



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

Robert Edwards
(06) 355-1489
pnmec-president@trains.net.nz

SECRETARY

Fin Mason
(06) 356-7849
pnmec-secretary@trains.net.nz

TREASURER

John Tweedie
(06) 358-0150
pnmec-treasurer@trains.net.nz

EDITOR

Doug Chambers
(06) 354-9379
pnmec-editor@trains.net.nz

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PNMEC Home Page www.pnmec.org.nz
Enquires Email:- pnmec@trains.net.nz

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
22b Haydon St,
Palmerston North

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This Months Featured Model



Report on the April AGM Meeting.

Now the Annual General Meeting is over, the elected officers can prepare to lead us on through the next twelve months. The Minutes of the 2012 AGM were read and confirmed, and the various reports were read and accepted. The following Officers and Committee were elected to lead us through the next financial year.

President	Robert Edwards
Vice-President	Murray Bold
Secretary	Finlay Mason
Treasurer	John Tweedie
Committee	Stuart Anderson, Cynthia Cooper, Richard Lockett, Chris Morton, Dave Newstead
Editor	Doug Chambers
Librarian	Doug Chambers
Track Convenor	Richard Lockett

The **Boiler Committee** are appointed (not elected) and the three current members are happy to continue for another year. They are Doug Chambers, Richard Lockett and Ken Neilsen.

After the AGM was declared over, attention was drawn to some items '**On the Table**'.

Murray Bold showed us a Garden Gauge carriage that he had fitted up with lights. He intends to do this to several others which will make a night run rather more interesting.

Merv George had made a device for assisting in making loops in wire. He found that making loops is a job that really requires three hands. The device does away with the need for more than two hands.

Doug Chambers showed us the reversing lever for the American 4-4-0. He noted that it is very light and delicate as is the whole engine.

Bruce Geange had a nearly completed Stuart Turner 10 H and co-incidentally

Eddie Bleakley had his completed Stuart Turner 10 V which he demonstrated by blowing into the steam pipe and with a flick of the flywheel away it went.

MAY Club Night

7:30pm, Thursday 23 May 2013
Hearing Association Rooms
Church Street, Palmerston North

The topic for the evening will be the judging of the Merv George Aluminium Challenge. We are also hoping to have a Guest Speaker from Massey University.

Note:- Subs are now due.
See the back page for details.

National Bolts Ltd

Have opened a branch in Palmerston North. They can be found to the right of Warehouse Stationary. The manager is Eric Dykstra, a friendly fellow.

Central Mowers Ltd

Have provided help and advice to the PNME members maintaining the club's mowers.

For Sale on behalf

A boxed set of BA taps and dies. A taper and plug tap and a split button die for sizes from 0, 1, 2, 3, 4, 5, 6, 7, 8, 9 and 10. There is a tap wrench and a die-stock.

The set appears to have had little use. It is offered on behalf and the asking price is \$250 ono.

Enquiries to Doug Chambers at 06 354 9379.

COMING EVENTS

Track running at Marriner Reserve Railway

June 2nd from 1pm to 3pm
June 16th from 1pm to 3pm

Open Weekends

None have been advised

The closing date for the next issue of The Generator is Friday 14th June

THIS MONTH'S FEATURED MODEL

By Richard Lockett

I have always wanted to build a Stirling Hot Air engine and after seeing this particular design in an Australian Model Engineering magazine a few years ago I felt that with a few cosmetic design changes it would make an interesting coffee table model. My main focus was on the architectural elements connecting the round displacement cylinder to the round Perspex flywheel. On the published design these were connected using flat section aluminium extrusions and to my eye they left a bit to be desired. I decided to design it with no straight lines so out came the drawing board and after a while I was able to align the pivot points with the structural elements and then a few more hours with the rotary table bolted under the milling machine has resulted in a visually pleasing ('arty') working model, but that is only my own opinion. I have built two of these and one has briefly worked as intended, but only the once so I have some more work to do. I had the two discs that form the ends of the displacement cylinder anodised and dyed black which turned out to be a very expensive exercise. A can of black spray paint would have been a much cheaper option.

