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THE GENERATOR

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
22b Haydon St,
Palmerston North

Place stamp here

This Months Featured Model

Report on the October Meeting.

As promised Chris Saunders' talk on the Marlborough Timber Company's operations at Port Craig was very interesting. Apparently by 1914, the block they were milling in Pelorous Sound was beginning to be worked out and an alternative block had to be found. The major share-holders were John Craig and Daniel Reece. The new block was found at the bottom of the South Island and was named Port Craig. One of the sawmills from Marlborough was moved and set up at Port Craig and a Lidgerwood Skyline was imported from the USA at considerable expense. The skyline was not suitable for the operations in New Zealand bush and it was eventually replaced with Log Haulers.

There was fifteen miles of mainline tramway and a further ten miles total on the branch lines. Laid to 3 foot 6 inch gauge the track bed was remarkable in the standard to which it was laid. The track was graded and ballasted to a fine degree as seen in the old photos Chris showed us. We were able to compare the track bed as it was then and as it is now as Chris had visited the area recently and the photo-graphs he took showed the sleepers still in place although the rails had been removed. There were two very large trestle bridges and a total of five bush 'lokeys' operating along the line. There was a small Barclay 0 -4 -0 tank No1090 built 1906, a Johnston A built 1909, a Johnston 0 -4 -0 tank built in 1913, a Johnston A built 1920 and a Price AR No115 built in 1926.

Loading out the sawn timber always was a problem with the bay exposed to the south and westerly gales. The same applied to getting supplies brought in for the saw millers and their families. The settlement had a population of 200 – 300 and there was a school built for the children.

In 1928 the effects of the depression brought the milling operation to and end. The demand for timber had dropped and the mill at Port Craig, being so far from markets, abruptly closed. There was a brief attempt to re-open in 1930 but this too failed.

The only building left is the school, refurbished for DOC workers. There are some relics left but most of the locomotives, log haulers and saw-milling equipment was taken away for use in other locations.

'**On the table'** were some interesting projects.

Fred Kent had brought along the little 'Flying Scotsman' the parts of which arrived with a magazine in serial form. Fred has got the chassis running on air, quite an achievement of such a small model.

Les Fordyce has been delving into the art of lead-lighting and brought along an example of his art. It shows that you are never too old to learn something new and **MASTER IT.**

Ian Stephens brought along his first vertical steam engine. He had borrowed a Stuart Turner 7a from Doug Chambers and then copied it fabricating the parts instead of using castings. As usual he has made a very tidy job of it.

Bruce Geange showed us an old stationary boiler and engine that he had acquired, believed to have been made in the 1920s. Bruce had done a lot of work to restore the boiler and engine to a presentable state after many years of neglect. The original maker is as yet unknown but he hopes that a friend who is a collector and authority on these models may be able to help.

COMING EVENTS

Track running at Marriner Reserve Railway

December	4th	from 1pm to 4pm
December	18th	from 1pm to 4pm
January	15th	from 1pm to 4pm

Open Weekends

Steam Up North International Convention
5-9th January 2012

Hawkes Bay Model Engineers 50th Anniversary
Waitangi Weekend 4-6 February 2012

PNMEC Locomotion 2012 3-4 March 2012

The closing date for the next issue of The Generator is Friday 23rd December 2011

November Club Night

Thursday 24 November 2011
Returned Services Association Restaurant
Broadway Avenue, Palmerston North

6:30pm Drinks and Mingle
7:30pm Sit down Dinner

Please let the Treasurer know if you are coming by Sunday 20th Nov. Phone 06 326 9665.
The cost is $28.50 per person. This can be paid to me on the night or before.

If you haven't let us know by the 20th then you will miss out.

