

# The Generator

Issue 493  
September 2022



**Palmerston Model Engineering Club**  
[www.pnmech.net.nz](http://www.pnmech.net.nz) - [pnmech@trains.net.nz](mailto:pnmech@trains.net.nz)

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 22nd September

Club member **Dave Spark** has recently returned from a trip back to the UK where he visited many live steam miniature and full size railways, come along and hear his of his travels .

#### Thursday 27th October

##### **Factory Visit**

**Paul Burr** from Manawatu Hydraulics' has a new CNC machining centre which we will check out and also get a run down on the current engineering projects that Paul and his staff are undertaking.

### Marriner Reserve Railway

#### Sunday 2nd October & 16th October

Railway operations at the Marriner Reserve  
Trains in operation from 1pm to 4pm  
Weather permitting (Richard Lockett 06 3230948)

#### Thursdays

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

## Club Notices

### **Some of you have not paid your subscription!**

Membership subscriptions of \$30.00 as set at the Annual General Meeting are now due.

Please pay Club Treasurer Lawrence Brooshooft at a club night or preferable pay direct into the clubs bank account via internet banking.

**Account number 06-0996-0831663-00**

**Please remember to use your name as the reference.**

## August Club Night Report

By all accounts you all enjoyed the talk given by Bill Williams on his career within the engineering industry in New Zealand with a brief spell in the United Kingdom and also a term as a ships engineer on a mercy hospital ship off the coast of Africa.

Unfortunately Bill photo's were unable to be shown due to the lack of the right sort of cable to link all of the hardware together. Bill started his working life as an Fitting and Turning apprentice with a New Plymouth Company and some of his weekends were spent servicing the Harbour Boards steam dredge the Ngamotu where he developed an ongoing interest with steam plant.

Gaining further qualifications via the New Zealand Certificate of Engineering (NZCE) framework Bill was able to progress his career in industry gaining specialised knowledge in the field of refrigeration and other industrial processes.

During a period working at the Gas to Methanol plant in Taranaki in its early days there was a strong staff training regime in place where a couple of Stuart Turner 6A compound steam engine casting kits had been purchased for apprentice training. With the plant being sold into private hands apprentice training took a back seat and the steam engines were disposed of only partially built. Bill kept track of who owned them and in later life was able to purchase them still only partially built and is actively working on them. These engines are very large for models and are capable of powering a 6 metre boat! Bill had brought one along for us to look at.



**The Stuart Models 6A Compound Engine  
Photo Richard Lockett**



## New Plymouth Harbour Board Dredges

The mention by Bill Williams of having worked on the Steam Dredge “Ngamotu” brought back distant memories for our club members who were brought up in the Taranaki district. Dredging vessels were a common sight working in our provincial coastal harbours with many Harbour Boards having their own vessels due to the constant silting up of harbour mouths and berths.

Current practice is to contract in a suction dredger to do this job as and when the depth of water risks becoming a safety issue and as I wright this up the Dutch owned suction dredger the “Albatros” is dredging Port Taranaki.

The first dredge brought by the New Plymouth Harbour Board was the “Paritutu” a steam powered bucket wheel and suction dredge built by Fleming and Ferguson in Paisley, Scotland in 1910. It served for 48 years during which it is estimated to have dredged up over 9 million tons of muck from the harbour floor.

In 1958 the “Paritutu” was replaced with the “Ngamotu” a suction and grab dredge also built by Fleming and Ferguson. Also steam powered as the Harbour Boards Chief Engineer was a steam man and was having no diesel powered vessel! “Ngamotu” was repowered with diesels in the 1980’s before being sold off by the 1990’s. Chris Morton tells me that the “Paritutu” was used as target practice in the Navy’s live fire area out from



Auckland, the navy shelling it from a Frigate with the Airforce dropping bombs from a Canberra Bomber. Chris couldn’t recall who won, I suspect a nil all draw!

Above photo  
Dredger “Paritutu”



Photo right  
Dredger “Ngamotu”

## The Bobber Project

### Part 2

. . . . . Fast forward to 2021. Starting to think about getting back onto the Bobber project but around October I heard that the rules had changed around “New Builds”. They would now require ABS brakes etc., a complication I did not want. The alternative was to use a preregistered bike that was standard without ABS brakes. Hence, the frame I had started building was useless.



Donor Suzuki  
DR650

I located a suitable donor bike, a Suzuki DR650 rolling chassis. This would require extensive modifications but as long as the original chassis / VIN numbers were attached there should be no problem. Engineering certification would always be a prerequisite and the first WOF could be a



Donor frame and engine positioned on jigging table  
Photo's Merv George

challenge, but all achievable. The engine was offered up to the frame and with “slight” modifications it would work. Before doing any chopping a welding and jigging table was built. I could then measure and align things before chopping and loosing reference points.

Suitable mounts were made for the steering head and swinging arm / rear axle. Some thought was put into all the jig facets to ensure they could be multipurpose and suitable for other frames as well. Out with the cut off wheel for the first chops..

