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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

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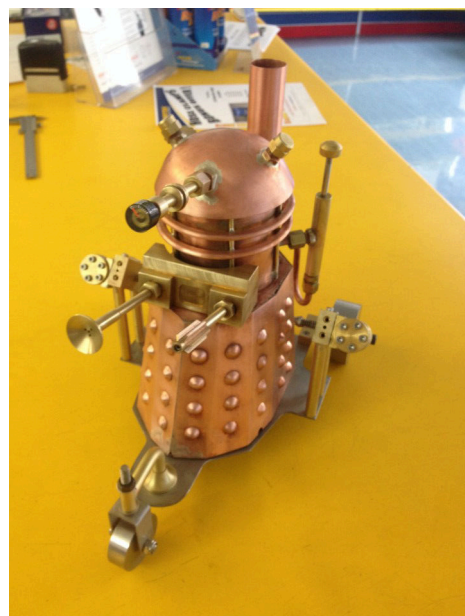
Club Web Site: www.asme.org.nz

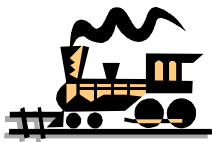
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REGISTERED NEW ZEALAND PUBLICATION

Space Invader?

This Dalek has been built by Roger Mahoney from TSL Plastics. The photo was supplied by Dave Housley, who is endeavouring to find out more information about the little fellow for our next newsletter.





Train Roster

Date	Electric Driver	Electric Driver	Steam Driver	Train Controller	Station / Guard	Station / Guard	
2-Apr-17	M Moore	P Moy	Voluntary	<u>T Lawrence</u>	R Crook*	B Cooper	
9-Apr-17	M Plant	R Reichardt	Voluntary	<u>D Black</u>	P Jones*	Voluntary	
16-Apr-17	P Woodford	B Aickin	Voluntary	<u>S Meikle</u>	M Luxton*	Voluntary	
23-Apr-17	I Ashley	A Bailey	Voluntary	<u>T Robinson</u>	B Matchett*	Voluntary	
30-Apr-17	G Beazley	P Dowdeswell	Voluntary	<u>G Anderson</u>	J Service*	Voluntary	
7-May-17	M Granger	M Hollis	Voluntary	<u>D Russell</u>	M Richardson*	Voluntary	
14-May-17	D Housley	A Shirley	Voluntary	<u>G Wills</u>	K Ryan*	Voluntary	
21-May-17	J Lankow	D Moffat	Voluntary	<u>D Black</u>	R Stratton*	Voluntary	
28-May-17	M Moore	P Moy	Voluntary	<u>T Lawrence</u>	P Tomkies*	D Wilson	

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.

APRIL CALENDAR

Tuesday April 4th, 7.30pm - General Meeting , ASME clubrooms.

Saturday April 8th, 1pm - ASME Fun Run and barbecue. Current boiler certificates will be required for ASME club members' and visiting steam locos.

Tuesday April 18th, 7.30pm - Committee Meeting.

President's Report

The Panmure Basin Fun Day on 19th March was a nice sunny day and hundreds of people enjoyed a ride on our railway. We had three trains running: Grant Anderson with his 7¼" gauge Phantom and Mike Banks with his 5" gauge King the whole day, and the club's electric Locos shared the day. Big thanks to Grant and Mike and also to the 6 rostered club members and the 12 other club members who came to help on the day. Lunch was provided for members.

At the ASME Fun Run and barbecue on 8th April, a current boiler certificate is required for all Club members and visiting steam locos.

Timothy Robinson

President

How did Peterson Reserve get its name?

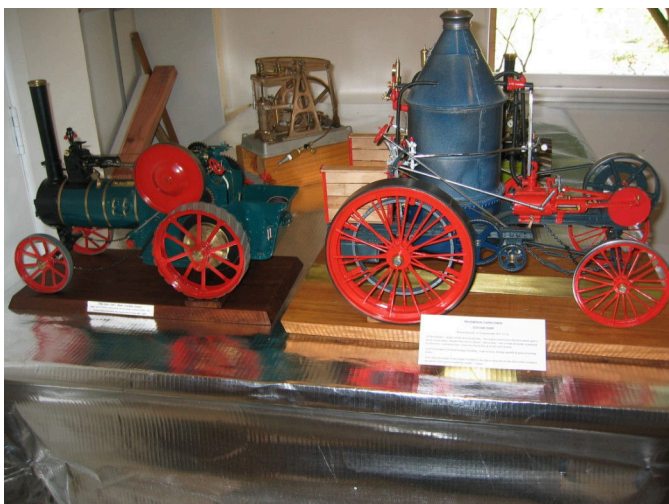
Andrew Peterson was born in Norway in 1854 and was a ship's carpenter and stone mason working on wheat boats between Norway and Port Augusta in South Australia.

