



March 2009

No 343

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

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
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Place
stamp
here

This Months Featured Model



REPORT on the February Meeting.

Bruce Geange announced that the Leisure Centre has been booked for August 22nd—23rd for the Palmerston North Model Engineers Exhibition. So members should be prepared to press on with their current projects and be ready to display their models in a clean and tidy condition. From the models displayed 'on the table' it would appear that some of the members have been very busy over the Christmas period.

Merv George showed us a series of bases he made to be used for preventing the oil can from falling over and also for glue and Loctite containers.

John Tweedie had the frames and bogies for the 3 ½" gauge 'Shay' that he is building. Very nice workmanship.

Bruce Geange showed us the 0 -8 -0 tank engine he is building in O gauge. Originally a kit intended to represent an LMS engine, Bruce has fitted cowcatchers and will be adding a Westinghouse pump and Pyle national Generator.

Murray Bold sent to 'Roundhouse' Doncaster in the United Kingdom for an 0 -6 -0 tank loco kit in Gauge 1. It duly arrived including all 480 parts, was assembled and painted, fitted up with radio control gear and has been test run, performing very well to Murray's delight.

Fred Kent showed us the beginnings of a model of 'Noahs' Ark'. Being built at the request of a grand-daughter who already has a large number of the scale animals.

Ian Stephens has built a fortress cannon, brass barrel etc. Then had to set to work and build two more, one for a trophy for a golf club and one for his son Paul.

Chris Morton had the drawings for the house he and Paulette are having built which is nearing completion.

Dave Newstead had photos of the ticket booth that he and Les Fordyce built. I believe Richard Lockett also was called upon to assist. This will be used at future Locomotion events at Marriner Reserve and other offsite venues.

Richard Lockett displayed the NZR Q coal wagon he is building to be used as a driving truck behind the NZR W. He is building two, one a driving truck and the other just a plain wagon. The 'W' spent most of its working life taking these loaded wagons

from the mines near Greymouth to the wharf on the Grey River. Richard explained how the wagon tub was lifted off the wagon chassis and swung over the hold of the ship, a hatch under the tub was opened and the coal fell into the hold. The crane the swung around and replaced the tub on the chassis.

Brian Leslie recalled that when a young boy his parents lived not far from Greymouth and all the weekly shopping was done in that town. Brian said that he would head for the wharf and watch these same wagons being unloaded, admiring the skill of the crane operators as they swung the tubs back into place on the chassis with ease.

ANNUAL GENERAL MEETING

The Annual General Meeting will be held on the 23rd April, at 7.30pm, in the Hearing Association Rooms, Church Street, Palmerston North.

Think of who your vote will be for

"Clubman of the Year"

Mid Week Run at Marriner Reserve Railway

24th March between 10.00 am and 2 pm

28th April between 10.00 am and 2 pm

Please contact Doug Chambers beforehand.

Track running at Marriner Reserve Railway

April 5th from 1pm to 3pm

April 19th from 1pm to 3pm

Open Weekends

Havelock North Live Steamers 10th – 13th April

Thames Small Gauge Railway 16th – 17th May

Manakau Live Steamers May 30 31 & 1 June

March Club Night

This will be on the 26th March at the Hearing Association Hall in Church Street at 7.30PM.

The Subject:- Civil and Mechanical Engineering which Richard Lockett stumbled across whilst in China.

The closing date for the next issue of The Generator is Friday 10th April

THIS MONTH'S FEATURED MODEL.

By Ian McLellan

The impetus to build 'Maisie' came when Bruce Manning had the locomotive wheel and cylinder castings for sale which I soon purchased. Also, I remember my late father had considered building it before he built the 3 ½" gauge NZR 'Ab'.

'Maisie' is the well known LBSC design based on the H. A. Ivatt big-boilered Atlantics. For further details on these locomotives I refer you to the editor's article in the May 2007 Generator No 323. Construction started in November 1998 with Bruce Geange rolling up the boiler outer wrapper.