LETTER FROM ENGLAND

By Stan Compton

When I returned to civilian life in 1946 after a spell in the Royal Navy as a motor mechanic servicing landing craft, I had seen some lack of common sense from Junior Officers when undertaking the overhaul of LCMs. These craft could carry a 3 ton truck plus a jeep etc. The American ones had a very high ramp door and were powered by two General Motors two stroke diesel engines. Hence the term motor, an engine in the Royal Navy was powered by steam. Visualise one of those vessels lying on a sloping beach on the River Hamble, returned from France, full of water, to have the engines replaced, repainted and returned to service.

As the Leading Hand I was frustrated at the three days it took my two stokers to empty the bulk of the water using buckets and ropes.

I wanted to drill holes through the flotation tanks and then welding on patches when the water had drained, but permission was not granted.

Years later when teaching Junior Lecturers workshop skills at Massey College, I realised why those young officers were limited in practical experience.

It is the same with producers of TV programs, he will allow the camera man to film the end of a rotating shaft on an engine with exposed valve gear that has a fascinating action, I am sure that you will know what I mean. Last night a BBC comedy set in a Stately Home, showed a visitor arriving on a vintage motor cycle wearing Mk 1V goggles, as worn by 'Spitfire' pilots in WW2.

This reminds me of a pre war racing motor cyclist who would buy a selection of goggles, try them all out, keep the best one, giving the rest away to his opposition.

On TV we rarely see home workshop products, but one night an item was filmed of men building from scratch motor cycles to be used on the Salt Lake Flats to obtain certain sprint records.

Burt Munro being their hero. Some very interesting bikes to look at but all we got was a few seconds glance at months of work, most of the time spent filming the faces of the men involved. We did get to see some interesting footage taken in the USA of various competitors from all walks of life on the Salt Lake Flats.

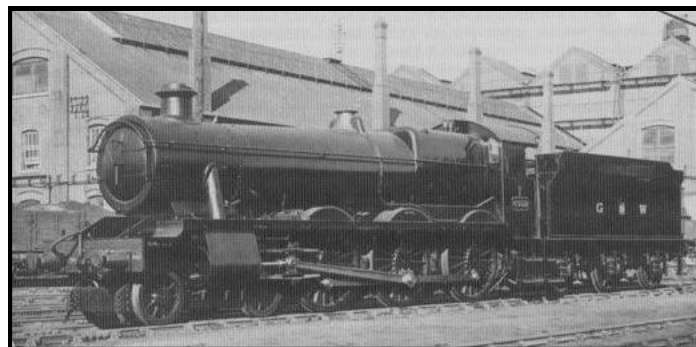
I regret I cannot tell you the name of the programme.

This reminds me of the time I was put in charge of the servicing of the motorcycle pool in India. The machines were used for Officer Transport. We had a wide selection of mainly new Army bikes; I had a 350cc 'Matchless' for my own use, a perk of the job. Our Landing Craft were being prepared for further use but the War ended with the use of the Atomic Bomb.

One 'Norton' side-car outfit was used by one of the Medical Officers, with an Indian labourer pumping old engine oil onto any swampy land in the area, their good work meant that we had no malaria problems. We had a US Army 'Indian' side-car outfit of 1200cc with side valves. Although quite new no one wanted it, not just because the controls were opposite to ours, but it was so heavy and cumbersome. Nowadays it would be quite collectable but it put me off 'Indians' for years until I read about the exploits of Bert Munro.