FOR SALE

A Southbend lathe, 9" swing, usual tooling plus headstock milling arbor, collets and vertical slide. Asking Price; $850 negotiable.
Contact Fin Mason 06 356 7849

November 26-27. The old logging tramway at Ongarue (just north of Taumaranui) is being developed as a cycle trail similar to the Central Otago Rail Trail. Your President is leading a trip along the trail. The base camp will be at Piropiro Flats, halfway along the trail. Good fitness, camping equipment and an off-road push bike will be required.
Contact Richard Lockett for details **06 323 0948**

THIS MONTH'S FEATURED MODEL

By Doug Chambers

The picture shows a model of the steam tug 'Imara'. It was built from a kit of over 1400 parts, the hull, superstructure and funnel are all fibreglass mouldings. The lifeboats are plastic and the rest is of wood and die-cast components. After completing the 'Mountaineer', I felt that ten years of building, completing, making parts for and making boilers for model locomotives had seen me getting a bit stale. So the tug kit that had been sitting on a shelf in the wardrobe for some years was taken down and over the next four months it was built. Some of the die-cast parts were missing and some were not of the best quality so I had to get busy in the workshop making new components from brass.
The tug is powered with two electric motors and is to be radio-controlled. The wiring for this is yet to be completed as further locomotive work has come my way.
Some of you may remember seeing a tug on the cover of the Generator some years ago. This was the one Chris Rogers was building and he asked me to complete all the fine detailing. I remember that Robyn (my long suffering wife) was quite dismayed when the tug was completed and it left our lounge. When I finished this one a place in the lounge was quickly found for it and it does attract a lot of admiration from visitors.
The scale of the kit is 1/32 and this means that the model is 1053mm long, the beam is 282mm, and the displacement is 20kg approximately. The kit is by Calder Craft.

HARBOUR TUG 'IMARA'

The history of the full-size 'Imara' is rather interesting. 'Imara' was built to a Crown Colonies Contract dated 20 .8 .30. Fleming and Fergusson, Dredger Builders, Phoenix Works, Paisley were awarded the contract the price being 29,400 pounds and that included delivery to Dar-es –Salaam. 'Imara' was a twin screw berthing tug and was 109 feet long with a beam of 28' 6" and designed to move a 12,000 ton vessel in still waters.
The triple expansion steam engines developed a combined IHP of over 1000. There was a steam driven induced draught fan, a salvage pump of 500 gallons per minute, an auxiliary steam driven lighting set of 7.5 kw capacity, an anchor handling winch and a steam driven windlass, plus boiler feed and bilge pumps all necessary in the age of steam.
During her trials she attained a speed of 11.6 knots over the measured mile at Skelmorlie. And she sailed for Dar-es-Salaam on the 15 April 1931 at 12.30pm. She had taken just six months to build.
The delivery voyage was of 4,589 miles and was covered in 26 days and 1 hour. Only one of the two boilers was used at a pressure of 170 lbs making an average speed of 7.4 knots. Because the tug was designed to work in the tropics the European crew were expected to live on board, the Captain, Mate and Engineer lived above deck and the three junior officers shared a cabin forward of the mast.
The twelve Lascar crewmen, six firemen and six deckhands lived in the rear deckhouse.
The anchor windlass is of interest as because of the lack of space it had to be a twin cylinder

engine of vertical design and fitted with Joy valve gear to allow the cylinders to be placed close together. There was no reversing gear, the chains being allowed to run free although there were individual clutches and brakes to control the descent of the anchor chains as required. Steering was from the bridge to a steering engine that was aft of the funnel. There was a wheel fitted to the engine for emergency use. There are two large ring bolts fitted to the deck aft of the rear rope guard. These were for fitting a rope bridle over the towing hauser to make the tow safe when it was short and running up to the tall bows of a ship. This altered the point of pivot as if the towed ship veered around then the tug could be in danger of being capsized. Horns are fitted to the port and starboard of the boiler casing to prevent the tow rope fouling and damaging the upper works. Quick release levers are fitted to the towing hooks allowing them to be knocked open in emergencies and axes are placed nearby in case the tow rope had to be cut. Because there are no water tight bulkheads in a tug of this type, when the hull is holed or capsized, it would very quickly sink.
However the 'Imara' was bought from the Tanganyika Railway Company by the Royal Navy after only one year's service in Dar es Salaam.
She was renamed 'Perserverance' and was finally scrapped during the mid -1950s.

