



## Newsletter of THE PALMERSTON NORTH MODEL ENGINEERING CLUB INC

Managers of the "MARRINER RESERVE RAILWAY"

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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.

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Place  
stamp  
here

## This Months Featured Model



## Report on the October Meeting.

The meeting opened with some discussion of some club matters including:

1. That the Hearing Hall is for sale and that we might need to find another venue for our monthly meetings.
2. We do not have sufficient numbers for our November dinner at the discount rate quoted. Please contact Cynthia Cooper if you are coming and have not signed up yet.
3. We will be running on the portable track at the Feilding Steam open weekend 4 & 5 November. See report elsewhere in the newsletter.
4. The Presidents Barbeque will be at Robert Edwards residence Thursday January 25<sup>th</sup>. This is instead of our usual monthly meeting.

In the "bits and pieces" section **Chris Morton** showed an old car cassette tape/ radio that he had dismantled and commented on the construction of such articles.

Chris also had a back copy of "Live Steam & Outdoor Railroading", a publication from the USA (a very well produced magazine). He drew our attention to the cover article which was on the construction of "Bernays Engine", a two-cylinder engine with quite an unusual crank and valve motion. I was sufficiently intrigued to do a bit of research on the web and found this article on the engine on the Model Engineering web site.

[http://modelengineeringwebsite.com/Bernays\\_steam\\_engine.html](http://modelengineeringwebsite.com/Bernays_steam_engine.html)

I also found a couple of YouTube videos of versions of this engine running at:

<https://www.youtube.com/watch?v=vitP5l8rYEU> and

<https://www.youtube.com/watch?v=cZTk-XSOIYc>

**David Bell** had some fastenings that he had used in his industry.



**Graeme Hall** had a hot air engine that ran for a while on the table.



Also on display were photos of the caboose that **Ken Nielsen** has built to go with his almost-completed 5-inch Shay locomotive.



The closing date for the next issue of The Generator is Friday 15th December

## Club End of Year Dinner

PN Cosmopolitan Club

22 Linton Street  
Palmerston North

**Thursday 23 November 2017**

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.

Murray 326-9665, engineer@inspire.net.nz

Cynthia, 354-7100, cynthia@trains.net.nz

## Lost Property

A metal Whangarei Model Engineering Club badge has been found.

Silver and black lettering on a light blue background.

If you think it may be yours make contact with Cynthia Cooper, 06-354-7100, Cynthia@trains.net.nz

## COMING EVENTS

### Track running at Marriner Reserve Railway

December 3 <sup>th</sup>	1pm-4pm
December 17 <sup>th</sup>	1pm-4pm
January 7 <sup>st</sup>	1pm-4pm
January 21 <sup>st</sup>	1pm-4pm

**Thursday 25 Jan 2018**  
**Presidents BBQ at the**  
**Edward's Home from 3.00pm**

**Locomotion**  
**3 + 4 March 2018**

## Labour Weekend New Plymouth Society of Model and Experimental Engineers

The photo on the front page was taken by Tony House at the New Plymouth Society of Model and Experimental Engineers miniature elevated railway track over the Labour weekend. It shows that Eddie Bleackley and his locomotive were both performing very well.

For those of us who are not familiar with this particular track, Eddie's loco is about ten feet (three metres for the modern generation) past the lowest point in the track. This coincides with a completely blind corner, usually on a non-adhesive track because of those who have gone before you generously oiling or watering (sometimes both) the rails. Faced with the sharp uphill stretch, adhesion is a very moot point. Hence in the bottom left of this photo is a hand holding the track sanding device to deal with the problem. It is a single axle of five inch gauge with a tin of dry sand, pipes and nozzles to direct the sand to the rail. You may say that taking a flying run would get your train through the dip, but that idea does not sit well with me because of the blind corner, and the inability to stop in an emergency situation on a greasy track.

You can see a wee bit of rear-end assistance being applied to the passenger trolley, and this is nothing unusual at this track at this spot. This is not any easy track, with sharp corners and severe gradients to overcome, and a heavy load of passengers certainly tries out the rivers.

This picture may come as a surprise to Eddie as I have not asked his permission at all, so I hope I do not have to dodge next him time we meet !!

**Chris Morton**

## Letter From England

Stan Compton

The Downs Melvern is a private school not far from my home at Colwall beneath the Malvern Hills. The only one in the country that has a 9½” railway. Pupils learn basic mechanical skills and how to drive a steam locomotive. I gather that when they have trained to drive an electric engine they get to wear a yellow scarf. A red scarf means they, boy or girl, can drive a steam locomotive. This would be during time devoted to hobby classes. The railway has been on site for many years and is now run by a trust. This takes the burden off the headmaster. Being private it is not usually open to the public, only on special occasions.