I realise now that the early models were of a different calibre. A pity I had to decline the offer to restore a 1920s 'Indian' by Noel Foot. Does anyone remember his father Percy Foot, a scrap dealer who had an ex US Army Ford 'Thornton' six wheel truck. A generous man, he bought the big 'Tangye' stationary steam engine from a sawmill on the East Coast to be installed in operating condition in the 'Tokomaru Steam Engine Museum'. As you know we are having a spell of ice and snow over here, this brings back memories of my 600cc 'Scott' twin cylinder, two stroke motor cycle. When winter came I used to fit a side-car for stability. It was possible to reverse the engine to back it into a gate-way by moving the ignition lever to full retard, press the stop button and release it quickly making the spark occur on the wrong side of top dead centre, so it would run backwards. I think the method is used on single cylinder Swedish marine engines to reverse them. How the world has changed; I have been writing down early childhood memories such as the day Dad came home from work and asked "Where are the boys?" We were about eight and ten. "Oh, they have gone camping, some boys with a tent called for them so I found them some food and blankets and off they went." replied our mother. "But where did they go?" "I don't know, they will be back when their food runs out." She believed in us learning to fend for ourselves, we came to no harm with the other four boys in one small tent camped near a public foot-path in the grounds of a derelict Stately Home called 'Olton Hall' 5 kilometres away. The Great

Western Railway named one of their 'Hall' class locomotives 'Olton Hall'.



The locomotive in the photo is "Peatling Hall" Another of the same class as "Olton Hall".

CAN ANYONE IDENTIFY THIS OBJECT

From Bob Walters

I unearthed this in one of my paddocks on my property up the Otaki Gorge. It was buried around 4" deep in clean ground, not a tip area of the old dairy farm. An old house had been on the site before it burnt down 15 years or so ago. It was deeper than the burnt remains of the house so I presume that it was there prior to the fire. The body appears to be brass, nickel plated and the rest appears to be Bakelite (I touched a file on it and it has that Bakelite smell), so that probably helps date it. The internal thread is six start, left hand and was covered with a dried grease, similar to that used in water pumps. The screw in the end of the threads appears to be there to stop them from being taken too far out, its tapped into a blind hole. There is no connection between the inside and the outside. The other thread is 32 TPI and is just under 5/16" diameter, right hand and is relieved at the end under the Bakelite and it looks like it is meant to sit up tight in whatever it is screwed into.



The knob on the outside seats into a recess in the body and there are three holes and a slot in the outer end. None of the holes go anywhere, the centre one is blind probably used for centering during manufacture (my guess).

What is it? Can anyone out there identify it please.

REPAIRS TO OUR 'RIDE - ON' MOWER

The King Kat ride on mower that the club has owned for the last fourteen years has been undergoing a major repair. The mower deck that carries the two blades had rusted out severely and one of the deck end plates fell off. The mower does not owe us very much and little has had to be spent to keep it in a fair state of repair. Richard and Doug felt that a new plate for the deck was in order so Doug removed and stripped the deck of all parts and then Richard made a drawing of all the holes and the general outlines. John Tweedie produced a CAD drawing on his computer and Barry Parker was able to arrange the new deck to be cut out by water jet. Various braces and brackets were welded on to the new deck by Richard and after painting he delivered it to Doug who bolted all the other parts back onto the new deck.



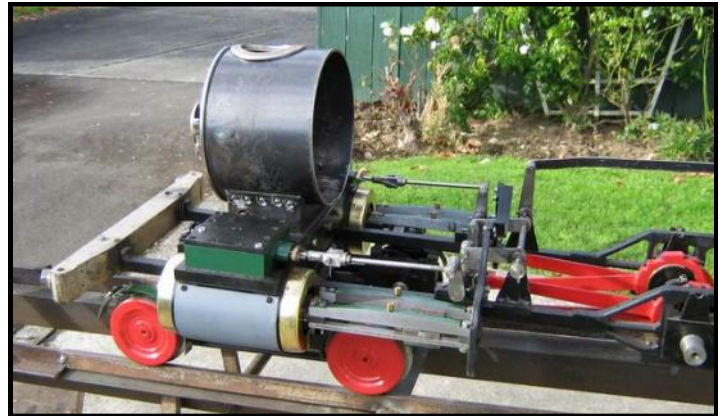
The new deck was fitted back onto the mower and the machine is now back cutting the grass alongside the track at Marriner Reserve. A good effort from all those involved!!! P.S. We believe that the King Kat is about thirty years old. When we asked if there was any chance of sourcing a new deck from the King Kat firm we were told that the only parts they stocked were for machines less than ten years old!!!!!! Doug did ask if they wanted our machine as a museum piece but the offer was declined with much laughter.

