



Newsletter of THE PALMERSTON NORTH MODEL ENGINEERING CLUB INC
Managers of the "MARRINER RESERVE RAILWAY"
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Mar 2013
No 387

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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.

<p>Sender:- PNMEC 22b Haydon St, Palmerston North</p>	<p>Place stamp here</p>
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This Months Featured Model



Report on the February Meeting.

From the number of items on display on the table it was obvious that quite a few members had been very busy over the Christmas period.

Fred Kent showed us the completed Fokker Triplane. Fred had found that applying the wing covering and shrinking it was not as easy as he thought it would be.

John Tweedie had bought a chuck for his rotary table and he has started making the eccentric straps for his 3½" 'Shay'.

Murray Bold had made a Leaf plough-Track cleaner for his Garden gauge track; it looks like a snow plough and is propelled by a small locomotive.

Ian McLellan reported on the overhaul of his 'Juliet'. The horns have been re-machined with a 100 year old shaper. The little end pins have been modified.

Warick Leslie showed the progress he has made with his 7¼" gauge 'Relay' rail truck. He also had a 'white metal' traction engine kit.

Ian Stephens has nearly completed the twin cylinder Tangye stationary steam engine.

Stuart Anderson had some flexible work bench lights for sale.

Fin Mason had some connecting rods made for the Rolls Royce Merlin engine he is building. The rods were made from aluminium that had come from an RNZAF Hudson bomber propeller. The aircraft had been bought by the late Jim Garden as war surplus.

Graeme Hall had an old model aircraft engine (1937) that had been Jim Garden's. The bore and piston repairs now complete and the engine is now ready to run. Graeme has completed another 'Hot air' engine similar to the ones that Richard made. He has completed and ran a 'Tapper' hot air engine. At present he is building a single cylinder four stroke model aircraft engine.

Bruce Geange has also made a 'Tapper' hot air engine and he had photos of the model of a horse drawn wagon that he has overhauled and repainted for the Feilding Coach House

Museum.

Doug Chambers has the American 4-4-0 chassis and he explained some of the problems that he had to overcome.

Bruce Manning has been able to acquire a nearly complete set of castings for a Stuart Turner No 9.

Les Fordyce has made a case for the Les Moore Trophy. A very nice job. Well done Les.

March Club Night

5:30pm to 10:30pm
Thursday 28 March 2013

We will be going to the Feilding Coach House Museum on the corner of South Street and Kawakawa Roads in Feilding.

As this is a commercial enterprise there will be a \$10.00 charge per member. Chris Morton will open the museum at 5:30pm for members to have a good look. (More bang for your Buck) Tea and coffee will be served.

COMING EVENTS

Track running at Marriner Reserve Railway

April 7th from 10am to 4pm
April 21st from 1pm to 3pm

Open Weekends

Havelock North Live Steamers
Easter Weekend
New Plymouth MEC
Easter Weekend

April Meeting. This Meeting will be our **Annual General Meeting.** It will be held on the 25th April at 7.30pm in the Hearing Association Rooms, Church Street, Palmerston North.

During the evening members will be asked to vote for the **'Clubman of the Year'** so you should be giving some thought as to who you think would be a suitable recipient.

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

THIS MONTH'S FEATURED MODEL

by Chris Mason

Living in a rural area there is almost always a need for a log splitter to reduce fallen trees to firewood. After just using a hire centre one for years, I decided that building one would save money and be an interesting project.

The design of the splitter is based on the range offered by Brent Smith trailers which I had used several times before. I found that they are good to tow, have a sensible layout and the operating height is ideal for taller people.

Taking the basic chassis, I incorporated other features such as a hole to fit a shade umbrella and a log lifter. The latter has proven to be a good choice as it transforms a day of back breaking labour into productive output.

The process of building it was challenging and enjoyable, but definitely took longer than anticipated. This was due to using steel that I salvaged from scrap and having to work out dimensions to fit. The bulk of the splitting wedge is steel from a New Holland hay baler and the cutting edge from a plough share!

Often I found that once I had pushed through one roadblock, a lot of other things would fall into place very quickly. Most of the hydraulic components, including the hoses were bought new from Manawatu Hydraulics. They were very helpful in giving advice and it was always interesting to see what they were working on whenever I went in to buy something.

Overall, I am pleased with the finished product and it has produced mountains of firewood without any problems in the few months that it's been in use.

