



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 onerous.

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

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This Months Featured Model



REPORT on the February Meeting.

It appears that several of our members have been busy over the last two months.

Robert Edwards showed us a completed stationary steam engine. He had obtained the castings from Stan Compton when they were both working at Massey University. Robert has also obtained a commercial tool and cutter grinder that he is refurbishing.

Ian Stephens showed us a 1920's delivery van he is making. It is about 375mms long and is to be steam powered. Opening doors, steering and the model is being built from a single picture that has no measurements on it to assist him with scale.



Merv George showed us parts of a simple tool and cutter sharpening device that he is making.

Fred Kent had an unusual alternator that he has made up as an experiment to see if it would be practical for being driven by a small wind turbine.

Graeme Hall had his Offenhauser engine on the table. Watch-making to the extreme !!! The problems Graeme has found and his methodical way of overcoming them is a lesson to us all. The overhead camshafts are driven from a gear on the crankshaft. Therefore the thickness of the headgasket becomes critical as if it is too thick then the gears will have too much backlash and too thin a gasket will load the teeth of the gears. A beautiful bit of work and I am not the only member looking forward to hearing it run.

Bruce Geange had his nearly completed McCormack Deering 15-30 tractor for us to see. Just the transfers to go to complete the model. The model

has little electric motors that drive the fan, the belt pulley and power it along.

Bruce Manning had a very nice model of a Burrell Showman's Engine that he had bought from England. Kept in a glass case on a coffee table in his home. One of a production run of just 1000.

Doug Chambers displayed the boiler he has made for a Don Young designed Hunslet 'Alice' class loco that he will complete sometime in the future. He also showed progress on a 'Minnie' traction engine that he is completing for a client.

Stuart Anderson told of progress on his 7 1/4" gauge 'Mogul'. The components are now getting too large and heavy to be brought to the meetings, but he did have a cylinder drain to show us.

MARCH MEETING.

This will be held on the 27th March at 7.30pm in the Hearing Association Rooms, Church Street, Palmerston North. A guest speaker has been arranged. **Steve Denby** is a site engineer and will speak on his time spent 'wintering over' on the ice in Antarctica. This promises to be a most interesting talk and I suggest that you all take care not to miss it.

COMING EVENTS

Mid Week Run at Marriner Reserve Railway

25th March between 10.00 am and 2 pm
22nd April between 10.00 am and 2 pm
Please contact Doug Chambers beforehand.

Track running at Marriner Reserve Railway

6th April between 1pm and 3 pm
20th April between 1pm and 3 pm

Open Weekends

Thames SGR 17 - 18 May 2008

The closing date for the next issue of The Generator is Friday 11th April

ANNUAL GENERAL MEETING

This will be held on the 24th April at 7.30pm
in the Hearing Association Rooms,
Church Street,
Palmerston North.

FOR SALE

Whitworth taps and split dies from 1/8" to 1/4"

UNF taps and split dies from 1/4" to 1/2"

BA taps and split dies from 2, 3, 4,5,6,8.

40 piece metric tap and die set.

1/2" to 1" pipe die set.

Myford ML7 3 jaw, two four jaw chucks, face plate, angle plate. Usual extras. \$1500 ono.

Heavy duty drill press 3/16" to 3/4" Jacobs

Chuck, Power hacksaw, and a tapping machine .

All home made Various drill vices, LPG torch and 9kg bottle (needs retesting).

Contact Clem Parker 06 376 8353.

FOR SALE

Brian Wiffin wishes to sell the patterns and plans for his gear hobbing machine. The plans and patterns may be seen at Bruce Geange's home. Please ring 06 357 0566 to arrange a time to see them.

Price to be negotiated.

Toy Crane

This model is a close copy of a clockwork toy crane manufactured in Western Germany and has the number N B N 258 at one end of the building. The first one that I viewed was in Christchurch where a photo was taken. Late in 2007 a friend bought one around to me in pieces to have a look at and suggested that I should make one. Measurements were taken and sketches done and during the next few months the crane was produced. The functions in the home built crane are driven by electric motors and controlled with remote switches away from the crane.

