



## 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

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  
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**This Months Featured Model**



## Report on the August Meeting.

**Richard Lockett** started off the evening with a brief talk on the sharpening of lathe tools and drills.

**Merv George** was asked to talk about the bench grinder and rest he had brought in. This grinder was fitted with a diamond grinding wheel and was used solely for sharpening drills.

**Jonathon Mason** had the Quorn that he had bought from Don Dudley and he and Richard explained the operation of this somewhat complicated device.

**Graeme Hall** showed us a tool holder that he had found particularly good. Similar to those advertised by Eccentric Engineering in the Australian Model Engineer.

There were some **'Bits and Pieces'** on the table.

**Graeme Hall** had a neat little tailstock die holder.

**Fred Kent** had an air pump that will be fitted inside his O gauge 'Flying Scotsman'.

**Warwick Leslie** had some parts for an old truck that he is building. It will be converted for use on the 7¼" gauge rail.

**Merv George** told of cutting holes in thick rubber and finding that a suitably lubricated hole saw was the best method. He also showed us a very neat and simple attachment he had made to allow short pieces of steel to be held in a band saw while being cut.

He spoke of repairing a keyless Jacob's chuck after Googling for information on the computer.

**Bruce Geange** had a model of an early block dray. It had been given to him to repair as time and abuse had taken their toll. It is about twenty inches long, ten inches across and eight inches high. Properly spoked wheels with steel tyres shrunk on. Some very fine lining on the paint-work indicated that it had been very well made. Whether it was a commercially made model or a one off by a skilled worker is not known.

The steel work on the axles shows evidence of blacksmith's skills so that indicates that the model may date back to the early 1900s.



## September Club Night

7:30pm, Thursday 27 September 2012  
Hearing Association Rooms  
Church Street, Palmerston North

Brian Wiffin (one of our country members) will be presenting and talking about the Lyre Clock which was designed by W.R. Smith of America.

Members should make every effort to come and hear Brian's clock and hear him talk about the trials of building it.

## COMING EVENTS

### Track running at Marriner Reserve Railway

October 7<sup>th</sup> from 1pm to 4pm  
October 21<sup>st</sup> from 1pm to 4pm

### Open Weekends

Hawkes Bay Model Engineers, 50<sup>th</sup> Reunion  
6<sup>th</sup> - 7<sup>th</sup> October.

New Plymouth Model Engineers  
60<sup>th</sup> Birthday Bash Labour Weekend  
20<sup>th</sup>-21<sup>st</sup> 22<sup>nd</sup> of October.

Havelock North Live Steamers Open Weekend  
19<sup>th</sup>, 20<sup>th</sup>, 21<sup>st</sup>, 22<sup>nd</sup>. October.

E.B.o.P. MEs River Edge Miniature Railway  
10<sup>th</sup> Anniversary Run  
15<sup>th</sup> -16<sup>th</sup> December.

Hawkes Bay and New Plymouth events will require pre registration.

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

## THIS MONTH'S FEATURED MODEL

by Brian Wiffin

I started this project about five years ago while living in Dannevirke. Four years ago we retired to a lifestyle village in Matamata where I set up my present workshop. The new Chinese lathe and mill that I bought new required major rebuilds. This is another story which I will talk about at the September meeting. However I now have two nice machines which are a pleasure to use.

Having never made a clock, nor knowing anything about one or how it worked, it was a big learning curve but being persistent and liking a challenge and liking things to look nice it has at last come together well.

The biggest problem faced now is to get it to run properly.



after just one lap as it couldn't handle the wet rail. To our amazement several passengers arrived out-fitted in raincoats and mums with umbrellas. However before 2pm the Santa Fe F 7 was being put away and presently my 'Hunslet' and Robert's 'Heisler' returned to the steaming bays where fires were dropped. I suffered the usual comments that I should have fitted a cab to the 'Hunslet' and then I wouldn't have got so wet!



## TRACK RUNNING DAY 19 August

The weather forecast said rain early evening and we were silly enough to believe the experts. Members arrived and unloaded their engines. The point covers were removed and the track inspected. Fires were lit and engines oiled. Just as we left the steaming bay there was a light shower which kept on and on. Ian had to withdraw his 3½" gauge 'Maisie'

## LETTER FROM ENGLAND

By Stan Compton

Injectors. Every time we see locomotives in steam, rarely do we see them being fed with water reliably by one of these clever devices. I recall the wife of an injector maker for the trade, she used to drive his 5" gauge 'Dean Goods' with such a light touch using the fire shovel to control the throttle. She would approach the locomotive, glance at the gauge glass, turn on the steam feed, flip the water valve open and the injector started every time, correctly being used as the primary water feed supply.

I heard him asked, "How did you get your wife to drive your engines?" His reply was, "Marry a tom-boy, she is a natural and can beat the men when passenger hauling."

