

The Generator

Issue 502
July 2023



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 27 July

Club Night
How to paint your model

Thursday 24 August

Club Night
Antarctic by boat

Marriner Reserve Railway

Sunday 6 August & Sunday 20 August

Railway operations at the Marriner Reserve
Trains in operation from 1pm to 3pm
Weather permitting (Richard Lockett 06 323 0948)

Thursdays

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

Club Notices

Club Night 27th July

One or two of our membership are pretty handy at painting their models. If that's not you, come along and learn some short cuts or unlearn some short cuts to improve your skill's and make applying the paint a less troubling experience! Dust and grease supplied!

Subscriptions are now due

For those of you who have not yet paid your subs, here's what to do about it!

Membership subscriptions of \$40.00 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.

June Club Night Report

A good turnout of items on the table for our project progress club night with Richard Lockett kicking off proceedings with a fabricated steel mounting to house a spheroidal bearing which will form the pivots for the bogies on his 7.25 inch gauge NZR U class Locomotive Tender.

Merv George had the finished bracket for the mounting of the alternator for his Bobber motorcycle project. (Bobber project page 4) Merv had grit blasted the bracket using garnet which gave a fine satin finish ready to receive its first coat of paint.

A couple of items from Bruce Geange, the first a restoration of a NZ made Hercules toy truck, Bruce fabricating up a new tipper body as the original was missing. These trucks were manufactured with either a tipper body or a break down crane, Bruce decided that the tipper would be less hassle to reproduce.



Bruce had been also busy with a couple of Farmall H tractors modelled in wood and brass



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Fin Mason spoke to a nicely made shaft and gearwheel for his Merlin V12 project, one of many gears and shaft to be made for the Merlin. The gearwheel produced using a involute form cutter and dividing head set up in his Milling Machine.



David Edmond was tasked with machining up a wooden rolling pin for a friend. Made from cedar sourced locally. This rolling pin is to be used for rolling out flat sections of artists clay.



Photo's Farnall's Bruce Geange, others Editor

Chis Morton gave an update on progress with the Kittyhawk fighter plane windvane restoration. Discussion centred on how to weather proof the bearing for the prop so as to get a degree of longevity built into the aircraft. Chris admitted that this project was dragging on and that he needed more wind in his sails to get it over the line!

Bill Krippner brought along a box of components for a 7.25 inch gauge Climax steam locomotive, one of six which he and others have been building over the past eight years. Bill's part of this project was to manufacture the cylinders and valve gears. A couple of these locomotives have been finished and as Bill likes to have a few projects on the go at the same time it's taking time to progress! The Climax locomotives used hypoid bevel gearboxes to provide the drive to the 90 degree to the axles and shown were a nice lost wax cast hypoid bevel gear imported from the USA for these model locomotives. Sorry but the photo's that I took of these components were transferred into my computer but I know not where exactly in said computer they are if at all!

The Bobber Project Part 4

The alternator mount comes next. Originally the magneto and dynamo were held in place by locating slots in the top of the crankcases and a retaining strap over the top of them. The retaining strap was anchored on two studs, sandwiched between the crank case halves.

I decided to use these same anchor points but that requires the studs to be removed to dismantle anything.

New stainless steel studs were made and bosses to go over them. Next was the layout / design of a suitable bracket with correct alignment of the belt drive. The splined belt drive pulley was over tight on the crankshaft. Using bearing blue and a considerable amount of filing, stoning and testing has got a snug fit. A rough template was made from cardboard to get dimensions right and also to look at other considerations.

For instance a belt cover. A side elevation picture was taken, printed off and then various designs were applied to it. A concept was selected but won't be built until much later in the project.

A cardboard template was made then the main mounting plate. A test fit of the alternator, a bit of back tracking to get alignment correct. Just as well it was only tacked together! Although made from 5mm plate I was still doubtful of its strength especially considering vibration it will be subject to. Hence the two extra braces from the central bosses were included "just in case". A final check fit and then final welding, cleaning up and sandblast ready for painting.