Bruce Geange

LETTER FROM ENGLAND

By Stan Compton

Recently I sold some of my engines to a dealer; he asked could he see in my workshop, inside it he commented, "This is somewhere that is worked in, do you mind if I take some photographs?"

It was a surprise to me to find later that the photographs were put on his website.

The dealer was a very tall man and he spotted a photo of an 'Enterprise' 2 -6 -2 tank locomotive that I had built and later sold to a Tauranga model engineer. The dealer exclaimed, "I know that engine, I bought it and ran it for two years, a good steamer, it would keep up with the big engines and I sold it to someone in the St Albans club near London".

It seems that it had been shipped to a buyer in the UK who had no idea that it was a hefty 5" gauge engine. Being an LNER design I should not have painted it Caledonian Blue and as my second name is 'Edward' I made up the nameplate pattern, which I still have. When the engine was still new I took it to a rally at Blenheim with Barry Percival, sadly no longer with us, who enjoyed himself dressed in the traditional NZR black shirt and white tie, driving on the new track for the whole three days. It was HOT !!!

Someone lent me a book describing life in the Docklands area of London, the author had been a crane driver on the docks, his crane was driven by hydraulic power. It was a system built in Victorian Times using water power, but with age and leaks his crane would not perform or lift the loads as it should. One day he was loading goods into the hatch near the stern of SS Himalaya, a P & O Liner, actually the ship we travelled to New Zealand on in 1961. Our crane driver realised the flagpole mounted on the stern that carried the stern light was in the way, due to a lack of lift that occurred temporarily when a nearby lockgate was opened. The lockgate also operated by waterpower. The crane driver sent a message aboard, "Could the flagpole be removed during loading?" The ships officers declined, it was not a big job, but you can guess what happened later, as our man swung the load round, the lockgate was opened, pressure dropped and so did the boom of the loaded crane as it passed the flagpole, crash, it snapped like a carrot, you can guess the rest.

On another occasion loading boxes of kippers on a smaller ship, the loaded pallet caught the ship's funnel tipping some of the boxes down into the engine

room!!! An irate Engineer Officer appeared carrying the boxes, "Sorry mate, keep one of the boxes for your tea." !!!

We have an auction room in town that used to deal with farming supplies but now cover motorcycles or railway items. Recently someone lent me a catalogue of a sale of timber etc. He had put in a bid for small coronet wood lathe, would I examine it for him ?

So on the morning of the sale I walked down to the salerooms and found the place packed with men who had spent their lives outside and knew timber. The amount of sawn timber, all hardwood stacked against the walls amazed me, all quality timber intended for furniture or wood turning. In fact a lot of the branches of trees all twisted and knarled looked like a pile of firewood, but I suppose could end up as a fancy wooden bowl or candlestick holder. I spotted one plank with it's size and description, Hornbeam 16" x 3" x 12 feet . It was dead straight with no shakes in it and must have been cut years ago and properly seasoned.

Now Hornbeam is a rare timber, I have read about it's use for gears in windmills so I guess in demand for restoration purposes.

I looked at the wood lathe, this fetched more than my friend had bid, but on a low table amongst books on wood-turning etc. were three small tractor models, all very shabby and dusty. Two were early World War 2 American types, all about a foot long, but one was vintage. It was an 'Ivel' as described in 'Model Engineer' years ago. As I could not get near to them I was not sure of how it was built and I vaguely thought of putting in a bid, but really I am disposing of things these days not buying. Later I heard that the 'Ivel' tractor went for \$50 NZ. Now I wish that I had stayed at the sale.!!!

The 'Rail Motor' locomotive is now complete and painted GWR green. It is ready for its steam test. I was going to use it to give a talk to our Hereford members on the History of Railmotors, but we found the road to Hereford was flooded due to the heavy winter rain in our area. Some people still have not got access to their homes after the last floods. I heard about the fitting of a movable flood barrier to front doors on property at risk but the owners found that the water came up through the floorboards. On a flood-plain a 'Lockwood' is ideal I am told, move the furniture up above the water, no wall cavities and when the water recedes the house will dry out. The old properties near rivers here had stone floors, no carpets or power points, the owners moved upstairs and waited for the flood to subside.