One item he mentioned was that LBSC steam valves restricted the flow of steam, the water inlet pipe could be by elbow or bend, it made no difference, but a piece of old stocking wrapped around the filter in the tender tank could prevent a blockage of the delivery cone.

Do not use nitrile balls in boiler check valves; he once found three of them in a boiler, as they disappeared the owner put in a new one!! Incidentally, we usually turn the water on first then the steam to cool the injector.

Recently Hereford model Engineers had their 50<sup>th</sup> Anniversary putting on a model display. Many engines were brought in that we never see on a running day. In fact some of our members who had been invited to display their models, polished them up and then found there was no room in the model tent! The public simply glance at the display of locomotives etc. But the display of bees in a section of a hive took all their interest. This was put on by our ex-president who has this new hobby but still remains a member, he tells me that in teaching women bee-keeping they have to expect to get stung! Various groups were invited to attend the Anniversary. One man brought a restored chassis of a 1930 Austin Seven, first class workmanship. I learnt to drive on one of these, the clutch had minimal movement, brakes and steering were very poor, but it was the norm in that era. I recall working on a 1936 Albion lorry that had no front wheel brakes! Tom Rolt the author, drove a 1924 Alvis car, it had four wheel brakes but his father's similar car had only rear wheel brakes, awful to handle on the wet wooden blocks set between the tram lines.

One visitor brought his 5" gauge 'Springbok' to run on our elevated track, this engine had an injector that was difficult to get started, no axle pump, and no handle for the hand pump! He had no idea that two methods of water feed are required by our Federation Rules. I should have told him to drop his fire, instead I made sure I could see water in the glass each time he went around. It was his first attempt at building a locomotive and of retired age he was enjoying himself disregarding the uneven valve beats!

I was recently asked to replace worn bushes in the countershaft of a small high quality lathe made by 'Lorch'. One bush was worn badly due to a felt pad inserted into the oil feed hole. This was black and had choked the oil supply. It goes to show that when lubricating oil is visible outside the bearing, one knows that it is getting through.

I have been reading a copy of the 'Guinness Book of Naval Blunders', from the days of sail up to World War 2. It is a revelation of sheer stupidity, often costing men's lives. The worst example was the debacle in 1942 of the PQ 17 a Russian convoy that was ordered to scatter and the sending of a Flotilla of destroyers to tackle the German battleship 'Tirpitz', on the assumption that the convoy was about to be attacked. What is not commonly known about is the fact that a young New Zealand Naval Officer in command of a small escort vessel used his commonsense, without orders, to save three merchant vessels from being sunk by German U boats. He rounded up these ships and had them steamed into the pack-ice where he instructed the skippers to paint one side of their ships with white paint. Then the ships drifted with the ice undetected by the Germans until the danger was over. He then escorted the ships into port. Previously one of the ships masters had lost his nerve under attack, so the young New Zealander took command of his ship with its valuable cargo. As far as I know this young officer was never awarded a medal for his actions to save the merchant ships.

Such a pity about the very wet conditions at Hereford over the Anniversary Weekend. The volunteers setting up the display tents had to wear gumboots in the middle of our so called summer, this also meant that the promise of a full-size traction engine and steam roller had to be cancelled. But once again Full Marks to our lady volunteers supplying food and drink to

everyone who attended over the Anniversary Weekend.

I have just heard that the well-known steam rally at Much Marcle is cancelled due to the wet conditions on the Rally field.

## ODDS and ENDS

The photo below was taken by Stan Compton in the National Motor Museum at Beaulieu. [www.beaulieu.co.uk](http://www.beaulieu.co.uk) The setting shows a country garage during World War 2 when cars had a white line painted along the edges of the mudguards to make them more visible during the 'Blackout'



Over the years the narrow English lanes have caused headaches to all sorts of vehicles trying to negotiate them. A chap I worked with was in an Armoured Regiment driving tanks. Shortly before D-Day they set off in their tanks to move closer to the coast where they would be loaded onto LCTs (Landing Craft Tanks). They set off at night led by an officer in a jeep. The roads got narrower and narrower and there was little room between the stone wall fences to pass by. Eventually the leading tank jammed between the walls unable to progress or reverse. The officer had become lost, not hard to do as all signposts had been taken down and at that stage, although fear of German invasion was over, they had not yet been replaced. It was well past daylight before the tank column could be reversed and turned. It had been hoped to have the tanks at the set-off point and under camouflage netting, out of sight of German reconnaissance aircraft before light.

