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# The MICROMETER

AUCKLAND SOCIETY OF MODEL ENGINEERS INCORPORATED

PO Box 14570, Panmure, Auckland, 1741, NEW ZEALAND

Club House: Peterson Rd, Mt Wellington Auckland

Telephone: (9) 570 5286

Club Web Site: [www.asme.org.nz](http://www.asme.org.nz)

<b>President</b>	David Black	09 235 2372
	e-mail address	<a href="mailto:president@asme.org.nz">president@asme.org.nz</a>
<b>Secretary</b>	Mike Moore	09 443 6050
	e-mail address	<a href="mailto:info@asme.org.nz">info@asme.org.nz</a>
<b>Editor</b>	John Lankow	09 576 5400
	e-mail address	<a href="mailto:editor@asme.org.nz">editor@asme.org.nz</a>

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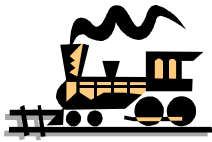
## **ME Wanderings**

Grant Anderson describes his recent trip to the heart of the King Country including a visit to Mana Ariki Railway for a fundraising day. See p8.

In this picture, Bob Wines brings his train past the roundhouse at the completion of the 3.2km circuit.

(Photo: Corban Fray)





# Train Roster

	Driver	Driver	Driver	Controller	Guard	Guard	Guard
5-Jun-16	I Ashley	A Bailey	Voluntary	<u><b>G Anderson</b></u>	A Stratton	<b>R Stratton*</b>	Voluntary
12-Jun-16	B Aickin	G Beazley	Voluntary	<u><b>D Russell</b></u>	<b>P Tomkies*</b>	H Martin	Voluntary
19-Jun-16	D Booth	P Dowdeswell	Voluntary	<u><b>G Wills</b></u>	<b>R Crook*</b>	G Healy	Voluntary
26-Jun-16	M Granger	M Hollis	Voluntary	<u><b>D Black</b></u>	P Jones	<b>M Luxton*</b>	Voluntary
3-Jul-16	D Housley	J Lankow	Voluntary	<u><b>S Meikle</b></u>	B Matchett	<b>C Mitchell*</b>	Voluntary
10-Jul-16	D Moffat	M Moore	Voluntary	<u><b>T Robinson</b></u>	<b>G Murray*</b>	M Richardson	Voluntary
17-Jul-16	P Moy	M Plant	Voluntary	<u><b>G Anderson</b></u>	<b>K Ryan*</b>	A Shirley	Voluntary
24-Jul-16	R Reichardt	B Aickin	Voluntary	<u><b>D Russell</b></u>	A Stratton	<b>P Tomkies*</b>	Voluntary
31-Jul-16	I Ashley	A Bailey	Voluntary	<u><b>G Wills</b></u>	<b>R Stratton*</b>	R Copeland	Voluntary

## **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.

## **JUNE CALENDAR**

**Tuesday June 7th, 7.30pm** - General Meeting , ASME clubrooms. The entertainment will be provided by member Alan Ure who will talk about his recent visit to India and present a slide show of interesting railways he visited.

**Tuesday June 21st, 7.30pm** - Committee Meeting.

**Coming up:** Christmas is still six months away, so don't panic! However our President has got in early this year and booked a room at the Commerce Club for the annual ASME dinner. See David's report, and the all-important menu on p12.

## **President's Report**

The committee has been busy looking at options for the rest of the year. Firstly, the new venue for the Christmas dinner looks like it is going to work well and so arrangements have been finalised. This year it will be at the Auckland Commerce Club on Friday, December 2 at 7 p.m. Now would be a good time to mark your calendar before the end of year commitments come crashing in. The room we have booked is adjacent to the member's bar area and so arrival earlier will work well. The dinner will continue to be subsidised by the club for members and partners.