LETTER FROM ENGLAND

By Stan Compton

I recall a visit of a member, no longer with us, when I lived in Park Road, Palmerston North. He started off with "What oil do you use in your engines? Because I think that mine is no good, my piston rod has a blue streak on it." I said "It is not your oil but an alignment problem. Bring me the piston assembly." This was a 1 7/8" diameter piston on a 1/4" piston rod with a 40 tpi thread retaining the cast iron piston. After removing the piston the rear end cover was put in a good chuck and when rotated against a finger type dial gauge I found that the bore of the piston rod was not true to the cylinder register spigot. The register of the bore and the hole for the piston rod should have

been machined at the same time and if they had all would have been all right. The outer face does not matter and the piston rod hole could be made using a centre drill which will be quite accurate enough as it will drill and ream in the one operation.

Later the same engine failed with a piston stripping its thread. Not surprising with such a fine thread in cast iron. I suggested a new piston rod of 5/16" with a shoulder threaded for a nut recessed into the piston.

More recently I helped a new member with his 'Simplex' locomotive, one bought in a sale, the hand pump had a poor action and was mounted in the side tank as usual.

Unfortunately steel bolts had been used to secure the pump in place and these had to be cut with a chisel before the pump could be removed. The lever anchor was then altered to give a full travel for the ram.

I was taken to the 'Severn Valley Railway' recently and although we had flooding locally the railway was unaffected. A pity it rained all day but we could still hear the exhaust of our 2-8-0 Great Western 28xx train engine.

The station staff were busy with Christmas decorations ready for the hordes of children during school holidays!! We spent an hour at the engine house. 'Gordon' the ex-Longmore Military Railway 2-10-0 locomotive is on permanent display along with a variety of LMS, GWR and BR locomotives. It is possible to examine them closely undercover and also there are locomotives brought in from regular service to drip oil onto the trays provided. On the way home we found our route had been flooded and that meant a lengthy diversion in the dark.

I have told you before about problems over here with metal theft. It is worse than ever, when copper signal cables are stolen in one area it has an effect over a large area costing far more money than the scrap value of the metal. So I was pleased to hear about a member of the public who found thieves stealing lead off a church roof, he simply removed their ladder and called the police !!!!

An antique dealer was visiting a farmhouse buying goods when he spotted an old sideboard that was worth real money, acting as though he was not really interested he offered to get rid of it for the farmer quoting a very low figure which was accepted. When he handed over the money he said that

he would return to pick it up when he had more room in his car. When he did return it was to find that the farmer and his son had smashed it up thinking that they were helping him.

Full marks to Brian Wiffin getting his skeleton clock sorted. I know the feeling of frustration when a clock does not run as it should. Simply trimming a few thou off that main drive gear would relieve any friction at that point.

My eyesight is not so good these days, recently I was having problems with the Castle clock I had built. A local clock builder looked at it and said "Sorry Stan, the teeth on your gears do not end at a point." Application of a suitable file sorted the problem out.

Back in the sixties I was working in an engineering shop in Vancouver where a lot of our work was repairing equipment for the logging industry. One day one of the men was telling of the dangers of felling a forked tree which he called a 'school marm'. Have any of you seen a TV programme called 'Axemen' about the logging industry on the West Coast of the USA? They are logging virgin bush with very tall trees and they still use this term for a forked tree. Dangerous to cut down as you can't be sure of which way it will fall.

Of course this 'limey' had to ask "What do you mean by School Marm?" One man stood in front of me and raised his arms straight above his head and said "You know what a school marm's legs look like." He meant a spinster of the 1920s not a young woman of present times.

I remember a man I met at that time who designed and patented a radio controlled log carrier to use on a flying fox to bring timber down the mountain. With his 'Air Force' background the design was far too complex for the rough conditions of work. The equipment being used on the TV programme was far more basic.

An Injector with a Difference

By Doug Chambers and Grant Alexander

After Locomotion 2013, Grant and Donna Alexander stayed with Murray and Janice Bold for the rest of the week. On the Thursday morning Murray and Grant came in to Marriner Reserve so that Grant could have a quiet run with his 'Phantom'. He was joined by John Tweedie with the Articulated Tank and Ian McLellan with his Maisie. During the morning Grant offered me a drive and I took up his offer. His 'Phantom' has an axle pump and two injectors. At one stage I wanted to get some

extra water into the boiler and I tried both injectors. The right-hand one worked but was wasting a lot of water so I tried the left hand one. I couldn't get it to work at all, but I had seen Grant using it just shortly before. I called Grant over for advice and he showed me the trick. The usual procedure is to turn the water valve fully on and let it run for a while to cool the injector, then quickly turn on the steam valve and the injector should lift.

