



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.

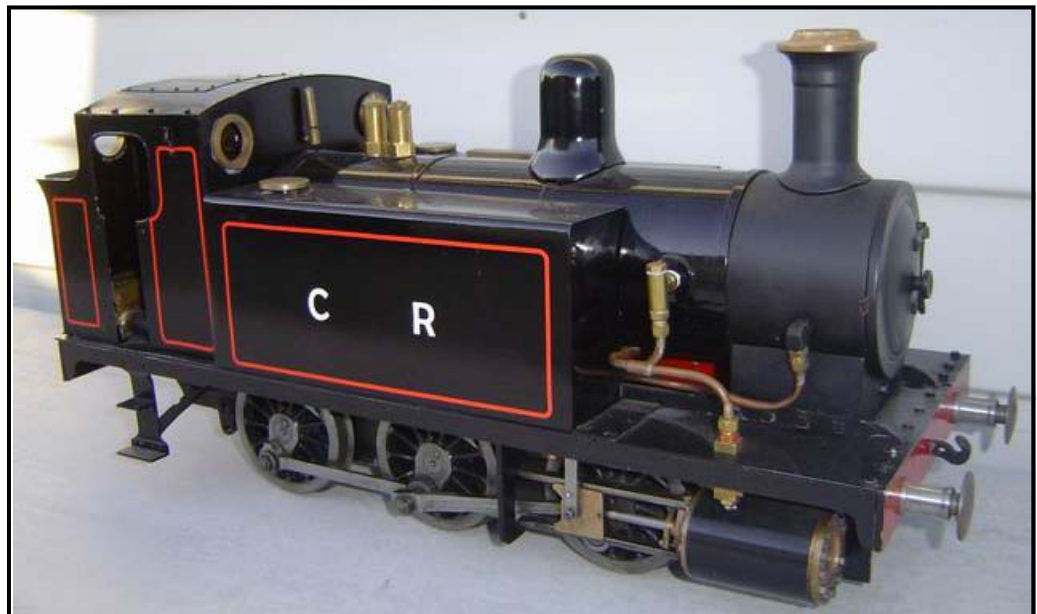
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This Months Featured Model



REPORT on the AUGUST MEETING.

Unfortunately our guest speaker had to cancel at the last moment so the Meeting became a 'Bits and Pieces' evening.

Fred Kent had a miniature wind turbine he is making. Fred is trialling different blade arrangements before building a larger version.

Brian Avery showed us the wheel and cylinder castings for the NZR Kb he has underway. The frames are already too heavy to bring in to show us so I expect we will have to be content with seeing various completed items as progress continues.

Bruce Geange had his part built O gauge Taupo Totara Timber Company Mallett and was able to run it up and down a short section of track.

John Tweedie had the lubricator for his Shay. A very neat piece of work consisting of three pumps mounted in the one small tank.

Graeme Hall showed us the tilting table he had made for cutting worm wheels.

Cynthia Cooper showed us the collection of I.C. engines that were given to the PNME club. One is a very well made 'Mastiff' and the others are all for radio controlled model aircraft.

Doug Chambers brought along the nearly completed 'Chub' that he is completing for a Petone club member.

SEPTEMBER MEETING.

This will be held on the 27th September at 7.30pm in the Hearing Association Rooms, Church Street, Palmerston North. After having to cancel coming to the August Meeting, Hugo Montieth will talk to us of the three months he spent in Zambia working for the United Nations, servicing their jet boats and 4wd vehicles.

As you can imagine the United Nations team had some interesting experiences with the local population along the Zambesi River.

COMING EVENTS

Mid Week Run at Marriner Reserve Railway

25th September between 10.00 am and 2 pm

23rd October between 10.00 am and 2 pm

Please contact Doug Chambers beforehand.

Track running at Marriner Reserve Railway

7th October 1 - 4 pm

21st October 1 - 4 pm

Open Weekends

Kapiti Live Steamers

13 - 14 October Official Opening of their New Clubrooms on Saturday at 11.00am

Labour Weekend

20 - 22 October Havelock North live Steamers

20 - 22 October New Plymouth

10 - 11 November Tauranga Open Weekend.

