



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
Ian McLellan
(06)353-0606

SECRETARY
Murray Bold
(06)355-7000

TRACK CONVENOR
Richard Lockett
(06)323-0948

EDITOR
Doug Chambers
(06)354-9379

November 2002

No 274

**T
H
E
G
E
N
E
R
A
T
O
R**

PNMEC Home Page www.pnmeec.org.nz

Email:- pnmeec@clear.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 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,

Place
stamp
here

Coming Events

Monthly Meeting : This will be held on November 28th at 7.30 pm in the Hearing Association Rooms, Church Street, Palmerston North. The last meeting for the year. It will be our usual "Wine and Cheese" evening and all members and partners are welcome.

Track Running at Marriner Reserve : December 1st and 15th
January 5th and 19th

Open Weekends :Maidstone . Official Opening of their new ground level track.
January 18th - 20th , 2003.

Palmerston North : Locomotion Weekend 2003.
March 1st - 2nd .2003.

This will include a Miniature Traction Engine Rally.

The closing date for the January 2003 Generator is Friday 13th January

October Meeting Report

Unfortunately the guest speaker from S.K.F. Bearings had to cancel at the last moment. A hurried series of phone calls urging some members to be sure to bring along some article to display had some success.

Murray Bold brought along his computer and members were able to see the Palmerston North Model Engineers website. Murray explained how this site is accessed and showed how the monthly newsletter, the "Generator" is now available on the site. Links to other NZ and Australian ME clubs were accessed and members not familiar with the internet seemed rather surprised by it all.

Several members brought along current projects and among them was the boiler **Bruce Geange** has made for his version of the "Steam Crane Challenge".

Fred Kent has made considerable progress with his twin-set railcar that he is building for 3 ½ " gauge track. Much of the bodywork is now completed.

Merv George showed us his now completed metal folder. Now finished in hammer-glazed paintwork it looks really good and will be an asset to his workshop.

Chris Rogers demonstrated his little 5" gauge battery electric shunting loco that he has radio controlled. It startled the members when it took-off along the floor with no apparent 'driver' close by.

Doug Chambers showed a Ducati desmodromic valve cylinder head and explained how the valves operated. In the desmo system the valves are opened and closed by cams and rockers, there being no valve springs to close the valves.

November Meeting

This is our last meeting for 2002 and is a "Wine and Cheese" evening. All members and partners are welcome. The date, 28th November, time 7.30 pm, place Hearing Association Rooms, Church Street, Palmerston North.

Whanganui River Outing

This is to take place on the **Saturday 25th January 2003**. The paddle steamer "Waimarie" leaves at 2 pm. Fares are adult \$25. , Senior citizens \$20 , children from 5 – 15 \$10.

PNMEC members wishing to go are asked to let Murray Bold or Richard Lockett know in advance.

Locomotion 2003

This will be held on **March 1st and 2nd, 2003**. As well as hosting visiting railway locomotives it has been decided to hold a **Miniature Traction Engine Rally**.

This may well be the first event of its kind in New

Zealand although the Australians have been holding an annual event for some years now.

For Sale

Lathe. Made in Taiwan. CT918 approximately the same size as a Myford ML7. 3 and 4 jaw chucks, faceplate, fixed steady, gearbox. Price \$1500 ono

Apply **Doug Chambers**, phone 06 354 9379 Palmerston North.

Lathe Myford Super Seven, Long bed model purchased new in 1979. Complete with original tools and handbook, 3 and 4 jaw chucks, face plate, fixed steady, vertical milling slide, tailstock turret and tooling, tailstock die holders and boring head. Price \$ 2500.

Apply **Peter Hatton** 06 329 7702 before 7 pm evenings.

For sale one Myford Swivelling Vertical Slide complete with little Myford vice.

Don Dudley 06 368 6120

Price \$350.00 ONO

Please note there is now a Buy, Sell & Exchange page on the Club Website.
Go to the BSE page from the Event Calendar page at present.

www.pnmeec.org.nz

Labour Weekend at Havelock North.

Havelock North brought fine weather again with some light showers.

I stayed at a great hospitable place, John & Nola Romanes Motel. Friday was a slow day because most people couldn't come up to till the Saturday because of work commitments.

There were a few Diesels, we ran the track in the reverse direction and had a few problems with carriages derailing.

Colin Burligh from Kapiti ran his EC and was trying his new passenger trolleys Jim Curtis brought his Hunslet diesel for a run.

The public was slow coming because of the Hastings Show (A & P).

I always enjoy my time up there and would encourage other people to make the effort to travel to Havelock north, it is a credit to the club on what they have achieved.

Stuart Anderson.



