



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 4414**

PRESIDENT

Robert Edwards
(06) 280-3057
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

**May 2016
No 422**

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

**T
H
E

G
E
N
E
R
A
T
O
R**

TRACK RUNNING

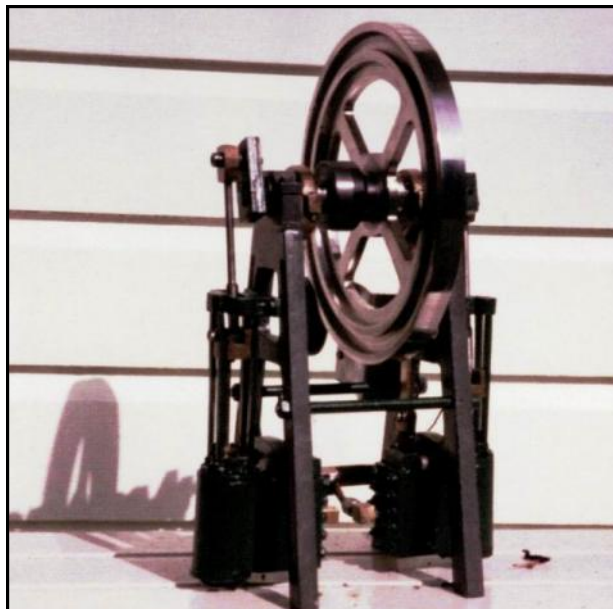
This is held on the **FIRST** and **THIRD** Sunday of each month, from 1 pm to 4 pm Summer and 1 pm to 3 pm during the Winter. All club members are welcome to attend and help out with loco coaling, watering and passenger marshalling - none of the tasks being at all difficult. We may even offer you a 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 4414

Place
stamp
here

This Months Featured Model



Report on the April AGM and Meeting.

The various reports were read and accepted and then voting for the officers took place.

President	Robert Edwards
Vice President	Murray Bold
Secretary	Fin Mason
Treasurer	John Tweedie
Committee	Chris Morton

	Dave Newstead
	Cynthia Cooper
	Richard Lockett

Editor	Doug Chambers
Track Convenor	Richard Lockett
Librarian	Doug Chambers

The boiler committee are appointed (not elected) and the present members are prepared to carry on for another year. **Doug Chambers, Richard Lockett and Ken Neilsen.**

With the AGM declared over, voting took place for the '**Clubman of the Year**' and this year the recipient is **Bruce Geange**

The annual subs have not changed.

Subs are now due.

Full \$30. Junior \$15 Country \$15

The club bank account no for Internet Transfer

06-0996-0831663-00

Put your name as the Reference

On the Table

Eddie Bleakley had the tender for the 'Britannia' for us to admire. Painted, lined and with the British Railway transfer on the sides. Eddie said that the engine is finished too but it is too heavy to carry about.

Graeme Hall had his latest I.C. engine on display. Yet to be run, it is a two stroke with an open crankcase, now figure that out.

Phillip Bealing showed the progress he has made with the fan driven by a hot air engine. He has been renovating their house so the hot air engine hasn't progressed as far as he wished.

John Tweedie has made a tool makers clamp to suit his needs and a very tidy job he has made of it.

May Club Night

7:30pm, Thursday 26 May 2016
Hearing Association Rooms
Church Street, Palmerston North

There will be a discussion on design and construction of 'put put' boats with a view to competing for the Les Moore Challenge at the Nelson Convention in 2018 and also 'Bits and Pieces'.

COMING EVENTS

Track running at Marriner Reserve Railway

June 5 th	from 1pm to 3pm
June 19 th	from 1pm to 3pm

Open Weekends

Hawke's Bay Model Engineers

Open Weekend has been cancelled until the 7¼" gauge is completed.

Railex

At the Barber Hall 23-24 July

Bob Owen

would like to talk 'face to face' with a clock builder who resides in the Wellington, Wairarapa, Manawatu or Southern Hawke's Bay.

