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The MICROMETER

AUCKLAND SOCIETY OF MODEL ENGINEERS INCORPORATED

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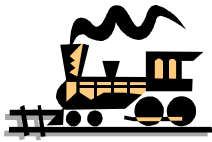
REGISTERED NEW ZEALAND PUBLICATION

History made at ASME

Life Member Grant Anderson proudly loads his Phantom onto the track in preparation for the first ever public running by a 7-1/4" loco at ASME on Sunday 24th January.

(Picture by Timothy Robinson)





Train Roster

Date	Electric Driver	Electric Driver	Steam Driver	Train Controller	Station / Guard	Station / Guard	Station / Guard
7-Feb-16	R Reichardt	P Woodford	Voluntary	<u>T Lawrence</u>	P Tomkies	G Healy	R Crook*
14-Feb-16	B Aickin	I Ashley	Voluntary	D Black	J Davies	G Wills	P Jones*
21-Feb-16	A Bailey	G Beazley	Voluntary	S Meikle	M Luxton*	C Mitchell	H Martin
28-Feb-16	D Booth	B Cotton	Voluntary	<u>T Robinson</u>	G Murray*	A Pritchard	M Richardson
6-Mar-16	P Dowdeswell	M Granger	Voluntary	<u>G Anderson</u>	K Ryan*	A Shirley	R Stratton
13-Mar-16	M Hollis	D Housley	Voluntary	<u>D Russell</u>	A Stratton	G Taylor	P Tomkies*
20-Mar-16	J Lankow	D Moffat	Voluntary	<u>G Wills</u>	D Addis	R Crook*	J Davies
27-Mar-16	M Moore	P Moy	Voluntary	<u>T Lawrence</u>	G Healy	P Jones	M Luxton*

Bold and Underlined Name:

This is the designated **Train Controller**, i.e. the person in overall control of all operations for the day

Bold with Asterisk* Name:

This is the designated Stationmaster, i.e. the person responsible for activities in the station area. The Stationmaster is also responsible to account for the day's takings.

Drivers: Please keep your eyes open for unusual or suspicious behaviour around the track which may affect the safety and/or smooth operation of our trains. Report such activity to the Train Controller.

Please Note:

If for some reason you are unable to attend on your rostered date, you are respectfully reminded that it is **your** responsibility to find a replacement member to fill the gap – please don't let the rest of the team for the day be left short-handed.

Also, please ensure the member you arrange a swap with is one who is rostered to undertake the same role to ensure we always have members with the appropriate training and experience on the day.

FEBRUARY CALENDAR

Tuesday February 2nd, 7.30pm - General Meeting , ASME clubrooms. There will be a special session to mark the death and celebrate the achievements of Barry Brickell and Driving Creek.

Tuesday February 16th, 7.30pm - Committee Meeting.

Reminder: The Treasurer wishes to remind members that subscriptions are now due. If you have not yet paid your 2016 subscription, please see page 12.

President's Report

Welcome to the New Year. For ASME this will be a year of consolidation rather than radical change. Access to the new track is getting better every week. Passenger numbers are returning but overall loadings could be better. We are all clear that a return of regular steam running and the ability to easily run two trains will be a big help.

Last week our good friend Barry Brickell OBE took his last train up the line which he created. Barry died in Coromandel after a short illness on Saturday. His train departed Driving Creek Station at 7.15 on Tuesday after a beautiful Maori ceremony, accompanied by invited staff, trustees and railway directors for Barry's final resting place on the hill. On Wednesday afternoon the whole town of Coromandel closed out of respect for one of its favourite citizens while a huge memorial service was held at the school hall.

Barry was not a member of ASME; his interests started at 10-1/4" and ended at 15-inch gauge. He was a founding member of the Auckland Steam Engine Society and an early member of the NZ Railway & Locomotive Society and the Railway Enthusiasts Society. Barry's outstanding contribution to railway engineering was even recognised by honorary admission to the Institute of Professional Engineers (IPENZ).

At next Tuesday's general meeting ASME will remember Barry with a special session about Driving Creek.

