

The Generator

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Palmerston Model Engineering Club
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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**

23 January 2020

President's BBQ. This will be hosted by Robert and Margaret again.
See page 6 for a Map to the venue

Saturday 8 February 2020 10am - 4pm

Locomotion 2020. Come join us for a day at the track.
Lunch will be supplied. We will need some help with the running of this event please contact Robert or Richard.

27 February 2020

We are back at the Hearing Association Rooms in Church Street.
Those that went to the Hamilton Convention will give the members a report on what went on. There will also be a "Show and Tell" so bring along what you have been working on over the summer.

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**

**LOCOMOTION 2020 →
Saturday**

| | |
|---------------------------|------------|
| January 19 th | 1pm - 4pm |
| February 2 nd | 1pm - 4pm |
| February 8 ^h | 10am - 4pm |
| February 16 th | 1pm - 4pm |
| March 1 st | 1pm - 4pm |
| March 15 th | 1pm - 4pm |

Club Visit to Foxton Saturday 23 November 2019

For the last couple of years, the club has organized a fun day out each November. This year Richard Lockett organized for us to visit a variety of locations in Foxton. This was a self-guided tour starting at the De Molen Windmill. We had paper maps for those members that wanted them (7), or they could use the electronic map from the club web-site. There were a variety of things to see and do including the MavTech Audio Visual Museum and the still under construction Whirokino Trestle Bridge. We finished with dinner at the local RSA. A total of 20 members took part. Some came for the afternoon activities only (3) and some for just the dinner (5).

I was particularly taken with the Flax Stripper Museum. We were greeted at the door by a volunteer. As a small group of us wandered around talking amongst ourselves the volunteer became aware that we were not just random tourists, but that we actually knew something about the machinery. He then started interacting with us and explaining the stories behind the photos on the walls.

After a bit more chit-chat, he described the various parts of the flax stripping machinery and how each section worked. As he still had our attention and we were still talking intelligently about what we were seeing, he then turned on the machine and fed in some flax, which was duly stripped of its fibers. We received instruction and demonstrations of the whole process starting with cutting and moving on to stripping, washing, bleaching, scutching, and baling.

This was followed by a viewing of a video which again covered the processes, but also including old footage taken in the flax fields. In addition, the video covered a history of how the museum come into being, following from an idea began in 1990.

The stages and processes were as follows. The Flax was harvested with a reap hook. Each flax cutter harvesting 3-4 tons a day. At the factory the flax was drawn between two metal surfaces and the green material scraped off the leaves and fibres. The machines could process 16 tons a day. The fibre was then washed to

remove any loose material. The resulting fibre was then spread on the ground to dry and bleach.

This was followed by scutching a process in which the fibres were polished between two wooden surfaces, to remove any remaining loose material. The final hanks were then pressed into bales weighing from 90-125kg. Most of it was shipped to the ropeworks.

I thoroughly enjoyed the day.

Cynthia Cooper

Letter to the Editor

Further to the club visit to Blueprint: Palmerston North City Library Makerspace. Unfortunately I missed the visit but my son Alister went along for a look. He was so impressed that he has made it a weekly ritual to return and make use of this great facility. I joined him one night to see what it was all about. Alister was making some moulds using a vacuum forming machine (No electronic knowledge required!). He had a plug made to final shape which was mounted on a base board. This had holes drilled around the edge of the plug and at other suitable positions to ensure the mould was formed correctly and tightly to the plug. This was a very simple setup and all club members could easily do this.

In the scrap bin I saw other samples of what people were making. One was an outline of measuring tools. I could imagine making a form to support a socket set in a tool box? The on site Tutor showed us the result of vacuum forming a Maori carving which showed good detail – possibly due to using a thinner moulding material.

Alister showed the Tutor a project he had just completed using the laser cutter: a dice holder/dice roller. It took less time for the laser cutter to cut it out than it did for him to mill a slot in the bottom of it – an afterthought draw pull rather than mounting a handle



Note how the panels are interlocked together with great accuracy!

