

Number 620

February  
2017

# The MICROMETER

AUCKLAND SOCIETY OF MODEL ENGINEERS INCORPORATED

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REGISTERED NEW ZEALAND PUBLICATION

## Railcruising

The Editor tries something a little different.





# Train Roster

	Date	Electric Driver	Electric Driver	Steam Driver	Train Controller	Station / Guard	Station / Guard
	5-Feb-17	D Housley	J Lankow	Voluntary	<b><u>D Russell</u></b>	R Stratton	<b>P Tomkies*</b>
	12-Feb-17	D Moffat	M Plant	Voluntary	<b><u>T Robinson</u></b>		<b>R Crook*</b>
	19-Feb-17	M Moore	P Moy	Voluntary	<b><u>T Lawrence</u></b>	P Jones	<b>M Luxton*</b>
	26-Feb-17	R Reichardt	P Woodford	Voluntary	<b><u>S Meikle</u></b>	<b>B Matchett*</b>	G Murray
	5-Mar-17	B Aickin	I Ashley	Voluntary	<b><u>G Anderson</u></b>	<b>M Richardson*</b>	Voluntary
	12-Mar-17	A Bailey	G Beazley	Voluntary	<b><u>T Robinson</u></b>	<b>J Service*</b>	Voluntary
10:00am	19-Mar-17	P Dowdeswell	M Granger	Voluntary	<b><u>D Russell</u></b>	<b>K Ryan*</b>	Voluntary
1:00pm	19-Mar-17	M Hollis	D Housley	Voluntary	<b><u>D Russell</u></b>	<b>A Shirley*</b>	Voluntary
	26-Mar-17	J Lankow	D Moffat	Voluntary	<b><u>G Wills</u></b>	<b>R Stratton*</b>	Voluntary
<b>Note: There is a double roster for the Panmure Basin Festival Day on the 19th 10:00am to 1:00pm and 1:00pm to 4:00pm.</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 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.

## **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 7th, 7.30pm** - General Meeting , ASME clubrooms.

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

**Saturday/Sunday February 25th/26th** - Glenbrook Vintage Railway Steam and Vintage Country Festival. Exhibits and helpers required. See p3.

**Coming up: Sunday March 19th** - Panmure Basin Festival Day. As many volunteers as possible will be needed to assist the two rostered teams on the day.

**Coming up: Saturday April 8th, 1pm** - ASME Fun Run and barbecue. Boiler certificates required.

# President's Report

First Micrometer for 2017. ASME senior member James Greasley turned 100 on 31 December.

The loading track stage 1 is now operational for 5" and 7.25". Locos etc,

When on the loading track, if 600mm wide by 680mm high or less, locos etc will fit under the down track.

With the **Panmure Basin Festival Day** on 19th March, 10am to 4pm, the rostered team are most likely going to be very busy with the crowds to be expected on the day. Therefore we need any and all volunteers to come and assist for any time they can make available on that day.

**Volunteers most definitely needed!**

Timothy Robinson

**President**

## Forthcoming Steam and Vintage Country Festival at Glenbrook Vintage Railway (Feb 25 & 26):

It has been mentioned in a previous edition of the Micrometer that we have been invited to display our models at this show. We have a room allocated for us which is 7 metres by 3 metres and trestle tables supplied by GVR. It would be good if we could display our models in any stages of completion so the public can gain a grasp of the complexity and skill level required in our hobby. It is also a great opportunity to promote our club in light of recruitment thus all varieties of model-making ought to be on show to make an interesting display. If you are interested in displaying or helping out please contact Dave Housley at February's meeting or by email. The earlier the better to assist in knowing whether there will be enough space, as we have another option on one further room. If you think you can help out in any way by manning the stand or transporting models to the show please let Dave know. Let's return the favour as Ross Crook (the festival organiser) is a fellow ASME member and supports our end by being on the station for us and, being a long time member, he deserves as such.

Dave Housley

ASME Committee

## Obituary

The following is part of a notice in the NZ Herald on January 11th:

**MITCHELL, Clyde Raymond.** Born October 27, 1945. Clyde passed away at home on January 4th 2017. Much loved husband of Helen and father of Lorna & Jared and Brian & Michelle and grandfather of Thomas and Espen. Clyde was privately cremated.

Clyde joined ASME in March 2011. He was a very reliable member on the roster, attended several working bees for the Track & Trolley project. and was a consistent helper at Sunday train running even though he lived out at Kumeu. He gave an interesting talk to a general meeting on his work in measuring vehicle movements and work in Europe in long road tunnels. He will be missed.

Condolences to Clyde's family from his friends at ASME.

## Jim Greasley

100 Years Young



ASME senior member James Greasley turned 100 on 31 December 2016.

He proudly showed us a big card from the Queen, with a nice picture of her dressed in green and smiling.

There were other cards from various dignitaries as well as from friends.