ASME is pleased to hear of the formation of a new society on the North Shore which has become incorporated and has been admitted to MEANZ. We look forward to working with the new society.

Grant has returned from the MEANZ meeting in Tauranga with a lot of news for us which we will hear on Tuesday.

Also, my congratulations to Grant on his achievement in running the first 7 1/4 inch loco on our track.

David Black

President



Editorial

As one of the rostered drivers on Sunday 24th January and not having visited the track since Christmas weekend, I was somewhat surprised when I arrived to find Grant Anderson at the steaming bays readying his 7-1/4" Phantom loco for track duty. Things had changed a little since I was there last! Thanks to Timothy, Greville and Grant there is now a dedicated 7-1/4" steaming bay and facilities, albeit temporary, for loading and unloading the larger locos onto the running track and thereby providing access to the steaming bay via the traverser. According to Grant, it was Greville's idea to turn out on a very wet January 2nd to cut out a section of concrete so that ex-member Steve Day's swivel unit (for loading the loco onto the track), which Greville had modified, could be trialled. Then on Saturday, Tim welded up and bolted down the parts for the steaming bay, allowing the Phantom to be steamed up and five circuits made at increasing speeds to verify that there were no problems with the track and it was good for public running the following day.

It has to be said that the Auckland weather gods turned on a beautifully fine day (up to 30°C) on Sunday for this historic occasion, although Grant, in the driver's seat for the afternoon, unfortunately got somewhat baked, as the little bit of breeze encountered by the Electric drivers was of very little comfort behind the Phantom boiler! Later in the afternoon, he gratefully handed over the controls to Don Moffat to get some relief from the heat.

Meanwhile, in the station the queue of waiting passengers dwindled after the first hour, and those who did subsequently turn up showed a distinct preference for steam! They were not disappointed. The Phantom ran flawlessly for the entire afternoon and there was no hint of any problem with the track. Yours truly, driving the EC, ended up doing a couple of circuits of the track empty in order to keep the Phantom ticking over! (I know when I'm not wanted!) Before long we will have a passing loop at Waipuna Station, but this is still in the design and build stage and hopefully will be installed some time in the next few months.

It was most appropriate that Grant should be the first to run a 7-1/4" loco on the ground level track - he, along with Tim and Greville have done the majority of the work during the last three years or so to make the ground level track with 7-1/4" gauge capability a reality.





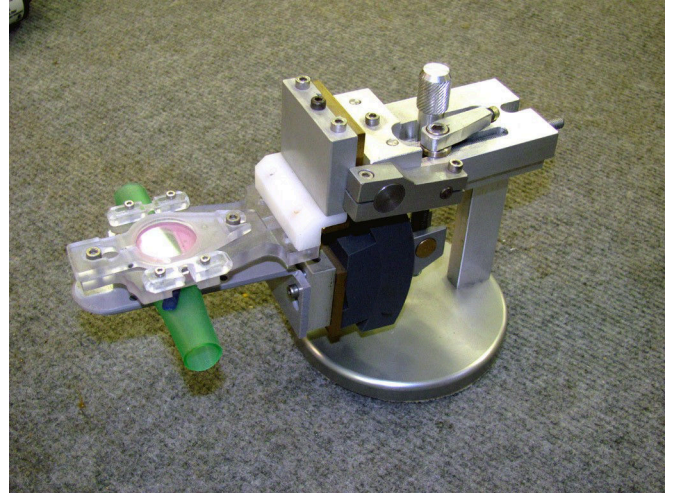
All photos apart from the one at left (taken by the editor) were supplied by Timothy Robinson.



Bits and Pieces December 1st 2015

Photos and report by Dave Russell.

We have probably all seen bits of this apparatus before. This is the complete piece for measuring various aspects of and examining a sheep's trachea while it is still alive but sedated. Graeme Murray developed this equipment for his former employer to help develop breathing assisting equipment for humans.



Graeme also brought along this Motor Actuator that may be suitable for remotely operating the points on our ground level track.