Try that in the home workshop.

Alister was also laser cutting out a kitset of parts from 3mm particle board – so neat and professional looking! Some computer skills are required for this but not CAD ability – you can use a scan of shape or

Nice to see so many steamers being maintained and run.

This Thursday (12 December) we had Ian McLellan with his 3½" Maisie, Dave Spark with the Marie Estelle and Doug Chambers with his 7¼" Hunslet.

Stan Compton's Letter from England

I had an enquiry from an experienced model engineer for advice on the choice of a project now he has moved into a retirement flat with a spare bedroom.

Should he build an O-gauge locomotive or a clock? As I had previously been asked to complete an expensive kitset for an O-Gauge City of Truro, having built many steam locomotives, I had no idea how difficult this project would be. I nearly took it all to the city dump it was so frustrating, even as a display piece, but knew I could not give up. The man's widow was delighted with the result then gave it to her son when he asked for it.

I recall one of the lecturers at Massey College had a long case clock at home that had stains on the lower portion of the case where it had stood in a hole in the floor of his parent's home in their house in Suffolk in the UK. Incidentally a pawl in the clock world is called a "click".

American clock builders were emigrants from Europe who could visualise a large demand in a new country so they set up factories to mass produce clocks and watches, getting the price for a pocket watch down to one dollar. They even exported clock movements to the UK cheaply to be fitted into cases there. It was known of production runs of thousands long before Henry Ford built his model-T car. I was given an American wall clock and made the mistake of stripping it down to clean it being unaware that the makers recommend that you buy a new clock. It took hours to reassemble. I succeeded and it keeps good time, but no "strike" now.

Cuckoo clocks sold to tourists in Switzerland were made cheaply as a cottage industry, so crude but they ran for years. There are some of quality but very rare, it is difficult to obtain any decent clock to restore at a reasonable price.

I read about a collector pre-WWI who brought an old long case clock at an auction sale for a few pounds, he went out into the street to find a Hansom Cab to take it home.

At Hereford track site the station clock got soaked when the River Wye flooded in October 2018. A simple job to replace the quartz unit, once I had cut through the silicon that retained the unit in the case.

Halloween is the big money spinner at Hereford track site. Fred organised the bonfire with fireworks. The stack of donated pallets was very high but the flooded river meant he had to wade in a foot of water and start his fire above water level, but he coped and the visitors enjoyed the spectacle. A pity many missed out on a train ride. We were overloaded but most were not sent home hungry.

The lady volunteers worked valiantly in the kitchen and on the bar-be-que.

We have been told that our site is the Jewel in the Crown at Hereford. The public expect us to provide more running days giving train rides, but we are limited regarding providing willing volunteers to man the ground level 7¼" track. I am sure

line drawing saved in PDF or similar. The laser software can use this to produce the finished product.

On the table were examples of various shapes cut out of particle board and various plastic and fabric materials. There were engraved shapes and writing as used on signs or trophies. No imperfections like slips of the file or turning the handle right instead of left.

Another customer had selected a font on the computer, written some words and transferred it to a vinyl cutter. From there the vinyl was taken to a heated platen and it was applied to a tee shirt or similar. All for the cost of materials and a little bit of time.

Projects here are only limited by your imagination. The 3D printing inspired me but that is currently beyond my ability. Wow, there was no queue at the door but be in quick as I am sure there soon will be once the word gets around.

Here are the opening times :-

It is closed Sunday through Tuesday

Open : Wednesday 10 am to 5 pm,
 Thursday 11 am to 8 pm,
 Friday 10 am to 5 pm and
 Saturday 10 am to 4 pm.

