



**Newsletter of THE PALMERSTON NORTH MODEL  
ENGINEERING CLUB INC**

Managers of the "MARRINER RESERVE RAILWAY"  
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**PNMEC Home Page** [www.pnmeec.org.nz](http://www.pnmeec.org.nz)  
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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 NOVEMBER MEETING.

The Annual Dinner saw the largest gathering of members, wives and partners that we have had yet. This highlighted what has been a very good year for the Club. Attendance at meetings has been very good, with some interesting visits and talks taking place.

In January we had the family B.B.Q. at my house which was very successful and I hope you will all return to repeat this January.

After Canmod a number of members returned from Christchurch with interesting reports and videos.

Down at the track our new station was opened and is a roaring success.

Locomotion 2006 was good fun and well attended.

Unfortunately a gust of wind saw a tent housing a static display blown down.

The EB 28 has been converted to petrol-hydraulic and is now back in service.

The EMD F 7 being built by Jim Curtis was completed by Doug Chambers, Roger Corlett and Dave Signal, who were able to finish the engine to Jim's very high standard. The EMD F 7 was purchased by the Club and has entered passenger service to the great interest of the public.

It was very nice to see Jean Curtis with us at the Annual Dinner.

A very successful Model Mee exhibition was held in August with a record number of visitors.

All that is left to say is that I am glad that you all enjoyed your evening and have a very Happy Christmas and a prosperous New Year.

From the President Chris Rogers

### TOOLS FOR SALE

Chris Rogers is having a clean out of his workshop and is offering the following items that are surplus to his requirements.

Set of 10 High Speed tool bits 3/8" square	\$30
Small horizontal bandsaw, needs some TLC	\$20
90 degree guillotine , notcher	\$50
A small air compressor, old but goes	\$10
Hegna fret saw, for fine fret work & clockmaking	\$50
6" double ended grinder with wheels, faulty switch	\$20
Indexing head complete with chuck. Vertical/horizontal	
brand new a steal at	\$150
Call Chris on 06 3561759	Palmerston North

## JANUARY MEETING.

This will be on the 25<sup>th</sup> January and is to be a B.B.Q. held in Chris and Pam Rogers back garden. Members are encouraged to bring their wives, partners and to meet at 42 Manawatu Street anytime after 5.30pm.

The PNME club is supplying meat patties and sausages. Members are requested to BYO drinks and if you want steak, chicken etc, you are asked to bring your own. If partners are able, a plate, salads, or deserts would be a great help.

See you all there

## COMING EVENTS

### Mid Week Run at Marriner Reserve Railway

23<sup>rd</sup> January between 10.00 am and 2 pm  
27<sup>th</sup> February between 10.00 am and 2 pm  
Please contact Doug Chambers beforehand.

### Track running at Marriner Reserve Railway

4<sup>th</sup> February 1 - 4 pm  
18<sup>th</sup> February 1 - 4 pm

### OPEN WEEKENDS

#### Whangarei Model Engineering Club

Open Weekend 27<sup>th</sup>, 28<sup>th</sup>, 29<sup>th</sup> January

#### STEAM and VINTAGE FESTIVAL

Glenbrook Vintage Railway 10<sup>th</sup> and 11<sup>th</sup> February featuring the showman's traction engine 'Quo Vadis' and a 'Gallopers' Carousel

#### Kapiti Miniature Railway

Open Weekend 17<sup>th</sup> & 18<sup>th</sup> February

#### Palmerston North Model Engineers

Locomotion Weekend 3<sup>rd</sup> & 4<sup>th</sup> March

The closing date for the next issue of The Generator is Friday 9th February

## BOOK REVIEW

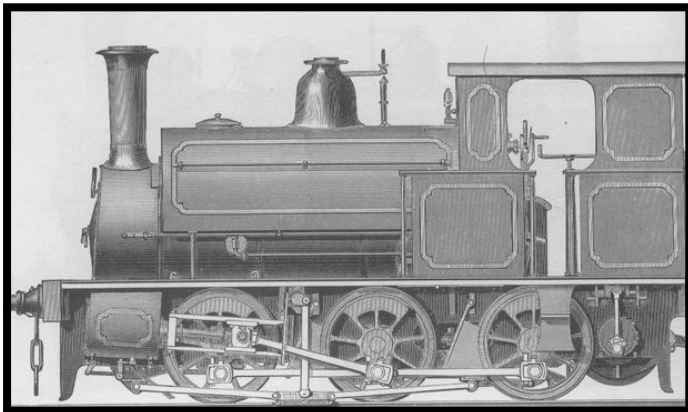
By the Librarian.

In the Palmerston North Model Engineers club library is an interesting book titled Recent Locomotives. The title is somewhat misleading as the book was published in 1886 by The Railroad Gazette of New York.

The copy we have is no 'lightweight' issue as it is a reprint and an enlarged version. The book measures 400mm by 300mm by 45mm thick. It contains engravings and general arrangement line drawings that show all the detail of locomotive and boiler construction prior to 1886. Of course there are lots of early American locos featured but there are also English and European types as well.