3 - 7 January Convention. 2008 Manakau

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

This months Featured Model

This Rob Roy was built by Barry Parker over a 31/2 year period. It is a first attempt at live steam. The model is yet to be put into steam and run. It currently sits in the office at home. By any means it was not an easy locomotive to build as I have had a lot of help from Chris Rogers and Doug Chambers. It certainly was a great learning curve with many spare parts hitting the bin and end mills hitting the wall.



PREPARING TO LIGHT UP

Recently I was asked to write up a list of 'what to do' prior and during the light up, for a 'new' owner of a steam locomotive.

I know of a couple of Model Engineering Clubs who as part of their driver's ticket training asked the question, "What is the first thing you should do?"

The answer they accepted was. "Fill the boiler with water."

Good idea, but not the correct answer!!! I was asked this very question when sitting my Traction Engine Drivers Boiler Certificate some thirty-five years ago.

The very first thing you must do is to look at the boiler certificate and check that it is current. The penalties for operating a boiler after it's Marine Certificate had expired are quite severe.

With model locomotives that rely on an axle pump and a hand pump for boiler feed, I recommend that the side tanks or tender tank be filled before the boiler. Then with the by-pass

valve open roll the engine back and forth until water can be seen returning into the water tank. The return pipe in the tank should be arranged so that the return flow can be seen through the filler hatch. The hand pump should be checked too, as both pumps have ball valves that are prone to 'stick'. A sharp blow from a six - inch crescent spanner is usually enough to unstick the ball valves.

It's a bit embarrassing to get your engine in steam and then find once out on the track that you can't get water into the boiler.

After ensuring that you are going to get water into the boiler via feed pumps, then you can go ahead and fill the boiler and raise steam.

Most of the engines built today have provision for filling the boiler through the blow down valve or through a check valve. I still see older and smaller steam locomotives being filled through a safety valve hole. The problem with this is that gradually the threads will wear away and then you are faced with replacing the bush in the boiler. This means brazing a new one in with the removal of the boiler cladding and hydraulic testing.

A better way is to have a large plug on the top of the inner steam dome. If the thread in this gets a bit worn then you can remove the dome from the boiler and repair it. Refit it and carry out the hydraulic test without the need to remove the boiler lagging.

A piece of good advice for a new owner is to steam the engine on a weekday, when the kids are at school and with an experienced driver to assist and keep the public at bay while steam is being raised and to advise the 'new chum' on how to operate the engine safely.

For those of us who have built our own locomotives and have been driving for years it is perhaps not so easy for us to understand that a person having bought rather than built a locomotive, can find it a bit daunting to light-up for the first time.

It is up to the older drivers to help and pass on their hard won knowledge to the new drivers. The sooner they become fully competent the better, as they will be able to relax and enjoy driving steam locomotives as we do.

Doug Chambers

LETTER FROM ENGLAND

By Stan Compton

Recently I was able to have a trip with a fellow model engineer to the GWR Museum in Swindon. We left our car at a 'Park and Ride' on the outskirts of the town and a bus took us to the town centre.

On enquiring of a passer-by we were given directions on the location of a complex called 'Steam' and told to look for an entrance in a stone wall that I realised later was the original Works entrance.

In the complex is a shopping area, the railway museum being part of it, the original traverser is located outside where it used to operate, but the original building only had one wall retained which alone was quite impressive. There is space for visiting coaches but I am not sure of car parking, you could try www.swindon.gov.uk/steam

The museum is located in what was the original machine shop and visitors follow a route through the simulation of the original works, from the entrance where a helpful lady showed us later where to go to nearby to get a very nice cooked meal or snack.

We were following a trail through the stores where a model of a young woman was heard answering a question about supplies, all very realistic.

Then into the foundry with moulding box and wrapping machines displayed with the use of wooden patterns, a variety of these on display in the patternshop, and all the time the noises of the works were heard in the background, including locomotive workings etc.



The carriage shop had an end section of an early wood framed carriage displayed, showing the galvanised sheet skin of about 16 gauge attached to the frame with wood screws at about 50mm pitch. Talk about labour intensive, no wonder 18,000 workers were employed at the works at one time.

