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The MICROMETER

AUCKLAND SOCIETY OF MODEL ENGINEERS INCORPORATED

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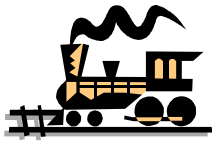
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REGISTERED NEW ZEALAND PUBLICATION

Part of the Crowd at the Panmure Basin Fun Day

Story inside.





Train Roster

	Electric Driver	Electric Driver	Steam Driver	Train Controller	Station / Guard	Station / Guard	
Date	Driver	Driver	Driver	Controller	Guard	Guard	
1-Apr-18	A Bailey		Voluntary	<u>B Aickin</u>	P Jones*	D Vaughan	
8-Apr-18	G Beasley	M Granger	Voluntary	<u>P Dowdeswell</u>	M Luxton*	D Beecher	
15-Apr-18	M Hollis	D Housley	Voluntary	<u>T Lawrence</u>	B Matchett*	D Wilson	
22-Apr-18	J Lankow	D Moffat	Voluntary	<u>S Meikle</u>	A Stratton*	R Souter	
29-Apr-18	M Moore	P Moy	Voluntary	<u>T Robinson</u>	R Stratton*	M Vickers	
6-May-18	M Plant	R Reichardt	Voluntary	<u>G Anderson</u>	R Crook*	D Beecher	
13-May-18	P Woodford	I Ashley	Voluntary	<u>D Russell</u>	P Jones*	D Vaughan	
20-May-18	A Bailey	G Beasley	Voluntary	<u>G Wills</u>	M Luxton*	D Wilson	
27-May-18	M Granger	M Hollis	Voluntary	<u>B Aickin</u>	B Matchett*	S 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 3rd, 7.30pm - General Meeting, ASME clubrooms. The speaker tonight will be Mike Banks; his topic will be Rolls Royce jet engines.

Tuesday April 17th, 7.30pm - Committee Meeting, ASME clubrooms

Committee Comments

Over a couple of Saturdays in March, Allan Stratton and Bob Aickin have improved the running clearances on the middle mainline between the main pedestrian bridge and the dog box by removing the concrete panels of the low retaining wall, cutting back the tuff behind (using the jackhammer as necessary) then replacing the panels.

(Photos: Grant Anderson)



