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# The MICROMETER

AUCKLAND SOCIETY OF MODEL ENGINEERS INCORPORATED

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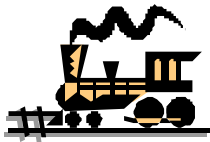
REGISTERED NEW ZEALAND PUBLICATION

## The Tauranga Convention

Locos, traction engines, Model Engineers and much, much more! Grant Anderson's Hotpot (centre front) looking a little lost amongst the bigger hardware.

(Photo by Nigel Watts via Facebook).





# Train Roster

	Electric	Electric	Steam	Train	Station /	Station /	Station /
Date	Driver	Driver	Driver	Controller	Guard	Guard	Guard
6-Mar-16	P Dowdeswell	M Granger	Voluntary	<b><u>T Lawrence</u></b>	<b>K Ryan*</b>	A Shirley	R Stratton
13-Mar-16	M Hollis	D Housley	Voluntary	<b><u>D Russell</u></b>	A Stratton	G Taylor	<b>P Tomkies*</b>
20-Mar-16	J Lankow	D Moffat	Voluntary	<b><u>G Anderson</u></b>	D Addis	<b>R Crook*</b>	J Davies
27-Mar-16	M Moore	M Plant	Voluntary	<b><u>G Wills</u></b>	G Healy	P Jones	<b>M Luxton*</b>
3-Apr-16	P Moy	R Reichardt	Voluntary	<b><u>S Meikle</u></b>	H Martin	B Matchett	<b>C Mitchell*</b>
10-Apr-16	P Woodford	B Aickin	Voluntary	<b><u>T Robinson</u></b>	<b>G Murray*</b>	A Pritchard	M Richardson
17-Apr-16	I Ashley	A Bailey	Voluntary	<b><u>G Anderson</u></b>	<b>K Ryan*</b>	A Shirley	R Stratton
24-Apr-16	G Beazley	D Booth	Voluntary	<b><u>D Russell</u></b>	A Stratton	G Taylor	<b>P Tomkies*</b>
<b>Please Note: There are some changes in the March dates</b>							

**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 Asterisked\*** 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.

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## MARCH CALENDAR

**Tuesday March 1st, 7.30pm** - General Meeting , ASME clubrooms. The speaker will be ASME member Bob Aickin. His topic: "WaterJump Distance Recording, From Stringlines to Bomb-sights". Sounds intriguing!

**Tuesday March 15th, 7.30pm** - Committee Meeting.

**Coming Up** - ASME Fun Run. Saturday April 9th, 1pm.

**Question:** Does anyone know where the ASME Rolling Road (loco testing machine) is? Please advise Greville or Grant.

## **President's Report**

The first month of running for the year has come and gone at the ASME track and we have seen the return of steam. With this, so have come the crowds and last Sunday with two locos operating takings were pushing towards the \$600 mark, a first for some time. We've done well with steam this year with the debut of Grant's Phantom last month and we hope the return is sustained. The track crew are working hard on the access issue and plans are to pour concrete for the renewed path before the end of February. We can do everything now, run two trains, unload and load 7 ¼ inch engines with mainline running back to normal but it will be much easier when the points are installed, providing sidings and a loop.

Our supplies of charcoal are dwindling - they don't make it any more - and the big engines use more although they arguably don't really need it. There are now supplies of Welsh anthracite available in New Zealand in small lots and used by our friends Manukau who have kindly allowed us to tag onto their order. We will conserve the remaining char for the smaller locos.

We have some good entertainment programs planned this year. In March we will hear from our own Bob Aickin telling us about activities which sometimes go on right next to the railway and involve more complex physics and difficult sums than you would have ever thought. We will have some industry visitors many arising from valuable introductions from Big Boys Toys. Very soon we will be inviting veteran railway cinematographer Lindsay Benbrook along to show us some of his outstanding collection.

