The Generator

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Palmerston Model Engineering Club

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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 Nights

22 August 2019

Many of you have old photos coving significant times in the history of the club. Bring these along and entertain and regale the members with your memories as portrayed in the pictures.

"Photos of the Club History"

24 - 25 August 2019

"Model Mee"

At the Palmerston North Library. Come along and help setup
Friday from 2pm - 6pm
With **three** diverse clubs involved,
this is shaping up to be an interesting and fun exhibition.

26 September 2019

One of our members will give a talk about the stuff he works on each day to earn a living. You will be enlightened and informed of the manufacture, testing, uses and dangers of his chosen field.

Inclement Weather on Run Days

If the weather looks a bit rough, squally, wet, wild or just iffy on the morning of a regular Sunday Run Day and you are wondering if trains will be running; then phone **Kerry Puklowski** and he will let you know if running is going ahead or has been cancelled. **Kerry 027-220-9030 or (06) 353-6189**

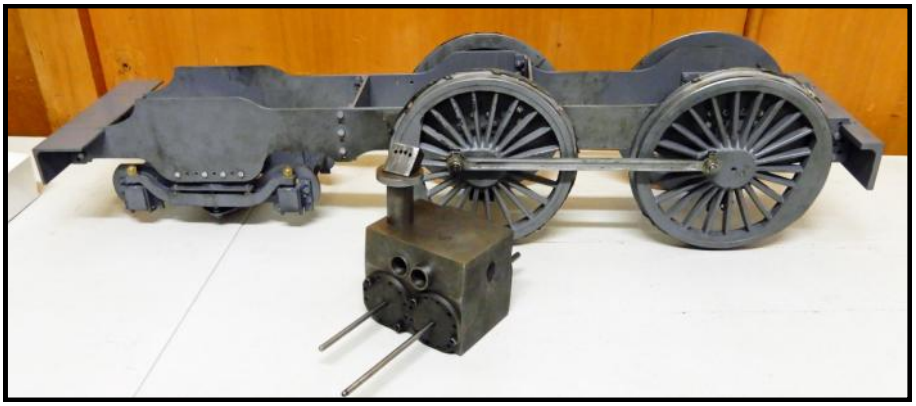
What's on this month and in the future
PNMEC Club Calendar

Track running at Marriner Reserve Railway

Sep	1st	1pm - 3pm
Sep	15th	1pm - 3pm
Oct	6th	1pm - 4pm
Oct	20th	1pm - 4pm

Club night 25 July 2019

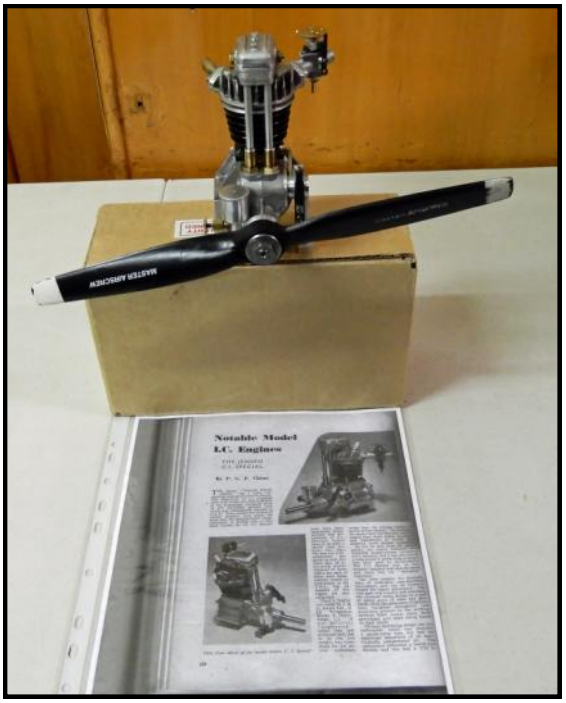
For the July 25th meeting we returned to the Hearing Hall which now has new carpet which looks very nice. **Robert** opened the meeting and he and **Cynthia** had a number of notices for the members. We were reminded of the **Feilding Steam Open Weekend** on the 17/18 August. We will be running the portable track at this event and some members to help with this would be most appreciated.
We also have our own **Model Mee** exhibition on the following weekend (Aug. 24/25) in the ground floor meeting room of the PN Library.
The club display for this is being coordinated by **Richard Lockett** and **Dave Bell**. Help in setting up on Friday afternoon and manning the display on Saturday and Sunday would be much appreciated by these gentlemen.



The main part of the meeting was a bits and pieces session led off by **Dave Spark** who gave an extensive and entertaining account of his early years in the North East of England. After school he spent five years as an apprentice at the Vickers steel works in Newcastle. Much of his experience there was in the rolling and pressing workshops making bodies for cars and Centurion tanks. Part of his enthusiasm for model steam locomotives is due to his father who built and ran a couple of locos. On a visit back to the UK a year or so back he visited the National Railway Museum in York and looked up the drawings for a loco that he wished to model. This is progressing and he displayed the chassis and driving wheels and also the cylinder block and pistons. It looks to be a pretty impressive model.

Graeme Hall showed a single cylinder IC engine which a friend had purchased as a casting set and had attempted to build but had made a number of errors so it was given to Graeme to see what he could do with it. Graeme showed the set of drawings for the model. It looked pretty impressive to me. Graeme has managed to correct the problems and the engine now runs quite well. Apparently the engine

was designed to be used in small tethered speed boats. Graeme's article next month.