Merv George



The new stainless steel studs and collars fitted up for mounting the alternator



The finished alternator bracket fitted into place

Photo's Merv George

Nelson Small Engine Weekend

Recce Cobb, of Nelson Society of Model engineers, put a flyer out to all clubs to seek participants at a "small engine meet" for Kings Birthday weekend. Wendy decided this was a good excuse to get me away from the stress of work, so booked the ferry and accommodation. With little choice, Wendy and I, with the mother-in-law and two 3 ½" gauge steam locomotives in the car set off on the Friday for the ferry crossing and drive to Nelson. The first detour was on Friday afternoon, for a walk around Nigel Gibbs new playground. A nicely set out loop and pond and we chatted with his Tracey and his family on all things model engineering.

Saturday morning had us early at the track where during the course of the day around 20+ locomotives arrived and steamed/ran during the day. Around lunchtime there was a line of eight locomotives chasing each other on one of the best, if not the best, raised track in NZ. Great fun. NSM put on copious amounts of coal, and water, BBQ lunch cooked by Johanna Cobb, ride trolleys and support given, nothing was too much to ask for. The Saturday was the first time all three 3 ½ scale NZGR J class locomotives were present and in steam. J 1231, Ja 1243 and Ja 1267.



NZR J class locos
In 3.5 inch gauge
being prepped for
a day's track
running over the
King's Birthday in
Nelson

Ollie Duncan, from Blenheim, was the proud owner of a recently purchased loco and he soon mastered the intricacies, this turned out to be a very good purchase. (Ian McLellan's Masie)
Saturday evening was booked at the local pub for pub grub and more model engineering gossip where approximately 40 of us sat around tables into the evening in front of a fire.
Sunday had a smaller gathering as the weather was predicted to turn nasty. Being sunny Nelson however this proved not to be the case. Again starting early and running to 4.30pm was another fantastic day.



Sunday morning steam up at the Nelson Small Gauge Meet

Photo's Bill Krippner

Monday then turned in to another treat with Reece offering to take us on his steam boat on Lake Rotoiti in Nelson Lakes. So instead of a leisurely trip to Picton we chose the longer trip to Nelson Lakes National Park and steam boat trip across the lake. Lake Rotoiti was subject to a choppy south westerly resulting in a ½ metre swell. Not a good start for trying to launch. So Reece, not to be deterred, suggested a further 40 minute road trip to Lake Rotoroa. In convoy we set off again and were greeted with an almost silky smooth scene looking towards Mt Misery and Mt Cedric at the head of the lake

Not to stop at that treat, the last surprise was the steam up of Reece's model steam freighter. After a lovely cruise and a cuppa tea, we left the intrepid sailors munching their bacon sarnies from their onboard kitchen, and drove back through Nelson, to catch the 6 o'clock (which sailed at 7.15pm) sailing back to Wellington and driving to Palmerston North. We were greeted at Picton with strong gusts and never before seen choppy water in the harbour. Fortunately we had booked with Interisland as Bluebridge had cancelled their sailings due to rough conditions. After enduring a 5 hr crossing and 4M swells we arrived home at 3am, a little worse for wear, but what a great weekend. Thanks Nelson Society of Model Engineers. Story and Photos by Bill Krippner



Date and Time	Activity
Thursday 27th July 7.30pm	Club night How to paint your Model
Thursday 3rd August 7.30 pm Sunday 6th August 1pm to 3pm Sunday 20th August 1pm to 3pm Thursday 24th August 7.30pm	Committee Meeting Marriner Reserve Railway Marriner Reserve Railway Club Night Antarctic By Boat
Sunday 3rd September 1pm to 3pm Thursday 7th September 7.30pm Sunday 17th September 1pm to 3pm Thursday 28th September 7.30 pm	Marriner Reserve Railway Committee Meeting Marriner Reserve Railway Club Night Buy, Sell or Exchange

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.