

# The Generator

Issue 464  
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**Palmerston Model Engineering Club**  
[www.pnmec.org.nz](http://www.pnmec.org.nz) - [pnmec@trains.net.nz](mailto:pnmec@trains.net.nz)

Managers of the Marriner Reserve Railway - Marriner Street - Palmerston North  
PO Box 4132 - Manawatu Mail Centre - Palmerston North 4442

## The Palmerston North Model Engineering Club Upcoming Club Nights

### 27 February 2020

Some of the Hamilton Convention attendee's will tell you of their experiences + What you did over Summer

### 26 March 2020

Robert will talk about the basics of CAD (Fusion 360)  
+ Bits and Pieces

### 23 April 2020

This is the club **AGM**. It will be held at the  
Hearing Association Hall in Church Street  
+ Bits and Pieces

## **Inclement Weather on Run Days**

If the weather looks a bit rough, squally, wet, wild or just iffy on the morning of a regular Sunday Run Day and you are wondering if trains will be running; then phone **Kerry Puklowski** and he will let you know if running is going ahead or has been cancelled. **Kerry 027-220-9030 or (06) 353-6189**

## What's on this month and in the future PNMEC Club Calendar

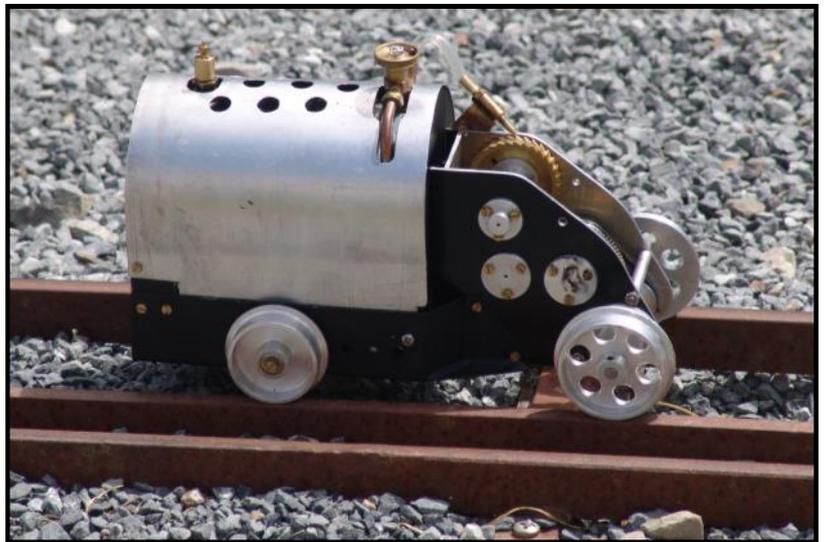
### Track running at Marriner Reserve Railway

March	1 <sup>st</sup>	1pm - 4pm
March	15 <sup>th</sup>	1pm - 4pm
April	5 <sup>th</sup>	1pm - 3pm
April	19 <sup>th</sup>	1pm - 3pm

### The President's Barbecue

The weather was great and the barbecue went well with reasonably good temperatures for the day also we had Murray's grandkids in the pool swimming.

Graeme Hall showed us his entry for the Les Moore Challenge at the convention in Hamilton which unfortunately didn't run well because of the wind, but it did perform well later on with no wind, It was too late for the competition, so thank you Graeme.



I also showed my workshop off to some of the members and also started up my CNC Mill to demonstrate it. I hadn't tested the program and had a little crash breaking a drill bit. The next day after correcting the error it went well. I will bring in the machined part at the next meeting.

Thank you for everyone that turned up and this might be the last time we do the barbecue at my place as I have decided to resign as President of the club I will be always there to help in the future.

Robert Edwards.

### Stan Compton's Letter from England

My first lathe was a Model-M Myford based on a Drummond design for use in small industry for the war time Ministry of Works. The Myford firm was founded by Cecil Moore with funds from his mother-in-law whose family name was Myford.

He located the old lace mill at Beeston in Derbyshire to begin with and found a market for a basic lathe suitable for a home workshop or garage.

This was the ML2 later improved to become the ML4. These had to be made down to a price the working man could afford, who wanted to build small locomotives described by our old mentor LBSC - the pen-name of Curly Lawrence.

