



Newsletter of THE PALMERSTON NORTH MODEL ENGINEERING CLUB INC

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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 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

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This Months Featured Model



REPORT on the OCTOBER MEETING.

The members who visited Colyton Clocks were amazed at the range of shapes and types of clocks on display. Some of the older clocks dated back to about 1825 and some of the later types were not very old at all. There were clocks of all shapes and sizes, novelty clocks and grandfather clocks. Our host told us that his was possibly the biggest collection in the Southern Hemisphere with over 2000 clocks on display.

The item that really caught my eye was a painting of a clockmaker busy repairing a clock in his workshop, an old man, glasses on the end of his nose. His manner of dress and that of his customer led me to believe that the period would have been early 1800s.



NOVEMBER MEETING.

This is our Annual Dinner, which is to be held on the 23rd November at “Club Palmerston”, located at 20—24 Linton Street.

All members have been contacted and those attending are to meet at the venue at 6.30pm.

FOR SALE

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 Apply Dennis McConkey Phone 04 904 619

Mid Week Run at Marriner Reserve Railway

19th November between 10.00 am and 2 pm
21st December between 10.00 am and 2 pm
Please contact Doug Chambers beforehand.

Track running at Marriner Reserve Railway

3rd December 1 - 4 pm
17th December 1 - 4 pm

COMING EVENTS

Rotorua Model Engineers 30th Anniversary Weekend and Dinner December 9th-10th

Whakatane 2007 Open Weekend 20th - 21st January. Would visitors please register before December 31st to assist catering arrangements.

Canterbury Model Engineers Halswell Domain 5th- 6th - 7th January 2007 Mini Canmod

Palmerston North Model Engineers Open Weekend 3rd - 4th March 2007

FOR SALE

EC 09 7 1/4” gauge Electric Locomotive.
Length 1.840mm,
Height 660mm,
Width 400mm and estimated weight 300kg.
Battery powered (4 six volt 210 AH deep cycle batteries.). Two EMD 24volt 40 amp motors driving axles via a worm drive.
Manual Braking on rear bogie of engine,
Vacuum braking of both engine bogies and ride cars with vacuum supplied by 24 volt Thomson vacuum pump.
Price \$12,500
Contact owner and builder Stephen James
Phone 544 7177 Tauranga.

PLEASE NOTE

There will be no December Generator

The closing date for the next issue of The Generator is Friday 12th January

LETTER FROM ENGLAND

By Stan Compton

In the Main Hall on entering The National Motor Cycle Museum at Stoneleigh outside Birmingham is a full-size replica Manx Norton motor cycle, the one with the 'featherbed frame'. Motorcyclists will know it was Geoff Duke who gave this new design of frame its name after a trial run. Now the point I wish to make is that the replica is made entirely of various hardwoods. Crammed in amongst other restored exhibits it is easy to miss this amazing example of craftsmanship

At the recent Midlands Exhibition on display in a glass case was another example of the same workmanship. This time a half-sized replica of a W.D. G 3 L Matchless motor cycle built by Phillip Miller. He must have ridden one of these bikes

during wartime service as I did. In my case I was able to purchase an unused example of the same machine. After stripping for stove enameling and plating the controls etc., I had a new bike at a reasonable price. Now I could examine closely the workmanship in wood, just think, how do you form the springs that support the saddle ; this was mahogany. The tanks were elm, cylinder fins were one-sixteenth plywood, mudguards of mahogany, such fine jointing of different sections to form the radius, I wondered how many times he had to scrap his work and start again.

I hope the model engineering press publish a photograph of this unusual subject to model. On reflection I noted the brake cables etc., were formed with bobbins of wood threaded onto wire, so maybe that is how the saddle springs were made.

The wheels and tyres were painted black, the only paint used. All the timber was clear varnished to show the colour and the grain. The final touch was the pair of goggles hanging on the left hand handlebar.

The rest of the Exhibition was up to the usual standard, so much to see and it was so mild outside that chairs were provided for visitors to watch the portable track and the traction engines in use. Heavy rain previously had left the ground very soft and it got churned up when vehicles left the hard area.

A 5" gauge GNR 2-8-0 on a club stand had its lagging highly polished and I suspect it was run like that. A stall had examples of laser cut frames etc., for the new series on an 0-6-0 Collet. The laser cut frames would be a real time saver. Chris Rayward showed similar work with castings to build a 5" gauge "Lady of The Lake" LNWR single wheeler. He wanted me to take on the project but I declined finding it hard to complete my "Hunslet" quarry locomotive. One of our Hereford members is now onto the cab and tank for his 4" scale version after seven years as a first attempt!!

In the news recently is the announcement that "Airfix", makers of plastic kits that boys used to enjoy building has gone bankrupt. Yet at the Midland Exhibition a lot of older men were buying supplies of metal etc., so at least there is some hope.

