

The Generator

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Palmerston Model Engineering Club
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Managers of the Marriner Reserve Railway - Marriner Street - Palmerston North
C/- 119 Ruapehu Drive - Palmerston North 4410

The Palmerston North Model Engineering Club

Upcoming Club Events

Club Nights typically start at 7.30pm and are usually held at the
Hearing Association Hall, 435 Church Street, Palmerston North.

Thursday 25 August

Guest Speaker

Bill Williams has had an interesting career within the engineering side
of New Zealand industry and is now a collector of vintage machinery.

Thursday 22 September

Club member **David Spark** has had a trip back to the UK recently and
visited many steam railway societies.

Marriner Reserve Railway

Sunday 4 September 18 September

Railway operations at the Marriner Reserve
Trains in operation from 1pm to 3pm
Weather permitting (Richard Lockett 3230948)

Thursdays

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

PRESIDENT'S REPORT

At the last club night Richard Lockett presented another in our series of Health and Safety Tutorials outlining how the club's health and safety program is administered. These refresher briefings form an important part of our Health and Safety Program, as it is imperative that the club members maintain a clear understanding of the processes involved. With a MEANZ Health & Safety Audit due at the end of this year, this was considered an appropriate time for all club members to again familiarise themselves with these procedures. I would like to thank Richard for providing a very informative and humorous tutorial.

I am pleased to announce that Bill Krippner has accepted the Organising Committees invitation to join its ranks. As the ex North Island MEANZ Representative, and as the Past President of the Manukau Live Steamers, Bill has a wealth of knowledge about model engineering clubs and how they function. The committee agreed that the best way to access this information was to bring Bill into the fold and let him provide guidance where and when required. On behalf of the committee, welcome aboard Bill.

I must once again remind members that annual subscriptions are now due. For those of you that suffer from memory lapses and have forgotten to pay, do not panic. **We know where you live.** Our treasurer Lawrence has a great penchant for biscuits and coffee and will be making contact with you in the very near future.

For those of you feeling the sudden urge to indulge in some internet banking therapy our Account Code is **06-0996-0831663-00 remembering to use your name as a reference!** and our annual subscription is \$30.00.



Photo David Bell

For general interest: The Glenorchy Goods Shed on the banks of Lake Wakatipu was originally built for the New Zealand Railways Department as a goods shed to store the freight carried by the paddle steamers operating between Kingston, Queenstown, and Glenorchy. As NZ Railways operated the paddle steamers, the Glenorchy Goods Shed was designated as a railway station and rails that run from the end of the wharf to the shed were therefore a designated railway. This made this straight length of track the shortest railway in New Zealand.

Keep Healthy and Keep Building
David Bell

Club Notices

25th August Club Night

We have arranged for Bill Williams to speak to us on his career within NZ industry. Starting out as a Fitting and Turning apprentice in Taranaki, Bill's career has seen involvement within many industries with the maintenance and servicing of specialised equipment together with a working spell overseas in later life. Now retired Bill is a collector of vintage machinery and is building up a Stuart Turner model No 3 compound marine engine which he intends to bring along on the night to show. So mark this date on your calendar!

Station Sign

The sign on our station at the Mariner Reserve has had to be replaced as the original one rotted from the inside with only the paint left to hold it together after about twenty years of service! With thanks to Bruce Geange who had some tanalised ply sheet surplus to his requirements a new sign has been manufactured and fitted to our station Awa Puni.

With the construction of our station twenty odd years ago it needed a name and as the North Island Main Trunk Railway ran less than 50 metres away from our miniature rails the possibility of using an old station/halt name from the section of line between Palmerston North and Longburn had appeal. A study of the New Zealand Railway and Tramway Atlas revealed that there used to be a siding with a track off to the racecourse at Awapuni and that this junction was named as Awa Puni. So that name was adopted for our railway station. The rail line into the racecourse was opened in 1904 and removed in 1939 presumably as part of the Milson deviation which was started back in the 1930's but not completed until 1963. The junction would have been located somewhere along Pioneer highway to the west of our railway location between Monrad street and Amberly avenue.



Doug Chambers with level in hand assists with the fitting of the new Awa Puni Station Sign.
Photo R Lockett

Merv's Bobber Project

A bobber is a style of motorcycle. Although some modern motorcycles are now produced as standard in this style it has usually been through customizing that the Bobber style has been achieved. I have been into motorcycles all my life and it was several years ago I had a glimpse of something on the road that looked really neat – it was a Bobber!