When I decided to build a 4" scale Allchin Traction Engine I sold it and bought a 5" Little John lathe. It had a variable speed drive using contracting pulleys, quite clever but not ideal. I learnt later the maker, based in Nottingham, tried to export to the USA post war, sales were poor so an adviser was sought who explained that in the USA "the John" was a name for the toilet! In Nottingham everyone had heard of Robin Hood and his strong tall friend Little John. It was suggested changing the name to Raglan. Think of tweeds and whisky. Now sales improved.

Later I went back to building steam locomotives and located a Myford Super Seven. It had been used on production work and had a hard life. Being a flatbed lathe it was a simple job to strip it down and take the bed to an engine re-conditioner who will re-grind the base first (castings can warp with age). Now the top surface is level again. Machine the rear of front shear underneath the saddle, bringing the unworn rear shear into use, you may need help. This is the advantage of a flat-bed lathe, cheap to produce and restore. Expensive lathes have a V-bed, not simple to re-grind. Modern Myford's have harden beds I believe. The ML7 was designed by Ted Barns, Myford's draughtsman, late in WWII and so many have proved the soundness of his design.

The Super Seven used the same bed with a superior head stock of 16mm bore designed to be used at high speeds. The speeds chosen for the ML7 are adequate for the average worker. I fitted a 3-phase converter to one giving a variable speed range and the white metal headstock bearings gave no trouble. The Super Seven has a better tailstock with ejector for removing chucks, etc, but the ML7 only needs a short length of steel rod with a weight on one end to remove chucks quickly. This helps when making repetition work with a selection of chucks holding drills or taps ready mounted, a timesaver.

When the ML7 was first produced in 1946 the price was 34 pounds plus tax. My weekly wage then was four pounds. Incidentally the lathe I had the use of had some boring bars 20" long supplied by Myford's, centred each end, to be used to re-bore motor-cycle cylinders, etc. Later on a small lathe was produced, a simplified version of the ML7 known as the ML10 or speed 10. The latter has taper-roller head stock bearings 3 5/16" centre height and 18" between centres. Designed as a cheaper version of the ML7 with a capacity of 6 3/8" over the bed. To keep the price down the gap-bed of the ML7 is missing where advise on a large face-plate could be mounted 10" diameter. Be warned, in 1982 I found an advert in Model Engineer for an identical lathe to the Myford for sale from the Far-East. On examination it was of poor finish and quality.

I once read about a British agent for Myford who set up an ML7 in the shop window of a well known store in New York as a sales pitch with a skilled turner to tackle any job that was brought in by the public. No one expected to see a balance wheel for a watch with a broken spindle. Now that would be difficult, but it was replaced. It really needed a watch makers lathe with collets and hand graves to tackle such a job.

Incidentally, should one of my readers have a Super Seven that needs the final drive belt replacing, Myford will supply an instruction sheet explaining how to do the job. I think they explained the pre-load by describing movement of the C-spanner as five minutes on a clock dial instead of degrees. I was impressed when I removed the main spindle on the old Super Seven I bought in New Zealand after years of hard work. The hand scraping pattern was still visible on the bronze tapered bush in the head stock.

Here's a short story that may amuse!

One day two men met on a train and got into conversation about lathes, one man was well dressed and the other was a lathe operator, before computers were know about, who sang the praises of an American lathe. It could be run all day at high speed without overheating resulting in good payment for work performed.

"What do you think about Colchester lathes?" The well dressed man asked.

The reply was that they were so poor and out of date the operators had to be paid a special rate to make a living.

I can recall those machines, they were hopeless. When the two men left the train the business man gave the other man his card and told him that if ever he needed a job to contact him, he was the General Manager of Colchester Lathes. It was not long before the firm began to produce a superior product.

## **FLOODING AT HEREFORD (Stan Compton's old club)**

Reported in the November 2019 edition of MODEL ENGINEER, the extent of flooding in late October. Halloween was a bit of a damp squib for the 2019 celebrations at the Hereford Society of Model Engineers' Broomy Hill railway track as the highest recorded floods for 20 years ravaged the site in the early hours of 26th of October 2019, putting the site under six feet of water and swamping all of the locomotives ready for the Halloween event for that evening. A hardcore of 36 members started the clean-up on the 29<sup>th</sup>. Some of the locomotives have been taken home by members to start the long task of restoration. The rest of the locomotives and carriages will be restored on-site over the next six months and the Club will open for Easter with smiling faces as if nothing had happened.

Stan spoke of the flooding that occurred on a seasonal basis, but never experienced the like of

this event. Had he been with us still, he surely would have been one of the first to take equipment home for restoration.