Advanced Notice of January Meeting

The January Monthly Meeting will be on 25th January and is to be a BBQ held in Chris and Pam Rogers' back garden.

Members are encouraged to bring their partners and to meet at 42 Manawatu Street, anytime after 5.30

The PNME Club is supplying meat patties and sausages. Members are requested to BYO drinks and if you want steak, chicken etc you are asked to bring your own. If partners are able, a plate, salads or deserts would be a great help.

ATTENTION

Members requiring name badges should contact Richard Lockett.

Gauge '1' Jigger

Two years ago I saw Glen Anthony's (ChCh Garden Railway Society) jigger on his website. I was enthused. I must build one of those. Bruce Geange beat me to it. He made one in 'O' gauge.

A couple of months before our 'Model Mee' exhibition I read an article about a model that chased and slowed when approx 500mm from the model in front.

It used Infrared reflections to keep its distance. It was controlled by a Picaxe microcontroller. I was sold on the idea as I am a Picaxe fan.

I approached Bruce Geange and we designed the chassis from 6mm square aluminium. I then built the top section from 2.3mm custom wood. The character driving is a very modified Flanders from the Flintstones series.



Parts were scrounged from the junk box and the drive motor from a discarded CDROM drive. The control system was hurriedly put together but I could not get it to work reliably. The software and PC board was altered and a simple remote control was used. The jigger now uses track power and infrared control giving Stop, Slow and Fast speeds.

The jigger went very well on its maiden run at Model Mee 2006 and also at Squirrel Valley Railroad, Cambridge over Labour weekend. For those interested in the code for the microcontroller, go to my Picaxe projects web-site page at

<http://blod.dyndns.org/Picaxe/picaxeprojects.htm>

SOLID ENERGY STEAM FESTIVAL LAKE HAKANOVA – HUNTLY

By Roger Corlett

This photo shows a twin high pressure engine complete with vacuum pump for the condenser. The boiler was nearby and in steam with steam supplied to the engine, which was running slowly all weekend. The boat has been overhauled and now is ready for the fitting of the steam power plant.



Russell Ward cruising in his 18' steam boat named "Romany".



A Simpson- Strickland marine engine. Originally a two cylinder compound but the owner has fitted a third cylinder to make it a triple.

The boiler being constructed to power the 'triple'.



The Generator

It appears to be of a Yarrow type and the builder was making a superb job of it. When viewed from the end, all the tubes were perfectly in line.



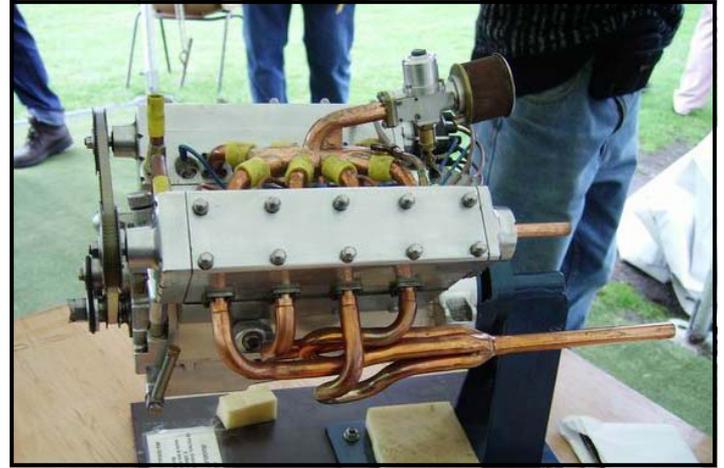
A nearly completed restoration. A White steam car of 1902. The boiler was normally fired with petrol, but the petrol – firing apparatus is not yet complete. A Propane / LPG burner has been rigged up as a temporary installation.



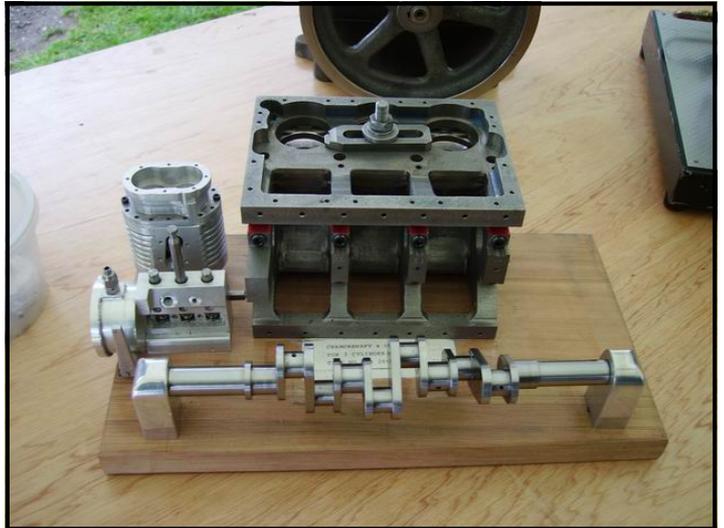
The 1902 White steam car again. This time showing some of the works. Under the seat can be seen the two high pressure cylinders. Only these very early White steam cars had twin high pressure cylinders. All their later cars had two cylinder compound engines.