The track has been running well with some very good days especially when there are two trains and particularly a steamer. The increase in revenue when there is more than one train is notable, not altogether because more people arrive: the fact is that most have extra rides. Some of the potentially busy days have been spoiled by poor weather and a few have been very limited by poor crew turnout. The Train Controller is authorised to make a decision to run free of charge if there is not a critical number of crew present: the minimum amounts to a driver, guard and stationmaster in addition to the Controller. The question has been asked as to why the Train Controller can't act as stationmaster and the answer is that it is not possible to secure the station and cashbox and be available to go to an emergency on the track at short notice. So if the numbers fall to four or less, the options are to operate without a guard, therefore carrying fewer passengers (not popular with long queues) or to carry on moving the crowds with the cashbox back in the clubrooms, which is preferable.

The committee has been working through the small list of members who have not renewed their subscriptions and trying to contact them particularly if they are long-standing. In one case we found that our contact details had not been updated and the member was wondering if we had forgotten. The President has also been in touch with Past-President John Harrison's family as we had not heard from John for a while. He is not so well these days, is being cared for on the North Shore and is no longer in a position to participate in the club activities. Many of us will know John well as a significant contributor to the club and the fascinating career history of having flown flying boats in the Pacific. We wish him well; the committee has made John an affiliate member and we'll try to keep in touch. Several other members have let us know that for reasons of time and other commitments they are no longer able to belong to ASME but wish to keep in touch. These members leave the club in good standing and would always be welcome to re-join easily. For example, John Olsen has now re-established himself near Cambridge, he continues his major interest in his steamboat but is not involved in railways or other modelling at present. We hope to see John as an occasional visitor.

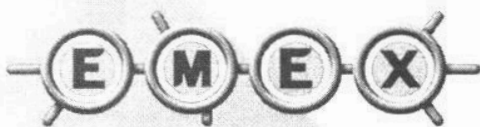
The committee has been seeking and receiving advice from the wider membership regarding what they would like from the club as well as operating the railway. The topic of workshop nights comes up over and over again. These have been run previously between the general meetings with some success. Last time they were tried the "third Tuesday evening" meetings were replaced with visits to members' workshops which went well but then ran out. There does seem now to be definite support for a workshop based activity, at the clubrooms or the basement when it becomes available, which would inevitably have to be on the third Tuesday of the month so the committee meetings might have to be combined, moved or modified. Now would be a good time to start talking about this opportunity. With regard to the possibility of setting up a workshop at the club, there is a general view that this has not gone well in the past even though it seems like such a good idea and other clubs do it successfully. I wonder if the reason for this is that previous attempts have used donated, old cast off equipment which might have meant that things that could be done at home easily were more difficult at the club. With a relatively low cost of modern light engineering equipment a state of the art facility for the club might be well within reach.

(continued on p4)

We have had some difficulties recently with security. Some of them, in particular false alarms in the loco depot will probably be resolved by technical adjustments and a war on furry visitors coming in for the winter. However, there have been some serious omissions in locking up including the front door left open when the bottom gate was locked on one occasion. At present there are some proposals for a significant upgrade of the alarm system including the replacement of keys for setting and un-setting with swipe cards or pin numbers. We will talk about this over the next month or two.

The present committee has now moved into its final six months and includes some people who have done an extraordinary amount of work for the club in recent years. In December it will be time to refresh the committee, bring in some new members and officers at a time when the track upgrade is entering its final stages with the club still in a very strong financial position. This creates a great opportunity for anybody wishing to be part of the next phase in what must be an exciting future for ASME.

David Black  
President



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# **Bits and Pieces May 3rd 2016**