The mind boggles at the thought of cleaning a loco after being submerged, even if only for a couple of days.

Courtesy of  
MODEL ENGINEER



**The Generator**

## Locomotion 2020 Saturday 8 February 2020

Report from Cynthia Cooper

This year Locomotion was held on the first Saturday in February. The weather forecast was for a clear sunny day, however a light drizzle dampened the morning hours. The sun was out in the afternoon, but there was a chill wind all day.

The set-up crews were well into things when I arrived at 8:30am. A variety of modellers from other clubs turned up with equipment. Some running on the track and some in the in-field. Graeme Hall organised the model exhibition section this year. There was a mixture of models built by himself and Bruce Geange. Also, on show was the clubs entry in the Les Moore Challenge that took part at the convention in Hamilton this past January.

As some of you will remember the club's gazebo was extensively damaged by wind last year. I would like to acknowledge Chris Morton who undertook repairing the poles and struts. Also, Kerry Puklowski who re-painted the repaired sections. The gazebo was back in place and working well this year.

Public running ran from 10am to 4pm. The numbers coming for rides was a bit down on previous years.

The usual tea and cake was on hand all day. Lunch was the traditional filled rolls. Thank you to Janice Bold, Janice Hall and Karen Puklowski for taking care of this side of the event. You ladies are awesome!

This year we tried something different at the end of the day and ordered pizza for everyone. This to go with the traditional end-of-day beer and wine.

By the time I got home I was really tired. Too exhausted to do much more than unpack the car. I spent the following week going through and checking everything,



sorting things out and getting them ready for next year.





If you would like to be notified when this newsletter is published, send us an email with your **Name, Club** and **Email** address to [pnmec@trains.org.nz](mailto:pnmec@trains.org.nz) with **“Generator Please”** in the subject line.

## ROY HOOD

At the end of last year Roy Hood, one of our founding members died. Insofar as his age, 90 years, and the seasons of the year allowed, Roy actively progressed his vehicle restoration, model engineering and model ship building projects, and maintained his extensive garden up until the day he died.

Roy grew up in England and in his teens, post war found motor-cycles. Thus when called up to serve his Compulsory Military Training and was assigned by the Army to a dispatch rider unit based in Aden riding bikes he could never afford as a civilian, he considered that he had hit the jackpot. Returning to civilian life Roy joined the LMS railway and in time fired the Black Five locomotives hauling freight trains. This however was at the end of the steam era and the conversion to diesel powered locomotives was taking place. Though not troubled by the exhaust from steam loco's, the exhaust from the diesels affected Roy's health and he sought a transfer to another branch and so ended his days on the footplate. Joining the Signals department required the learning of a new skill-set which included the study of and examination in Railway electrics.



By now married, Roy and Cath decided that New Zealand offered a better life for their growing family. He secured a position with the Signals branch of NZR and in 1971 took up the new position based in Palmerston North. NZR required registration as an electrician for the position and thus Roy successfully embarked upon another course of study. He remained with the Signals branch in Palmerston North until retirement.

Settled in Palmerston North, model engineering began to take up Roy's leisure time. An advertisement in the local paper seeking contact with anyone interested in the building of steam powered models caught his eye and at a consequent meeting, Roy became a founding member of our Model Engineering Club. His first model unsurprisingly was of his one-time mainline loco, Black Five in 'O' gauge. Then in order to run on the Club track, came 'Tich'. A change in direction and the traction engine 'Minnie' was next to emerge from the workshop. Steam traction for a time took over the workshop, for the next project was the very unusual Suffolk Steam Dredging Tractor. It is very unlikely that any other models of this machine were built in this Country.

Roy always had a number of projects on the go at any one time. Thus on the workshop assembly line at various stages of completion are models built from designs published in the "Model Engineer" of the locomotives, 'Bulldog', 'Swindon', 'Lion' and 'Evening Star', and at an early stage, an electric loco. Also well advanced, is the Ruston Proctor tractor. Douglas and Francis Barnett motor cycles were being restored and the 1927 Nash had undergone engine running trials and was near ready for the road. Indoors, the model of the 'Endeavour' was almost ready for rigging.

Roy remained a supporter and member of the Club, however with the advance of years, less active in Club activities and functions. With his wide ranging knowledge and skills he was always happy to assist anyone seeking advice or help. In fact no excuse was ever needed to visit; Roy welcomed any opportunity to chat over a cup of tea. Roy is survived by his son David & wife Ril, and daughter Patricia & husband Ross.

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Fin Mason