Peter Moy has taken on a new challenge, this time to build a 1/11th scale model of Richard Trevithick's # 1 *London Steam Carriage* of 1803. Peter brought in the front steering wheel of this unusual prototype that was reportedly the world's first self-propelled passenger-carrying vehicle.





Gary Farquhar is having problems with his drill press and needs a new spring for the lift return, Gary brought in the holder for the spring and was advised that perhaps one of our "clock gurus" could help with a replacement.

Greville Wills has been fitting out his old trailer to carry his locomotive and his new 7-1/4" passenger trolley. These handy screw-in fastening anchors have been screwed into the deck of the trailer to accept the bolts which hold the track and fixtures down nicely.



Lastly was a fine assortment of lost wax castings produced through the use of Mike Jack's 3D wax printer. Mike has established himself as a bit of a specialist in this field with many of his castings being sent overseas both as finished items and as raw castings for other model engineering enthusiasts. In the top right of the photograph can be seen some very clever holding jigs for holding odd shaped fittings while machining.



ME Wanderings October 2015

Grant Anderson visited New Plymouth for a little loco running...

For Labour Weekend 2015, Jan & I decided to go to the New Plymouth Model Engineers Club (NPSMEE) open weekend as it was 12 years since our last visit. We loaded Hotpot (2-6-0 Beejax) into the boot of my 1961 Mk 2 Zephyr and headed off on Friday morning. After a nice drive in perfect weather, we arrived in downtown NP and checked into our motel. Joe's Garage was selected for a drink and meal – a good choice as it turned out. Next morning, bright & sunny I headed off to the NP club to sign in and unload. Fellow ASME member Don Moffat was already there steaming up the ex-Eric Burns Wab 800 and Greg Burrows was enjoying all the traction engines being steamed up. The rail track is quite short (215 metres) with two overlapping circuits and with a short but challenging grade around by the engine shed. Not many public at first – quite relaxed – and good value at 2 times around for \$1 each! The traction engine boys were giving rides out on the footpath and were in good demand from the public. They also made several runs up to nearby Pukekura Park. The Saturday night dinner provided by the Club was excellent and the company good. We sat across the table from a NPSMEE member in his nineties (Martin Smith and his wife) and they entertained us with lots of great stories from earlier years. Afterwards, as it was still light, we went out to the Port and along Centennial Drive for a westerly view before retiring to bed.

On Sunday, I chatted with long-time NP member Robbie Galvin, who until recently was also an ASME member – he remembered fondly the many trips he (and his son) made to Panmure to run at our Easter weekend events. Bruce from Stratford was on the track with the ex Gerry Gerrard Mountaineer – what a great loco, since overhauled by John Moran – both Greg and I had a turn at driving this loco. The 1902 Tangye "Colonial" 18hp stationary steam engine ex Ellis & Burnard's Ongarue Timber Mill was cranking away in its shed inside the track and added to the atmosphere. That night, another social hour and dinner was provided by the Club, before we retired to our motel.

Monday I decided not to run – Hotpot had already logged up 19km for the two days which works out at almost 90 times around the track – I was almost dizzy! After visiting the unique Te Rewa Rewa bridge on the coastal walkway, we socialised with other model engineers, watched the NP Club's Wab 794 running around (Monty didn't get to steam up his Wab 771 but it was in the engine shed; i.e. 3 x 5" g NZR Wabs on site!) and just before lunch said our goodbyes. All the catering, provided by the Club, had been superb, the company very good and the visit relaxing & stress-free.