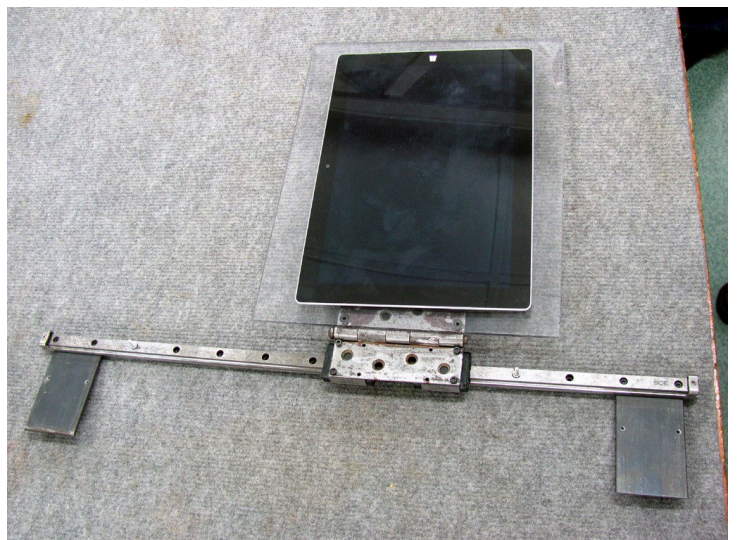
Conducted by Bob Aickin, with photos and report by Dave Russell.

The first item tonight looked like some kind of torture implement but was a spool for winding up and storing a heavy winch cable. Greville Wills who made it is thankful that now his hands won't get cut on the cable in future.



Graeme Murray has a large piece of honey tree wood that he is intending to carve at some time, he brought in this small sample piece to show the attractive nature of the wood and the fine grain.

Graeme also made this sliding clear shelf to place his tablet on when taking a photograph of a page in a book, unfortunately the "Surface" tablet had stopped working, and was due to go back to Microsoft for repair.

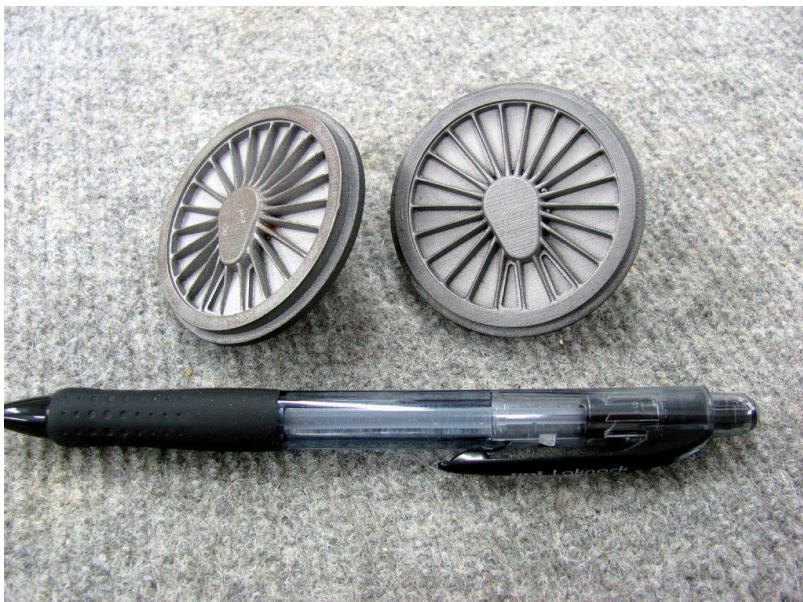






Mark Richardson has been making this tip-over tool rest for a watchmaker's lathe, the original is also shown in the photo. .

One of our newer members, Alan Bailey, is building a 2-6-0 Polly Model Engineering locomotive from kitsets purchased from the UK. The standard of the paint finish that Alan has achieved is outstanding. The frames are kit number one of twelve.



Mike Jack has produced these very small cast iron driving wheels for a client, Mike says he is very pleased with the finish of the wheels but he is glad he won't be machining them as they will be quite fragile.