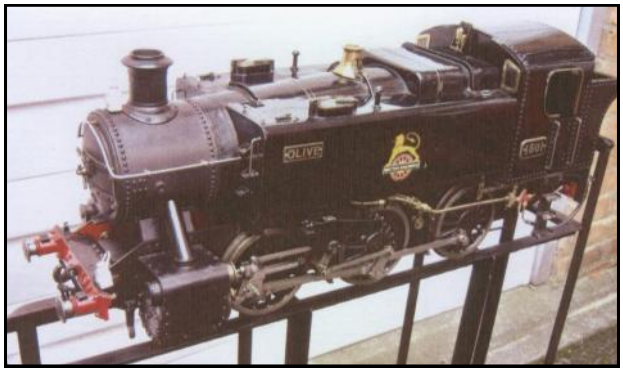
LETTER FROM ENGLAND

By Stan Compton

In my youth my bicycle gave access to a lot of 'Shakespear Country' as the places near Stratford-on-Avon are known, so during the spring and summer holidays I would be out with two mates for the day. One place of interest, we called 'Lapworth' was close to a junction of two canals called 'Kingswood' in the canal world. The attraction was to watch the canal barges, 70 foot long, being worked through the dozen or so locks.
By a coincidence the Birmingham Society of Model Engineers bought land to build their track on at 'Illshaw Heath' just a few miles away, in fact one of the canals runs alongside the track-site. This year I went with a club member to the Annual rally there. On the way we detoured at 'Hockley Heath' to 'Lapworth' and located a car-park next to the canal basin on the right by the group of state houses (called council houses here). These days money has been spent to restore the locks and bridges, a sign told us of the restoration of the Stratford Canal in the fifties, but no mention that volunteers from a Birmingham Prison did a lot of the restoration work. I think some of the names are listed at the canal basin at Stratford, so credit to those men out in all weather, a pity it would not happen these days.
Not as many visitors to the rally as usual, but the site is always clean and tidy. The ladies in the kitchen had organised 'Ploughman's lunches' at reasonable cost, but maybe more will be sold on the next day. I counted about ten riding trucks near the loading facility onto the raised track, all different size and design, left until the drivers got their time- slot, all well organised by the volunteers on site.
Three traction engines were in steam, a 4" scale whose driver pottered about on the limited space on site but the owners of two 6" scale engines could only move forwards and backwards about ten metres. This is the trend now to purchase large engines because only a few men could handle such heavy work.
It concerns me that we have very few locomotives under construction by Hereford members. Again the trend is to purchase an engine complete, or to obtain a kitset to complete. One member has just completed a 'Tich', after many difficulties he ran it under steam on the raised track. He is a skilled engineer and produced a beautiful model but he confirmed that this engine is not suitable for the beginners. Incidentally his father, a retired builder, completed a 'Maid of Kent', a first attempt that runs well, now he is building a 3½" gauge 'Charles the Hunslet' that runs on the 'Festiniog Railway' in North Wales. Not a simple engine to build, castings are so expensive so he machines parts from solid bar, the hard way. The short wheel-base chassis is the same length as the 'Maid of Kent'!!!
The smoke box is a welded fabrication, cylinders are mounted at an angle on each side so the welds have to be strong, the original is a powerful engine in full-size.