View to the Station



Colin's "EC" speeds between Tunnel 2 & 3

NEW PLYMOUTH'S 50TH ANNIVERSARY

We arrived Saturday morning 8.30 am sharp. The steaming bays were very busy with locos being prepared for the day's running and a small crowd starting to form a line for rides. I was surprised at the raised track running three gauges, 2 1/2", 3 1/2" and 5" a very compact layout with well planted grounds. A credit to the members. Down the back of the drive was a marquee and a

single car shed used for the weekend as a display area with lots of models on show ranging from Peter George's 2 1/2 NZ loco's up in sizes to 5". A good selection of tools, engines, and clocks made by the members over many years.

The weather over the weekend was good apart from the hail on Monday but it went as quick as it came.

A big thank you to the ladies who put on morning tea, lunch and afternoon teas.

The club put on two offsite trips; one on Saturday that went to Inglewood to the Fun Ho



The Generator



Museum, which was really interesting. Several people went across the road for ice creams etc. The second bus was on Sunday and that went up the mountain to the 7¼" track, garden railway of Ted and Judy Barnes, where "Robyn" with Richard in control, and Dave Giles's "Phantom" entertained us. In the garage was Ted's "Phantom" under construction. Sunday the club put on dinner with 68 people attending. This was held in the lovely Pukekura Park Kiosk, all had a very good meal. Many

people went back for seconds. The official part of the evening saw a foundation member receiving a silver cup from the Club for his services to the club over the years. People from far and wide who came to help celebrate the club's 50 years and all enjoyed the weekend. I would like to thank Peter George and his team of dedicated helpers, it was a great weekend and will be well remembered. Barry Parker



Letter From England

By Stan Compton

Recently I was able to visit the Exhibition put on by the Bristol Society of Model Engineers at the Thornbury Leisure Centre on the outskirts of Bristol. This is a very active group, judged by the fact that their income from giving rides to passengers at their club track in Ashton Park is considerable. This allows the Committee to contract work on the track to various members, with real money to spend, the member concerned can the sub-contract work for earthmoving etc. and purchase of materials.

To put on the Exhibition \$25,000 NZ was allocated and it must have been a success. The location was ideal, plenty of room to move about, also a feature in the form of a balcony with cinema type seats intended for visitors to watch the sporting activities normally taking place. A number of us were able to eat lunch while watching out for known fellow members.

So much to see, I can only give you a brief idea of what impressed me most. On entering the first hall, the display by Barry Jordan of his one fifth scale machine tools takes ones breath away, I have seen them before but the quality of his work is outstanding. Like a lot of skilled people he is very modest about his work. There were ten items on display but the Dean, Smith and Grace heavy-duty lathe, about the size of a Myford, is fully working and will ultimately be used in Barry's own workshop. All the exhibits on his display are perfect and I could not help remarking "I am going home to take up knitting."

Quick as a flash came back his reply, "That is my other hobby!!"

Moving along it was nice to see an extensive array of 'Meccano' models. Big stuff the kind displayed on the boxes of our own modest sets of our youth. What a pity modern children do not get the pleasure we did of creating such simple models, they might have a computer in their bedroom, but a poor substitute for a 'hands on' activity.

As Bristol has an aircraft industry we were treated to a display of parts for a jet engine, such fine machining, but the work of Brian Perkins and his Gold Medal winning "Bristol Aquila" sleeve valve radial engine is outstanding. I have visited Brian and know he has only very modest equipment to create these works of art. He is

now working on an eighteen cylinder radial engine.

Our old friend 'Hotspur' had set himself up with a bench and vice and was busy filing parts for the 2-4-0 "Beattie" well-tank he is currently describing in 'Engineering in Miniature'. The coal tank still needs to be painted, but with another chassis for a 5" 0-4-2 LNWR Dock Tank this time also on display the painting is unlikely to get done. I think he prefers the building and certainly his handwork is first class.

Roy Ward had his magnificent "Green Arrow" on display plus a number of Great Western locomotives, "Jinty", "Kolapur" and a 1366 class his latest project using his patterns that were also on display.

On the Bristol Society stand was some excellent work, but the item that caught my eye was a 5" gauge South East and Chatham Railway 'H' class 0-4-4 tank by John Coleman. The show guide told us that he had built it utilizing the driving wheels from a "Metro Tank", bogie wheels from a "Princess of Wales" tender, motion and cylinders from "Jinty" with a modified "Simplex boiler. Now this makes for common sense, why go to all the work of designing when it has been done for you in another guise? His other work included a "D" class 4-4-0 and a "King Arthur" also a "Juliet" obviously the first attempt and look where it led to, full marks. I forgot his GWR 2800 and LBSCR K class 2-6-0 under construction!!!

Back in 1948 my brother kidded me into buying an Aero Sports Morgan 3 wheeler. It was not a good buy being found later to be a 1924 model and hard used. Terry Phelps owned a 1929 model so he built a one eighth scale model of it, what a beauty, I could not take my eyes off it. The same with a GWR "Saint" 4-6-0 by the same man.

Victorian locomotives are my interest so the Gold medal winner "Europa" a 2-4-0 tender loco built by T. Buckland was superlative. The cranked axle and eccentrics were machined out from the solid.