THIS MONTH'S FEATURED MODEL

By Ian Stephens

The steam engine is a twin-cylinder inverted type. The crankshaft and flywheel are on the top of the engine and the cylinders are underneath. The flywheel was turned from a piece of one inch thick steel plate that had been flame cut to a diameter of eleven inches. I found by trial and error that the best way to turn the flywheel was from the sides as the hard spots remaining after flame cutting quickly blunted the tool steel. One feature of this type of engine is the very simple crankshaft which was made from a length of ½" steel bar with a crank at each end. The trickiest parts to make were the two rear guide bar supports, their shape with the long slotted hole and small diameter bolts to hold the guide bars on gave me quite a lot of trouble. The engine runs very well on just 10psi of air

The closing date for the next issue of The Generator is Friday 10th June

pressure but when it is on display I have fitted a small electric motor which turns a rubber wheel that in turn rotates the flywheel slowly so the engine can be seen in operation. No castings are used and the design came about from a few sketches and a lot of head scratching, but the effort seems to have proved worthwhile.



LETTER FROM ENGLAND

By Stan Compton

You will have seen the floods experienced up North on your TVs. We are lucky in the Midlands, our track site in Hereford is on a flood-plain and the River Wye alongside us flooded the new boat pond but caused little other damage. One of our members was visiting the site and left his car on a low spot and when he returned to his car the river had risen and he got wet feet!!!

Sometime ago I told you about the artistic lady who hangs around the tip looking for recoverable items. Now you may not believe this but she acquired two cast iron manhole covers and took them to be made into bedside tables! We saw four legs made of steel bar bent into a V shape. The TV narrator told us that you could not drill or weld cast iron (Rubbish! Years ago I welded a rear wheel off an early Fordson tractor that had been broken into two pieces. Finally we were shown the manhole covers now containing a mirror and painted bright green. You can guess what they weighed! They were sold for 1500 pounds (\$3000 NZ) . The quote for the work was 1000 pounds (\$2000NZ) and the balance was taken to the original owner who was just about to go on a holiday abroad. Whoever bought those tables must have been very strong.

A lady visitor to this country from the USA arrived at London Airport where she collected a hire car and drove up to Scotland. On arriving there she complained that the car was noisy and slow. The mechanic tested it and found nothing wrong but on questioning the lady driver further he found that she had never driven a car with a manual gearbox, only automatics, so she had started the car up, engaged bottom gear and driven all the way to Scotland, hard to believe isn't it.

'Never trust a truss' I first heard this on the news item in 2001 when the twin towers collapsed in New York after terrorists flew passenger planes into those buildings. On hearing a second announcement where no mention was made about this design fault which is where a concrete beam across a building simply rests on narrow edges. Should any external reason cause the walls of the structure to move out, the beam called a truss collapses under its own weight as we saw on our TV sets fifteen years ago. I have just finished reading a book 'Last man

SPECIFICATIONS:

	WM180V
Capacities:	
Swing Over Bed	180mm
Swing Over Cross Slide	110mm
Distance Between Centers	300mm
Width of Bed	100mm
Headstock:	
Hole Through Spindle	21mm
Taper in Spindle Nose	MT3
Number of Spindle Speeds	Variable
Range of Spindle Speeds	0-2500RPM
Feeding and Threading:	
Number of Metric Threads	10
Range of Metric Threads	0.5-3mm
Number of Imperial Threads	8
Range of Imperial Threads	8-44 T.P.I.
Range of Longitudinal Feed	0.1-0.20mm
Compound and Carriage:	
Tool Post Type	4-Way
Maximum Compound Slide Travel	55mm
Maximum Cross Slide Travel	75mm
Maximum Carriage Travel	276mm
Tailstock:	
Tailstock Spindle Travel	60mm
Taper in Tailstock Spindle	MT2
Miscellaneous:	
Main Motor	450W, 240V/ 1Ph/50Hz
Dimension:	
Length	740mm
Width	390mm
Height	370mm
Weight	60KGS

