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	SECRETARY	TRACK CONVENOR	EDITOR
Chris Rogers	Murray Bold	Richard Lockett	Doug Chambers
(06) 356-1759	(06) 355-7000	(06) 323-0948	(06) 354-9379

September 2006 No 316

THE GENERATOR

PNMEC Home Page www.pnmec.org.nz
Email:- pnmec@clear.net.nz

TRACK RUNNING

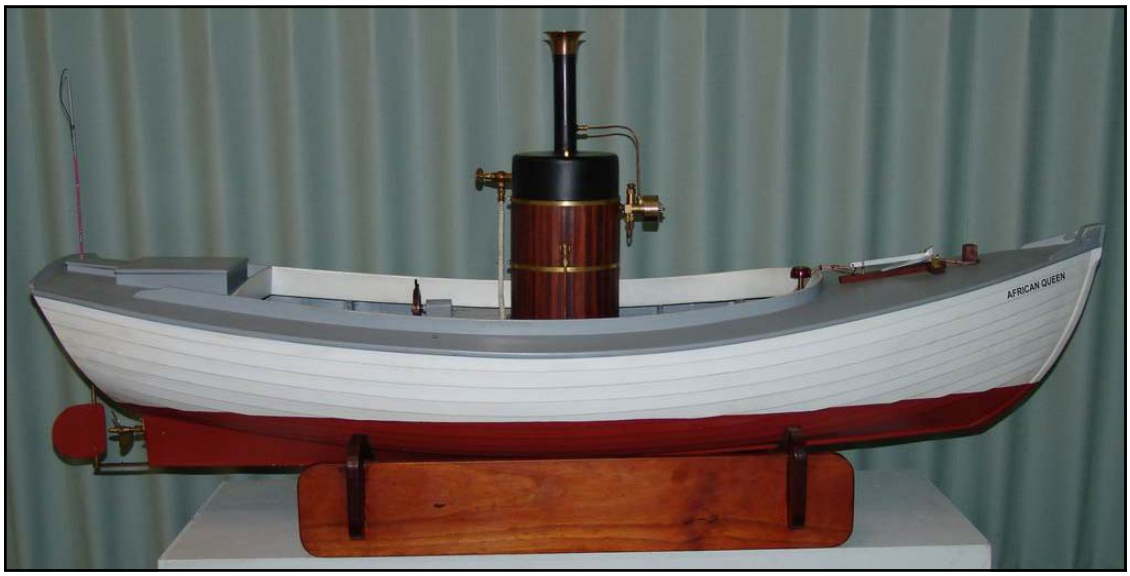
This is held on the FIRST and THIRD Sunday of each month, from 1 pm to 4 pm Summer and 1 pm to 3 pm during the Winter. All club members are welcome to attend and help out with loco coaling, watering and passenger marshalling - none of the tasks being at all onerous.

Visiting club members 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 AUGUST MEETING.

With **Chris Rogers** unable to attend **Cynthia** found herself 'at the helm' for the evening.
'Bits and Pieces' were dealt with first.

Richard Lockett showed us a ball turning attachment that he had modified to allow him to turn large radii as on a smokebox door. He showed us a headlight that he has made for the NZR W class loco he is building. Richard had made a reflector but found its performance rather less than satisfactory. He had purchased a battery lantern from Bunning's and found that this was actually of the desired diameter. He said that the lantern from Bunning's only cost $6.00 and the aluminium and time taken to turn the first one would exceeded that amount by a large margin.

Murray Bold has nearly completed a model for Gauge 1 of an internal combustion powered jigger and trailer. Complete with a small trailer and crewman.

Ian McLellan has completed the crossheads and connecting rods for the 3 ½" gauge 'Maisie' he is building.
Ian fabricated the crossheads and will drill and ream a ¼" hole for a little end pin that will be hollow and retained in place with a through bolt.
He showed us a parting off tool that has a bar attached to stop the work from lifting while parting.

Maurice Job had a large photo of NZR K 916 at Woburn.

Stuart Anderson showed us the nearly completed cannon he has been working on. The model is taken from the full-sized gun used by the British Army at Waterloo.

Bruce Geange displayed the NZR fuel tank wagon that he has made for his O gauge railway.

Bruce then covered the arrangements for the Exhibition to be held the following weekend.

SEPTEMBER MEETING.

This will be held on the
28th September at 7.30pm at
Massey University

You need be on time or
may be locked out.

See page 6 for more details and map.

COMING EVENTS

Mid Week Run at Marriner Reserve Railway

26th September between 10.00 am and 2 pm
24th October between 10.00 am and 2 pm
Please contact Doug Chambers beforehand.

Track running at Marriner Reserve Railway

1st October from 1 - 4 pm
15th October from 1 - 4 pm

Open Weekends

Havelock North Live Steamers
Labour Weekend October 20th – 23rd.

New Plymouth Model Engineers
Labour Weekend October 20th –23rd.