Finally, it is fascinating to hear the news from Auckland Transport that, clearly as a direct result of the success of battery electric operations on the Waipuna track, this mode is now being seriously considered for operation between Papakura and Pukekohe. In reality, it's nothing new. On the Little River Branch on Banks Peninsula New Zealand Railways successfully operated a locally built battery electric railcar over 80 years ago, terminated only by the loss of the vehicle in a depot fire in Christchurch.

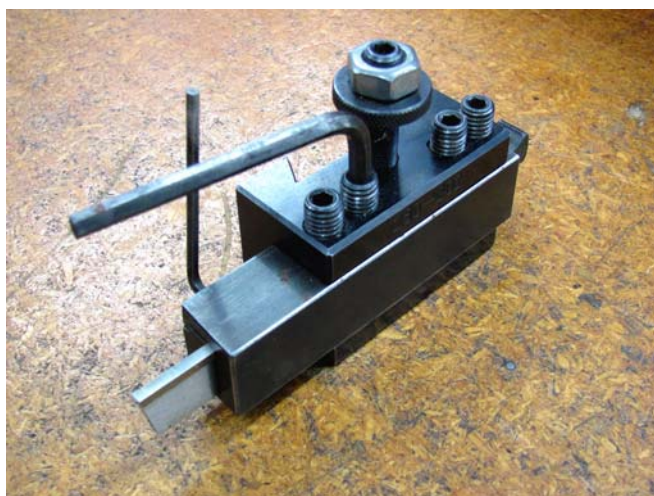
With best wishes

David Black, President

## **Bits and Pieces February 2nd 2016**

Conducted by Graham Bell, with photos and report by Dave Russell.

The first item happened to be Graham's own offering in the way of a parting tool holder made to hold a blade purchased at the club auction. The design was to get the blade as close to the chuck as possible.



Next was a batch of swing links for the pony trucks for Mike Jack's fine scale kitset loco project. The links are made from mild steel bar stock that was case hardened after machining and then black oxide coated. Another first class job from Mike. There was also a small bag of 1.4mm steel nuts that had the black oxide treatment but they were too small to photograph.

Mike Jacks springs have also been black oxidized without affecting the quality of the spring. Mike says this is much easier than trying to paint them.







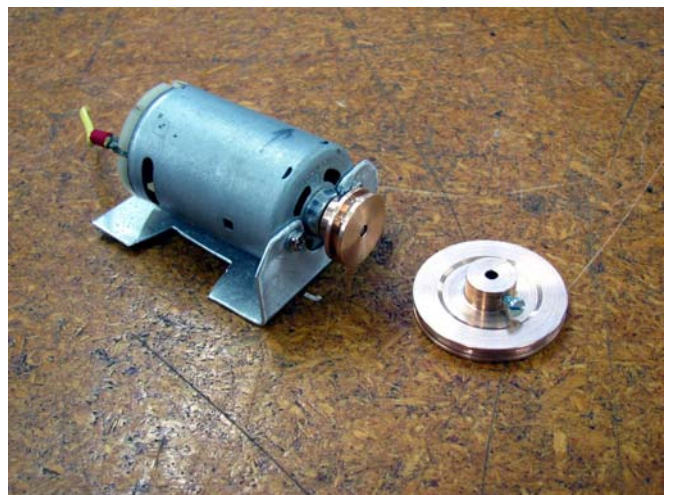
One of our older members, Alan Pritchard bought this magnifying glass from the \$2 shop, and while the glass itself was of a reasonable quality the plastic handle was "just rubbish" so Alan set to and made a new handle out of wood.

In an effort to cut the cost of running his Oxy Acetylene gas welding set, Mike Banks has modified it to run on Oxy with LPG / Propane, the welding tip shown is a standard one that has had the hole in the flame end drilled larger for part of its length. Mike says it works well.



Mike is also working flat out on his 5" King with just the lubricators (shown) needing finishing, this will then complete the mechanical parts of the locomotive. Mike, we are indeed looking forward to seeing your masterpiece running on the ASME track.