Jim was pleased to see us – a neighbour was visiting as well.

Janet asked him a few “leading questions” and he was very happy to talk, in that lovely Northern accent, which he has never lost.

Born in Nottinghamshire (Kirby in Ashfield) England on the 31<sup>st</sup> December 1916 – at 2 minutes to midnight – he always stressed the 2 minutes.

He joined the army in 1939 – very soon became a despatch rider.

His job was to take messages, (of high importance, usually orders for movements the next day) to the officer in charge in the field. He had a leather pouch slung over his shoulder and rode a motorbike. He rode nearly always at night, with no lights on. When in France, he was often only a mile or so from the front line. His description of how he managed it was amazing – and quite detailed. He would be shown a map, and had to memorise it. There were often no place names, just had to remember “turn left, 2<sup>nd</sup> right, third left etc. If he had made a wrong turn, he could have easily ended up on the other side, but he always managed it. He came through unscathed – believes he had a guardian angel watching over him.

Jim was a Master Builder in his day job before retiring, and ably supervised the building of the Trestle Bridges for our extension. Jim continues to take a keen interest in model engineering.



(Greville & Janet Wills visited Jim Greasley at Auckland Hospital on the 6<sup>th</sup> January 2017, 6 days after his one hundredth birthday.)



# We Go Railcruising

Autonomous vehicles, hybrid propulsion, GPS tracking - these phrases are in common use these days when referring to the latest developments in road vehicles. But almost never heard when describing railways! However, as I discovered, all three are present and in daily use at Mamaku, in the hills west of Rotorua.

But let's start at the beginning. In 1877 a need arose for a faster way to get tourists from Auckland to Rotorua to view the world-famous Pink and White Terraces. It was decided to build a railway line from Morrinsville in the Waikato south to Putaruru and thence over the hills to Rotorua. However, Mother Nature had other ideas and the track was nowhere near complete when in 1886 Mount Tarawera, overlooking the Terraces, erupted mightily causing them to now be 200-odd feet under the surface of Lake Rotomohana. The railway was eventually completed by the NZ Government in 1894 and was put to good use as a way of getting freight and passengers to and from Rotorua. Usage dwindled, however, and the line was mothballed in 2001.

Enter some people with bright ideas for using the track and keeping it from disappearing completely. These people developed, and eventually perfected, a compact car known as a RailCruiser, and arranged to use part of the Rotorua Branch line as a tourist attraction. But first they had to clear the track of slips, overgrowth, gorse growing up through the ballast, etc, etc, not to mention having to replace hundreds of sleepers which had been stolen whilst the track had lain idle. The railway now runs 364 days a year, and so, on a beautifully sunny Saturday in January, the Lankow family travelled south to try out this interesting method of travel.

Each RailCruiser seats four people, of which one is appointed (and suitably trained) as the "driver" (in our case, me) whose only control is a large handbrake lever. Interestingly, the "driver" sits in the right-hand back seat (no jokes about back-seat drivers, please!). The car is driven by an electric motor and apart from the need to stop the car completely at the other end of the track, and be ready for unscheduled stops on the way, that is all there is to it as far as the driver is concerned. Otherwise, the car is slowed down and sped up automatically when required and has a top speed of 20km/h. Each car is individually tracked by GPS and controlled from the station at Mamaku, and a commentary automatically plays at appropriate times along the way. Communication with Mamaku in an emergency is also available by two-way radio.

The journey starts at Mamaku Railway Station, where a group of RailCruisers (we counted 8) are despatched at regular intervals and take riders on a downhill run (with a maximum gradient of 1 in 35) through the Dansey Scenic Reserve and farmland to the ride's terminus at Tarukenga (which was probably famous once for its railway station and not much else), around 9km away. If you are used to riding in Auckland's suburban trains, well this is not like that - but you soon get used to bouncing over rail joints every 2 seconds - there's no welded rail here! At the end of the run the cars are turned individually for the return journey to Mamaku. As the return journey is uphill, the attendant starts each car's petrol engine (electric start, naturally) for added power. This is where the hybrid technology comes in. The whole there and back journey takes about an hour and a half. The two photos below shows a line-up of the cars at Mamaku, and the view as we started off.







The end of the run at Tarukenga. Six cars have been turned around for the journey back to Mamaku.



'Our' car on the turntable at Tarukenga, showing the engine compartment at the back.



NZR milepost half-buried in the shrubbery, 36km from Putaruru junction.



Back at Mamaku, the two attendants prepare to put our car away for the night.



The turntable at Mamaku. Simple but effective, it could have been made in the ASME workshop!



This view, which reminded me of ASME's "dogbox", shows where the cars are locked up for the night.

