



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
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Palmerston North

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This Months Featured Model



REPORT on the January Meeting.

The 'President's BBQ held at the Vice Presidents Home. A good turn out of members, plenty of food and a lot of chatter as members and wives told of their doings over the holidays. Richard spoke briefly on what has to be done before Locomotion 2008 and requesting volunteers to man the station and steaming bays during the weekend.

LOCOMOTION WEEKEND

Would members who wish to help out with The **Locomotion 2008** Event please contact Richard Lockett, Stuart Anderson or Murray Bold and let them know when you are available to assist.

Members are invited to bring along models for the display in the tent. See Stuart on arrival.

Cynthia is in charge of the station. She would like some ticket sellers.

To those attending could you bring something for the morning and afternoon tea table.

Please think about coming along as this is a good time for chat and tall stories with the visiting model engineers.

A free morning and afternoon tea, lunch and a BBQ tea will be put on by the members.

Ladies, Janice Hall and Janice Bold would like a hand in the kitchen, so if you can help come and see them in the pavilion.

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.

FEBRUARY MEETING.

This will be held on the 28th February at 7.30pm in the Hearing Association Rooms, Church Street, Palmerston North.

The theme for the evening is '**Bits and Pieces**' and what you made over the Christmas holidays. Let us all see what you are busy with in the workshop.

COMING EVENTS

Mid Week Run at Marriner Reserve Railway

26th February between 10.00 am and 2 pm

25th March between 10.00 am and 2 pm

Please contact Doug Chambers beforehand.

Track running at Marriner Reserve Railway

1st & 2nd March **Locomotion Weekend**

16th March from 1pm to 4pm

Open Weekends

23rd & 24th Feb Hawkes Bay Model Engineers at Anderson Park, Taradale.

1st & 2nd March Locomotion Weekend

at Marriner Reserve, Palmerston North

The closing date for the next issue of The Generator is Friday 14th March

THIS MONTH'S FEATURED MODEL.

'Chub' is a close relation of 'Butch' which was a little larger overall and a 0 -6 -0 tank. Both were designed by Kennion Bros. After a request from Ron Blackwood to build him a boiler, I was asked to complete the locomotive. The chassis was almost complete and it didn't take too long to complete the job. The little 'Chub' is named 'Elva' had several trial runs before I felt it was ready to hand over to Ron.

Although it is very 'short coupled' it doesn't pitch like I expected it would and the boiler steamed very freely.

Doug Chambers

LETTER FROM ENGLAND

By Stan Compton

Recently we heard that some sailing ships were visiting Gloucester Docks so we made the trip on the bus that leaves Ledbury every hour, show our bus pass and although free of charge we get taken through a lot of country lanes. With our autumn colours and a bright day I can see over the hedges, even into the cottage gardens. The restored Docks are close to the city and to see those tall masts with the spars on the square riggers gave us an idea of what it was like once. Not very large vessels, but normal 100 years ago. One was named 'Joanna Lucretia' and needed some money to bring up to scratch for film work, it cost so much to restore I am told you could never recover any capital outlay.

'Kathleen May' is a two masted schooner, very well found, I counted four jib sails furled up; in the dry dock was a brig, a very early type with the old 'deadeye' shrouds, having re-calking done below the waterline. 'Olga' was another square rigger but looking at these vessels reminded me of what I was told of the experiences of a retired sailor off the 'Pamir' a steel hulled square rigged ship that was seized in Wellington from her Finnish owners during WW 2. 'Pamir' sailed between Wellington and the West Coast of America during the War with a crew of New Zealanders. The sailor said that once you were at sea you never got dry and after a few weeks salt sores got very severe, so much for the romance of sail.

One very pretty vessel was a Bristol Channel Pilot Boat, an open vessel with massive sail area, the bowsprit could be extended out to add more sails. This boat was from Swansea Maritime museum in

South Wales. There is a very interesting Waterways Museum located in one of the restored warehouses at Gloucester Docks, a Dutch built steam dredger used to be steamed regularly to show schoolchildren how a bucket dredger operates. Unfortunately the boiler is no longer certified and the engine room has lost the atmosphere of polished copper and bright steel.