I have made these two bronze pulleys for the father-in-law for his scale model trawler he is building. Made from a rough discarded Beejax piston casting that cleaned up eventually after much machining.

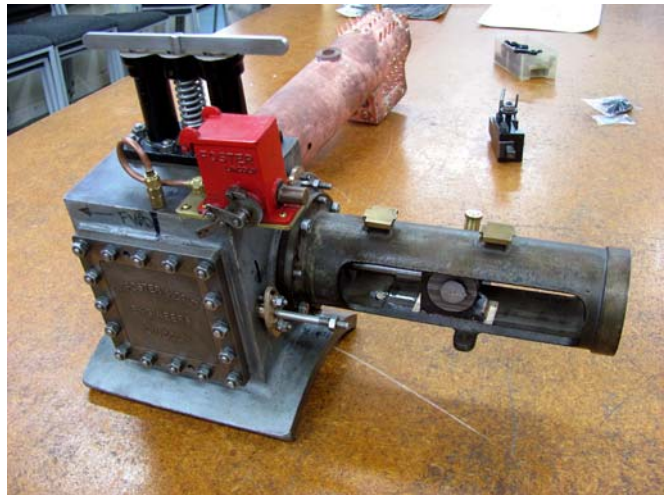






This fine boiler is the handiwork of our editor John Lankow. It is for his 3-1/2" William under construction. While the boiler was here it was given a once-over by the boiler inspector.

Bill Parker brought in the cylinder block assembly for his 4" scale Foster traction engine. This will be a great "model" when finished, and will have a 10" steel boiler to provide the power.



The piston ring for Bill's traction engine cylinder is of a style called a "Clupet" piston ring. Have a close look, as it is all made from one piece of cast iron. They are commercially available and not that expensive. They are reputed to make a very good seal.

## **ME Wanderings December 2015**

Grant Anderson visits Sydney, Dunedin and a few other places..

In early December, Jan & I flew to Sydney for 5 days. The main reason was to catch up with my daughter Kylie who shifted there 4 years ago. Besides that, we managed a day visit up to Newcastle by train using the excellent OPAL card system for public transport in Sydney. This scheme is similar to Auckland's HOP card, but provides a seamless transport service covering trains, light rail, bus and ferries. It extends west beyond the Blue Mountains, north to the Central Coast & Newcastle and south beyond Wollongong. The great thing is that the maximum daily charge is only \$15 (but airport access is extra) no matter how much you use the services (on Sunday the max is \$2.50). Our trip to Newcastle went through the scenic Hawkesbury River area, allowed us to stop in Gosford for an hour and catch a later train to Newcastle. After a nice lunch and a good look around, we returned to Sydney from Newcastle (2.5 hour express service) later that night – all for \$15 each!

Besides spending time with my daughter, I visited Manly, Bondi Beach (where I ran into Brian Koehler, President of Keirunga Park Railway, Havelock North) and the fabulous Powerhouse Museum (got there using the light rail service) adjacent to Darling Harbour - a really interesting place for a model engineer to visit. While many exhibits remain constant, short term exhibits are a speciality. This visit there was a display of old toy trains – many Hornby clockwork and similar exhibits to tug at the memory cells. Also a WW1 innovation display – interesting X-ray stories about early development & use in war-wound recovery work. There are many working live steam stationary engines (incl huge 1785 Bolton & Watt engine), various models (including an outstanding cutaway model of a NSWGR AD60 Garratt loco), full size aircraft (Catalina, etc.) and railway (locos & rolling stock) exhibits.

