



Newsletter of THE PALMERSTON NORTH MODEL ENGINEERING CLUB INC

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T H E G E N E R A T O R

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 difficult. We may even offer you a cuppa.

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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Palmerston North

Place
stamp
here

This Months Featured Model



Report on the August Meeting.

The first part of the meeting was taken up with discussion about the 'setting up' of the 'Model MEE' exhibition. After every one was clear in their minds about what had to be done attention was directed at the 'Bits and Pieces' on the table.

Murray Bold had built his version of the electric horizontal engine described in the Australian Model Engineering magazine. He set it running and explained that under test it had run happily for some hours without trouble.

Ian McLellan is continuing with the rebuild of his 'Juliet'. He showed us the new exhaust that he has made. The new one is an inverted Y shape and it replaces the inefficient inverted T that LBSC had drawn. Ian explained that the 'Juliet' is going to receive a proper venturi with the expectation of an improved performance. This statement caused Chris Morton to ask just how much improvement in performance could be expected. Ian and Doug Chambers explained that it is not easy to put a figure forward but the savings in coal and water usage and increased power due to less back pressure in the cylinders has been very evident in all the locomotives that have been fitted up with a proper venturi exhaust.

Chris Morton had a book written by an RNZAF pilot called 'Iggy's Air Force Tales'. Incidents and accidents during his thirty years in the RNZAF.

September Club Night

The September Monthly Meeting will be held on the 26th of September at 7.30pm, at

Manawatu Hydraulics Ltd.

827 Tremaine Ave, Palm Nth

All members attending are requested to wear proper footwear as this is a working engineering workshop.

We will be seeing some interesting projects that Paul is manufacturing and he says he has a press which should be something for us to see.

Club End of Year Dinner

Cosmopolitan Club

22 Linton Street
Palmerston North

Thursday 28 November 2013

Drinks 6pm Dinner 7pm

The cost is \$25 per person. (Pay as you arrive.) They also have a licensed bar for you to purchase innervating liquids.

Bring the family and join us for a relaxing lead into the summer. We look forward to seeing you there.

We need to give the restaurant an idea of numbers.

Please let us know if you plan to attend and how many there will be in your party.

Dave, 027-457-6175, Newstead@clear.net.nz

Murray 326-9665, engineer@inspire.net.nz

Cynthia, 354-7100, Cynthia@trains.net.nz

COMING EVENTS

Track running at Marriner Reserve Railway

October 6 th	from 1pm to 4pm
October 20 th	from 1pm to 4pm
November 3 rd	from 1pm to 4pm
November 17 th	from 1pm to 4pm

Open Weekends

Kapiti Miniature Railway

Official Opening of their 7¼" gauge extension on the 28th & 29th September.

Hawkes Bay Model Engineers

Open Weekend 5th - 6th October.

Havelock North Labour Weekend

New Plymouth Labour Weekend

The closing date for the next issue of The Generator is Thursday 10th October

THIS MONTH'S FEATURED MODEL

By Doug Chambers

The photo on the front cover of this month's 'Generator' shows a tethered racing car. This particular car was of a type sold commercially. Dick Griffiths gave the car to me recently and he explained that he had bought it in Singapore when serving in the RNZAF as an armourer. For a time he was based at Tengah between 1956-57 and it was during this period that he and other armourers bought these cars and raced them. The cars were classed as 1a's and they provided a lot of fun in the hours off duty. All were powered with the same small glow-plug engine and Dick was fed up that his car never seemed to perform as well as the others. An engine about twice the size of the original was purchased and with some difficulty fitted. Some lead had to be fitted to keep the car on the ground as it kept trying to become airborne. Now at last Dick could set some really good times. The left rear wheel provided all the drive and that tyre soon shredded as the car hurtled around the post, tethered by a thin wire. Dick had been having a clean out at his home when he came across the car. Unwilling to dispose of it in the rubbish he passed it on to me. The tyres had perished and Barry Parker helped out with some off radio-controlled model aircraft. New hubs were made and the car repainted. No attempt has been made to get the engine going again and it is only intended for static display.