Bruce Geange brought along a scale "O" gauge locomotive model of a small shunting loco

imported by NZ Railways a number of years ago. (MB25.) This was originally powered by battery electric traction but eventually converted to diesel electric with a diesel driven generator set. As usual Bruce has produced a very detailed and high quality model.

Merv George has been working on the steam raising component of the model for the Les Moore challenge at the MEANZ convention in January. There was considerable discussion about the boiler material which is a small tin with a close fitting lid which, as a safety measure, can only be held in place by friction. Members were asked to write their estimate for the pressure which would blow the lid with a small prize being offered for the closest guess.

Dave Bell described making a fitting with a 12BA thread that a clock maker friend had asked him to make as the friend's eyesight was not up to the task.
Dave had made a nice tapping wrench with suitable collets. Dave also had some very nicely finished tool holders he has made for the shaper he is restoring.

Bruce Manning displayed a small scale model traction engine which was made with cast metal components which had been assembled into a very nice model. The finish of the cast pieces and of the paintwork was very detailed, making for a very attractive model.

Ship Inspections

Photos 03 to 05 show the MV Flinders, an ex Australian Mine Sweeper now converted to a super yacht sitting on the hard standing in the same yard. The steel work the vessel is sitting on is the top of the railway carriage used to haul this one out of the water.

On photo 04 you will notice a hole cut in the side of the ship (in front of the steel prop and by the scaffolding). Cutting a hole in the side of the hull like this is quite common during an overhaul and provides access to the machinery spaces and a path through which heavy equipment can be removed.

To be continued.
David Bell

Letter from England

By Stan Compton

When we landed in Palmerston North in the early sixties, someone gave me some copies of English Mechanics containing articles by our old mentor L.B.S.C.
This gave me food for thought, building a small steam locomotive did not look so complex under his instruction. We were buying our first house that had a car-port and a garage, this would make a good workshop. Now to look for a lathe, not easy to find in those days. I located two Myfords both 3½" centre height. One was a Model-A with a cantilever bed base. It had four holes for hold-down bolts.
The owner sung its praises having started out in engineering with it. He also offered me an ML7 Myford in very good condition. This lathe had been brought off a widow who only wanted it to go to someone who would look after; it because her late husband had been blind and the lathe gave him an extra five years of life. It had a bell fitted onto the saddle that gave warning as it got near to the chuck:
Like a fool I chose the Model-A because it looked heaviest of the two.
How wrong I was, but remember I had only used an industrial lathe and a 3½" looked like a toy to me. Later I was to realise the ML7 is a small copy of an industrial lather and very good value, far superior to the Model-A which only had a seven-eighth inch chuck arbor. Later on, I bored the head stock out to one inch with the latest Myford standard chuck register. Then the penny dropped and I woke up, this had been designed as a treadle lather with a work piece mounted on centres

Forty years later I acquired a Myford Super Seven. It had been hard used and the vee belt drive was like a bit of old rope but the original hand-scoping of the tapered head-stock bearing was still visible. A fine machine and I read once that they were exporting to South America for production work. The Z-section vee belt primary drive was the weak link, I believe this has since been modified.

In the foreword to the book **The American Lathe** is a statement that for a modest outlay, to purchase a lathe a man has acquired a friend for life.
The author L. Spary gives a wealth of good advice for the beginner.

Going back to the sixties in New Zealand obtaining a small lathe, suitable to get started in model engineering was not easy and wasted a lot of time restoring old machines but, "you can't make a silk purse out of a sow's ear" as the old saying goes. I never regretted the time I spent on an old lathe belonging to an old man who had been a meat worker. He wondered why he could not drill from the tail-stock. There was no gib-strip fitted to guide it. It was a poor tool but he was happy to get it back after an overhaul and spent his days in retirement making small steam engines with only a picture to work from!

Money was scare now we had a 9% mortgage to pay off so I looked for a source of extra income and thought up the design for a safe child's swing-seat for use in public parks. I found that the traditional heavy swing-seat caused many injuries to a child who walked under one in use. I patented the design, but it was a waste of money when parks departments made their own. I did not mind, it was my contribution to the children of New Zealand. I sold a thousand before giving the

tooling to a handicapped society on returning to the UK for family reasons.

Incidentally on one of my trips back to visit my family in the UK I took a sample swing seat to give to my brother, to give him a start in a new business, but he never tried. Later I learnt that the same design is in use in the USA.

The Locomotive known as Jumbo

WMR No3 or NZR Wj 466

This locomotive shown at the June club night as photographed by Percy Godbar, was purchased new by the Wellington and Manawatu Railway Company in 1904. Built by the Baldwin Locomotive Works in the USA and fitted with Stephenson's valve gear working the piston valves with no super heating of the steam was not standard for the WMR who liked their Vauclain compound Locomotives.

Jumbo was purchased to do one job which was to push heavy trains up the steep grade out of Wellington to Johnsonville, remember this was before the Tawa deviation with its tunnels eliminating the steep climb out from the WMRs Thorndon depot. When the Government Railway took over the WMR in 1908 Jumbo had to pull the trains up the grade. With bar frames Jumbo had a few issues with cracking of them over her working life of 23 years.

Richard Lockett

For Sale - Hercus Lathe 9" Price Reduction

Gear Box. Power cross feed, V-bed,
4-way tool post, face plate, 4 jaw chuck,
6 speed back gear,
Lamp, live centre and tooling.
Has been fully restored and painted (light grey).
$1,800.00 ono. Please contact David Nielsen,
8 Knowles Street, Palmerston North, 021-127-2846.

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.org.nz** with **"Generator Please"** in the subject line.