Grant explained that with this particular injector a totally different procedure has to be followed. The water valve has to be closed, the steam valve is just cracked open which will have the effect of warming the injector. After a few seconds the water valve can be fully opened and then the steam valve can be slowly opened. The injector will then start working perfectly. Grant demonstrated and then I tried and as long as I followed his instructions the injector would start every time.

I again tried the usual method, water on first and then the steam turned quickly on. Total failure. I again tried Grant's method and instant success!!!

Neither Grant nor I have any explanation for this phenomenon but the injector works really well. Try this method of starting on any other injector and failure to lift can be assured !!!

New Construction at Marriner Reserve

Richard Lockett

A mighty effort during February has seen the completion of the spur line, after a thirteen year long hiatus, around to the storage bunker. The donation of a large quantity of rail steel (thanks Trevor) saw renewed enthusiasm to resume construction. Locomotion 2013 was the time frame to have this project finished, which saw the construction gang working long days in the mid February heat, with lots of hard stony ground to dig and try and punch pegs into. A small excavator skilfully driven by Doug Chambers was used to dig out the trench producing five trailer loads of spoil.





The section incorporating the Y turnout and two parallel roads was then boxed up and the prefabricated tracks and turnout were suspended and positioned on the formwork with concrete poured the next day.



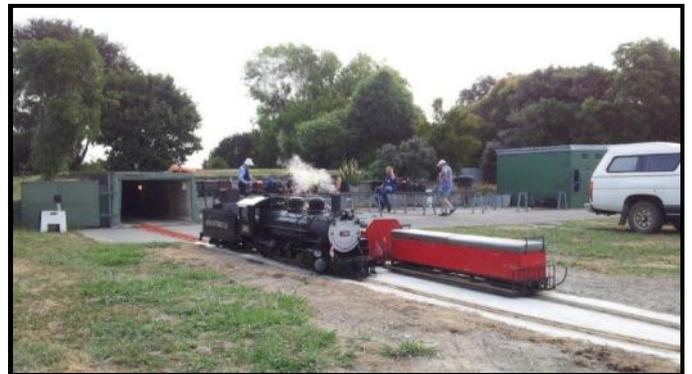
This addition to the railway has already proved its worth during our Locomotion weekend. We are now able to store large locos inside the bunker. Also manoeuvring of rolling stock around the yards is a lot easier.



The curved track section was next boxed up and the track fabricated and welded up insitu suspended on the formwork, concrete again poured the next day.

A week later the excavator returned to sculptor the ground beside the new track and to remove some large flax bushes from around the viaduct area.

Thanks go to all of you who assisted with this project in difficult conditions and for having to put up with the grumpy project engineer!



Seen at the Hood Aerodrome Airshow



Richard Lockett spotted this Rumley Oil-Pull tractor not far from where Laurie Gudsell had parked the Allison V12 aircraft engine. Richard remembered that the two 'Hot-Air tractors that Bruce Geange and Graeme Hall had made, were based on the Rumley Oil-Pull tractor.

LOCOMOTION 2013

For a change both the Saturday and the Sunday were hot and sunny. Again there was a mix of new visitors and new engines and old friends with familiar locomotives. John Garner did very well selling raffle tickets and the two main operators of the ticket box, Dave Newstead and Chris Saunders were kept busy over the two days. The newly constructed track from the passenger car storage bunker to the spur and spare back shunt proved to be a great asset. The track convenor remarked late on Sunday afternoon after everything had been put away, that we should have done the work years ago as it has made life so much easier. Apart from one or two glitches the weekend went off very well.

Graeme Hall had a display of his internal combustion engines along with some hot air engines and from time to time different ones were run including the Bentley Rotary which never fails to enthral those watching. Monty George and Bruce Geange steamed their miniature traction engines and the sight of these making stately progress around the park attracted the interest of the public. The BBQ on the Saturday night was a great success. Great food and a chance to sit and talk with friends.

The group that did so much to make the weekend a huge success was the team of wives and partners who in the very hot conditions provided tea, coffee, iced water, biscuits and cake for the morning and afternoon teas. The team also provided the light lunches and with assistance prepared the BBQ on Saturday evening. On behalf of all those who enjoyed the 'hospitality tent', I would like to thank all those who worked so hard to feed us and make the weekend so enjoyable.