This V8 petrol engine was designed and built by Allan Foster of Rugeley Power Station Model Engineering Society, England. It has a capacity of 147 cc with a bore of 30mm and a stroke of 26mm.



Another engine Allan Foster has under construction is the three cylinder Commer diesel. These engines were a supercharged two- stroke with two pistons in each bore. In the picture the block, crankshaft, injector pump and Rootes Vane type Supercharger can be seen.



Although very wet on the Saturday, it proved to be a very pleasant weekend. There were vintage cars, a full-size traction engine, several model traction engines, one being Peter George's Foster. There was a display of stationary steam engines in a tent and half a dozen steam boats. Rides were available in the steam boats, something that I enjoyed very much.

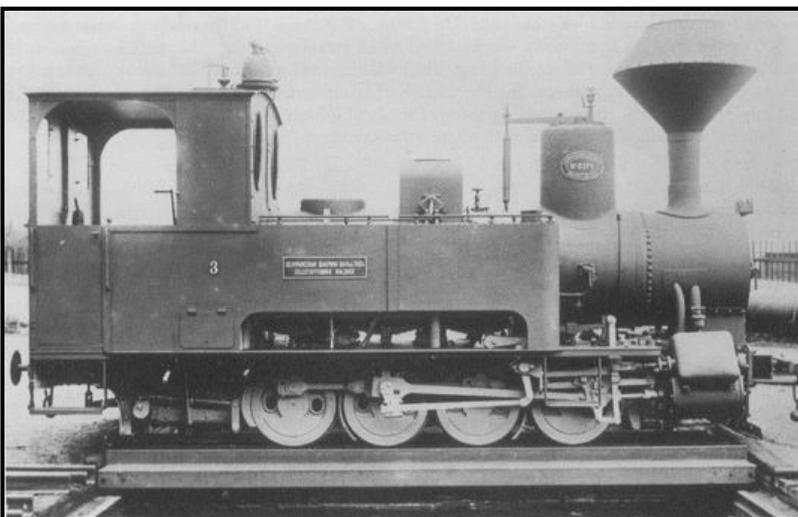
NARROW GAUGE on the BALTIC COAST

By Doug Chambers.

In the early 1900's all the countries bordering the Baltic Sea, were watching each other with considerable concern. These countries were; Germany, East Prussia, Lithuania, Latvia, Estonia, Russia, Finland, Sweden and Denmark. All these countries were concerned that one or more of their neighbours would attempt a sea-borne invasion. Events during World War 1 and World War 2 were to see the fears of some of these nations proved correct. At that time the coasts of these countries was pretty sparsely inhabited and much of the land was forested. Nearly all the countries decided to build forts and heavy gun emplacements to deter any ships from trying to force a landing. The first problem was getting materials to build the forts, the guns etc to the sites as the lack of population meant that there were no roads capable of handling the loads. Also once the forts were built, the guns placed, there was still a need for good transport facilities to keep the soldiers manning the forts supplied.

All the countries opted for narrow gauge railways and all seemed to settle for 750mm gauge, although after Germany invaded Estonia, they took possession of the fortress railways and laid down a network of 600mm gauge 'feldbahn' railways of their own.

The locomotive roster ranged from very small 0-4-0 well tanks, 2-6-0s, 2-8-2 tanks, and some really big 0-10-0s. The builders supplying locomotives included Orenstein and Koppel, Krauss, and Borsig all of Germany. Alco and Baldwin of the USA and builders in Finland, France and Russia.



Krauss & Co 0-8-0 Tank of 1905

The Russians built a large chain of fortresses after their Naval defeat by the Japanese. They bought locomotives from Germany and also they bought a second-hand Baldwin 2-8-2 tank from Finland. A further twenty engines were bought from French locomotive builders.



Baldwin 2-8-2 Tank ex Finland

By the end of the Second World War most of the forts had been blown up by retreating or invading armies. Those that were still intact were dismantled as with the advances in war technology they were now obsolete. In some cases the locomotives were sold off or scrapped. In others, the rail system was used for hauling out timber to sawmills.

Most remnants have now disappeared completely although in a few places there are still some tracks left. The Russian Military were not in any hurry to scrap their system and much of the track under their control still exists although there are no locomotives left. Some of the steel rail is English made, some German made and again some later laid is of Russian make on concrete sleepers.

A pity that it has nearly all disappeared, it would have been a wonderful place for the 'railway enthusiast' to explore. Because of its Military purpose there would have been little opportunity for people to inspect the various systems during their working period.

PNME members should be aware that there is a book in their library 'Fortress Railways of the Baltic Shores' that they can borrow. A very good read including some photos of interesting little locomotives that worked in the region.