Derailments can be very stressful for the driver, I have never forgotten the time when I was hauling a good load, years ago at Hereford on the ground level track. Somehow a passenger, built like an All Black, had been given a seat on the four car set facing backwards, against our regulations at Hereford. It was bad luck that a spark from the hard working locomotive landed

on the child of a passenger who stood up to pick the child up just as the train entered a bend, derailing my engine, tender and the four car set, all laying on their sides, passengers on the grass!! No one was hurt and the child stopped crying when he saw what had happened. Later I discovered that the rolling stock we had bought was a bad buy, springs had been replaced with wooden blocks and the stock had never been used on a track with curves. I never drove on the ground level track again; the elevated track is usually more stable because half the body weight of an adult is below seat height until they lean out to take a photograph of the engine going around a curve. When I used to load passengers, the over-weight ones were sent back to the 7¼" gauge track and I would not allow a camera or 'babes in arms' to travel. One day when I was not on site a new member was loading the train, the driver was busy looking after his engine and failed to notice his over weight passengers, the baby and the camera.
The extra weight caused him to reach an unsafe speed on the 1:40 downgrade and just entering a curve a passenger leant out to take a photograph derailing the passenger truck. Luckily the coupling broke so the driver and engine were not derailed, the digital camera showed the picture proving the reason for the derailment. No one was injured, the baby was still being held.
Unfortunately it upset the driver, this was the second time he had been derailed and now he declines to drive with passengers in case of litigation in the courts. Sad because it means that we have lost a good driver when we really need all those we can get. In our present climate we have young lawyers out to make a case and claim compensation from Insurance companies for minor injuries; 'whiplash' claims are common even though no injury occurred.



Pictured is the 'Speedy' that Stan had recently fitted new piston valve bobbins to.

The engine has now been sold but I expect that Stan's advice and practical help will keep him busy assisting other men with their projects.

Model Mee 2011 Reflections

Our biennial exhibition is done and dusted for another two years or so and by all accounts from the members and visitors I have spoken to, a successful exhibition of our craft and the treasurer is pretty happy as well.
First a big thanks to those of you who were able to give your time too and to share with the public the passion that we have for model engineering and to John Tweedy, our exhibition organiser.
It's pretty scary when we as organisers first walk into the Leisure Centre; it looks so big when empty. How can we possibly fill it up but we do and it's getting easier because there's a few of you who knock out a quite a few projects between exhibitions. Gone are the days when we had to summons our total locomotive fleet to ensure that we filled the hall, the 7¼ " gauge aren't so bad as they come on their own wheeled stands but the large 5" gauge, now they were always a struggle to lift up onto tables.
For me watching the ebb and flow over two days and how some of you like to interact with our visitors, it got me thinking about the layout of our exhibition and I think we can change some things next time to facilitate the interaction. The model railway layouts work well in keeping the kids entertained, for hours in some cases, our point of difference being the scratch built loco's we have running on the O and G gauge tracks.
Our thanks go to Darryl Anderson for bringing down from Hawera his all action Meccanoland display.
The humour of the weekend for me at the close of proceedings at 4 o'clock Sunday afternoon, the floral art society turning up to set up for their Monday do expecting us to somehow just vanish. Yeah Right, a great team effort saw us vacated in 2.5 hours, a record for us in breaking down an exhibition.
Many thanks to all involved.
This being the last newsletter for the year as president, I wish you all well and look after yourselves over the silly season and we'll see you all next year at the presidents BBQ, this time at the treasurers home on 26 January 2012.

Richard Lockett

I feel Model Mee 2011 was a success both financially and as a platform to show our stuff to the public. I would particularly like to thank all club members for their support of this event and for providing the wide range of models that were displayed. A particular thanks is due to those who were present to explain and demonstrate their models and to those who went to the trouble to add some movement to the models. The working model railway layouts were obviously a hit with the younger visitors. Thanks also to those who gave their time for setting up and dismantling the Leisure Centre and to the ladies for providing the essential support for the inner man.

I would like to thank Bruce Geange for his help and support in organising this event.
His experience and wisdom were a great help. Thanks to Richard for overnight security.

Last but not least, please remember our advertising supporters. Much of the success of the event was due to the publicity in the weekly newspaper and the radio. Thanks to; J E Valentine Engineering, Terrace End Books and Toys, Manawatu Hydraulics and Advanced Sheet Metals.

Model Mee Organizer - John Tweedie