



Newsletter of **THE PALMERSTON NORTH MODEL ENGINEERING CLUB INC**

Managers of the "MARRINER RESERVE RAILWAY"

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November
2010
No 362

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

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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

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

This Months Featured Model



Report on the October Meeting.

There were a variety of items on the table for us to look at and hear about.

Graeme Hall displayed parts of the three-cylindered aero engine he is building. He has had the misfortune to break a small tap off and is having some trouble extracting the remaining piece.

Bruce Geange showed progress with the Caterpillar RD 8 crawler tractor. The tracks are now complete and the radiator has been made. Bruce wasn't happy with the first two radiators and they were consigned to the rubbish bin. The third looks as it should.

Fred Kent is building the 'Flying Scotsman' model that is coming out with a monthly magazine. Construction is very close to watch making. He admitted dropping two small screws and was lucky to be able to find them again.

Warwick Leslie showed us the plans for a 7¼" gauge tram that he is going to build. It will be powered by wheelchair electric motors.

Richard Lockett had the beginnings of a driving wheel pattern for the NZR 'U' class locomotive that he is getting ready to build. The 'U' was the first tender locomotive built in NZR workshops, about 1895.

Barry Parker showed the patterns for the steam dome cover and the sand domes for the 5" gauge 'Mountaineer'. These were loaned to Barry by John Moran who owns the 5" gauge 'Alco' that Gerry Gerrard of New Plymouth built many years ago. Members seeing the size of the patterns were able to understand why the chassis has never been brought along to a Monthly Meeting.

January Club Meeting

The Presidents Bar-be-que will be held at the Mason's home at 150 James Line on Saturday 29th January 2011 starting about 3pm onwards. They have a 7¼" gauge track so train rides will be in order.

More details to follow in the next Generator.

☆ *Club End of Year Dinner* ☆

RSA

200 Broadway Avenue

◆ Palmerston North ◆

Thursday 25 November 2010

Drinks 6pm

Dinner 7pm

The cost is \$25.50 per person for a full carvery meal including desert. Pay on the night as you arrive. We have a designated section set aside for us which will be clearly marked.

We need to give the restaurant an idea of numbers. Please let us know if you plan to attend and how many will be in your party.

Dave, 027-457-6175, Newstead@clear.net.nz
Cynthia, 354-7100, Cynthia@trains.net.nz



COMING EVENTS

Mid Week Run at Marriner Reserve Railway

22nd November between 10.am and 2 pm

Please contact Doug Chambers beforehand.

Track running at Marriner Reserve Railway

December 5th from 1pm to 4pm

December 19th from 1pm to 4pm

Open Weekends

Rotorua 4 - 5 December 2010
Locomotion (Palmerston Nth) 5-6 March 2011

The closing date for the next issue of The Generator is Friday 14th January 2011

THIS MONTH'S FEATURED MODEL.

This locomotive has already featured in a 'This Month's Featured Model' but last time its overhaul prior to returning to the rails was not yet complete and as can be seen on the front page it has now had a trial run.

It is the 3 ½" gauge NZR Ab built by Ian and Bruce McLellan's father in the late 1950s. Ian has been working away preparing the 'Ab' for returning to steam and on the 4 -11 -10, with boiler testing complete; the locomotive was returned to the track for a few trial laps.

A few minor problems will have to be dealt with, but the onlookers were able to see a grand little engine back in steam.



LETTER from ENGLAND

By Stan Compton.

I was taken to the Model Engineering Exhibition at Bristol, actually the Leisure Centre at Thornbury a few miles outside the City.

The weather was warm and humid, very uncomfortable in the building, so many visitors and lots to see. A model of an engine and radiator of a 20's Bentley took a lot of interest, my cousin, visiting from USA asked "Is the exhaust manifold a casting?"

"No" was the builders reply "It is fabricated out of black mild steel." The builder apparently owns a full-sized Bentley and he copied that. The result was superb, the hand-beaten brass radiator shell alone is a work of art, so will be the 'Roots Blower' when finished.

A model of a 1929 Super Sports Morgan three wheeler showed excellent bodywork. My cousin told me that when he was a schoolboy, his father was able to give him a short ride in a borrowed one and he could still recall how that big Vee-twin engine performed.

A model of a 'Douglas' motor cycle was a work

of art in 1" to 3½" scale. It was described as a 3½ hp (500cc) 1922 sports model and it looked like the quality of work of the 'Wilkinson' machine on display last year.