After a dockside accident in Adelaide when a tackle block fell on his head, he spent a long period in hospital where he was attended by a nurse named Annie Calderwood whom he later married. They settled in Snowtown north of Adelaide, raising ten children, but later moved across the Tasman and settled in Tauhoa, between Helensville and Wellsford. Andrew worked in the kauri forests before eventually retiring to Waipuna Road, Panmure, where with the help of his daughters, he ran a dairy farm.

After Andrew died in 1928, the farm was leased to the Ah Chee family for vegetable growing. The land was finally sold in the 1960s for the building of Waipuna Lodge, the remainder forming what is now known as Peterson Reserve.

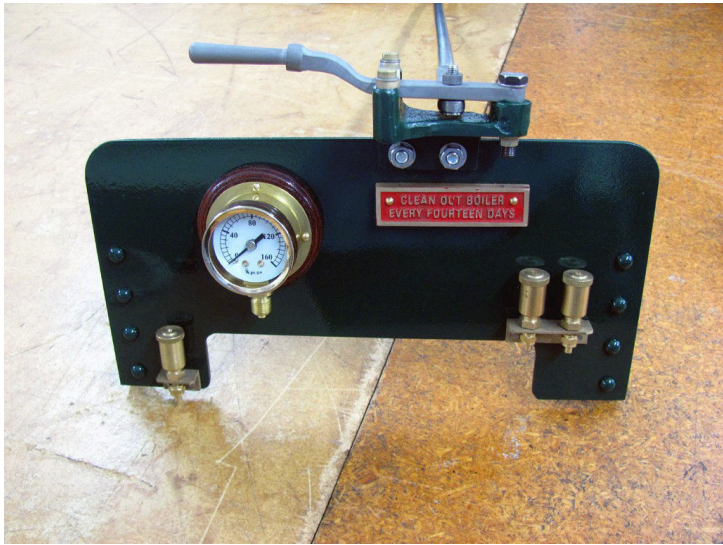
Apology

Last month's report on our trip to GVR showed a photo (left) which attributed these two fine models to Dave Housley: they were actually presented by Peter Moy. The other two items on the table, the stationary engine and green traction engine were presented by Dave H (right). Sorry for the confusion.



Bits and Pieces March 2017

Conducted by Mike Banks, Report and Photos by Dave Russell



This traction engine guard plate with throttle lever, pressure gauge and lubricating pots attached is for visitor Bill Parker's Foster traction engine. A progress photo was published in the Sept '16 Micrometer.



My own item was a recently restored running board for the 5" Maid of Kent locomotive, I have included a before-and-after photo for comparison.



Ron Copeland found these swivelling caulking gun nozzles at Bunnings Warehouse, good for getting to tight corners as the gun is sometimes in the way when working in tight spots, \$5 for a pack of 5.

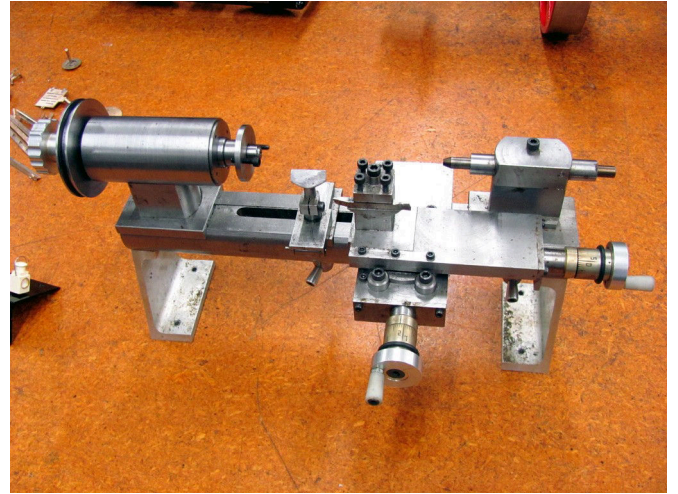


This gas burner is by Dave Housley. He is making it to heat a 2-1/2" diameter vertical boiler: some advice from the floor suggested being careful of the jet hole size in relation to the thickness of the tube as this can have a bearing on the success of the burner. The boiler has a capacity of about 250ml of water.

Next was a club trolley bogie, but I missed a photo of that.



Mike Jack's latest lost wax castings are amazing as always. This set comprises the components to make a 7-1/4" scale BR Standard cab reversing gearbox. The only thing missing from this collection is the indicator drum itself. Mike also had a selection of other castings including cab window slides for a 5" Duchess, some Timken axle box covers and a lubricator box that even had provision for an oil level sight glass.