With the help of Doug Chambers and his welding equipment, the boiler was brazed up. The tender followed next with a stainless steel tank, part of which came from an old shower tray, and the wheel castings supplied by Doug. The engine chassis was fairly straightforward, but with the inside Stephenson's valve gear, the full-size would have been a challenge to 'oil up'. (You would have needed a very slender engine crew.)

The engine is pretty much to LBSC's "words and music" with a few modifications.

The engine provided some significant "therapy" when I was on 'chemo' for my cancer during 2006. The first time in the workshop during 'chemo' was a very shaky beginning. You would have thought I had the DTs as I drilled four holes in the smokebox with a battery powered drill. I staggered back inside after this ten minute exertion and collapsed in my chair.

So far I have had two steam ups and I have been chasing some "Welsh vegetables" plus facing the challenge of a, at present, non-working injector. But I'm working on it.

Finally I would like to thank fellow members for their help, advice and encouragement with this project which has gone from one millennium to another.

LETTER FROM ENGLAND

by Stan Compton

It is Sunday morning, the good people in the town went to answer the call of the Church bells, I was giving my old Smart and Brown lathe a really good clean as it is close to Christmas. Then I realised that I had been giving away chunks off the old Church Cross made of lovely bronze but had forgotten the custodian of the Church who had arranged the sale to me instead of it going to the 'scrappy'.

With a new blade in the power saw, I soon had a 12mm piece of the 50mm x 50mm material in the

four-jaw and faced off. An hour later one face was polished and the other had a square of red felt glued on with 'Araldite', making a nice paperweight as a gift.

Just then Anne appeared at the workshop door saying "I am walking into town, there is a band playing and a lot going on, do you want to come?". Now remember it is 2 degrees outside and my workshop is nice and warm., but discretion to me to comply.

The town square had been closed off to traffic, many stalls were set up and entertainment organised. One stall was selling slices of roast pork in a bun, I had already eaten, but that pork smelt good. On the roadway in front of this stall some sheets of heavy plywood had been laid down and a dozen or so ladies dressed in early American type skirts, red jumpers and black stockings with toe and heel plates on their black shoes, called the Appellation Dancers were only too pleased to entertain us that cold day.

Later a group of 'line dancers' performed, something new to me, these ladies were not young and their movements were stiff. We were standing under the Old market House, built during the reign of Henry V111, and a stallholder next to us must have been frozen standing on the stone slabs. She knew the dance movements and joined in twirling and stepping with real flexibility. Unaware we were watching her, she looked embarrassed when we applauded **her** when the music stopped.

I met a new club member recently, he told me that he was a retired tool maker and when asked if he was building anything he replied that he was designing the tank locomotive, in 3 ½" gauge, that ran on the "Darjeeling- Himalayan Railway". This could be a life-long ambition but I wonder if he realises just how long the design-work will take before even starting to make patterns, obtain castings, not easy in these times. Then set up to cut metal on what is obviously a first attempt. I wonder if he wants to run it on a garden railway or just have it as a display model?

Knowing just how long even something like a 'Hunslet' quarry loco in 3 ½" gauge, forget 'Conway' which is not true to prototype, I was thinking of 'Lilla' drawn up by Ross Harrison for "Engineering in Miniature" is a similar engine regarding construction. Ross even described fabricated brass cylinders with bronze bores, the loco weighing about 40kg could take 1500 hours to build.

I always advise new members "If you can't put in 10 hours a week, don't even start". At this I am

always given an odd look, but I have seen so many chassis for ambitious locomotives gathering dust under a bench so that I try to guide new builders along a straight and narrow path. Does anyone remember seeing the late Barry Percival driving the 3½" gauge 'Juliet' named 'Diddy'.



Barry was making a beautiful job of his Wellington and Manawatu UD locomotive. He showed me a 3½" gauge 'Juliet' chassis he had started 50 years before. I persuaded him to finish it and three months later it was completed. He ran it regularly for two years before his sad demise never having seen the UD completed and running.