For more information on the Rotorua Railway and the Railcruising experience, have a look at their website [www.railcruising.com](http://www.railcruising.com)



# Bits and Pieces December 2016

Conducted by Mike Banks, Report and Photos by Dave Russell



Grant Anderson had a problem with leaky valves on his locomotive so he has set to and modified them by putting floating seats in the spindles. Grant says they work well now and seal without leaking and only the slightest amount of turn is required to turn them off. Grant found an article in the Australian Model Engineer on how to do this.



Graeme Murray is making good progress on his 7-1/4 gauge model of Stephenson's Rocket with the tender starting to take shape. The timber used is oak and the axles have small ball races in the axle boxes so it should run nice and free.



The second item examined tonight was also Grant's in the form of some McPherson strut parts and a clever tool made for setting up the pressure on the valves inside. This job is part of a restoration being done by the Ford Zephyr Club that Grant is also an active member of.







Gary Farquhar is back to working on his Wallace & Stevens road roller. Gary is looking for a small grinder to use for grinding the journals on the crankshaft. Shown is the crank in its rough form.



This fine water cart has been made by Graham Bell to go behind his 3" Marshall traction engine. Graham had a lot of trouble finding any information or photos of water carts: fortunately a friend who was visiting the UK found a drawing in a museum in Reading and managed to get a copy. The wheels are made from Kauri, and made in the traditional manner. Nice job, Graham.



Greg Burrows has just received an early Christmas present: he decided to join the chequebook modelers club and after shelling out a pretty penny received the kitset for a 4 1/2" scale Foden model C steam truck. The kit contains 1000 parts ready to assemble and the weight as received was 600kg. The finished truck is 2.7M long 1M wide and 1.2M high. The picture is of the main cylinder block casting.



This invention by Greville Wills is a feed water heater to fit inside the smoke box of his Simplex locomotive.

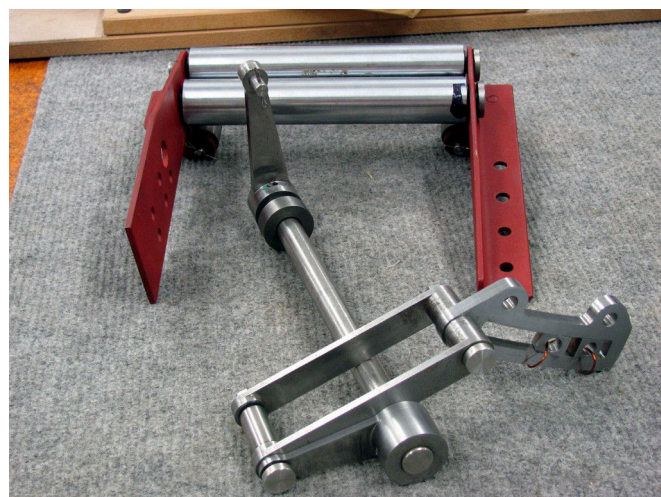


This is the smoke box saddle for the 5" Maid of Kent that I am restoring. The locomotive was originally built by Peter Swager and completed in 1982.



Hot off Mike Jack's assembly line are a couple of valve gear links for a customer, completely machined on the CNC machining centre. Mike says these ones were tricky as the gaps at the ends are circular instead of parallel.

This large expansion link is part of Bill Parker's Foster traction engine. It has Stevenson's valve gear. The rollers are for the same engine.



Lastly Mike Banks described his own item, being a set of coupling links to the GWR style and to be fitted to his 5" King locomotive. Nearly finished, Mike. We look forward to seeing it steaming on the track.

# AUCKLAND SOCIETY OF MODEL ENGINEERS INCORPORATED

CLUBHOUSE AND TRACK, PETERSON RESERVE, PANMURE BASIN, AUCKLAND

PO BOX 14570, PANMURE, AUCKLAND, NEW ZEALAND

Dear ASME Member,

22nd December 2016

## **ANNUAL SUBSCRIPTIONS FOR THE 2016/2017 PERIOD (2017 Club Year) ARE NOW DUE.**

At the AGM held on 6th December 2016, the subscription rates were set for the 2017 Club Year (ending 30 September 2017). The rates payable for 2017 Year (due now) are:

<b>ORDINARY MEMBERSHIP</b> -	\$90.00
<b>COUNTRY MEMBERSHIP</b> -	\$80.00
<b>SENIOR MEMBERSHIP</b> -	\$80.00
<b>JUNIOR or LIFE MEMBERSHIP</b> -	\$ 0.00

**NB:** Country Members are those who live outside a radius of 40kms from the Clubhouse. Senior Members are those over the age of 65 years on 1st October 2016. Junior Membership applies to those under the age of 18 years. Life Members are those elected as such at an AGM. If you are eligible for multiple categories, you are entitled to pay at the lowest rate.

In addition, Members who attended their rostered duties operating the ASME railway during the year ended 30 September 2016 will have already received an email advice of the rebate available to be offset against their subscriptions for the 2017 club year. Those Members are entitled to offset that rebate from the applicable subscription rate shown above and pay the net amount remaining (if any).

Regards,

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

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