



## Newsletter of THE PALMERSTON NORTH MODEL ENGINEERING CLUB INC

Managers of the "MARRINER RESERVE RAILWAY"

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November  
2013  
No 395

# 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 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 October Meeting.

Members would have come away from the meeting with a far better idea of just how drawings and designs of structures are done on computers today. Stuart Anderson introduced his boss Bevan, and then suggested that all our questions should be directed to Bevan !!! For some of us who have struggled to understand drawings, it seemed to make the whole process easier to follow. Thanks Very Much to Bevan and Stuart of Steel Pencil for an interesting address.

On the table was a six cycle, single cylindered petrol engine that **Graeme Hall** has nearly finished. The twin flywheels were painted purple and Graeme explained that he had asked his granddaughter what colour he should paint them, and she said, "Paint them the same colour as you painted my bike."

**Merv George** has made a pair of straight edges for balancing surface grinding wheels. The device includes levels for setting up and now after a bit of trial and error Merv can now balance his grinding wheels.

**Chris Bjerga** showed us an external hone that he has made.

**Ian McLellan** showed us the beginning of a little steam pump that he his making for his 3 1/2" gauge 'Juliet'. Some of the valve ports are only .052" in diameter!!!!

### Barry Parker

Most of us know Barry as a locomotive driver at Marriner Reserve. He has achieved his drivers licence for steam

locomotives but there is another hobby that Barry is keen on. This is flying radio controlled model aircraft. Barry has built over a dozen model aircraft and has been learning to fly them. On Sunday the 20th of October Barry passed his tests for Basic Power and Large Power (Wings Badge). Congratulations from us all Barry.

## Club End of Year Dinner

Cosmopolitan Club

22 Linton Street  
Palmerston North

**Thursday 28 November 2013**

Drinks 6pm Dinner 7pm

The cost is \$25 per person. (Pay as you arrive.) They also have a licensed bar for you to purchase innervating liquids.

Bring the family and join us for a relaxing lead into the summer. We look forward to seeing you there.

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

Dave, 027-457-6175, newstead@clear.net.nz  
Murray 326-9665, engineer@inspire.net.nz  
Cynthia, 354-7100, cynthia@trains.net.nz

## COMING EVENTS

### Track running at Marriner Reserve Railway

December	1 <sup>st</sup>	from 1pm to 4pm
December	15 <sup>th</sup>	from 1pm to 4pm
January	5 <sup>th</sup>	from 1pm to 4pm
January	19 <sup>th</sup>	from 1pm to 4pm

### Open Weekends

Christchurch National Convention

2<sup>nd</sup> – 6<sup>th</sup> January

Thames Model Engineers

3<sup>rd</sup> weekend February 2014.

Locomotion 2014 Palmerston North

1 - 2 March

The closing date for the next issue of The Generator is Friday 6th December

## THIS MONTH'S FEATURED MODEL

by Neil Burn

I grew up on the West Coast when trains had guards vans. Many years later I started building a 7¼" gauge ground level track in Wakefield, Nelson, and I decided to model it on a West Coast tramway.

That meant a caboose would better suit the wagons I would make. I found a line drawing of a 'bobber caboose' in a model railway magazine and scaled the outline up to suit 7¼" gauge. Then I drew up a chassis and suspension system, and that was built first. Then the body followed and was duly fitted to the chassis. The roof top lifts off and the interior has plenty of room for my lunch and coffee.

After test runs and painting the caboose was ready for service having taken about a year to build.

I do have copies of the drawings should anyone want to build a similar one.

## LETTER FROM ENGLAND

By Stan Compton

You may recall I told you about one of our Club members who bought a five inch gauge Quarry 'Hunslet' locomotive with no boiler certification. Well he was very lucky, on examination it was found to be exactly as drawn by Don Young and to a high standard of workmanship, passing its hydraulic test easily. This locomotive was from a deceased estate and only needed cleaning before we raised steam. I wish you could have seen Fred's face when he saw that brilliant fire as I proved

the safety valves. Now he can't believe that fifty pounds pressure will pull him up our 1 : 60 grade easily. On his first day of public running he was able to keep steam up with ease.

We have another member with a Quarry 'Hunslet' so they both went to a 'Hunslet' day at the South Birmingham track site recently, the weather was fine and they both enjoyed their day out.

The small country town I live in attracts coach parties, often of senior citizens who like to wander through the town; the old Church Lane with its original cobblestones is worth photographing. It has been used for filming period films. Being right next to the 'Old Market House' where one of the traders I know told me about a wedding party who were left, from a restored 'Bedford O.B. coach, to make their way up Church Lane. Now modern fashion decrees that ladies shoes should have very high stiletto heels and it was comical to see the wearers clutching on to each other making their way up the lane to the church.



There was an item in the local paper about a local group of volunteers who annually bring a group of children over here for a holiday from Chernobyl in Russia, young victims of the nuclear disaster of years ago. Many of them need dental care while here, besides being taken out as a group by the volunteers.



