1 - 3 pm

OPEN WEEKENDS

Manakau Live Steamers Mid Winter Meet
3 - 5 June
Hawkes Bay ME Mid-Winter Open Weekend
22 - 23 July

FOR SALE PETROL- HYDRAULIC 'Hunslet' (7 1/4" gauge)

This is the NZR Dsa built by the late Jim Curtis. Fully detailed the Dsa looks good and runs superbly. This is a classic example of model engineering. It featured in the Australian Model Engineering magazine (September-October 2002) and comes complete with a purpose built driver's car built to the same standard.

Enquiries to Jean Curtis, 115 Guy Street, Dannevirke. Or phone 06 374 7151. Price \$10,000.

0 - 4 - 0 NZR Tr.

In 7 1/4" gauge. Powered by a Briggs and Stratton via an Albion gearbox. Including a driver's truck. Asking Price \$3,200 Phone (04) 904 6195

SUBSCRIPTIONS

After many years of holding the subscription rate at the same level, it has been decided to make a small increase. (Inflation adjustment).

Member \$30. 00
Country Member or Junior Member \$15. 00

Please make cheques payable to PNMEC and give to the Treasurer (Barry Parker)
C/o 22 B Haydon Street,
Palmerston North.

The closing date for the next issue of The Generator is Friday 9th June

MODEL MEE

The Palmerston North Model Engineers are going to have a Model Engineering Exhibition in the Leisure Centre, 26th – 27th August with set up on Friday 25th. Members are asked to start thinking about what they have to display. Bruce Geange and Chris Rogers are the coordinators.

RAILX 2006

On the 15th –16th July Palmerston North Model Engineers will be operating the portable track outside the Barber Hall. Inside the Hall the table top railway clubs will be hosting their usual show. "The portable track will be in operation from 10:00am until 4:30pm both days. Help from members would be welcome and appreciated for setting up, running during the day, and for dismantling at the end of each afternoon."

Rotorua Model Engineers Open Weekend

Bruce Geange

Leaving home on Friday morning we headed for Rotorua in the rain that lasted almost until Taupo. We had our lunch with us but due to the weather we stopped at the Gumboot Manor in Taihape for this. We visited friends in Taupo for a while and arrived in Rotorua at 5:00 pm.

Saturday was fine and cloudy in the morning and we were at the venue at 9.40am. Stuart Anderson had his locomotive on the track and Chris and Pam Rogers were also there. Morning tea was served and then the traction engine was unloaded and steamed. A good lunch was served followed by more running with the Burrell in between the showers of rain.



After 3:30 pm. the rain had set in and things became very wet. The engine was loaded onto the trailer and

covered. The meal that evening consisted of a two course roast dinner held in the museum smoko room due to the dampness outside and was enjoyed by all who were there along with the stories being told.



Sunday was fine and the Burrell was steamed and ran around the complex and giving rides as required. There were certainly people around today. The museum had the McLaren traction engine No. 455 in steam driving a stationary hay baler part of the time. This engine came from a park in Rotorua and has had a new boiler fitted inside the existing boiler and works well. The boiler for the stationary engines was also in steam with engines in the museum running. In the blacksmiths shop the forge was in operation with demonstrations of shaping steel were going on. A very worthwhile place to look through. The trains were kept busy most of the day and lunch was another hot dinner with the leftovers from Saturday night.

We must say thank you to the Rotorua club for a



great weekend and giving help when needed.