**To be continued**  
**Merv George**



## Interlaken Ship Canal

Lake Thun is located in Switzerland and has numerous settlements around its shores. Ferry services connecting these settlements are operated by the Swiss National Railway Company. These services operate to a very regular timetable with movements that are co-ordinated with the rail networks. Swiss Rail follows a longstanding ruling that ferries operated by the rail network must berth at a railway station. Thun and Interlaken are the main centres that border the lake and both are connected to railway services, however their railway stations are not close to the shores of the lake. The solution is remarkable and simple. Dig a canal from the lake to the railway station so the ferries



Ferry Stadt Thun berthed at the Interlaken Railway Station

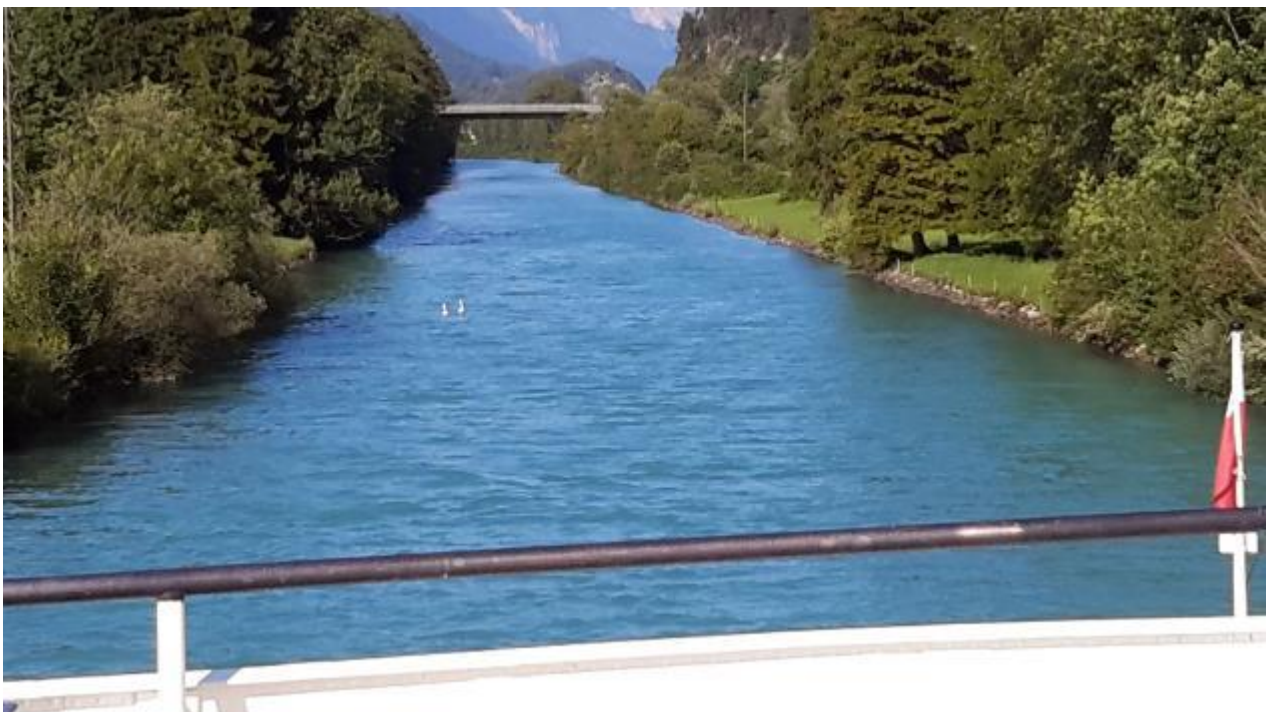
Photo David Bell

can berth close to the platform. Passengers exit the train, and have a short walk to the ferry that has just berthed for you.

The Thun railway station/ferry terminal required a 750 metre long canal but the Interlaken connection required a 3 kilometre canal and a turning basin allowing the ferries to turn around before heading back out onto the lake.

View from the stern of the ferry Stadt Thun of the Interlaken canal

Photo David Bell





On the return trip to Interlaken we passed the ferry Bluemlisalp. This is a paddle steamer that is powered by a 600 HP diagonal compound steam engine. This ship was withdrawn from regular service in 1977 but after restoration by a private society, was handed back to Swiss Rail, who now operate her on a regular service on the lake.

Script and Photo David Bell

| Date and Time |                |              | Activity                 |
|---------------|----------------|--------------|--------------------------|
| Thursday      | 22nd September | 7.30 pm      | Talk by Dave Spark       |
| Sunday        | 2nd October    | 1 pm to 4 pm | Marriner Reserve Railway |
| Thursday      | 6th October    | 7.30 pm      | Committee Meeting        |
| Sunday        | 16th October   | 1 pm to 4 pm | Marriner Reserve Railway |
| Thursday      | 27th October   | 7.30 pm      | Club Night Factory Visit |
| Thursday      | 3rd November   | 7.30 pm      | Committee Meeting        |
| Sunday        | 6th November   | 1 pm to 4 pm | Marriner Reserve Railway |
| Sunday        | 20th November  | 1 pm to 4 pm | Marriner Reserve Railway |
| Saturday      | 26th November  | TBA          | End of Year Get Together |

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](mailto:pnmec@trains.net.nz) with "**Generator Please**" in the subject line.