

The Generator

Issue 478
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Palmerston Model Engineering Club
www.pnmec.org.nz - pnmec@trains.net.nz

Managers of the Marriner Reserve Railway - Marriner Street - Palmerston North
PO Box 4132 - Manawatu Mail Centre - Palmerston North 4442

The Palmerston North Model Engineering Club

Upcoming Club Events

Club Nights held at the Hearing Association Hall 435 Church Street,
Palmerston North 7.30 pm

27 May

Richards Tour Aotearoa 2020 South Island

A look at the places visited of interest to club members, gold mining,
ghost railways etc

24 June

Project Progress

Bring along your current project or piece there of and tell us all about it.

Marriner Reserve Railway

6 June & 20 June

Railway operations at the Mariner Reserve
Trains in operation from 1pm to 3pm
Weather permitting (Kerry Puklowski 06 353 6189)

Thursdays

Railway operations for club members
Subject to ongoing track maintenance and weather
Contact track manager (Richard Lockett 06 323 0948)

Annual General Meeting 2021

The club AGM was held on the 22nd April at the Hearing Hall, which is now owned by the Salvation Army.

There were sixteen members present. Apologies were given and the minutes of the 2020 AGM were read and approved.

President David Bell presented his report for the outgoing year. He outlined some of the challenges facing the club and strategies being considered to secure the future.

Outgoing Treasurer Kerry Puklowski presented the Financial Report . Membership Subscriptions will remain at \$30.00 for the coming year.

Richard Lockett presented the Boiler Committee Report. He also gave a run down covering the Marriner Reserve Railway. This included an outline of works undertaken and future planned projects in order to keep the railway up to regulatory standards.

Club Officers as follows;

President: David Bell

Vice President: Cynthia Cooper

Treasurer: Lawrence Brooshooft

Secretary : Fin Mason

Committee Members: Chris Morton and Richard Lockett

Other club positions:

Newsletter Editor: Richard Lockett

Librarian: Merv George

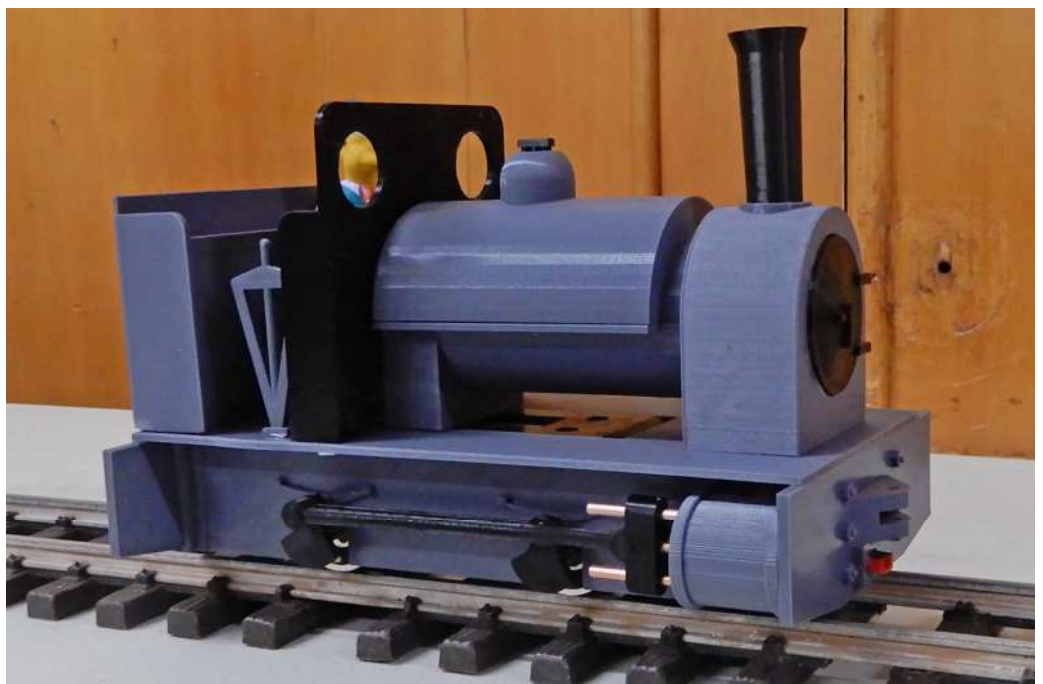
Track Manager: Richard Lockett

There were no items of general Business

The winner of the Compton Shield was Kerry Puklowski, which was presented by Murray Bold.

A very attractive 3D printed Saddle Tank G gauge Locomotive manufactured by Murray Bold display at the 22 April club night

Photo Bruce Geange



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Club Notices

Subscriptions are now due

Membership subscriptions of \$30.00 as set by the Annual General Meeting are now due. The additional new member joining fee has been abolished.