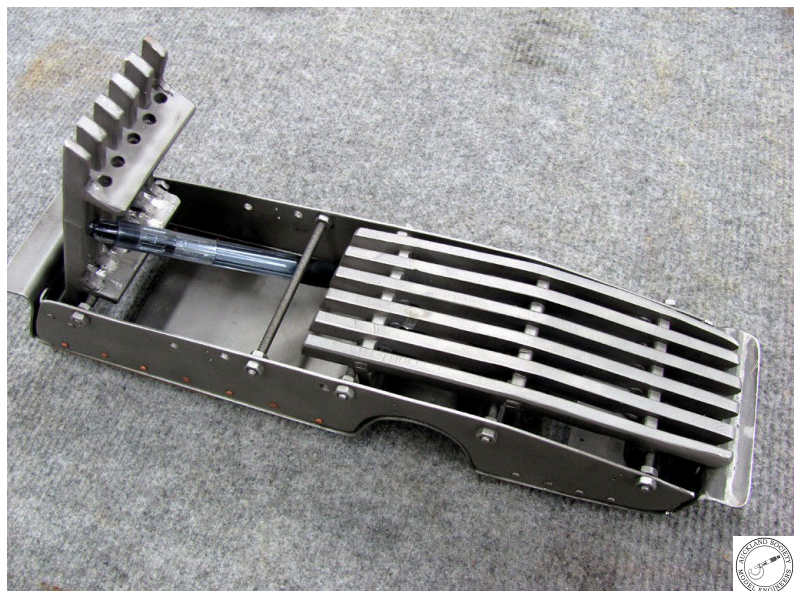


I recently purchased this endoscope from Aliexpress in China, it is 5 mm at the business end with led light also and will connect to an Android phone or tablet, also a PC. Cost was only US\$16.99 with free shipping. Will record video or take photos.



A pair of injectors brought in by Mike Banks purchased from Bruce Piggot, they are the 40oz variety and will work down to 30psi.

The last item tonight was also from Mike Banks in the form of the grate and ash pan for the 5" King locomotive nearing completion. Mike has modified the grate so that it can be lifted with a tool through the fire door: when assembled there is no way to remove the grate as the rear axle is directly under it.





# **ME Wanderings January 2016**

Grant Anderson visits Taumarunui, Ohura and Mana Ariki, and a few places in between.

The week following the Bi-Annual National Model Engineering Convention & Hobby Expo was most interesting. Returning home on Monday night, I spent most of Tuesday cleaning up my Phantom and preparing it for even more running. On Wednesday we travelled to Taumarunui with the Phantom and an ASME trolley aboard. On the way, at Te Kuiti while Jan looked at the shops I did a tour of the old NZR house at the south end of town (worth a visit). We were heading for Taumarunui to take part in some activities organised by Dave & Lynne Giles of the Mana Ariki Railway Inc (and Manukau Live Steamers). Basically a trip to Taumarunui for those who attended the Convention and wanted to experience a little more of the central North Island. The group included several Australian visitors as well as Kiwis.

The programme proper started on Thursday with a 10-tunnel journey on the “Forgotten Railway” - the old Stratford – Okahukura (SOL) railway line mothballed some years ago. An enterprising firm have set up a tourist venture allowing for self-driven, modified golf carts to be operated along the old railway and a variety of different tours provide opportunity to cater for everyone’s interests. Our group of 16 punters were doing the lead-in tour which traverses 30 kms at the eastern end of the SOL and through 10 of the 20 tunnels on the line & over 25 bridges. Having met in town at 9am, we were bussed from Taumarunui to start the rail trek proper, just west of the state highway at Okahukura. There were 6 Golf Carts used, mostly two people per cart but also two 4 person carts. Operating instructions and some safety information, naturally, were given by our guide (Tony). I graciously let Jan drive our cart, reminding her to be especially careful with the steering – essentially there is a wheel to grab hold of and a foot pedal which when pushed down goes progressively faster up to a maximum of about 20kph and when let off slows to a stop. A handbrake provides some additional braking/holding capacity.



Line up of carts ready to load at Okahukura. (Photo: Grant Anderson)

The 6 carts travelled in a group, spaced at approximately 20 metre intervals. Stopping at various points of interest, Tony told us about interesting features & the history of the line. The most memorable stop was in the middle of one of the longer tunnels which had curves at each end – when stopped as a group we were instructed to turn off our engines & headlights and be quiet – the darkness was intense, the quietness deafening! And boy, was it cold. Eventually we were instructed to restart and move on. I was quite impressed by the size of the tunnels, the loading gauge was quite generous - nothing like the tight tunnels of the Main Trunk.





Somewhere on the SOL -  
convoy heading for one of the  
tunnels.