Photos Stuart Anderson

Traction Engine Rally

Friday 24th March 2006

From Rangiora we drove through to New Brighton to have a look around and walk out to the end of the pier which is 300

New Brighton



there a Cranko vertical steam engine made in Havelock North was driving a small Meccano model. Three 1½ inch scale traction Engines and a Clayton Steam

Wagon along with wooden toys were also being shown. In the traction engine area many were parked at their numbered place and others were still arriving. In the ring were wooden mills, chaff cutters, a hay baler, saw mills, wagons, cranes and a pile driver with a steam



Coaling depot at Lyttelton

meters long, 6 meters wide and is supported on 17 piles. From here we drove over the summit hill with a small detour to Godley Head to check out some walking tracks before arriving at Lyttelton stopping to view the coal storage depot. Coal is railed here from the West coast and stored until being loaded onto ships. Lunch was had here and then we went through the tunnel to Christchurch. Here we filled the vehicle with petrol and had a look through Acorn Model Shop before heading for Rangiora Show Grounds. On arrival we collected our registration pack before having a look around the grounds and exhibits. One shed had a large display of photos of traction engines operating from way back and in a corner of the shed housed a model display of mainly toy steam engines. While we were

operated hammer. A collection of horse drawn wagons and a water cart were in another area. Photos were taken of the engines that were not covered and more. In the eating hall was a large old timber wagon, with a model traction engine at either end. There photos around the walls.



Cranko Steam Engine

That evening we all sat down to a delicious meal and were then treated to a ride on the gallopers when it was dark. It is a great sight to see with all the lights going and the organ music playing with people riding on the horses. One could have stayed there for hours just watching the machinery turn. All good things come to an end and it was time to leave.



Inside the dining hall Friday evening

Saturday 25th March 2006

On arrival at the rally grounds we unloaded the engines and prepared them for steaming. People were gathering around while steam was raised. In the traction engine arena all the engines were parked together for the official photograph that was taken from a platform lifted above the engines. There was plenty of smoke. Plenty of engines were trying out

to allow me to take a photo you would come back to people around it. Richard had the same problem while running his engine. A stop was made at the memorabilia tent and a few purchases were made. That evening we attended the dinner where 400 people sat down to an enjoyable meal with a great variety of food.

After the meal a speaker from the United Kingdom spoke to us. People from the UK were asked to stand up at the dinner and there was a large contingent of them. Another enjoyable day.



Line up of engines for the official photo.

the brake horse power testing machine and puffing lots of smoke into the air during the test. My Burrell was driven around the top area of the complex only with other model engines and a photo stop was made beside the Burrell Showmans engine, Quo Vadis, where the people kindly moved away and let it happen. Some members from the PNME club were seen at this event. When the engine was parked



Sunday 26th March 2006

At the Rally grounds by 8.30 am and there was smoke billowing across the grounds leaving its mark where it landed caused by a wind direction change. The lubricators



The weather during the afternoon became very cold and it was soon time for some warmer clothing. 3 pm was the time for the parade of traction engines and 4 models took part in this. My Burrell model

being the smallest was last in and a circuit of the arena was done with Richard as a passenger. At the end of the parade our hosts were there to greet us and 3 Andrews children were given rides. After this the engine was driven back to the vehicle and made ready for loading. When packed up, we went to a Supermarket and purchased supplies for the BBQ tea at the venue. Richard was the chef and did a great job. Following this we went back to the gallopers and had more rides and a last photo shoot chance. A wonderful finish to a great weekend.

on both engines were checked before steam was raised. A model Fowler engine visited us during the morning. Much more running around was done today, covering most of the ground. One of the food tents was run by a local church group and their food was delicious. A group photo of all the model engines had been arranged for 1 pm by a certain tent and we eventually managed to have most of the engines lined up. The water tanker was backed up and the top of the tanker was where a lot of the photos were taken from.



A night shot of the Mayhews Gallopers

A line up of the model engines

27th March 2006

On Monday morning we were packed up and on the road by 7.40 am heading for Picton with some rain on the way and a stop at Blenheim for something to eat before arriving at our destination and driving onto the ferry Kaitaki for a 1 pm sailing. This is a large ferry where the vehicles drive on at one end and off the other. There is plenty to see and do aboard. Our crossing of the strait was again comfortable and we arrived at Wellington on time. After leaving the ferry we drove to Mana where we filled the vehicle with petrol and carried on to Palmerston North arriving at about



6.30 pm and unloaded the Burrell and other bits. Richard carried on to Feilding from here. It was a great five days away.

Bruce Geange