The methods of boiler construction including staying and tube layout are featured, but there is nothing on superheating as that was not to come into regular design for some years.

There are detailed drawings of locomotives of the



period prior to 1886 from the workshops of Baldwin, Porter, Brooks, Adams and Price and the many American Railway Companies who built their own engines. English and European locomotive manufacturers are also featured and there are very good drawings of pony trucks, bogies and bar and plate frames. There is an interesting chapter on balanced slide valves. From memory the only model locomotive designed with balanced slide valves is the Hunslet Welsh Quarry engine drawn up for 5" gauge by Don Young.

There is an interesting chapter on NZR's purchase from Baldwin of six passenger engines of 2-6-2 tender layout. These were the NZR 'N' class.

The order was placed with Baldwin on the 14<sup>th</sup> January 1885 and the engines were all completed and ready for shipping by April 1885.

The specifications for the locomotives make interesting reading.

Cylinders Bore 15" and Stroke 20",

Driving wheel dia. 48",

Total weight 100 800lbs.

Boiler 1/2" iron plate, butt-joints with welt strips

inside and out.

Firebox, copper, Tubes, seamless drawn brass, Frames, square forged bar-frames as in normal American practice.

This book, written at a time when the famous American 4-4-0s were giving way to larger and faster freight and passenger locomotives cannot fail to interest railway minded enthusiasts, especially those interested in the early development of the "Iron Horse".

## SOMETHING DIFFERENT

The EMD F 7 has been in use on running days and PNME members have been receiving instruction and getting their 'ratings' on operating the new loco. Richard Lockett is seen here having a spell from shovelling coal and maintaining the water level in a boiler. Richard has rarely been seen to drive I.C. powered locos but seemed to enjoy his spell although he remarked that there didn't seem to be much to do.



### FOR SALE

0-4-0 NZR Tr. In 7 1/4" gauge. Powered by a Briggs and Stratton via an Albion gearbox.

Including a driver's truck Apply Dennis McConkey  
Phone 04 904 619

### FOR SALE

EC 09 7 1/4" gauge Electric Locomotive.

Length 1.840mm, Height 660mm, Width 400mm and estimated weight 300kg.

Battery powered (4 six volt 210 AH deep cycle batteries.). Two EMD 24volt 40 amp motors driving axles via a worm drive.

Manual Braking on rear bogie of engine, Vacuum braking of both engine bogies and ride cars with vacuum supplied by 24 volt Thomson vacuum pump.  
Price \$12,500

Contact owner and builder Stephen James  
Phone 544 7177 Tauranga.



## Railway Gangers Report

A good team effort during Nov 06 has seen the 26 metres of track bed between Compton's Crossing and the station turnout replaced to a new vertical alignment. Ground movement over a number of years has seen the concrete track bed rise up, cracking the concrete giving the track an undulating appearance.

**Day One** saw the track taken up, signal and speed trap cables located and removed from the track bed.

A petrol powered diamond saw was used to cut the track bed into 1.5 metre long sections which were levered up and lifted out with chains and lifting beams onto a trailer, a four person lift just!

The straight sections placed beside the track at the S bend heading towards Kanuka curve to form a new retaining wall to stop the tractor mower from interfering with the track at this point.

**Day Two** saw the trench widened and deepened, boxing set up to our standard pad size of 500 mm wide 150 mm deep on a new vertical alignment using a auto level giving a constant 1 in 100 between Compton's and the turnout. Excavated soil removed by trailer to our mullock heap and to the retaining wall site leaving a tidy work site.

**Day Three** saw the D12 deformed bars positioned on chairs in the trench and drilled into the existing track bed at each end. Three wheelbarrows soon had the 2cu metres of 17.5 mpa concrete from Allied in the trench, levelled with a wooden float, finished with a steel one and the radius float run down each boxed edge to give a clean edge. As usual with wet concrete in the reserve a long wait to watch it dry, we did do some gardening and zinc galvanized the track sections ready for their positioning back onto the concrete, plus drink a lot of coffee.

**Day Four** Boxing removed, de-nailed and cleaned. Grass turf's peeled back 1 metre from track bed; soil removed turfs replaced to blend into new vertical alignment. Half done before rain stopped play.

**Day Five** Sensor cables repositioned beside track bed and turfing process repeated on the shed side of track bed.

**Day Six** track packers cleaned and glued back onto track sleepers, track sections positioned on concrete bed, holes drilled for anchors and sensor cables. Anchors were then fitted and cable poked trough holes.

In the afternoon we built the retaining wall, boring holes with a post hole borer, placing posts and flipping up the old track bed sections to rest against the posts and back filling with the stockpiled soil. Sounds easy but that was a good afternoon of hard graft.

That just left the sensor cables to be attached to the sensors which has now been completed.

Once again an excellent team effort thanks all.