Talking of copper reminds me of a news item about a thief removing copper gas pipes from an empty house, scrap copper prices are high at present. Unfortunately he failed to turn off the gas first, an explosion occurred and he ended up in hospital!!! He should be made to pay for his treatment. The last time we were in Wellington I enjoyed visiting the Maritime Museum depicting Maritime life in the city years ago, Cable street must have been quite a sight with the bowsprits of the square-riggers projecting out over the roadway while they were being unloaded.

Recently we had an interesting talk at Hereford by a man who had built a replica of a London Horse Bus. The bodies of the originals did not last long due to poor construction methods, the timber frames were butt-jointed with steel flitch-plates and with the poor roads of those days the joints soon worked loose.

It was decided to use rolled hollow section steel, welded construction under the outer panels.

This provided a very strong body and at twelve feet high the body weighed 1 ½ tons.

Finding suitable truck springs was a worry at first. The local council wanted proof of stability and the upper deck was loaded with garbage cans full of water with a total weight of 2 tons!!! When tested on a road with a steep camber the result was very satisfying, the springs chosen proving very satisfactory.

Hydraulic brakes were fitted with drums off a Landrover on the rear axle. All the wheels are running on ball races and even the turntable is mounted on ball bearings, making it easy for the horses to pull and turn.

The spoked wheels were of steel construction with solid rubber tyres fitted. The only sound heard when the bus was moving was the horses hooves on the road.

Finding suitable teams was not easy and the builder did not drive the vehicle himself. A driver was found and the bus worked for a while carrying tourists over a quiet scenic route on top of the Malvern Hills named 'Jubilee Drive' after Queen Victoria. The big problem was the inevitable queue

of cars held up and the lack of regular work so the vehicle has ended up 'sheeted up' in the builder's front garden.

We were told that his bus carried 21 passengers. The originals carried more on four seats across. His had three seats across to suit the size of modern day passengers and the seats are padded on the replica. When I asked if film work could be found for the bus I was told that they would only consider an exact replica.

When he was eighteen our speaker had a go at building a pedal powered aircraft, he admitted to tackling the unusual. Now he is sixty and has trained to drive buses and enjoys the work.

FOR SALE

On behalf of the family of Graeme Harris, we have been asked to advertise and sell the collection of Stuart Turner steam engines that Graeme had bought from Chris Rogers.

There are four engines mounted on a display board, all machined and finished to a very high standard. The first is a 'Williamson' steam engine, originally drawn up by 'Tubal Cain' and is a replica of a vertical engine made in the 1800s by Williamson Brothers of Kendal.

The second is an H 10. This is the horizontal steam engine with a $\frac{3}{4}$ " bore x $\frac{3}{4}$ " stroke.

The third is a V 10 which is a vertical steam engine having the same bore and stroke as the H 10.

The fourth is a D 10 with reversing gear. This is a twin cylinder with the cranks at 90 degrees and thus avoiding being stuck on centres making it ideal for use in a radio-controlled boat. Bore and stroke the same as the V 10.

For further details contact
Dave Brownlow on 04 235 9985.

PHOTOS FROM THE PAST

The first was taken at Locomotion 1990 and was when the 'Extension' was officially opened. The Opening Ceremony was led by Palmerston North city Councillor Waana Davis who cut the 'Ribbon' and then rode on the 'Official train'. The train was hauled by Bob Walters' 'Koppel', Bob seen driving and Councillor Davis was accompanied by the Palmerston North Model Engineers' President of that time, Chris Morton.



The second photo comes from our very first Open Weekend in 1987. Harold Sinclair from Petone is driving his 5" gauge Compound Mallet. (compare the size of the cylinders on the front to those on the rear). Standing in the background are Bruce and Mary Fordyce, (Mary nearly obscured) Nola and John Romanes, and Ross Nicholls beside Ron Walker.



A TRACTION ENGINE ABOVE GROUND AGAIN AFTER 50 YEARS UNDERGROUND.

From John Munro via Mike Barnes.