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

Note:
Price for the evening dinner will be $15.00
They also need definite numbers before 28th October

The closing date for the next issue of The Generator is Friday 13th October

FOR SALE
PETROL- HYDRAULIC
'Hunslet' (7 14"gauge)

This is the NZR Dsa built by the late Jim Curtis. Fully detailed the Dsa looks good and runs superbly. This is a classic example of model engineering. It featured in the Australian Model Engineering magazine (September-October 2002) and comes complete with a purpose built driver's car built to the same standard.
Enquiries to Jean Curtis, 115 Guy Street, Dannevirke. Or phone (06) 374 7151.

0 –4 –0 NZR Tr.

In 7 ¼" 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 6195

MODEL MEE

Friday 25th August found many of the PNME members busy with cars and trailers ferrying exhibits to the Leisure Centre where other members were covering tables ready for displaying the models. Bruce Geange having been involved in a lot of similar displays (Meccano, Hornby Dublo etc) has developed a flair for laying out tables to display the models favourably for public viewing.
By Friday evening all was ready for opening at 10.00am Saturday morning.

Saturday passed with members doing their best to answer questions from the public. In the evening several members and their wives stayed on for tea, the Congo burger shop did a good trade and it was a good time to get about with the camera while there were few people to get in the way. Also a good time to really study the member's models.
Sunday, and another day with lots of public visiting and lots more questions to answer. A lot of familiar faces of people we had met before at previous Exhibitions. Then after 4pm the tables were cleared and the exhibits were taken away to their respective owner's homes. By 6.30pm the hall was cleaned and locked up and once again another of our Exhibitions was over.
I am not going to pick out any of the exhibits for individual mention, but I would like to thank all the members who helped to put on what I feel was our best Exhibition ever.!!!!!!!
For myself I really enjoy this event and I am proud to be a member of a club that contains so many talented people.

NOTES FROM ENGLAND

The following are excerpts from a letter to Doug Chambers written by Stan Compton.
Remembering that the United Kingdom has just had one of the coldest winters for about twenty years, Stan writes that he goes out to his workshop straight after breakfast to get a few hours in while it is still cool. This summer is becoming one of the hottest they have had for many years.
Stan's current project is the Hunslet Welsh Quarry locomotive drawn up for 5"gauge by the late Don Young.
Stan has sold the 5"gauge 'Maid of Kent' 4 –4 –0 tender engine and for a time has not had an engine suitable for passenger hauling. His 'Boxhill' a
Terrier tank in 5"gauge is not really suitable for heavy work and Stan has exchanged it for a 'Speedy' that was originally built by a man who worked for Rolls Royce. The 'Speedy' has the valve gear designed by Don Young and is a very tidy engine.

Stan continues to write articles for 'Engineering in Miniature'.
He says the Hereford Club secretary has bought a locomotive off Ebay. It is a 7 ¼" gauge G.N. 'Atlantic' and it had been built in Australia, the builder doubling up the drawings for 'Maisie' prepared many years ago by L.B.S.C.
The locomotive was fitted with a 'Briggs' boiler which has 25 ½" diameter tubes. They are really too small and were severely coked up so there was only a ¼" clear hole through. Stan made a device to clear the carbon but has doubts about the boilers capability to steam well, let alone freely like the full-sized engine was renowned for.
The sub-editor of 'Model Engineer' photographed the 'Atlantic' and a picture appeared in the magazine about a month ago.

Recently Stan was asked to carry out a boiler test on a 'Butch', an 0 –6 –0 tank locomotive built in 5"gauge. The model had been built by a member of the Morgan family about forty years ago. Older readers and those interested in Classic Cars will remember the Morgan Sports cars and this is the same family of Morgans. The locomotive had not done much if any running, but it passed the boiler tests and has now proved a very good runner.

A few months ago Stan undertook the overhaul of a steam boiler feed pump fitted to a 'Romulus'. The 'Romulus' has a steel boiler and Stan found the cause of most of the problems was small flakes of rust coming through with the steam from the boiler.

He carried out the overhaul but also made up a steam filter based on a Spirax- Sarco one. This will prevent further trouble.

As usual the Hereford club members attended the Much Marcle Steam Rally this year.
The club 'Sweet Pea' was run up and down their portable raised track and there was a display of their work in a tent.