A few years later I decided to build my own motorcycle, obviously a Bobber and it was to be a design exercise as much as anything. Hence I didn't need to follow existing concepts too closely. But what for the power plant? I had a cousin who explored Australia back in the 60's, took him about 3 years. He should have written a book about it. Worked in all sorts of jobs, met all sorts of people, even camped with the Aborigines. Although he did road side repairs including some major overhauls he completed the journey right around Australia on the same motorcycle he started on, a BSA 350.

I did some research on BSA's and found parts were still very plentiful for them. As a show of respect for my cousins exploits and thinking big (for maximum appeal) I sourced a box of bits from Graham Stott in Stokes Valley, Lower Hutt for a 1947 BSA B33 500cc engine and gearbox (pre unit construction). The concept was that these would be the only old parts and a modern clutch with belt drive and electronic ignition were purchased. Although a few new engine bits including a cylinder sleeve were purchased it was decided to leave reconditioning the engine until the frame was well underway. Nothing worse than to find an engine problem stemming from several years earlier – a bit difficult to get any recourse.

A typical Bobber is tall in the steering head area and low at the rear. Hence a donor rolling chassis was purchased, a Yamaha TTR250 trail bike for it's "tall" front suspension. The steering head was surgically removed and welded into a "backbone frame which would also serve as the oil tank. At this stage (2013) it was decided to mothball the project. What with pressures of work I just couldn't get a decent amount of time to make progress.



The Bobber, Yamaha forks, BSA 500cc motor with a custom frame.

Photo M George

To be continued

HBMES 60th Birthday

The long weekend of Matariki saw the Hawkes bay Model engineering club celebrate their sixth birthday in grand style by creating a disturbance in their local community by raising steam to entertain and transport the members of that community. As I was heading over to the bay that weekend I left a day earlier so as to spend a few hours in celebration with them. Having a full size Traction Engine giving rides around the surrounding streets will create a disturbance but with rubber tyres fitted the locals fine bone China should remain safe from being rattled off shelving. A HBMES club member has purchased the 1904 Fowler Traction Engine from Feilding's Brian James and was being used to good effect by the club. This engine was extensively rebuilt by Brian James in the early 1990's and included new a boiler barrel and inner firebox. Some of you may remember a club visit to Brian's Halcombe workshop while this rebuild was in progress, also a bus trip to this workshop was part of the activities during our hosting of the 2002 Model Engineering Convention. Chris Morton can remember a trip over to Eaststeel in Dannevirke with Brian to have the boiler barrel rolled up so we the PNMEC have a bit of an association with this engine.



1904 Fowler Traction Engine

Photo R Lockett



The Peter Carr of the Maidstone ME Club built Welsh narrow gauge locomotive "Owain Glyndwr" which now is owned by a HBMEC member.

Photo R Lockett

Another Giant from the Past

In response to last month's article on the International Harvester pay scraper used in the construction of the hydro canals in the Mackenzie basin a photo of another piece of International Harvester equipment has come to light from David Edmond. These photographs were taken in 1960 by Don Hewitt. Don was visiting a vintage machinery/ steam traction rally in Fairlie and while down that way journeyed further south into Otago and the Benmore Dam construction site to photograph the latest bulldozer on offer from International Harvester the TD25, a direct competitor to the Caterpillar D8.

Only 529 of these machines were built between 1959 and 1962. How many came to New Zealand? Was this the only one? The cab looks like a local addition but that's just the editor's opinion.



Photo's Don Hewitt

Don also photographed the dam site from a high point showing a Euchid/Terex style motor scraper in action but from a distance and would not be worth while reproducing via scanning etc for this article.

Date and Time			Activity
Thursday	25th August	7.30pm	Club night Guest Speaker Bill Williams
Thursday	1st September	7.30 pm	Committee Meeting
Sunday	4th September	1pm to 3pm	Marriner Reserve Railway
Sunday	18th September	1pm to 3pm	Marriner Reserve Railway
Thursday	22nd September	7.30pm	Club Night David Spark's Travels
Sunday	2nd October	1pm to 4pm	Marriner Reserve Railway
Thursday	6th October	7.30pm	Committee Meeting
Sunday	16th October	1pm to 4pm	Marriner Reserve Railway
Thursday	27th October	7.30 pm	Club Night Factory Visit

If you would like to be notified when this newsletter is published, send us an email with your **Name, Club** and **Email** address to pnmec@trains.net.nz with "**Generator Please**" in the subject line.