Merv George

Click here for the [Palmerston North Blueprint](#) website

The Thursday Morning Working Group



The Thursday morning working group is usually kept busy with track and park maintenance but a recent Thursday morning there were three steam locos in action. From left, Richard Lockett with his 7¼" gauge NZR "W", Dave Spark with his 5" 'Marie Estelle' and Liam Puklowski with his 3½" 'Schools' class.

no one expected to cope with the numbers of passengers that we now get on running days, even our elevated track has a job to cope sometimes. It is rare to see a 3½" gauge steam locomotive, but we are limited with providing suitable passenger trolleys due to lack of storage space. Last summer was unlucky weather wise where our volunteers arrived but no passengers arrived on a number of wet days.

The January Club night will be the
Presidents BBQ Thursday 23 January 2019

It is the same location as last year. All members, partners and kids are welcome from 3.00pm See the following map for directions.



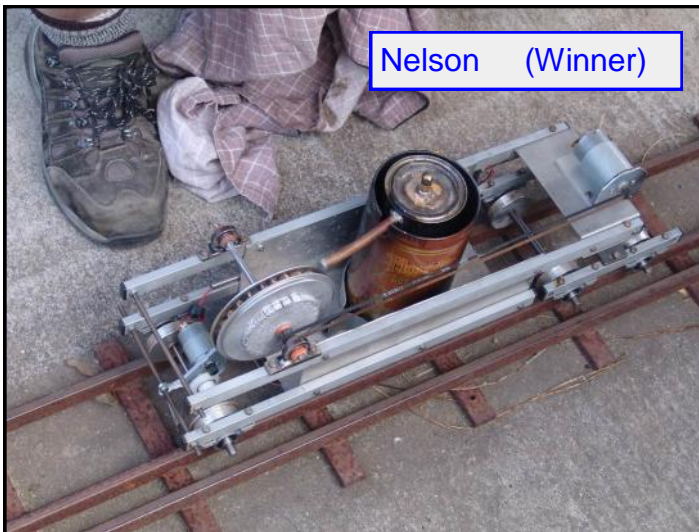
The Driveway to the BBQ.
Please park on the road if
able bodied.

There is plenty of room.

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 with "**Generator Please**" in the subject line.

Steam N' Steel 2020

The four “**Les Moore Challenge**” entries



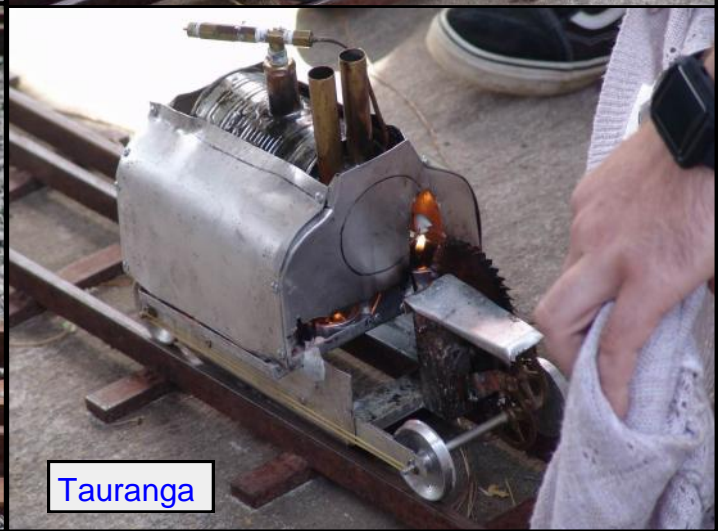
Nelson (Winner)



Auckland



Palmerston North



Tauranga

The Nelson entry was the only one to move and go the five meters.. The Auckland entry had 3D printed wheels and covers. The Palm Nth entry had problems with the candles blowing out in the wind. The Tauranga entry, although impressive with 20 candles blew the lid off the can and was therefore disqualified. Murray had another go with the PN entry on Monday morning when there was little wind. He managed to complete 5 meters. You can download a short video Monday trial.

[<HERE>](#)



Busy Steaming Bays on Friday Morning.

A selection of photos from the 2020 Steam N' Steel Convention