The machine shop layout was quite small but photographs showed rows of Ward turret lathes in use. In the boiler shop a couple of TV screens were showing interviews with women who had worked in the shop during the Second World War as rivet

heaters, no ear protection then, how many young women now would do such work?

Two life like models of young women were working in the smokebox of a 43XX class boiler and the working conditions then can only be guessed at now.

On to the next display and this was the full-size 'Caerphilly Castle'. This locomotive used to be displayed in the Science Museum in London. The 'King George V' is displayed on a mock-up of a station platform with models of intending passengers, all so life-like.

A 'Dean' goods 0-6-0 had a life-like crew on board.



I looked at all the copper pipe work in the cab and thought that would make that engine a real challenge to model. I know of a 7 1/4" gauge model being built to a published design and the builder has many problems to solve.

I hope this brief description of the museum is of interest.

On the way home my driver asked if I would like to see the Sapperton Tunnel. Knowing this was a disused part of our original canal network, due to get Government funding to reopen the Stroud-water canal making the link from London to the West. I told my driver "Yes Please."

After turning off the Main Road we were soon travelling through narrow country lanes in the Cotswolds, this limestone ridge known for the pale-yellowstone cottages. On the outskirts of the village of Sapperton we parked in a pub yard, it was too late to get a drink of the local cider, so we took a footpath through an overgrown area. Being a hot summer day with no rain it was a pleasant ten minute or so walk along the line that had once carried narrow boats with passengers and cargo many years ago. Then we came across a tunnel portal built of stone with battlements like a castle, wide enough to take two narrow boats but no towpath. The horses used for towing the narrow boats would have been led over the hill,

A BLAST FROM THE PAST

usually by a child, while the boats were 'legged' through by men lying on boards and pushing on the tunnel roof with their legs. It would have been eerie in the two kilometre tunnel lit only by oil lamps on the boats, which usually worked in pairs once engines were fitted.

You may have heard about our spell of very wet weather this summer, the Severn Valley Railway had four washouts, and they will cost a fortune to repair. Meanwhile they are running a limited service but there is no access to the works. John Heald from Rotorua was on a trip over here and called at our Hereford tracksite and was impressed with our progress. He was able to go through the Waterworks Museum next to us as their work-day and ours is on a Tuesday, they are open to the public but are not in steam.

John was lucky, he was able to take the complete trip on the Severn Railway early in the Summer before the line got washed out. The public has been sending in donations but it needs Government help which may eventuate.

A relative of mine was visiting a World War 1 cemetery in France recently, he came across an entry in the visitors book by a 12 year old schoolgirl, "Why?"

FOR SALE

On behalf of the family of Graeme Harris, we have been asked to advertise and sell the collection of Stuart Turner steam engines that Graeme had bought from Chris Rogers.

There are four engines mounted on a display board, all machined and finished to a very high standard. The first is a 'Williamson' steam engine, originally drawn up by 'Tubal Cain' and is a replica of a vertical engine made in the 1800s by Williamson Brothers of Kendal.

The second is an H 10. This is the horizontal steam engine with a ¾" bore x ¾" stroke.

The third is a V 10 which is a vertical steam engine having the same bore and stroke as the H 10.

The fourth is a D 10 with reversing gear. This is a twin cylinder with the cranks at 90 degrees and thus avoiding being stuck on centres making it ideal for use in a radio-controlled boat. Bore and stroke the same as the V 10.

For further details contact Dave Brownlow on 04 235 9985.

These photos were all taken during 1983 and I believe that you will have difficulty remembering Marriner Reserve as it was then.



The first photo shows Peter Hatton driving Stan Compton's 7 ¼" gauge "George the Fifth". Stan can be seen behind Peter loading passengers. After a spell in Germany the loco now is in Wimbledon, United Kingdom.

The second photo shows Doug Chambers and his Simplex" just beside the store shed. Note that there is no concrete arch bridge and the park is flat.



The third photo shows Doug Chambers and his wife Robyn being powered along behind Doug's "Ashford". Following closely is Bob Walters and his 5" gauge "Heisler". From memory both engines were stopped, posing for the picture.

The trip to Nigel Ogle's Tawhiti Museum



More photos on the PNMEC Website. www.pnmecc.org.nz

All those that attended



Just a few sots from Stuart Anderson



The Generator