LETTER FROM ENGLAND

By Stan Compton

Recently I was taken to see a clock, I should say timepiece because what we saw had no bell but it did have a cuckoo about 400mm high. It was mounted in a custom built structure of English Oak with pegged joints that had cost about \$50,000. It was water powered and set up in a 'water garden'. Unfortunately the clock was not running when we arrived so we wandered around the floral displays all surrounded by water from a diverted stream. Later on we found the clock running but driven by an alternative water supply instead of by a 600mm diameter water wheel mounted in the base of a structure five metres high. It was a pity the designer had not supplied a diagram of the 'works' to study. Having built a turret clock driving an exterior dial I know that even a minor



friction point will stop a clock. The carved cuckoo appeared to run on sliders, this could be a problem, ball bearings could help the action for the bird to appear on the hour. A bricklayers hammer was hanging on a cord, was this the drive weight? The location is in an area known for the

number of old half-timbered properties near Hereford on the Welsh Border called 'The Black and White Village trail' ([/www.blackandwhitetrail.org](http://www.blackandwhitetrail.org)) To sit by the babbling brook in the gardens with livestock in the fields nearby took me back to my childhood; a very nice meal in the cafe completed a memorable day out. Thank you Brian.

Previously I went with the Hereford model engineers in a mini-coach driven by Fred, our volunteer driver, to 'Fawley Court' near Henley-on-Thames, the home of Sir Robert McAlpine the contractor whose hobby was railway engines in full size. 'The Flying Scotsman' cost him a fortune, his collection of railway memorabilia is extensive. I have never seen original paintings by 'Cuneo' before, far too many items to describe but the standard gauge railway with a gradient of 1:14 set up in the grounds was what most visitors wanted. To ride in an open wagon and guards van with the deafening exhaust from a hefty 0-6-0 tank engine. A traction engine rally was set up in the grounds also with so much to see, a steam bus ran all day giving rides, we even saw a coke-fired foundry casting iron ornaments; cars, trucks and buses, even a flying display by a World War 2 'Spitfire' and 'Hurricane'. The weather was fine so the two pilots really enjoyed themselves. On the site was a 'Fowler' Ploughing Engine, no fancy paint, a hard working engine but diesel powered, a works conversion not at all like the traction engine I saw at 'Motat' many years ago.

I have told you about B.S.A. products before (Birmingham Small Arms Co.) but I had no idea

they produced a 'shunter' for moving wagons. An example was in the McAlpine Museum. It is an ingenious device with a motorcycle engine mounted on a frame with wheelbarrow style handles to control the device that could be wedged between the rail and a flanged wagon wheel, the weight giving the required adhesion. I doubt if it was a success in practice, but full marks for trying.

One of the cars on display was a 1930 American Dodge with the bonnet lifted (hood in the USA). I was interested to see the device for the supply of petrol to the carburettor known as an 'AutoVac'. These were used on buses in the U.K. years ago, the vacuum created in the inlet manifold was utilised to lift the petrol supply from the tank. That reminded me of a Ford V8 truck I had years ago with vacuum operated windscreen wipers, when climbing a hill the wipers would stop, just when you needed them most. The Ford truck was fitted with 'Bendix' brakes and they were useless. I have not forgotten descending a hill through a village when an elderly lady decided to push her bicycle across the road as I approached!!

I told you about the timepiece I had to clean up, one with four brass balls that rotate on a suspension strip, known as a 400 day clock. Well Peter, our local clock repairer, a member of the Hereford Model Engineers and known for the fried breakfasts he produces on his barbeque on open days, was able to supply me with the correct suspension for the make and now it runs with the correct eight turns a minute and is now 'in beat' as described in the 'Shire' series book that Paul a helpful member bought for me.