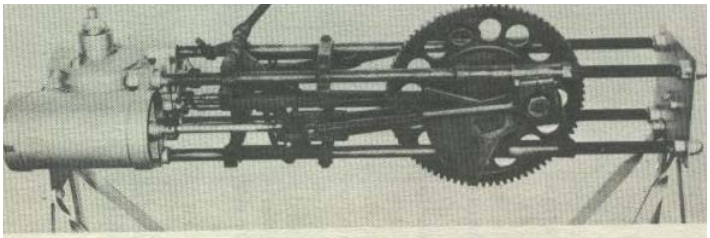
MODEL of the MONTH

Ken Neilsen's model boat 'African Queen' has a hull design with an interesting history. Known as a Sea Bright skiffs, they took there name from the area known as Sea Bright, New Jersey on the southern half of the Sandy Hook peninsula, across the bay and south of New York City.
In the mid 1840s the fishing industry got a start and by 1889 the Sea Bright fishery was handling over 4 ½ million pounds of fish between June 1st – October 1st. There were 250 boats with two man crews and each averaged 150lb catch per day during the season.
Fishing in small boats off exposed surf beaches required a special type of boat. The hull must have ample lift and 'sheer' at both ends and a flat 'floor' so that the loaded craft can take the beach and remain upright when the swells recede leaving it 'high and dry'.
The design of the hull can be traced back to the 18th century Colonial bateau, which was developed for military use during the French and Indian Wars when thousands were built to provide the French Army with a boat suitable for landing troops from sailing ships onto surf beaches.
From 1900 on the Sea Brights began to be fitted with small petrol engines. The mast and sails were dispensed with. The propeller is high enough above the keel to avoid damage while landing on the beach. The engine was completely covered under a removable hatch.
It is not known if any were fitted with a steam engine and boiler as Ken has done, but the sheer of the hull has provided a classic shape for a very attractive model.

STEAM CARS

By Doug Chambers

The following is a look at the history of the steam car, some of the highs and lows of the better known manufacturers.
Probably one of the better known builders was the Stanley Company. The brothers started in 1896 but sold their business to the Locomobile Company in 1899. In 1902 the brothers bought back the Newton Plant and all the patents and again began building steam cars.
Mr and Mrs F.O. Stanley had driven one of the first Stanley steam cars to the top of Mount Washington in New Hampshire on 31 .8 .1899. This was the first ascent by an automobile. The engine in this first model Stanley was a vertical, mounted under the seat with crankshaft, chains and sprockets exposed to dust and dirt.
From 1903 the engines were horizontal and were geared to the differential with a sheet metal casing enclosing the engine and gears and thus keeping out most of the dust.
From very early beginnings car manufacturers in America realised that cars that won races in the weekends, sold from the showrooms during the weekdays. In April 1903 a hill climb contest was held on Commonwealth avenue. The Stanley entry was the little folding front seat model, tiller steered and powered with a 5 ½ horsepower steam engine.
Entered against it were 16hp Peerless, 16hp Darracq, 20hp Winton, Packards, Cadillac, Knox, Toledo, Stevens-Duryeas, and many others including some electric powered cars. The times set by the opposition varied from 2 minutes to 43 seconds.
The little Stanley set the fastest time of the day, just under 17 seconds.
In 1906 Stanley's built a real racer. Known as the Florida Racer it had a very streamlined body that tapered towards the front as that of a ship. Fred Marriot, a well known car race driver of that time was selected to drive it. From his records we know the basic description of the car.
Wheelbase 100 inches, Wheel track 54 inches, width of the body 36 inches. The gear ratio was, 82 teeth on the driving gear on the crankshaft, 48 teeth on the driven gear on the axle. The engine had two cylinders each of 4 ½" bore and



WORLD'S RECORD BREAKING STEAM ENGINE

the stroke was 6 ½" .The piston were of the plain plug type, that is they had no piston rings, and the valve gear was Stephenson's. The engine turned 350 revolutions to the mile and the 34 inch diameter, 3 inch wide wheels turned 600 revolutions to the mile.
Boiler pressure was about 1000psi and the fuel for the burner was vaporised gasoline. The fuel feed was from two tanks pressurised at 180psi.
At Ormond Beach, Florida the car set the following records between January 21 –28 1906.

1 kilometre	=	18.4 seconds,
1 mile	=	28.2 seconds,
2 miles	=	59.6 seconds and then
5 miles	=	2 minutes 47.2 seconds.

Later that year while trying to better his records, disaster struck. While travelling at over 180mph the car hit a little depression in the sand. The boiler was mounted behind the seat and combined with the torque from the engine this left little weight on the front wheels. The front of the car lifted and as the bottom of the car was boarded flat, it took off like a kite, flying for some 100 feet before crashing and breaking in two. Miraculously, Fred Marriot although seriously injured, eventually made a full recovery.

THE FASTEST CAR IN THE WORLD
(Rate of 127.66 Miles an Hour)

Club Night - 7.30pm 28th September - Massey University

This will be held in the Science Towers at Massey University.
We will be visiting the Institute of Fundamental Sciences Workshop (Barry Evans, Steve Denby and Noel Foot) the X-ray crystallography lab for Protein 3D structure determination (Gillian Norris) and a lab where there will be a demonstration of some simple DNA experimentation (John Tweedie and Kathryn Stowell).

Parking is available off the Massey Ring Road at the end of Riddet Road (see map). All parking is free and no spaces are reserved after 5.00 pm.

We will meet in the Science Tower Foyer between towers B and C (insert on map). Please be punctual as the building cannot be left unlocked and the doors unattended. We will split into three groups and rotate around the various areas. Each should be about 30 mins and at 9.00pm we can assemble in the Institute of Molecular BioSciences reading room on level 3 of Tower C for a cup of tea.

If you are not there on time you may be locked out.

Please be ready at Tower B/C Foyer by 7.25 pm