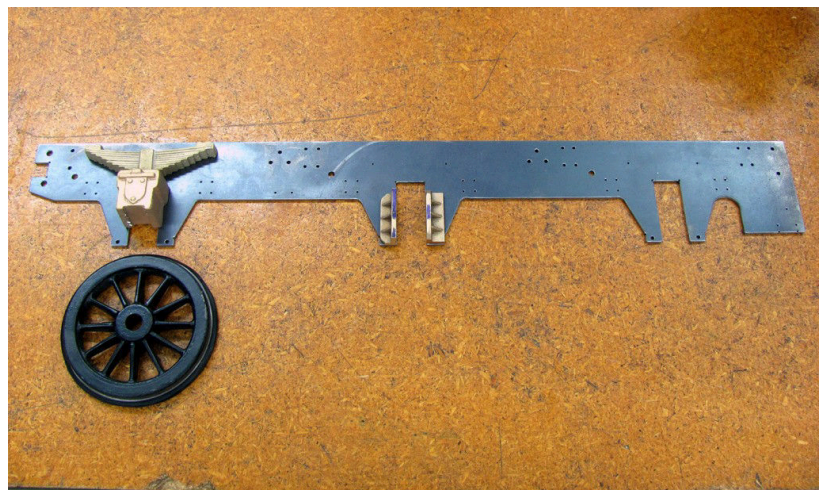


David Wilson is one of our newest members. David is building an experimental clock using carbon fibre for the pendulum. He built this small lathe to his own design using what material was lying around. Nice job, looking forward to seeing some parts of the clock.

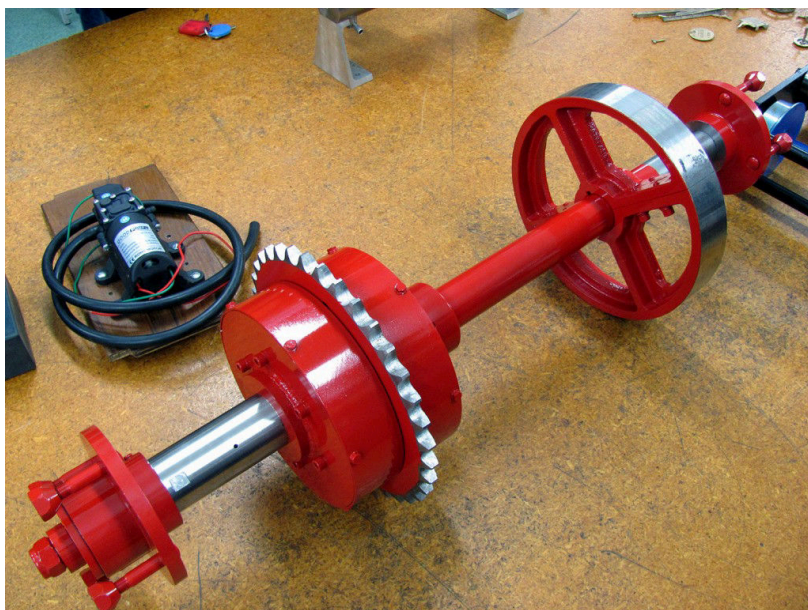
Mike Banks moved on to then talk about a few items he had brought in for the table. Firstly was an electric water pump he is hoping to use in his ride trolley as another back-up to get water into the boiler on the King. The specs say it has plenty of pressure and volume to do this.



Mike's second item was a mill cutter grinding fixture made from a design in the Workshop Practice series of books. The attachment has three different indexing cams: three, four and six stops for different numbers of flute cutters.



Now that Mike has finished the King locomotive he has started work on the tender; when finished the complete loco and tender assembly will make one of the finest scale locomotives built within the club in recent years.



Lastly Greg Burrows brought along the complete rear axle for his 1/3rd full size Foden steam truck. Greg explained that the standard of build was not as good as could be expected from a kit that should only need assembly with minimal machining. He has had to machine the diff side plates to be concentric and do some trickery with custom made keyways where the hubs fit on the axle. Despite the nuisance of this I am sure Greg will turn out a first-class job overall.

(Also in the picture is Mike Banks's aforementioned water pump—Ed)



Panmure Basin Fun Day

Panmure Basin Fun Day was held on Sunday 19th March, and a better day could not have been chosen, weather wise. It was a beautiful day and hundreds of people enjoyed a ride on our railway. We had three trains running continuously between 10am and 4pm: Grant Anderson with his 7¼" gauge Phantom and Mike Banks with his brand-new King worked the whole six hours without a break (apart from the odd pit-stop, naturally), both locos lasting longer than the club's electric trainset which required an engine-change part way through the day! Well done, Grant and Mike! Thanks also to the several club volunteers who gave up their day to help keep things running smoothly.



Grant with a full load behind exiting the short tunnel.

Picture: Allan Bailey



Mike Banks with a smaller load at the same point. (Picture: Allan Bailey)



Grant descending the grade below Smokebox Corner. (Picture: Allan Bailey).



Dave Housley, piloting the club's DSC, heads for the girder bridge after exiting the short tunnel. (Picture: Allan Bailey).



Grant enjoys a short rest, Kevin Ryan clips tickets, Dave Russell (TC for the day, in the hi-vis vest) looks on. (Picture: Dave Housley).