FOR SALE

Pat O'Shea has a small lathe that is surplus to requirements and he is looking to sell it. Pat's phone 06 363-5447 or 027 210-0716

down, the Fireman's story' by Richard Picciotto, 'Pitch' to his fellow workers in the New York Fire department. A Captain after twenty years in the Fire Service, he was sent out with his team that fateful day to save lives. He was actually in the North Tower when the South Tower collapsed, the noise being heard two miles away. He soon realised there was no point in carrying on climbing up the escape stairwells against the flow of descending workers. After trying to contact the temporary advice centre in the collapsed South Tower, he decided to concentrate on evacuation of the remaining structure, which turned out to be the correct decision. Later he found himself and his crew under the collapsed North Tower, radio contact was minimal and all they could do was wait in the dark for rescue. After a few hours he saw a glimpse of sunlight appearing high above the survivors and being a fit man he started to climb up the steel and concrete like a mountaineer until at last he stood in the blinding sunlight. By now he could hardly see due to the dust, etc in his eyes, but what he could see was unbelievable. After regaining radio contact he started to climb down to direct rescuers across the rubble to reach the trapped survivors. Finally he was taken to hospital to receive treatment for his eyes but not until he had completed the task of rescue.

Yesterday it was two degrees below zero, and I was walking down our main street where I found a busker from Central Europe playing his piano accordion. He really deserved something for his efforts on such a cold morning. No doubt when spring arrives he will be looking for work on local farms. One day my wife found a 'sand artist' from Rumania who was set up under our old Market House. The dog he had created in sand was so authentic a local dog sniffed it as all dogs do!! The Old Market House was built by Henry the Eighths carpenter and it is still used for its original purpose to accommodate local traders below and the town council above.

I have heard that the Hereford Society of Model engineers are to build a new 7¼" gauge 'Romulus' locomotive with materials purchased from a dealer. This did not include a boiler which is a pity. The club already has two 7¼" locomotives that need some attention plus a battery electric one that never seems to get used. When spring arrives my little group of owners of five inch gauge engines, with I hope Paul in charge will be ready for work.

The engines include a 'Hunslet', B1 'Springbok', and two battery electric locomotives, a 'Metropolitan' and a Welsh Police diesel outline. They will run on the refurbished elevated track where volunteers have been replacing worn sleepers over the winter months. I gather our 5" gauge rolling stock has been repainted, Full Marks!!

In the Newsletters from other Clubs

Blastpipe Petone Some photos from Palmerston North's Locomotion 2016, and also some from Kapiti taken by Peter Anderson showing Tony Brown's new 'Dsc' in action. Passenger numbers seem to fluctuate at Petone.

Maidstone Long-time member Cyril Leigh has passed away aged 88.

EBoP Model Engineers Easter Sunday proved a very busy day, 680 passengers with 'Fa' 9 and the tram 'hard at it'. The 'Fa' 9 at one stage had four passenger cars and the necessary guard.

Whangarei Model Engineers The weather has been a bit damp at times in the far North but work continues. A 5" gauge passenger trolley originally built by Mike Orange has been overhauled and repainted. An interesting article on the first European 12 coupled steam locomotive.

Manakau Live Steamers The Keith Watson designed 'Mogul' built by Greg Burrows is for sale at \$36000.

Havelock North Live Steamers One page of photos taken at the recent Manu Ariki weekend and another page of photos from the Tauranga Convention. An interesting article about the 'Standard' railcar's visit to Napier for the Art Deco celebrations.

Marlborough Model Engineers Heritage Day February 6th went off well although numbers were down a little. They were given an exemption from the fire-ban for steam locomotives.