The Myford lathe company have a display of new spare parts, I noticed the lathe chucks on view were made by the TOS Company and the traditional 6" x 4 jaw internally screwed is not available now. Prices increase every year and sales decline, to keep their workers occupied, the firm buy back their used machines for reconditioning. Years ago we had a talk, at Hereford, by the Manager of Myford lathes; he told us that he once was the instructor of the Myford apprentices and used to tell them that once they had workshop skills they were set for life, but he never envisaged a changing world. Terry, my driver that day had acquired a Myford Lathe that had a device made by Myfords, to rebores re-metalled con rods; he had a word with a Myford man on their stand and was told that they would like to get it back for their archive.

On the stand of the Llanelli M E Society someone had set up a display about the life and achievements of the aviator Amelia Earhart from the USA. The mystery of how she lost her life, also her navigator, while attempting another record flying a twin engined Lockheed aircraft over the Pacific Ocean. They were due to land on a small island to re-fuel but simply disappeared, no sign of any wreckage was ever found by the search parties.

You may have seen a clip on TV about a train-crash in the UK. It was caused when a tanker driver of a semi-trailer loaded with sewage sludge, drove across a railway track unaware of the approaching rail-car set. The rail-car driver applied emergency braking, then went back to warn his passengers saving many more injuries.

How could this happen? In this country with many country lanes it would be inconvenient on a minor route to fit barrier arms, so to allow heavy vehicles to cross a telephone is mounted in a box on the roadside with clear instructions to ask permission of the signalman to drive across the tracks. Usually the system works quite well, I have used it myself when I owned a small transport business years ago. We may yet find that the tanker driver could not read English; this is common over here with drivers from Eastern Europe.

Something similar happened years ago, the driver of a police-escorted low-loader carrying a 200 ton transformer failed to mention the size of his load, got permission to cross the line, got stuck and was hit by an express train, a major disaster.

I have been reading a book about the search for the bodies of two climbers, lost on Mt Everest in 1924, Irving and Gregory. How an earlier attempt reached 27000 feet with inadequate food and clothing and oxygen equipment is quite amazing. The 1924 expedition nearly reached the summit because Irving, an engineering student was able to repair the primitive oxygen equipment with bits of wire and ingenuity. In those days climbers were usually 'Gentlemen'! Full marks to Ed Hilary and Tensing.

While on holiday recently, visiting 'Muncaster Castle' grounds in the Lake District, we watched a group of small boys playing football, and the goalposts were two coats on the grass. One boy was a fan of those highly paid professionals we see on TV news clips, like running forward after scoring a goal and dropping on his knees and sliding on the grass. He even simulated an injury by rolling on the grass, and then threw a fit if he could not succeed!

Wally is one of our Hereford members who is a real hard worker who gets results building locomotives. He is also a cabinet maker besides having an engineering background at 'Vickers' the armaments people. He was able to buy a steam locomotive, or rather his wife did! Advertised on the Internet as a 7 1/4" gauge 4 -4 -2 tank, the price was reasonable for a new engine but when he got the locomotive home he found that it had been built for a 7 1/2" gauge track. He is now busy modifying axles etc.

The following is a true story heard in the Out-patients Dept of a hospital some years ago. A man was sitting on a bench with a bare foot; the nurse gives him two pills and says that she will get some water and went away. The man turns to his neighbour and says "I don't need water", popping the pills into his mouth. The nurse returned with a bowl of warm water, "Where are those disinfectant pills I gave you!!!!!"

Mid-Week Run 4 Nov 2010

Two rather elderly locomotives were run on the Marriner Reserve Railway. The first was the 5" gauge NZR 'F' 19 now owned by Murray Bold, but built in the 'thirties' by Bill Cliene. Murray had asked Doug Chambers to carry out some minor repairs and adjustments and a test run would be the best way of proving the repairs. A few laps were sufficient to see the little 'F' running sweetly.



The running of the second locomotive has been awaited with considerable impatience. For sometime now Ian McLellan has been overhauling the 3 1/2" gauge NZR Ab that his father had built in the late 1950's. It had last been in steam in 1967 so all the boiler mountings needed freeing up and cleaning. This process was followed by a hydraulic test and recently a steam test.

Ian was able to complete a few laps of the track. A couple of minor problems were evident but Ian was able to demonstrate to him self and the rest of us that the 'Ab' is going to be a great performer.

Seeing the workmanship evident on the engine made it very obvious that Ian and his brother Bruce have inherited their father's skill and regard for the steam locomotive. Both had careers in the Railway Workshops and Bruce has for many years been involved in maintaining the NZR 'A' for the Weka Pass railway.

Track Bed Repairs

During the last thirty years a tree beside the track has gradually increased in size and the roots have spread out further and further and some went underneath the original concrete bed and started to lift the concrete and the rails. It had become obvious that something had to

be done and on the 11 Nov 2010 a gang set about removing the concrete, cutting the offending roots and boxing in preparation for pouring the new track bed.