In the early 1930s the aircraft firm Airspeed Ltd. were building their aircraft in half of an empty bus garage in Piccadilly, near the centre of York. The Airspeed Ferry that was being produced at that time was a biplane with three engines. For flight testing the first Ferry had to be taken to the aerodrome at

Sherburn-in-Elmet. To dismantle the Ferry and truck it to the aerodrome would mean a lot of extra work. The outer wings were removed reducing the width to 16 feet and the Ferry was towed to the aerodrome with a truck under police escort at night. All went well until at 2am in the morning near Tadcaster, the Ferry and towing truck met the huge rudder of an ocean liner coming the other way!!! It took a fair bit of sorting out. Manoeuvring trucks of that period, no power steering and poor brakes, you can imagine that there would have been some bad language and raised blood pressure before each load could continue in its chosen direction.



## Editor's Note

The 1/4" scale Piper Cub that was last month's featured model was successfully test flown at Hood Aerodrome near Masterton on Saturday 25<sup>th</sup> August. On the 1<sup>st</sup> and 2<sup>nd</sup> of September the Piper Cub was taken to a radio controlled aircraft rally near Taupo where, according to Barry it performed very well and with a little more fine tuning it will be a delight to fly.

## Kerr Stuart 'Wren' class locomotives.

By Doug Chambers

Most of the PNME members know of the 7 1/4 " gauge model that I built in 1993. The 'Wren' was owned by Richard Lockett for a long period until his NZR 'W' class engine was completed. It then passed on to the Mason family.

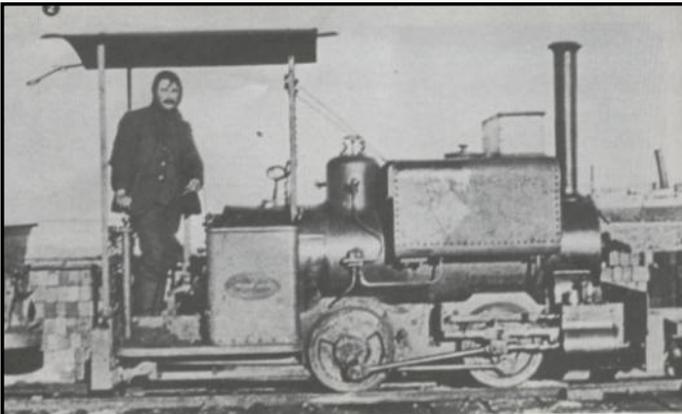
When I built the 'Wren' I spent quite a long time researching the history of the class and tracking down the remaining survivors. I found that the first of the class; built in the early 1900s had Stephenson valve gear and the cylinders were parallel to the rail. Until now I had never managed to track down photos of these early engines. They were very small, weighing about four tons, and they were popular in small quarries. However the small wheels meant that the cylinder drain cocks were frequently 'wiped off' by rocks that had

rolled close to the rails. Dust and grit wore the eccentrics, straps, expansion links and die blocks of the Stephenson valve gear.

The second series of 'Wrens' were fitted with Hackworth valve gear, the components of which were mounted higher up out of the dust reducing the wear rate. One of this type is restored and running in the United Kingdom. The final modification was to incline the cylinders thus raising the cylinder drains keeping them clear of the rocks.

There are several of this final version in the United Kingdom and one in South Africa. I recently came across this picture which shows one of the first of the 'Wren' class locomotives at work in the Falkland Islands. There were two locomotives owned by the Royal Navy that were used to haul stores from the wharf at Navy Point over the four miles to Moody Brook Camp.

The two pictures below show the original form of the 'Wren' class and the final form depicted of the picture of model I built.



Note the cylinders are parallel to the track and the valve gear is between the frames.



Final Version with inclined cylinders and Hackworth valve gear.

## PNMEC Annual Dinner.

This will be held on the 22<sup>nd</sup> of November.  
The venue has been confirmed and full details will be in the October "Generator"  
**Keep that date free**

## Wanted

If anyone has an old refrigerator in working order, would they please contact Richard Lockett or any Committee Member,

## For Sale notice from

Brian Turney.  
129 Brick Bay Drive  
Sandspit  
Warkworth 0920  
Phone: 09 425 6564  
Email: turney@xtra.co.nz

We have a near completed L.B.S.C. design 'RAINHILL' for sale. The engine and tender are 80% complete i.e. copper work - boiler, smoke box, pipe work & fittings, chimney, dome etc, plus plate work for tender. Frames, wheels, cylinders, motion gear, both water pumps etc. A selection of screws, bolts, nuts, threaded rod, bar & tube stock, water glass tubing, gasket sheeting etc.



Set of plans, 4 sheets, full size, 1 inch to 1 foot. copyright by Kennion Bros.  
Photo copies of building instructions by L.B.S.C. from The Model Engineer magazines from the 1941 issues. This could be a suitable project for a new member, especially as the copper plate work is done. There are also a further series of articles in the M.E. magazines from the 2009/10 issues.