You will have seen on TV news the Boeing 777 that lost power on landing at London Airport, full marks to the pilot for getting it down with no loss of life.

It is a credit to the design of modern aircraft how safe they are considering how rare it is for a crash to occur.

"TWA 2341 for noise abatement, turn right 45 degrees."

"To Control Tower, we are at 35000 feet, how much noise can we make up here ?"

"Sir, have you ever heard the noise a 747 makes when it hits a 727 ?"

LOOKING BACK AT PAST LOCOMOTION EVENTS

Although the weather forecasts were for rain all weekend, this years Locomotion Weekend passed with good weather apart from some light rain after 3.30pm on the Saturday. The weather forecasts probably put off some of the visitors but it was good to see a lot of the usual visiting members from the other clubs.

During the weekend I tried to recall the engines that attended our first Locomotion Weekend back in 1987. Unless my memory has let me down I believe that all the locomotives were steamers and the majority were 5" gauge. I believe that there were a few 3 1/2" gauge steamers running too.!

Over the years 7 1/4" gauge steamers have become popular, to such an extent that there are now more of them running now than 5" gauge locomotives.

Sadly the little 3 1/2" locomotives are now seldom seen.

Diesel outline and Electric locomotives have become very popular. The diesel replicas (petrol powered) have changed over the years from quite crude looking (and engineered) to very sophisticated models, very well detailed bodywork and looking like true replicas of the full- size prototypes.

Electric locomotives are usually powered by wheelchair electric motors and power supplied from a bank of wheelchair batteries.

The diesel and electric locomotives now make up about half the motive power at a Locomotion Weekend.

What will the future bring ?

Thirty years ago I wouldn't have thought that there would be such a movement towards 7 1/4" gauge steam and 7 1/4" diesel and electric units.

Although the price of copper, bronze, and easy-flo continues to soar, there are still members in most

clubs busy building steam locomotives. From what I hear there cannot be many clubs in New Zealand that have not got at least one member building a 7 ¼” ‘Phantom’.

I expect that there will be more diesel and electric locomotives under construction.

Traction engine models are becoming more popular. The grassed area inside the track makes a suitable running area for them. With at least three members building traction engine models, this may become a more prominent part of future Locomotion Weekends.

In the last few years a tent (or two) has been erected and a variety of models have been put on display representing more of the work that model engineers take on. Internal combustion engines are popular and a highlight of the last three Locomotion Weekends has been Graeme Hall’s 7 cylinder Bentley rotary aircraft engine running and his petrol-powered roller attracts a lot of interest as it purrs over the grass.

Sadly a lot of the model engineers who attended that first Locomotion Weekend in 1987, both Palmerston North members and visitors have passed on. New faces have joined in and the hobby and the event seems to carry on with the same spirit of friendship and enthusiasm.

PHOTOS FROM THE PAST



Vic Howell from the Raumati Club is seen at a Locomotion Weekend, probably 1988, with his 5” gauge vertical – boilered locomotive. Vic was usually seen driving one of Owen Handley’s engines. The 5” gauge NZR Fa or the NZR F. Later they combined to build a 7 ¼” gauge NZR F which they ran together at several tracks.



Rex Toms, an early member of Palmerston North model Engineers and now of Rotorua Model Engineers is seen driving his NZR ‘Y’ class locomotive at an early Locomotion Weekend.

FOR SALE
Mr Sandman

To all Potential Members

The membership form on the PNMEC Website had a configuration error at our hosting service. If you filled in the form previous to 12 March 2008 and never got a reply from a club committee member, we apologise. Could you please refill in the form and we will now receive your details correctly.

Thanks Murray Bold
(Treasurer PNMEC)



This Locomotive was built in 1994 by Steve James and Bob Sharman. It is featured in the Phantom construction series in AME. A log of all the running the loco has done is available (Microsoft Access Database). Will sell with or without purpose built trailer and two ride trolleys.
Contact Murray Bold (06) 355 7000

LOCOMOTION 2008

Photos C Moore and S Anderson



The Generator