PROGRESS on the AMERICAN 4-4-0

By Doug Chambers

Since the first report on the 4-4-0 the engine has been making steady progress. The valve gear components are all completed. The guide bars, crossheads, little end pins, motion plates and

motion plate stiffeners are all made and fitted. Fitting up the guide bars took a long time. There are four guide bars on each side and setting them up was not easy.



The rear cab supports and cab steps are fitted and the polished brass front and rear cylinder covers are also made and fitted. The smokebox front, door and hinges, and the engine number plate are all completed.

The live steam pipes from the smokebox interior to the valve chests have also been made.

The present tasks are centred around the blast nozzle, and the petticoat pipe, choke and tapered liner up the exhaust stack.

There will be the huge spark arrestor that was such a feature of these engines but hidden inside will be the real liner for the venture.

Now that the cylinders and valve gear are all in place it is easy to see how lightly constructed these engines were. Remember this model is a 7 $\frac{1}{4}$ " gauge engine, but the frames from the front buffer to the leading driving axle is only two $\frac{1}{2}$ " square bars, one each side.

I can now appreciate how the engine weight was equally arranged over the four axles to keep the axle loading down (due to lightly laid track) at the expense of tractive effort.

Lead will be added to the rear of the model to get as much weight as possible over the driving wheels otherwise the locomotive will not be able to *'pull the skin off a rice pudding'*.



Notice to Internet Users

The committee has been having problems with our email addresses. We have changed the format of the address from **pnmec_XXX** (underscore) to **pnmec-XXX** (dash). The new addresses are on the front of this newsletter. Please update your address book to address these changes.

How to log into the Member Database.

Are you a paid up member of the PNMEC ? Have you given the committee your email address? If so then go to the club webpage and click the Member Database link. You will be presented with the following

Palmerston North Model Engineering Club Inc
 C/o 22b Haydon Street, Palmerston North 4414
www.pnmecc.org.nz

You must be a validated member of the above club to access this website.

* Enter your Email Address :
 * and Password :

* denotes required field

web page. Enter your email address and password and "Click Here to Login" then you will be logged in . If you have forgotten your password or don't have one then click the "Forgotten Password" Box. You will be taken to the next screen Enter your email address that you gave the club and again

Request a new password

*Enter your email address:
 *Confirm your email address:

* denotes required field

An email has been sent to pnmecc@trains.net.nz

to make sure we have it correct and click "Get Password" Check your emails and a message like this should be there.

Here are your new login details. Please change the randomly generated password to something you will remember once you have logged in.

**Login: pnmecc@trains.net.nz
 Password: *delegateflood9_***

Go back to the login page and enter your email address and the new password. (cut and paste it may be easier) then click "Click Here to Login"

You should now be logged in. and should see the members Main Menu page.

The Main Menu
 Sunday 5th May, 2013

Member Hello **Palm Nth MEC**

Library Library Menu.

Member Lists Member address lists.

My Account Check my details.

New Password Change my LOGIN password

Logout Out of here.

As soon as possible change your password to something you can remember. Fill in the details and

New Password Change my LOGIN password

I want to change my Password

*Current Password :
 Change my Password to :
 Type again to Confirm :

* denotes required field

your password will be changed. Have a look around and see what is available to you. If you have problems email us at pnmecc@trains.net.nz

At the AGM the subs were set They are:-

Junior Member	\$15.00
<i>For those 18Yrs and Under.</i>	
Country Member	\$15.00
<i>Greater than 50 Km from PN.</i>	
Full Member	\$30.00
<i>Local member or I will require the services of the boiler committee for boiler testing etc.</i>	

You can pay the Treasurer At Club Night

Post a cheque to The Treasurer
22b Haydon St
Palmerston North 4414

Bank Transfer
PNMEC Bank Acct No = 06-0996-0831663-00
Please make sure your name is on the transfer so we know who to credit.

To all members and friends of Affiliated Clubs

If you would like an email when this newsletter is published, send us an email with "Generator Please" in the subject line with your **Name, Club and Email** address to pnmecc@trains.org.nz We will add your name to the growing list of "Generator" readers.