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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

President	David Black	09 235 2372
	e-mail address	president@asme.org.nz
Secretary	Mike Moore	09 443 6050
	e-mail address	info@asme.org.nz
Editor	John Lankow	09 576 5400
	e-mail address	editor@asme.org.nz

REGISTERED NEW ZEALAND PUBLICATION

Traction Engine

This beautifully presented Marshalls Compound Traction Engine was seen operating at Franklin Vintage Machinery Club's Harvest Festival on 22nd March 2015.





Train Roster

Date	Electric Driver	Electric Driver	Steam Driver	Train Controller	Station / Guard	Station / Guard	Station / Guard
3-Jul-16	D Housley	J Lankow	Voluntary	<u>S Meikle</u>	B Matchett	C Mitchell*	Voluntary
10-Jul-16	D Moffat	M Moore	Voluntary	<u>T Robinson</u>	G Murray*	M Richardson	Voluntary
17-Jul-16	P Moy	M Plant	Voluntary	<u>G Anderson</u>	K Ryan*	A Shirley	Voluntary
24-Jul-16	R Reichardt	B Aickin	Voluntary	<u>D Russell</u>	A Stratton	P Tomkies*	Voluntary
31-Jul-16	I Ashley	A Bailey	Voluntary	<u>G Wills</u>	R Stratton*	R Copeland	Voluntary
7-Aug-16	G Beazley	D Booth	Voluntary	<u>S Meikle</u>	R Crook*	G Healy	Voluntary
14-Aug-16	P Dowdeswell	M Granger	Voluntary	<u>T Robinson</u>	P Jones	M Luxton*	Voluntary
21-Aug-16	M Hollis	D Housley	Voluntary	<u>G Anderson</u>	H Martin	B Matchett*	Voluntary
28-Aug-16	J Lankow	D Moffat	Voluntary	<u>D Russell</u>	G Murray*	M Richardson	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.

JULY CALENDAR

Tuesday July 5th, 7.30pm - General Meeting , ASME clubrooms. Tonight's speaker will be member Ron Copeland who will tell us about highlights of his 6-week tour of the Hawaiian Islands including Pearl harbour, Seattle and the Boeing Factory, the Canadian Rockies incl. Yukon & Canadian Pacific railways and Alaska.

Tuesday July 19th, 7.30pm - Committee Meeting.

President's Report

The year is rolling on, the Christmas party organised and so the committee is turning its mind to preparation for the AGM in December. Quite a lot has been achieved in the last 18 months but the opportunities created now have to be realised. Bob Aickin has been keeping an accurate tally of the Sunday rosters and already there are quite a few members who are going to meet the target by September of earning a full rebate of 2017 membership fees. The rosters have been pruned back to members who can be relied on to turn up or make other arrangements and the membership of the club is now more focused on those of us who are active on the track. That has solved some of the immediate problems but we now need to tackle opportunities for the longer term development of the Society.

The track and trolley project, a classic example of so much being done by so few, is now well ahead with the concrete path laid on the delivery road and it's fair to say that the completion is now in sight although there is still a lot of work to do. The past predictions by some of financial ruin resulting from this project have now been soundly dispatched - the club has a healthy bank balance which will support continued development for some time. We are also proceeding with other improvements to the clubrooms and are assisting Scale Marine Modellers with improvements to our boat pond.

There are now only five committee meetings before the AGM — I have let it be known that I don't intend to stand again for President - it is time to rotate that position. If I'm allowed back on the committee, I'm happy to continue as immediate past president and help the new guard to take over at a time when the infrastructure of ASME has never been in such good condition. Equally there are a number of members who have been on the committee for a long time and have earned more time in their workshops and so we are looking for fresh talent.