In the Newsletters from other Clubs

Kapiti Miniature Railway have received a Regional Community Award from the Wellington Community Trust. Member Tony Brown has received the President's Trophy for his efforts in doing most of the welding of the new track on the SVTE project. The Trophy was handed over at the Club's Awards Dinner. A new ticket box has been made.

Blastpipe Petone Storm damage repaired now. Tony Brown's little excavator has been a great help to the team. Peter Targett's 'Simplex' is now fitted with a single acting Southworth boiler feedwater pump.

Maidstone Drainage problems overcome. Running days affected by weather.

Whangarei Model Engineers The Wednesday workers seem to enjoy themselves doing a variety of tasks. Refurbishing some of the older trolleys. The 'brains trust' applied themselves to find the reason why one particular trolley is prone to derail for no apparent reason. The working team is able to 'put the world to rights' over the essential tea and coffee. Lloyd Cross tells of his experiences during his time in the USA.

Manakau Live Steamers Chris Arts gives some tips on making locomotive whistles. Details on the safety program for level crossings (Kiwi Rail).

Tauranga Model Engineers Some excellent pictures of their track and grounds. An interesting article on the visual attributes of the steam locomotives of different countries, ie the 'clean' look of English engines compared to the 'cluttered' look of their American sister steamers.

Hawkes Bay Model Engineers Long time member Lex Barker has passed away. The Burrell traction engine that Graham Leabourne is building now nears completion. Not a small model, it weighs in at 500kgs. Preparations in hand for their 50th Anniversary.

Otago Miniature Road and Rail Society They report that the track at 'Wal's Fun Land' is to be extended by 600 metres which will see the total length go out to 1 kilometre. As people become aware of the site more passengers are lining up for rides on the trains. At present numbers around 500 on a fine day can be expected.

Visiting Locomotive

On the 18th of August Tony Brown brought up his new diesel locomotive for a run on the Marriner Reserve Railway. The diesel engine is a three cylinder Kubota sourced from a small garden tractor. This drives a very large generator that I think came off an old bus. The generator powers electric motors with chains driving the axles. As in the full size dynamic braking can be used to control the speed of the train downhill. As yet there is no body work hiding the internals, as Tony explained it is easier to work on without the body getting in the way. However he now has the 'bugs' sorted and he showed me some pictures of the bodywork

that he has made. The finished locomotive will represent one of the very early diesels to come to New Zealand, a class known as the De.



Notes on the De class. Fifteen of these engines were ordered from English Electric in 1948. They were delivered in 1951-52 and although being intended for shunting duties they were soon put to work on suburban passenger services in both Auckland and Wellington. Powered by an English Electric diesel rated at 660bhp at 750rpm they were expected to haul a load of 300 tons, which they did and they were able to achieve a top speed of 45mph (70kph) with that load. Almost as fast as an AC75 Cat. In 1954 two of the class hauled the Royal train through the North Island with a further two hauling the pilot train.

engine 'ran away' on a downhill grade. From the shape of the cylinder block I believe that the engine is a single cylinder Burrell. I don't know how the driver and steersman fared.



The second engine is closer to home. The engine is the Burrell 4nhp No 3435 owned by Peter Maegaard. The Burrell was being used at the Feilding waterworks intake. It had been parked up near the river bank when the Oroua River came up in flood. There was no damage done to the Burrell and once the river level dropped the engine was steamed away. This Burrell is the one now owned by Brian Rankine.



Traction Engines in Trouble.

By Doug Chambers

These photos are from my late parents' collection. The first is of Lennard's traction engine and mill upside down at 'The Rocks' near Kaitangata. I don't know whether a bridge gave way or the



Model MEE 2013



A great weekend. A special thanks to Janice Hall who had the foresight to purchase and trim cloth coverings for the tables. Far easier to set up than the paper we used in the past and the cloth projected a more professional approach. A special thank too, to Ian Stephens for his donation of the raffle prizes. Thank You to all the members who assisted in any way to make the Exhibition such an enjoyable event. A special thanks to the ladies who looked after us all so well with soup, biscuits, cake, tea and coffee.



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