After our days in Sydney we boarded the Diamond Princess, a cruise ship of 115,000 tons, for our return journey to NZ. The main objective was to cross the Tasman and get into Milford, Doubtful & Dusky Sounds which requires good weather – fortunately we were blessed with a fine day and very much enjoyed our visit and the commentary given over the ships PA system by a DOC officer. We know of about 5 couples who have taken a similar cruise recently and struck foul weather, thus missing out on viewing this most beautiful & scenic part of our country. The following day we docked at Port Charles and took a shuttle bus into Dunedin. That allowed me time at Dunedin Station where the Dunedin Railways (previously Taieri Gorge Railways) were extremely busy giving rides on the Silver Fern Railcar up to Palmerston, as another cruise ship was in Port that day too. I viewed the last steam loco built in NZ (Ja1274) in its new home adjacent to the station and also visited the remodelled Otago Settlers Museum (which was closed on my last visit to Dunedin). Double Fairlie "Josephine" sits in the main foyer for all to witness the engineering designs of years gone by. Inside there is a wide range of very interesting exhibits, including social history and transport items, which would be of interest to most members, I'm sure. The restored cable car was great to see and walk through. The vintage homebuilt caravan showed a NZer's DIY skill at its best! The next stop was Akaroa, where we were collected at the wharf by Keith Robson (a CSME member who built the early NZR J class Phantom loco I have) and taken on a scenic trip of Banks Peninsula and thence to his home and workshop at Wainui, directly across the harbour from Akaroa. Keith has recently completed two further 7.25g live steam models, an NZR "Fa" (0-6-2T) and a rebuilt "L" (4-4-2T). The remaining port visits were at Picton (where the model engineers club have recently rebuilt their raised track and rolling stock which operate in the main foreshore area) and at Tauranga.

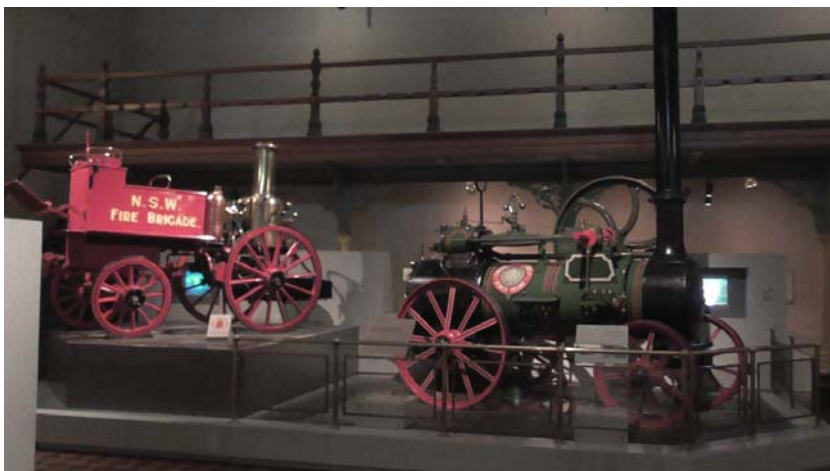
Our arrival back in Auckland just before Xmas meant we missed the ASME annual dinner which was a great shame. Nevertheless we enjoyed our 14 days away.

Grant Anderson



NSWGR No 1 complete with well displayed carriage stock, full of interesting items (Powerhouse).

Nice model of 38 class loco in 5"g (Powerhouse)



Some of the road steam exhibits at Powerhouse

Fiordland cruising - Mitre Peak early morning







NZGR Ja 1274 in its new home at Dunedin.

Roslyn-Maori Hill cable car at the Otago Settlers Museum (OSM)



Art-deco styled homebuilt 1940s caravan at OSM

One of the latest from the workshop of Keith Robson (CSMEE) - a NZR Fa in 7.25g.





## Double Heading

An unusual train setup at ASME on the 14th February but one that proved attractive and popular giving everybody a chance to be close to an engine. Vice-President Greville Wills and "Smokey" leading the charge with a solid push from Grant Anderson's brave little "Hotpot". Even the cinders and oil seemed to be part of the fun with some of the passengers going round several times.

(Photo and report supplied by David Black)



According to Grant, this combination kept running for two hours. Sunday running at its most enjoyable!