I have suggested that it is time we had a hard look at the way we govern and manage the club and that may also impact on the structure of our regular general meetings which are a combination of a business meeting and a get-together. I question the need for a full committee which meets every month, requiring people to drive long distances at night to spend a lot of time on matters which in reality might only concern one or two. The committee provides both governance and management and yet there is really no structure to provide long-term continuity of policy on purpose apart from the reality that a lot of us have been around for many years. Our structure in reality is quite dated and alternatives are worth considering now. Some suggestions which occur would involve changes to the constitution which would require, say, three trustees to be appointed from our life members to look after the club's long-term interests. A small (a three-man) executive could undertake day-to-day running and then the more technical work of the committee could be divided into delegated subcommittees which would logically be track and trolley, building and facilities, motive power, safety, financial and administration and commercial and marketing. These groups would be formed from the elected committee, would not have to meet monthly but report to the executive regularly. This proposal would also free up the clubrooms for the middle Tuesday of the month if we are going to proceed with a return of workshop nights.

Another important matter to be considered is to whether, going forward as they say these days, we want the club to be a relatively small tightknit group of people who are active on the railway or whether we would like to open it up to affiliated people who are interested in model engineering but are not ready or willing to take a full role in the club. We do have the provision in the Constitution for affiliate members: to date these have been used for some of our older friends who can no longer justify belonging to the full club but are accorded this membership by the committee. So far there have generally only been one or two of these. However, we could encourage affiliate membership for a low fee now that the distribution of the newsletter cost is nothing. Affiliate membership could carry rights to receive the newsletter, attend meetings but not take out library books, receive railway operating certification or boiler certificates and affiliate members would not have voting rights.

The decision really comes down to whether we want the club to be a small group of committed people as it has now become or a wider group of interested people. This is a good time to make the choice.

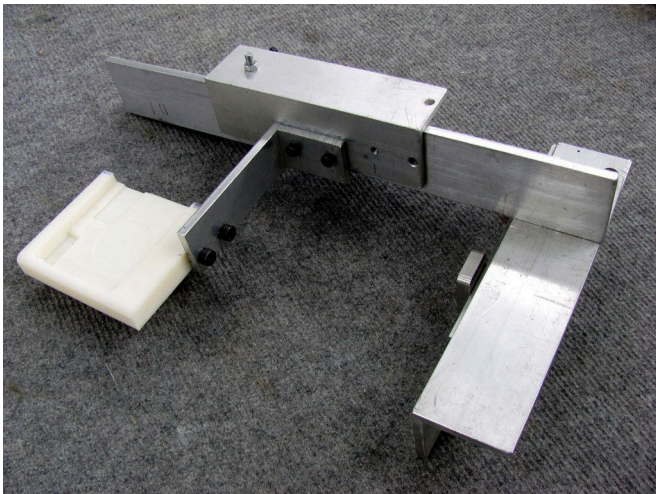
Keep warm.

David Black, President.

Bits and Pieces June 7th 2016

Conducted by Dave Russell, also with photos and report by Dave Russell.

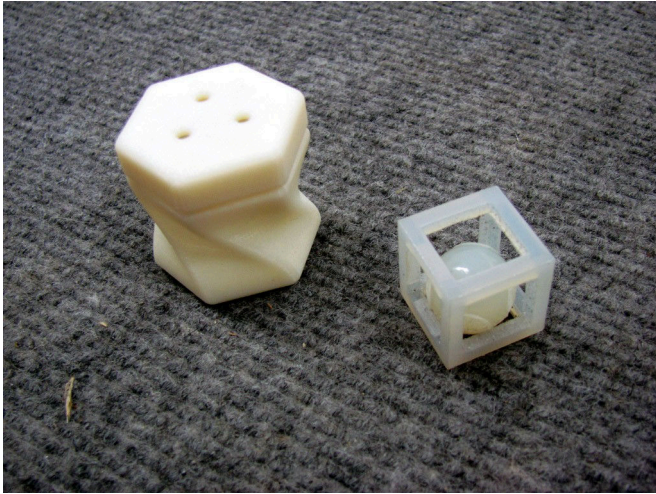
Graeme Murray has purchased a new set of Vernier callipers, difference is these ones read in fractions as well as metric and imperial.



Graeme has also made this sliding guide to hold an awkward item for cutting off neatly on the band saw.