The Saga of Tr 38 Part 6

By Neil Burn

I have now had many enjoyable times over the years driving the Tr, however old age catches up with us all and the Tr's motor has finally died!! (Cancer of the magneto). I was able to acquire a small JAP four stroke motor that had been powering a small portable spray unit as a

replacement engine. But before I could fit the JAP engine there were considerable changes to my life. The firm I was working for in Richmond was sold and I decided to take early retirement as my next option. We found a small farm cottage in Opiki with over an acre of land, plenty of room for a ground level track etc. We sold our house in Wakefield and made the move to the North Island. After settling in I joined the Palmerston North Model Engineers and began work on the Tr again. After installing the JAP engine which involved fitting a new fuel tank and controls it was time for a test run.

What a disaster that was!!! The motor screamed its head off. I could not control the engine revs, it was flat out or stop. It had very little power and even with the driving trolley detached and no load it would stall. What to do?

My Father's Son

By Doug Chambers

A recent visit to Mike and Grace Barnes in Feilding found Mike and I recalling various incidents from the past, stories involving human nature and either railway locomotives or traction engines. Mike said that I ought to be putting these stories down on paper before they are forgotten so if some of this does not appeal to you then Mike might accept some of the blame. In the mid 1950s when I was a lad of ten my father showed me two traction engines near Feilding, one was an old Burrell in Sandon Road owned by the Beazer family and the other was Paul Shannon's MacLaren based in Cheltenham. I remember my father telling me of the uses traction engines were put to, chaffcutting, threshing, sawmilling, and road haulage. The type that he was most impressed with were the ploughing engines that worked in pairs, pulling the balance plough backwards and forwards across the fields. Until he was sixteen my father lived in Norfolk in the UK, in the small village of Colkirk near the larger market town of Fakenham. When he was home for the holidays, he was a boarder at Felsted College, he settled into a routine. After breakfast he would climb one of the two tall trees behind the house and look for two columns of smoke. The landscape around Colkirk was very flat and he was often able to see several pairs of smoke columns indicating the presence of ploughing engines. He would then set off across country to the field where the engines were working. He knew better than to barge straight up to one of the engines and climb on board as that would result in a clip

around the ear and a boot in the backside from the driver. When the engine he had selected stopped pulling the driver would take time to oil up while the other engine pulled the plough. Sooner or later the oil can would be emptied and that is when Dad would spring into action; a 1 gallon tin of cylinder oil would be hanging off one of the 'dogs' that held the smokebox door shut, and the heat from the smokebox would be thinning the cylinder oil (normally like treacle) ready to pour into the oil can. Dad would pass the 1 gallon can up to the driver so he could refill the oil can and the replace the can on the smokebox. Usually this resulted in an invite to join the driver on the footplate where he would remain for the rest of the day. Sometimes though, the assistance was not appreciated and Dad would get a clout from the driver and told to b_ _ _ _ _ off! If that happened, well there was another engine and driver ½ a mile away!!! In the evening Dad would arrive home to be scolded for his appearance, coal dust and cylinder oil never is appreciated by mothers, but next morning he would be up the tree looking for the twin smoke columns and ready to go once again.

One memorable occasion was when he was at Felsted College and he saw a pair of engines ploughing near the school one Saturday afternoon. The engines were operated by men that he knew and soon he was travelling up and down on the balance plough. Unfortunately he was spotted by the Headmasters wife, and her report to her husband led Dad to a painful interview with the Headmaster.