These days we often hear of someone buying a locomotive, such as a tank called 'Romulus', a freelance 7¼" gauge 0-4-0 of good simple basic design. They need a substantial tender to sit in, a total weight of ¼ of a ton, and a trailer to move it on. The purchaser who can afford all this, fancied having a locomotive, sometimes joins the 7¼" gauge Society who do not have their own track, so he has never been involved in the mysteries of raising steam, oiling up, checking injectors or keeping the fire alight on the run. He decides to visit somewhere with his new outfit thinking it is not much different to driving his car which keeps going as long as the throttle is pushed open. If he is lucky someone with experience will help him out, if not he gets into trouble running out of water and steam.



Now someone who is building from scratch and who joins his local Society will have been involved with track running, probably been given the chance to drive a locomotive long before his own engine is completed. When the time comes for him to

raise steam for the first time he will pick someone experienced to guide him and all will be well. New locos always have a few leaks, not to worry, just make a list to sort out later.

The poor chap who buys a kitset (except 'Polly') can be in real trouble without skilled help. Even so I heard of a 5" 'Britannia' that someone paid real money for someone to assemble for him. When he came to run it he asked one of our members, by telephone, whether there should be a pipe to bring water from the tender to the engine. He had built a track in his garden, was raising steam and then discovered the lack of feedwater !!!!!

These garden tracks are a waste of time, unless very extensive, because the steam locomotives do not get really hot resulting in corroded cast iron cylinders and valve faces pitted and scored, causing a blow up the chimney.

Editor's Note. Full size steam locomotives operating on short up and down lines suffer the same problems. When the engine was in normal service, it was hot and under load for long periods and the cylinder oil was able to do its job.

AN UNUSUAL WHEELBARROW

By Doug Chambers

When I was living in Victoria I met Jack Kirkpatrick of Lake Goldsmith and was invited to his home.

Jack showed me through the shearing shed.

The shed was electric powered but the original old petrol engine was still there as was the line shafting required to drive the handpieces. Jack said that during the shearing, two years previously, there was a power cut which turned out to be due to a truck taking out a power pole some distance away. The old petrol engine was cranked up and the shearing continued. Later in the day the power was reconnected, but the shearers told Jack to keep the engine running and that they would soon finish the sheep left.

The young shearers had never shorn sheep with their handpieces powered by an old petrol engine and they were rather taken with the novelty of it.

Near the back door of the homestead was a very large wheelbarrow that intrigued me as instead of a steel wheel or pneumatic tyre, it had a crawler track. The track was about three feet long and the flat shoes (rather like those on a old style drag line) were about eight inches wide.

Now most of us at one time or another have had the misfortune to have to propel barrows loaded with concrete. The tyres following any ruts running in the same direction. Any ruts travelling across the path of the barrow being very hard to negotiate. The barrow was fully loaded with gum logs, easily a load

heavier than the normal barrow's load of concrete. Jack said to try it out over some very rough ground in a gateway. I found that one simply picked the barrow up and started walking, there was no need to lean forward to push the load along. Rough ground took absolutely no effort to keep the barrow moving and turning was easy.

Recently I found that an English firm called 'Roadless' made similar barrows, but the firm was better known for their conversion of wheeled tractors to half-track and full – track crawlers.

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Has override brakes and spare tyre
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Locomotion 09

Well the weather gods weren't smiling upon us this year with the nor' easterly gales promised from mid week for Saturday being correct and wiping out any revenue earning operations from



the railway. It would be nice to be able to just go home and do something useful but we had visitors



already in town and others on their way who we as a club had to look after, even if only to provide

a hot drink and some solid fuel and exercises for their jaws I was heartened by the turn out of members, partners and extended families who braved the elements bringing their sense of humour to assist in making something of the day.



Improved weather on Sunday saw a return to normal operations with a good response from the public which had the railway busy and earning money much to the treasurer's relief. So on behalf of the PNMEC a big thankyou to all



of you who assisted in the running of our "Locomotion 09" event. You're all good .

Auckland Garden Railway Convention.

Murray and Janice Bold travelled to Auckland for this event. There were approximately forty participants. We visited 6 railways. All very different.