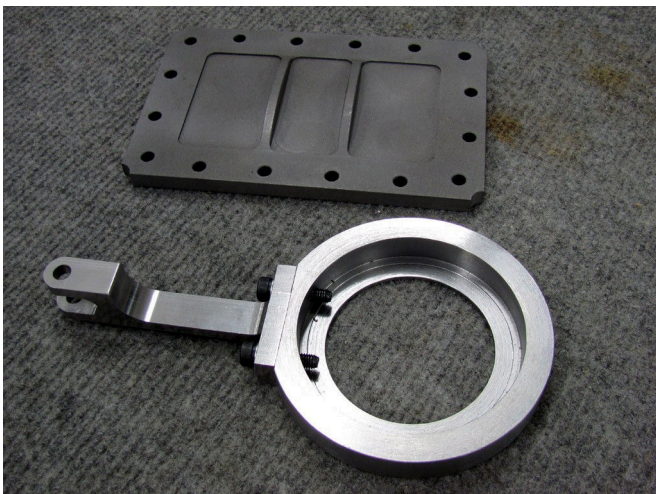
Graeme's last item has a very useful purpose, as his wife has severe arthritis Graeme made up this rig to open the fridge door by simply leaning down on the grey lever. Due to his work in the medical field Graeme has made many gadgets to help people with disabilities.





Dave Housley obtained these items from the recent EMEX exhibition: both are 3D printed, one being a salt shaker and the other a ball within a cube, the ball was nifty as it had shapes “printed” on its surface.

This cast wheel is an iron version of the bronze one we saw last month and has worked out well for Mike Jack, being made from waxes made in die halves that Mike has made.



Greg Burrows had to make a steam chest cover for his steam truck due to the casting being missing from the set he got from the UK. Greg has machined this from the solid from steel. The valve gear eccentric strap for the same truck will have a skinny ball bearing instead of running direct on the eccentric.

Ron Copeland brought along an interesting collection of photos from his recent trip to the US, featuring a unique steam clock and also an aircraft engine. Unfortunately, we do not have any photos of these photos!



Alan Ure has been to India and brought back this little clay cup that they serve up tea in. They are disposable just like their paper replacements and still used to this day.



This magnificent steam turbo generator has been built by David Watt who we do not see at the club very often as I think he lives out of town these days. The quality of workmanship was outstanding and the shaft was very free running, David says it works well.



Lastly was a pot with brush made from a salmon tin for holding cutting oil. The tube goes nearly to the bottom of the tin so if it is not too full and is knocked over it does not spill. This clever job was brought in by Gary Farquhar.

Of Interest

The following item is reprinted from the April 2016 edition of Model Torque, the newsletter of the Hawke's Bay Model Engineering Society Inc, and was sent in by Grant Anderson who thought it might be of some interest.

The editor of Model Torque says:

"Very recently I came across a book, "Model Railway News 1925" this was at the very dawn of electric model railways, so it also catered for steam and clockwork railways, and makes very fascinating reading. Of particular interest was a photo of Mr L Lawrence, AKA L.B.S.C, on page 126, who became famous as the great writer on steam model locomotives for many years in the model engineer magazine. In later years he became quite controversial on some matters and hardly ever allowed himself to be photographed, but having his photo in this book puts a face onto a very important personality in the model-engineering world.

"The following is taken from International Brotherhood of Live Steamers.

"LBSC" was the pen name of one of model engineering's most prolific writers. Lillian "Curly" Lawrence was born in 1882 and by the time he died in 1967 had designed over 100 locomotives, building over 50 himself. An enigmatic character, not to mention one who had almost no ability to tolerate criticism of his work, he nevertheless had a natural empathy



with his readers and a remarkable knack of making the most complicated workshop procedures sound utterly straightforward.



Besides the 'Model Engineer' magazine, his writings appeared in other journals between the mid-1920's and the 1950's. He produced more designs and construction articles for 2.5 inch coal-fired locomotives than for any other gauge. Most LBSC designs were based on actual prototypes, but were not necessarily finished to scale. With this generous exposure, it is perhaps not surprising that many of his engines (and their derivatives) are still around today, together with older engines by Bassett-Lowke, Carson and their

contemporaries.

Most of these early engines were built to a nominal scale of 1/2" to the foot, but shortly after WW2, the norm became to build to 17/32" (13.5mm) to the foot. This is the scale that G3 models are built to these days. LBSC was a former "engineman" and the famous initials he used to identify himself to thousands of modellers around the World stood for an old British railway name: London, Brighton, South Coast ..."