When I was about ten years old I was able to make use of the story my father had told me about his experiences with ploughing engines. We lived in Feilding and in the mid 1950s the railway yards were a busy scene. There was a small diesel shunter that took care of the work in the yards but to my delight it seemed to be rather unreliable. Once, during the school holidays I saw the diesel shunter stopped, all the engine access doors open and at least three men peering in at the engine. Later in the day I saw the side rods had been removed and next morning the diesel had disappeared, towed to Palmerston North railway workshops for repairs. Replacing the diesel shunter was a 'Wa' tank engine and I wondered if I might get a chance to get into the cab and perhaps even get a ride during shunting duties. I waited by the loop line

near the goods shed and when the 'Wa' paused during shunting duties I cautiously started a slow approach to the cab. The driver had seen me and when I got to about thirty feet from the cab he called out "Would you like to get up in the cab boy?" What a stupid question!!! I took care to keep away from the doorways and also out of the fireman's way so that he had room to swing the shovel from time to time. After some more shunting it was time for morning tea and the driver and fireman handed me some small change and I was directed to go to Whitehead's Bakery and get six scones, a slice of butter and a 'twist of jam'. This latter had me worried but the crew didn't appear to be having me on. The fireman escorted me across the tracks and told me to wait for him on the station platform and he would escort me back to the engine. The lady on the counter at Whiteheads filled the order and I found that a 'twist of jam' was simply a large spoonful of jam on greaseproof paper which was then twisted at the ends. Back to the station platform and then escorted to the Wa. The fireman wiped a pretty dirty rag over the shovel and lightly toasted the scones, the driver produced a sharp knife to cut the scones, buttered them and spread the jam on them. The driver told me that the knife was used to skin rabbits that he shot for his family to eat but that it was pretty clean!!! The three of us enjoyed the feast with melted butter and jam running down our chins.

Fortunately the diesel shunter broke down fairly regularly but on later occasions the steam engine that replaced it was an Ab tender engine and it was the driver of an 'Ab' that nearly got me in trouble with my family. It was again school holidays and the 'Ab' had replaced the diesel shunter that had again failed. I had already had a couple of days in the cab of the 'Ab' and when my mother asked if I wanted to come and meet their friends who were arriving from Taumarunui on the mid- day railcar, I declined saying I had arranged something else to do. Sure enough next day I watched the railcar stop and depart the Feilding Station and there on the platform were my parents and their friends. As the 'Ab' shunted down the line next to the main I ducked down out of sight and I told the driver that the people on the platform were my parents and their friends. To my dismay he grabbed me by the collar and held me in the cab doorway and in a loud voice he said, "It's alright Missus, I'm looking after him, he's quite alright with me".

I had been swinging the fire shovel and I was rather black with coal dust and I could tell from my mother's expression that I was going to be in trouble when I got home, but just in time I saw my father's and his friend's faces and they were 'green' with envy and I knew that there was no way my mother was going to be able to get Dad to enforce punishment. Indeed Dad and his friend were greatly interested in how I had managed to get access to a steam locomotive and they would have liked to join me the next day. Sadly the diesels started to arrive and although there was a brief respite when the English diesels seemed to spend most of their time being towed by a mighty 'Ka' eventually the American 'Da' took over and steam disappeared and my interest in the railways waned.

For Sale

A Burnard six inch diameter, four jaw chuck. Modified to suit a Myford lathe. In good condition from the late Don Dudley's workshop. Price \$90

Plans for Lathe: (Myford presumably)

- Taper Turning attachment for lathe - 3 sheets
- Sawing & Filing attachment
- Boring & Facing Head attachment - two separate plans
- Micrometer Boring Head
- Tailstock Turret
- Collet Set
- Screw Cutting Gearbox - 2 sheets
- Combination Milling & dividing attachment
- Thomas Style Dividing Head modified

Plans for Steam Engines:

- Steam Fire Engine - 2 sheets model about 16" long and 6" wide
- Hercules Steam Crane base 9"x 3½" height about 9 ½"
- M.E. Beam Engine
- Double Tangye Type Mill Engine
- Diagonal Paddle Engines - 2 sheets bore ¾" stroke 1½"
- Model Aero Engine - Mate 2cc Diesel
- Compensating Gear & Hind Wheels - Allchin
- ME Traction Engine (sheet 4 only)

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 pnmec@trains.org.nz