(Photo: Grant Anderson)

Four-seater cart on the  
device that serves as both  
a turntable and points.

(Photo: Grant Anderson)



We stopped at Matiere for homemade morning tea by a railside hall and lunched at the almost ghost town of Ohura. All too soon the journey ended about 3pm at Tokirima where the bus collected us for the return trip to Taumarunui, stopping at the lavender farm for refreshments on the way.

Friday was play day at the Mana Ariki Railway, situated on the Marae about 10 km north of Taumarunui on the Ongerue back road. A chance to steam up and travel this fabulous 3.2 km railway, set up with challenging grades and many tunnels and bridges. It takes about 22 minutes to do a round trip, mostly climbing for 1.5 kms at variously 1:60/70 and letting down over 1km at 1:40. Many educational features have been installed to help families learn about the world travel of Maoris and how they reached NZ and the other related races of the world. For the past three years since the passing of its creator (Mr Phillips) the railway has rarely been available for running, so this was indeed a special occasion. Local member, Dave Keenan had done a lot of gardening work to prepare the surroundings for our visit and some members of MAR had a working bee some months earlier to do maintenance on the railway – as a result, all ran very smoothly.

Saturday saw the public arrive in droves – much advertising and lack of recent opportunity to ride meant locals came along to support the fundraising day. Many engines ran most of the day and some impressive mileages were recorded – I did 26kms on my Phantom and others ran up much more! Several laps double heading with Lloyd Cross from the Whangarei Club were great fun – Lloyd has a Phantom built by Mike Orange.





Who says you can't have scale in 7.25g - Bill Krippner's beaut NZR Ab class in the Mana Ariki roundhouse.

(Photo: Grant Anderson)

Problem solving? Bruce Matchet, Mike Orange & Bob Wines in deep discussion prior to running.

(Photo: Corban Fray)



Greg Burrows with his most recent loco at the loading area - Dave Keenan looks on from behind.

(Photo: Corban Fray)





Dave Giles brings the Shay around one of the many curves on the hill.

(Photo: Jack Still)



Mike Orange drifts down the grade on the way back to the loading area.

(Photo: Jack Still)

That night all the operating team were invited along to a wonderful sit down meal at Okahukura Hall, all provided and catered for by a local Maori group keen to get the Marae back to functioning fully again. A typical Maori welcome, three course meal and enjoyable entertainment by a 4 piece band was provided from 5 to 9pm. We all returned to our motels fully-fed, but extremely tired.

Sunday was pack-up day, although several kept steaming during the morning. Having loaded up, Jan and I travelled back to Auckland via Cambridge Live Steamers track for a ride around in the afternoon. Both of us really enjoyed all the experiences of the past 4 days.

Grant Anderson.



As David mentioned in his report, arrangements have been made to hold the ASME Christmas Dinner at the Auckland Commerce Club in Ohinerau St, Remuera on December 2. Below is the menu for the dinner—there seems to be plenty of mouth-watering items to choose from! Your committee have agreed that the meal will be subsidised by ASME and the cost to members (and partners) will be only \$25 per head incl GST (but not including alcohol).

## Christmas menu

### Entrée and Salads

- *Selection of fresh bread*
- *Seafood platter with seafood sauce and lemon slices*
- *Green salad with balsamic splash*
- *Seafood pasta salad*
- *Traditional coleslaw*

### Vegetable Dishes

- *Rosemary & garlic roasted potatoes and roasted pumpkin*
- *Seasonal Italian roasted vegetables*
- *Buttered green peas and beans*

### Main Course

- *Deep fried fish with tartar sauce*
- *Beef stroganoff*
- *Glazed ham on bone with mustard and pineapple*
- *Roast lamb with mint sauce and gravy*  
OR
- *Roasted turkey with cranberry sauce*

### Dessert

- *Christmas pudding with brandy custard sauce*
- *Pavlova with cream and passion fruit syrup*
- *French vanilla ice-cream and fruit salad (seasonal fruits)*
- *Christmas mince pies*

### Coffee & Tea

- *Fresh brewed coffee and selection of tea*