Please pay Lawrence Brooshooft at a club night or preferable pay direct into the clubs bank account via internet banking **06-0996-0831663-00** and **remember to use your name as the reference!**

Mystery Item Competition



As can be seen from the above photo 25 or so mystery items were brought along by club members to challenge the collective knowledge of their fellow club members. The format of the competition run by Lawrence Brooshooft was that starting on the front row each person would be given the opportunity to identify an item and if he or she couldn't then it would be handed over to the anyone to make a call on the items use. Novelty prizes were given for a correct answer. Items ranged from specialised crimping tools used by Post office /Telecom staff back in the day when they operated the telephone network, remember back that far, to surveyors instruments. With Lawrence's quick sense of humour and some hilarious uses described for some items many a laugh was had to the enjoyment of all! Thanks to all who brought along an item and to Lawrence for running the show.



Steam Clock

The attached photograph was taken in 2015 showing yours truly standing against the steam powered clock in GasTown, Vancouver, British Columbia, Canada. This clock is not truly steam powered. It is a mechanical clock that is wound by a steam engine (driven by a concealed electric motor). To add authenticity the steam powered organ pipes on the top of the clock play a version of the Westminster Chime every 15 minutes.

This clock was completed in 1977 and is now a major tourist attraction. It is likely only the second steam clock built, and is a close replica of the first built by an Englishman John Inshaw in 1850. That clock was installed to draw customers to his tavern and was a conventional mechanical clock that was wound by a steam engine. However the complications introduced by that arrangement made that system somewhat unreliable (*But I guess if the clock was outside a tavern accuracy of time keeping was not important*).

The placement of this particular clock was quite strategic. It is located over an existing grate venting steam from district heating pipes that run in tunnels below the footpath. The objective, *"to stop homeless people from sleeping on the warm spot"*.

Article and photographs
David Bell



Gremlins and Ratbags

Our normal railway operations at the Marriner Reserve have been disrupted over the last couple of months, first of all we have experienced electrical problems in the 12 volt supply to 5 of the motor operated turnouts, so we decided not to operate the railway until this problem was addressed. Then some ratbags decided that our railway operations shed needed to be relieved of some of its contents.

Club member Laurie Perkins decided to go for a walk on Sunday afternoon the 18th of April and his route took him onto the Marriner Reserve where it became apparent that our shed had been broken into and that items were missing. On receipt of this information Cynthia, Richard and Lawrence quickly assembled at the reserve to firstly secure the shed and secondly to ascertain what had been stolen. We do keep a spare door bolt and padlock in the shed for this very reason so as the shed had not been damaged re-securing the shed was done. Missing items were the Ride-on mower, a push mower, 2 electric leaf blowers, an angle grinder and various spanners and spray can lubricates. A search was made of the immediate area to see if any missing items had been discarded in the gardens and whilst doing so we were informed by a member of the public that a ride-on mower was abandoned in the middle of the adjacent Monrad Park. The ride on to which we were very relieved to have back had been set alight destroying all of the plastic components of the Briggs and Stratton engine. A police report was filed and finger prints were taken on the Monday morning.

Subsequently the ride-on has been repaired with parts supplied by Merv George who just happened to have a damaged 12 horse B & S engine looking for a new home, which was able to supply all the parts required to repair the ride-on. Problem being that the grass is growing quick at this time of the year and this equipment is needed each week to keep the reserve tidy.



The club already had a donated spare push mower in storage so there is little financial cost to the burglary. A big thanks to Laurie for going for a walk, to Merv for not throwing anything away and to Doug Chambers for doing the repairs to the ride-on mower. Subsequent searches of the gardens have found the original shed door bolt thrown away by the ratbags. So we're over it and have moved on!

The supply issues to our turnouts have been a bit more of a frustration with an intermittent fault being hard to find. The fault soon became permanent with the battery voltage disappearing whilst operating the railway one Sunday afternoon.

Some of the cabling buried in the ground is coming up to 25 plus years old along with the motor units sourced from British Leyland vehicles or to you older folk Austin and Morris which are even older and sit out in the reserve in their little box, rain, hail and shine, so they have done well over the years.

Investigations have revealed some cabling issues underground and some motor problems in that the internal micro switches which we make use of in our system don't like receiving a lot of current i.e. they tend to get a bit hot and don't function well afterwards.



We have found some breaks in the cables caused by damage to the insulation by our own actions i.e. a spade which allows the copper to corrode over time until an intermittent fault develops and then complete failure. A work in progress but the railway is operating again with just a couple of motors to sort out. A future project is to replace all the supply cables and to lay them inside ducting for protection from ourselves .

From the workshop of Kyle Mudgway a fine Beam Engine and a working Dragline modelled in Lego on display at the Marriner Reserve Railway.



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