On the 27th December, John Munro, a member of the Steam Traction Engine Society of Feilding, undertook the recovery of a 6 nhp single crank compound Burrell traction engine buried at a site near Hunterville.

John's neighbour is Mike Barnes who is one of the founding members of the Society. John who is twenty years old enjoys going to visit Mike and listen to his stories of how he began recovering traction engines and restoring them in the early 1960s. One day John mentioned to Mike about how he would love to find and restore a traction engine of his own, but that there

was nothing left to find. That was when Mike decided to tell John the story of the Traction Engine buried near Hunterville. Mike and other members of the Society had been searching for this engine since the 1960s, but with little success. The engine had worked for Wilson's Sawmill across the road from where it was buried. In the early 1950s it was put up for sale at the roadside with three other engines. Those three were either sold or in the case of one cut up for scrap. The remaining Burrell remained beside the road for a number of years. Eventually it was decided to push the Burrell into a creek bed and cover it with fill to act as erosion protection for nearby shearing shed and stockyards. The Burrell was reported to have gone in virtually complete, less the steering chains. Over the years several groups went in search of the engine but had no success as the landscape changed substantially. The creek was shifted about 20 metres north and the nearby State Highway was realigned. Also a pine plantation was planted.

On December 7th John and two other members of the Society went in search of the buried traction engine with a ground penetrating radar unit. Other attempts had tried metal detectors but they had been unsuccessful due to the large amount of scrap metal buried in the vicinity. John also had the benefit of having Ross Duncan with the party. Ross had seen the Burrell buried some 50 years before and was able to indicate the area where it should be found.



The underground radar discovered a large mass on its second or third pass that appeared to be the size and shape of a traction engine.

On the 27th December members of the Steam Traction society arrived at the site with a 20 ton excavator and began to carefully dig. At a depth of two metres the back wheels were uncovered. Using probes club members prodded the earth trying to ascertain which direction the boiler barrel was

facing. The excavator then dug a trench around the engine.



It was soon discovered that the engine was upside down, due to the fact that it had been pushed down a steep bank with a bulldozer. Once the trench had been dug by the excavator, it was time to start clearing 50 years of muck away by hand ! At a depth of three and a half metres the water-table was reached and this made the job even more unpleasant. Once most of the engine was visible, it was decided to tip the engine upright to establish how well the cylinder block and motion had fared. After several attempts using the excavator bucket, the suction finally broke and the engine slowly tipped over until it was upright. Because the engine had been buried in clay, it appears that little oxygen had been able to get in and there was little sign of serious corrosion. Everything seemed complete.



The steering wheel had been smashed, also the governor, chimney and chimney base which had all probably been smashed when the engine had been pushed into the creek. It was soon discovered that some off the controls, such as the cylinder drains, still moved freely. Much of the boiler cladding was

evident still held in place by the brass straps. The smoke box bottom had rusted out and that resulted in the perch bracket and front axle parting from the engine. After a BBQ and beers for lunch a ramp was dug to retrieve the Burrell from the now five metre deep hole. Removing the Burrell from the hole didn't prove to be the easiest of tasks resulting in five broken hauling chains due to the immense suction created by the wet clay and mud. However once the engine began to be towed it was discovered that the wheels turned freely. At four in the afternoon the Burrell was up on dry ground resulting in much hand shaking and another round of beers.



Now the restoration begins. This will be undertaken by John Munro, who is an apprentice mechanical engineer, and a member of the Steam Traction Society. We all look forward to seeing this engine back in steam one day

The Burrell is a two speed, single crank compound, of 6 nhp that was built in 1895.

NEW LOCO HAS ITS TRIAL RUN

Alan Spinks is seen with his new locomotive during its trial run at Marriner Reserve. The locomotive



was built for Alan by Chris Rogers and is a model of 'Dolgoch'. The prototype still runs on the Tallylyn Railway in Wales. Alan has named his 'Brynglas'.

FOR SALE Mr Sandman



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.

Reason for selling - I need a smaller loco.

Contact Murray Bold (06) 355 7000

DON'T FORGET LOCOMOTION 2008 1 & 2 March 2008 See you there



Bring something for the morning and afternoon tea table.