## NEWS FROM ENGLAND

Your Editor has just received a letter from Stan Compton in which he tells of selling his 5" gauge 'Boxhill' Terrier tank engine. Stan is also in the



process of selling his 5" gauge, but 1" scale LSWR 02, 0-4-4 tank.



However this doesn't mean that Stan has given up model engineering. Far from it. The Hunslet (Welsh slate quarry engine drawn by Don Young) is making good progress. The smoke box is complete now and the boiler is sitting on the frames. Stan had to enlist aid from his brother in law to get the boiler in and out of the frames. Stan estimates the boiler's weight at about 35lbs and as all of us know the boiler usually has to be lifted in and out a few times before being settled in place for the last time. After 1000 hours work Stan says that the Hunslet is now starting to look like an engine.

## GRAEME HARRIS

6 May 1944 - 13 December 2006

Graeme Harris passed away at home during the night on the 12<sup>th</sup> December 2006. Several Palmerston North Model Engineers joined the congregation attending Graeme's funeral on the 15<sup>th</sup> December. Sadly the pain from a serious back injury and the side effects of diabetes meant that Graeme was not able to enjoy the quality of life that one would like. However he remained greatly interested in all facets of model engineering and was always keen to do what he could to help individuals or clubs.

I remember it was Graeme who sold Jim Curtis the Honda engine for the EMD F 7 when Jim had come to realise that a 10hp Briggs and Stratton just would not fit in the body shell.

I am sure all PNME members will feel sympathy for Dorothy and family.

### Rotorua Clubs 30th Birthday Weekend

On arrival at our motel in Rotorua, on the table was the local free newspaper, the front page showing a picture of a train negotiating the Rotorua Model Engineers track with an article about their 30th birthday weekend.

The Museum complex was open both days with exhibits running plus stalls and sales tables around the grounds along with musical entertainment. Saturday was cool with a shower of rain in the morning and some hail when we packed up. Sunday was a fine warm day with people everywhere. Train rides were popular. The Burrell was in steam both days.



On Saturday evening a dinner was held at the Kingsgate Hotel with about fifty people attending. A slide show was run starting with the early years and later a Birthday cake was cut. A pleasant weekend with thanks going to the Rotorua Club and the ladies in the kitchen.

## This Months Featured Model

### Building a quarter size Burrell Traction Engine

This engine was started around thirty years ago and had seen little attention since then. I purchased the box of parts and drawings in February 2003. The main items were the smokebox assembly, all gears, wheels and partly finished cylinder block. There were numerous other small items with most of the copper for the boiler. Our boiler inspector requested the boiler drawings and before long asked for the copper to begin construction of it.

The cylinder block was completed and a new shaft was machined for the front axle support. The boiler was completed in May. Other parts were made ready for fitting to the engine. By November 2004 the hornplates were made and fitted along with the steering, crankshaft and 2nd and 3rd shafts.

By the end of November 2005 most of the engine was assembled and running on air. The tender was made early in 2006 and fitted to the engine. On the 3rd February 2006 the engine was steamed and had a successful run.

Since then the traction engine has been at venues throughout the country from Rangiora to Karaka.

This was a very pleasing project with thanks going to all those who helped.

### A Note from The Secretary

**Due to the amount of SPAM that the club has been getting on the club email address, I have moved it to a different ISP.**

**Please alter your address book to**

**[pnmec@trains.net.nz](mailto:pnmec@trains.net.nz)**

**Many of you with email addresses have also logged onto the club database and updated your detail that the club has for you. You will need to send me your email address so I can load it against your name so you can get a valid logon.**

**Please have a look and update your details.**

**Hope you have had a great Christmas and a happy start to the New Year.**



Mrs Jean Curtis  
115 Guy St  
Dannevirke 4930

23/11/2006

The Secretary  
PNMEC  
C/- 22B Haydon St  
Palmerston North

*To all club members*

*The family of the late Jim Curtis wishes to extend their sincere thanks to the members of the Palmerston North Model Engineering Club.*

*Since the time of Jim's passing the support from various members has been overwhelming. From the earliest discussions regarding the partly finished Santa Fe, the club members have kept us fully informed as to the appropriate craftsmen, materials and finishing details required to bring the train to the high standard they knew would have been carried out by Jim.*

*The train is a credit to all those who worked on her and we are delighted that the club has been able to purchase the train for its own use. We are sure that Jim is riding with you and we look forward to taking part in a run in the future.*

*You will be pleased to know that the "Live steamer" "Malibu" has gone to Australia and will be used by family members Jillian and Tony at the MELSA track in Maryborough, Queensland. The "Hunslett" has been sold to a new young enthusiast in Manakau and will be run under the watchful eye of Dave Giles who was so impressed with it.*

*Once again we thank you all for the on going support and wish you every success in the running of the Santa Fe.*

*Yours sincerely*

Jean Curtis,  
Sharyn Burling, Tony Curtis and Jillian Harvey.

The above was a letter received by the secretary from Jean, and her family to all the PNMEC members.