The Downs Light Railway Trust  
<http://www.DLRTrust.btck.co.uk>

Years ago I read a book about a man who sailed round the world in a boat he named Tillicum. It was actually a hollowed out log from the west coast of Canada. I located the vessel in Tillicum Park on display under a roofed structure in Victoria, BC, Canada over fifty years ago. I wonder what happened to it? I forget the name of the sailor, but he described in his book how arriving in Australia he needed to raise funds, so he lowered the mast and got the hull onto a freight train, taking the boat inland about his travels. On one of these moves the crane driver dropped the boat and it split in two, fore and aft! Fortunately he found a blacksmith who repaired the hull with heavy steel bands and when I found the boat on display in Tillicum Park I was able to examine the repaired hull. The steel bands had been let into the wooden hull leaving a smooth surface on the outside. I imagine the repair was made in the twenties.

This reminds me of a man who worked

The January Club night will be the  
**Presidents BBQ**  
**Thursday 25 January 2018**  
 It is the same location as last year.  
 All members, partners and kids are  
 welcome from 3.00pm  
 See the following  
 map for directions.



Robert and Margaret's Home is at  
 the junction of Hansens Line and  
 Te Arakura Road.  
 This is off the end of Milson line.



The Driveway to the BBQ.  
 Please park on the road if able bodied.  
 There is plenty of room.

for me years ago. During WWII he was the coach driver for an ENSA Party lead by Gracie Fields entertaining the troops. He told me what a fine person she was. When they arrived at an army camp she always instructed the officer who greeted their arrival to take the driver and give him a meal. No one else ever bothered about the driver.

I just happened to be living in Vancouver, BC when Alan Villiers arrived there as Captain of the Replica of the "Mayflower". He had sailed from the UK as a teenager. He had joined the crew of a square rigged ship, one of the few still left in the grain trade, loading at Melbourne in South Australia in the twenties. That was the start of his life in the world of sailing ships. Now in 1959 he gave a talk in a Vancouver theatre about a cruise by sail around the north of Scotland. This was a pleasure to hear and watch the film made by him of that cruise.

He wrote a book "The Cruise of the Conrad" that is well worth reading, about his buying in 1937 a Danish full-rigged ship 110 feet long built as a sail-training ship. He fitted her out and with a crew of boys whose parents were able to pay for their sons to sail almost all the way round the world, no older than fifteen, his promise was they will return as men. Arriving in New York he was asked for his Masters Certificate. He had sailed for years as Master of Swedish grain ships whose owners had never asked for one but his First Mate was certified, which was acceptable.

## Feilding Steam Rail Open Weekend

On the 3<sup>rd</sup> and 4<sup>th</sup> November the club ran the steam locomotive "Robyn" on the portable track at the Feilding Steam open days. Thanks to Liam Puklowski and

Richard Lockett, for doing most of the driving and also to the other club members who turned up for various duties such as ticket clipping and giving general support.



The weekend went well with almost 200 rides being given on each day. Most of us attending took the opportunity to look around at the various displays mounted. I had a good look at their **Wab 794** steam locomotive which has been partially stripped

down for a major overhaul and boiler test.



The **F163** was kept busy giving rides in the two passenger carriages. The motor jigger was also busy on both



days and one of the Steam Traction Society engines with trailer also was well patronised. I managed to take a number of photos, some of which accompany this article. Judging from their appearance in a number of my photos, the food cart hot dogs were a real hit! **John Tweedie**

### Profile - Chris Morton



Hi - I am Chris Morton, one of the original members of the Palmerston North Engineering Club from February 1977. Life for me started in May 1946 as I was a result of VJ Day in Inglewood. One of my many nephews said to me, with much glee, that the old baby factory Marinoto was now an old folk's home so that would complete the circle if I died there!! Enough of that.

I was put into the RNZAF straight from a very mediocre four years of New Plymouth Boys High School, and that really became the turning point in my life - I was a round peg in a round hole and greatly enjoyed the next thirty years and

three months, as the majority of those I worked with were trustworthy interesting people. Maybe more details about the air force in the future if anyone is interested.

After the air force, bus and coach driving was the next way of earning a crust to pay the bills, and once it was discovered that I had a toolbox and knew how to use it, fixing vehicles and then a bit of forensic vehicle inspecting for the law as required followed on. That was much easier than coping with little darling children who had apparently been raised in the belief that the whole world owed them everything, and manners and consideration for other people were to be ignored, but then I am a grumpy old fossil??

I have been into Meccano ever since I can remember, also things powered by steam once I learnt that an uncle sharpened his penknife on a little steam-powered grindstone - wonder where the engine is now? O gauge Hornby trains, and a little bit of Hornby-Dublo are other enjoyable pastimes in between model engineering bits and pieces of all sorts, mostly railway orientated. There is an 0-4-2 7¼ loco part-built that might get finished before I pop my clogs, and then there is the Green Machine that has not seen the light of day for many a day!! Ken Neilsen has been reminding me that something needs doing about that, and he is quite right!

I very much enjoy the very wide diversity of people in the club, and if enough of us write something for the Generator, I will not have to rely on listening to eulogies to better know my fellow members!!

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](mailto:pnmec@trains.org.nz)