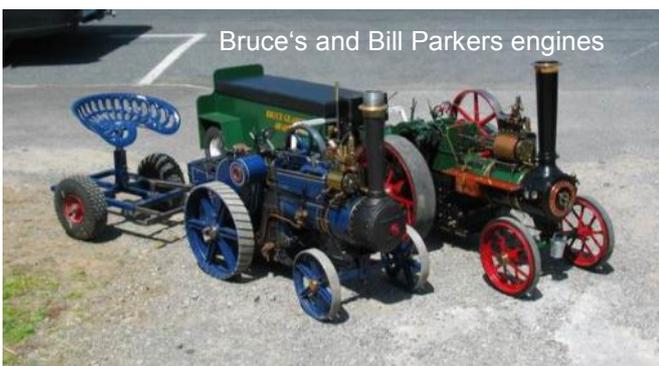
On the 12 Nov 2010 the concreting was done, A cubic metre of concrete delivered to the site in one of Higgins trucks was quickly placed, screeded and troweled off and in a weeks time the boxing will be removed and the rails will be bolted back down.



Labour Weekend at New Plymouth

Four members of the PNMEC attended the meet. Barry with his "Britannia", Eddie & Scott with the "Sweet Pea", Bruce with the "Burrell" and Murray with the NZR "F" and G gauge "Lady Louise"

The camera was forgotten to be used so I had to scrounge some pictures.



Bruce's and Bill Parkers engines

The Generator



RAILWAY ARTIST

By Doug Chambers

Most of us have admired the marvellous railway paintings by the late Terence Cuneo. From 1946 he was commissioned to paint Railway Posters for the 'Big Four' Companies and later British Railways.

He had several interests other than painting and these are given in 'Who's Who' as being writing, sketching, travel, riding, archery and engine driving. Now how did he manage engine-driving? He didn't work for the Railways so how did he manage to learn to drive locomotives? As this took place over sixty years ago the question can be safely answered as it is too late for recriminations. One of Cuneo's friends was an engine-driver and another of Cuneo's interests was the making of finely-detailed working models. So, while the friend admired the models, Cuneo drove the locomotive. He was to take advantage of opportunities to drive locomotives in Africa, Canada and the United States.

A detail common to all his later works was the inclusion of a mouse. Cuneo had been aware of the mouse included in the work of the contemporary wood-carver, Robert Thompson who included a mouse in all his pieces. Cuneo decided to paint the mouse in to his paintings after his cat brought in a dead mouse and laid it at his feet. It is often quite difficult to locate the mouse in some of his works and Cuneo tells of two men who walked into one of his 'one man' exhibitions. He overheard one say to his companion, "Now you take this wall and I'll take the other and we will see how many of these blasted mice we can find!"

The mouse was to cause concern in one of his later posters 'Port to Port' showing the bridge of a Southern Region cross-channel steamer. The mouse was there as usual but this caused concern to British Railways who felt that the inclusion of the mouse might lead the uninitiated to believe that the vessel could be vermin infested! Negotiations began and finally the mouse was allowed to stay in the poster, but it was wearing a 'blue and white' striped jersey!!!

Keirunga Park Railway Labour Weekend 2010

Richard Lockett

As usual I travelled over to the Hawke's Bay for Labour weekend, hopefully to soak up some of their sunshine for a few days which I was able to do, no problems there. I ran the W192 on the Saturday and Monday clocking up 24kms hauling passengers so as to earn my supper. Jonathan and Daniel Mason came over for the day on Monday with Daniel having a lengthy spell on the footplate of the W during the afternoon. Sunday was very busy with the public and the number of loco's available. I didn't steam up and went off to explore the cycle/walking trails which have been developed around the Bay. I clocked up about 100kms on my bike, no problem, as its all flat.



A couple of interesting locomotives were in attendance, a new 7.25 lima mogul built by Bob Wines from Manakau Live Steamers and a loco familiar to PNMEC, the ex Grant Chalk Atlantic which has been rebuilt by Ben Coney and is looking very tidy.



Of note was a large boiler built to a new boiler code which has been developed in Australia, by the Australian Miniature boiler safety committee to cover the larger size boilers used in our hobby. As part of the development process this boiler has been built and is being cycled, ie steamed and then ultrasonic testing will take place. The material used is Duplex SAF 2205 alloy steel which is used in industries where heat exchangers and vessels subjected to corrosive contents, temperature and pressure cycles. The welding process used is the TIG (Tungsten Inert Gas) process using argon as the shielding gas. All being well Duplex 2205 may be the material of choice for larger boilers.



Another good Hawke's Bay weekend with thanks to all the team at Keirunga.

This month is the clubs
Annual Dinner.
If you haven't let Cynthia or
Dave know please do so
ASAP. See P2 for details.
There are already 40+ signed
up so it should be a good do.