Everyone knows I talk too much so naturally I miss out at a display such as this, there was so much to see, boats stationary engines, Stirling engines these creating a lot of interest with such a great variety. The hot day did not help them to keep running. The selection of petrol engines by Bill Conner and Eric Offen justified their own display, I somehow missed the 40cc motorcycle engine based on a 7R AJS This runs up to 8000rpm on Castrol R, can you smell it?

I have always admired the work of Eric Bottomley, the artist who lives not far from me. How I wish I could commission him to paint my Caledonian 2-4-0 tender loco. To watch him working is a revelation, he had prints on display of many subjects but modern locomotives are predominant. This means 1930 designs in use until the demise of steam, you can smell the hot oil and sulphur from the exhaust as you look at his work. What Talent!!

Recently I met someone who had taken early retirement and wanted to know if he would be welcomed as a member of the Worcester Club yet he had no tools or workshop. Of course he would be welcome. There is always a need for helpers and he would meet other men. Had he ever read any Model Engineering magazines? No he had not. So I gave him a few that I had in the car. Plus an article on a middle-aged man from Sydney who wrote of his experiences in "Model Engineer". He had got keen although his background was in accountancy so he had a lot to learn. First to find a small lathe, so he approached a machinery firm in the city who appeared to have only lathes the size of a small car. In the end a salesman located a brand new 3 1/2" back-gear lathe still in its box in the corner of their warehouse. The lathe had been there for many years and the original price was lost but a suitable price was agreed on and the lathe loaded into the owner's car.

On the way home his wife, who was amazed at the price paid for some lumps of steel and iron, asked "What are you going to do with the lathe?" "Make things" he replied.

"Good, I need some brackets to hold up the curtain tracks". "Oh I can't make things like that."

Silence reigned for the rest of the journey home!!!!

Stan reports that the 71/4" "George the Fifth" that he built in NZ, has been sold by its German owner and it is now in Wimbledon, England.

ONE SAPPER'S WAR cont.

By Bren Campbell

The trains were manned by Egyptian State Railway crews consisting of engine driver, fireman, and guard covered by our own crew equivalents.

Mersa Matruh was situated on a most picturesque harbour. It had been a newly developed holiday resort sponsored by the Egyptian Government. The public buildings and private homes were all of the Art-Deco style architecture. It had been reduced to a ghost town from persistent bombing and all civilians had been removed from the area. There continued to be nightly air raids by single highflying bombers that contributed to broken sleep rather than more material damage.

Prisoners of war taken in the fluid battle areas were temporarily held in compounds bordering the town, the Libyans who loathed their Italian masters were cheerful in their fate, needing only token guarding and supplied labour gangs serving the allied forces. The Italian and German prisoners loathed each other and were secured in different compounds. The Italians sang and erected grottos to the Virgin Mary. The Germans looked sullen, arrogant and shocked that imprisonment had turned out to be their fate. Some of the troops, particularly the Australians taunted and baited them mercilessly. From Mersah Matruh, the prisoners were brought out by train, under heavy guard.

At this stage of the operation the 16 th Railway Operating Company's function was to oversee the railway workings and tabulate day to day procedures ready for our takeover of the system as the war activity intensified and all civilian personnel withdrawn from the zone.

Two casualties struck the company quite early. The first was an air attack one afternoon on a moving train when a flight of Messerschmitt fighters made a strafing run from the rear, disabling the locomotive, wounding the Egyptian crew and the NZ driver, and killing the NZ fireman.

The second fatality was caused by a train over-run during the night when a train plowed into the rear of a petrol train stopped on the mainline of a passing station. The NZ fireman and both of the Egyptian crew died in the inferno. The NZ driver, who had opted to ride in the tail end brake van escaped injury. At this time the NZ guard had been taken off and either member of the NZ crew rode in the brake van, and kept a log of every event of the journey, train make up, times of departure, stopping at stations, shunting details, personnel off and on, platform work and time of arrival at the destination.

On a turn of this duty, following an early morning run to Mersah Matruh, my return train was booked to depart at midday. A cobbler and I took ourselves off for a swim in the harbour. While disporting ourselves we noted a train departing an hour earlier than listed and I guessed rightly that I should have been on it.!! I checked out the form and found that a second train was to depart in the midday time slot, so without drawing attention to the irregularity, I boarded that one. Evidently, the driver of my rightful train was making the most of an opportunity to spin out the journey and collect extra time pay. On the other hand the driver of my 'adopted' train may have been having thoughts about the not unusual evening air raids and he hurried things along with the result that we were held at every station long enough for me to consult with our man on duty and from his records collect the details of my trains passage and faithfully copy.

Immediately upon arrival at base I hastened my record sheet to the orderly room sergeant clerk who dealt with these things and who warmly congratulated me upon my promptly delivered and excellently detailed report. Upon such examples of perceived dedication to duty are ones personal records enhanced.!!

Part III to follow