I remember an occasion about twenty years ago when I was driving my locomotive at a small traction engine rally in the Forest of Dean, giving rides on a portable track. I noticed a red haired boy of about twelve in the queue. I was told he was one of a party also from Chernobyl. Now what could I do to make his day out? Make him the driver of course!! Now we take the heat of the fire and the smell of coal smoke and cylinder oil for granted, but a child would really get a thrill to sit close to the locomotive with his young friends as passengers. I walked alongside as he opened the throttle, chuff, chuff, chuff; I wish you could have seen his face, it made his day. I wonder if he is still alive. His minder told me they only expect to live to forty. And now the Japanese nuclear power plant has been wrecked by a tsunami.

There was an article in a local newspaper recently by a retired model engineer about a 5" gauge 2-4-4 tank locomotive built in the 1950s and used to train new members of his group in locomotive care and driving. Large cylinders meant that it was a good engine even when the steam pressure dropped (same as the 'Crab class'). After quite a few years the owner bought another car but the locomotive would not fit in the boot so he cut the front section of the frames, with the pony truck, off!!! This left the engine with an undulating gait and it acquired the name 'Wonda Wonga'. The drivers found they could balance a cherry from an ornamental tree, on top of the chimney, turn the blower down and then the cherry would drop down to be expelled with great force when the throttle was opened!!!

The writer was hoping someone could find him an old neglected 5" gauge

locomotive that he could restore and put to good use. I am going to suggest that he write to 'Model Engineer' using his article as a letter to the editor; a young woman who is doing an excellent job. One never knows what might turn up; there are always plenty of uncompleted chassis about, but rarely with a good boiler.

I met a new member of our group who has been building a 4" scale steam tractor; four years of work so far. It has cast wheels which would have saved a lot of work. It was nice to hear that his family help with the project, being able to purchase a boiler is a big help, I am looking forward to seeing the completed engine.

### Opening of the Raumati Extension

By Murray Bold

On 28 September Janice and I travelled to the Kapiti track for their opening of the new extension. We left Ashhurst in the pouring rain and arrived into strong wind but no rain. We were made welcome by the local members. We registered for the weekend and were told to go upstairs for something to eat and drink. After lunch trains ran until 1.00pm. Then everything stopped until the official opening at 2.00pm. After the speeches the ribbon was cut by the Mayor and the officials were taken for a ride around the track.



There were quite a few visitors from other clubs.

Two other PN members were there over the weekend, Tony Brown and Craig Moore. You may recall Tony had his "NZR De" loco at our track without any bodywork. Since then he has made progress in covering it up, and it looks great.



We must thank Laurie Bason for allowing us to park our motorhome on his front lawn on the Saturday night.

Thanks also to the Kapiti Club Members and wives, for the great time and delicious food over the weekend. Well done KMR.

## Hawkes Bay Weekends

Richard Lockett

PNMEC Members had two outings over to the Hawkes Bay during October. Hawkes Bay Model Engineers had an open weekend 5-6 October. Havelock North Live Steamers had their usual Labour Weekend meet.



Barry Parker and Keanu Wallace gave Barry's Mountaineer locomotive a run around the HBMEs track at Anderson Park Railway in Taradale; while I gave my Allchin traction engine a run. Lubricator

problems made for a shortened outing. Rail operations were complemented by model boats in use on the lake. Also a display of vintage cars and stationary engines. Local members current projects were on display on the steaming bays. A nicely finished 5" gauge NZR Ab class locomotive caught my eye. It had a rolling



chassis with part finished boiler.

A busy day was capped off with a decent feed, some lubrication and a few good laughs, before heading back home due to having other commitments on Sunday.

The Saturday of Labour weekend saw Neil and Kelly Burn, Chris Saunders and myself, with locomotive W192 at Keirunga Gardens, Havelock North enjoying the country's predicted best weather spot - the Hawkes Bay.

You never know who will turn up at these meets, which keeps your interest up, because there is always a different mix of



people and locomotives. On my arrival it became apparent that there was a very good assembly of 7.25 gauge NZR steam locomotives parked up in the steaming bays awaiting water and fire. There were two tender loco's, and AB and an 1874 J, both down from Auckland. Four tank loco's, W, WF, Fa and an S class single Fairlie.

Having its first run was an unpainted 7.25" gauge Romulus 0-4-0 built with side tanks; not the well tanks of the



original design. It looked very smart. It is being built by John Bremner of Waikato.

If you operate a locomotive at Keirunga you are kept very busy, the railway being always popular with the public. For a brief moment I thought that I might not be able to run my loco at all, having left my coal shovel at home. I was able to borrow a shovel from another NZR loco not being steamed. It was a bit on the large size for the tight confines of the W's cab. For my run on the Monday I borrowed a desert spoon from the kitchen. Stainless steel, not silver, but a whole lot better than plastic

Thanks to both HBMES and HNLS for their hospitality over two very enjoyable weekends.

### Kimmy's Klubhouse visit to MRR

Our usual Thursday morning workday at the track was postponed on October 3rd when we hosted this group of pre-schoolers from Rongotea. About twenty children and their adult minders spent about two hours riding

behind Richard's "F", Ian's Y4 and the club Santa Fe diesel. A very interested and keen group and Ian's loco especially was in high demand all morning. The children seemed to appreciate the capacity of the small loco to pull quite a large load. The morning was a rewarding exercise both from the enthusiasm of the children and also from a financial standpoint.



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