Jan had picked up a brochure on the Tawhiti Museum in South Taranaki, so we headed down there and just managed a full 3-hour visit to the museum, but time did not permit a visit to the "Traders & Whalers" tour and the bush railway was not operating – they will have to wait until another visit. If you haven't been to Tawhiti, make this a "must do" – it is an excellent and interesting social history museum with heaps to see. I especially enjoyed the displays of tractors & hedge cutting machinery, models of F & Kb locos and the Hutchinson Vacuum Milking Machine working model. Jan enjoyed the outdoor privy mock-up, complete with a very surprised man when the door was opened! Having been kicked out at the 4pm closing time, we headed north to Stratford in the Ol' Zephyr and as it was a nice afternoon, decided to travel the Forgotten World Highway (State Highway 43) through to Taumarunui. This too is a worthwhile trip; five saddles to climb over, two one-way unlined road tunnels to traverse, all through quite rugged scenery, much alongside the old SOL railway line, with only about 12 of the 148 kms unsealed and little traffic. After a nice Thai meal and sleep in Taumarunui, we checked out hotel options for our planned visit in January, then cruised home in light traffic on the Tuesday.

All in all, an interesting Labour Weekend away!

Grant Anderson.

ME Wanderings (continued):



The 3 ASME visitors (Greg, Grant & Don) at Pukekura Station with 90+ year old NP member Martin Smyth.

Don with Wab 800 heads away from the station with a load of passengers.



The line-up of scale traction engines; Peter George's full size Aveling & Porter (The Mistress) was also there.



Visitor Chris Morton from the Palmerston North ME Club tinkers with the Tangye engine display.

(This photo and the three on the previous page were taken by NPSMEE member Tony House).

Lovely "Mountaineer" loco, built by Gerry Gerrard, overhauled recently by John Moran and now regularly run on Sundays by current owner, Bruce from Stratford.



The attractive Te Rewa Rewa bridge on the NP foreshore walkway.

What is it? An interesting artifact at the Tawhiti museum - the business end of the Hutchinson vacuum milking "machine".



Mandatory stop on the Forgotten Highway - the "one dog" town of Whangamomona.



AUCKLAND SOCIETY OF MODEL ENGINEERS INCORPORATED

CLUBHOUSE AND TRACK, PETERSON RESERVE, PANMURE BASIN, AUCKLAND

PO BOX 14570, PANMURE, AUCKLAND, NEW ZEALAND

Dear ASME Member,

23rd December 2015

ANNUAL SUBSCRIPTIONS FOR THE 2015/2016 PERIOD (2016 Club Year) ARE NOW DUE.

At the AGM held on 1st December 2015, the subscription rates were set for the 2016 Club Year (ending 30 September 2016). In addition, the committee was empowered to develop a rebate plan to reflect member's individual contribution to track running as ASME's primary fundraising activity. The Committee expects to be in a position to advise the detailed plan by March 2016. In the meantime, it has decided that all members should receive a special rebate for the 2016 year to reduce the net subscriptions payable to the same level as last year. This will help give a fairer starting point for the rebate scheme proper in the 2017 Year.

Thus the net rates payable for 2016 Year (due now) are:

ORDINARY MEMBERSHIP - \$90.00 less special rebate of \$45.00 for 2016 = **Net Payable \$45.00**

COUNTRY MEMBERSHIP - \$80.00 less special rebate of \$41.00 for 2016 = **Net Payable \$39.00**

SENIOR MEMBERSHIP - \$80.00 less special rebate of \$45.00 for 2016 = **Net Payable \$35.00**

NB: Senior Membership is available to those who were aged 65 years or older on 1st October 2015.

Country Membership is available to those who live outside a radius of 40kms from the Clubhouse. If you are eligible for any two categories, you are entitled to pay at the lower rate.

Regards,

Grant Anderson (Treasurer) – Ph 09 576 8330 or 0274 810 185, Email: enfo@vodafone.co.nz

-----**IMPORTANT**-----

PAYMENT BY INTERNET BANKING IS PREFERRED – CLUB ACCOUNT No 02-0223-0078104-00 (BNZ – Pakuranga Branch). **PLEASE PUT YOUR INITIALS & SURNAME IN THE REFERENCE BOX.**

IF YOU ARE PAYING BY CHEQUE OR BANK DEPOSIT, PLEASE PRINTOUT & COMPLETE THE FORM BELOW AND RETURN TO: ASME, P.O. Box 14570, PANMURE, AUCKLAND

-----**Detach Here**-----

NAME : _____

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