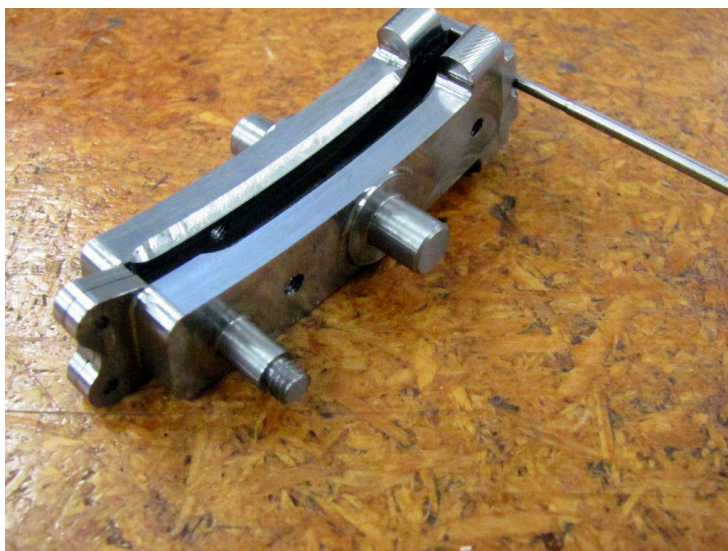
Bits and Pieces 6th March 2018

Presented by Peter Woodford, report and photos by Dave Russell

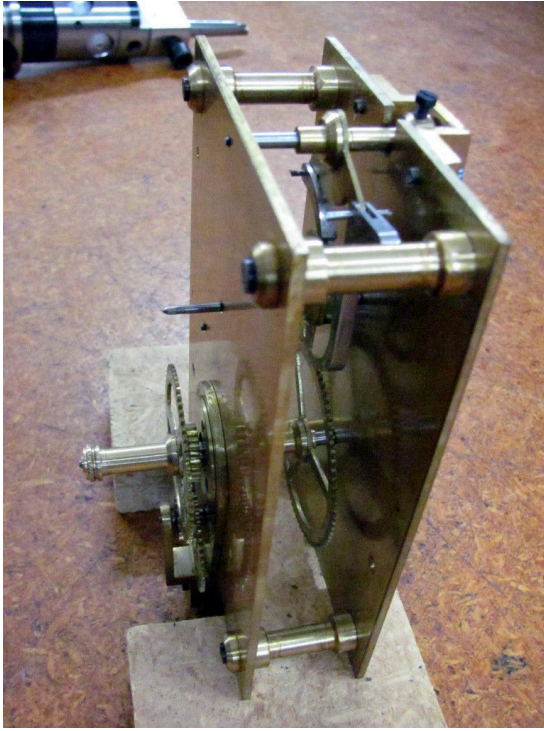


Mike Jack brought in a boring head that he has modified to enable turning outside diameters in the mill, and with the CNC machine he has can screw-cut external threads also.

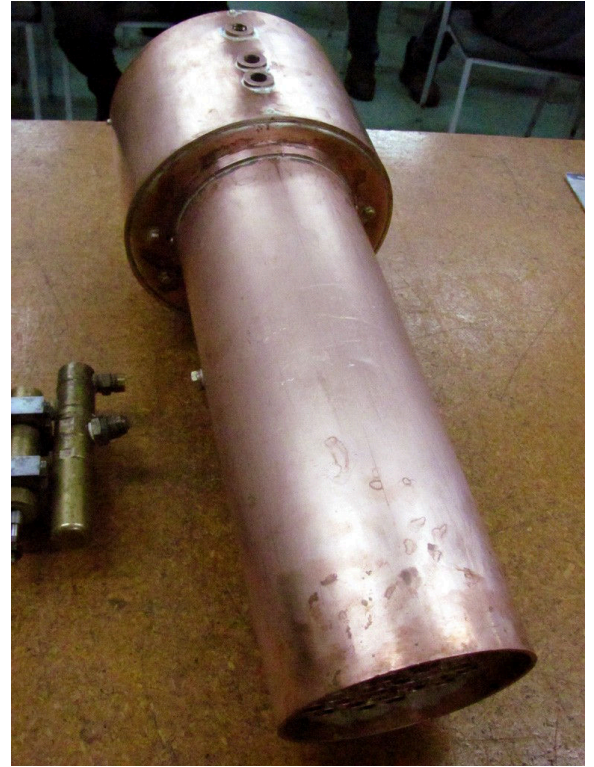
This expansion link is for a 5" Castle class locomotive. The whole item has been produced on Mike Jack's mill using the method described above to turn the bosses and cut the small thread.



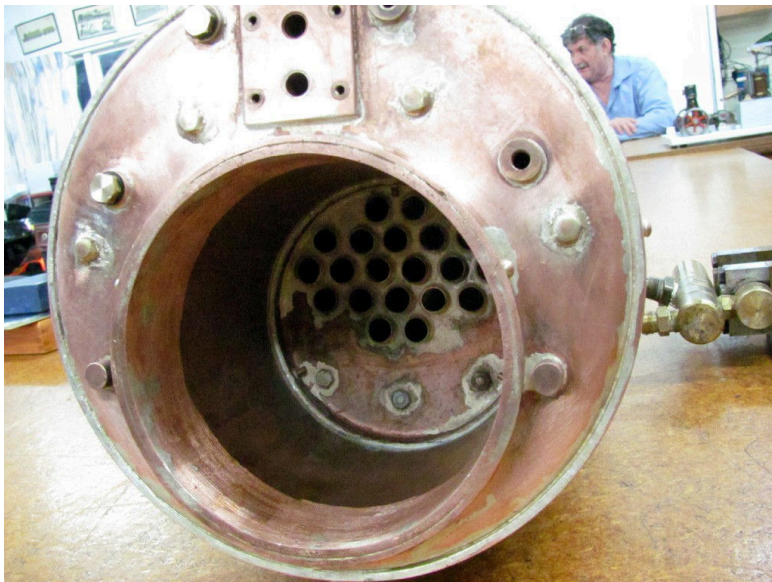
The 2.5mm tap in this small bronze fitting is of a special type called a "roll tap". Rather than cutting the thread as a normal tap would, it forms the thread by rolling metal to form the top and bottom of the thread form without making any swarf. Mike Jack says they are pricey but worth it for the number of holes he has to thread.



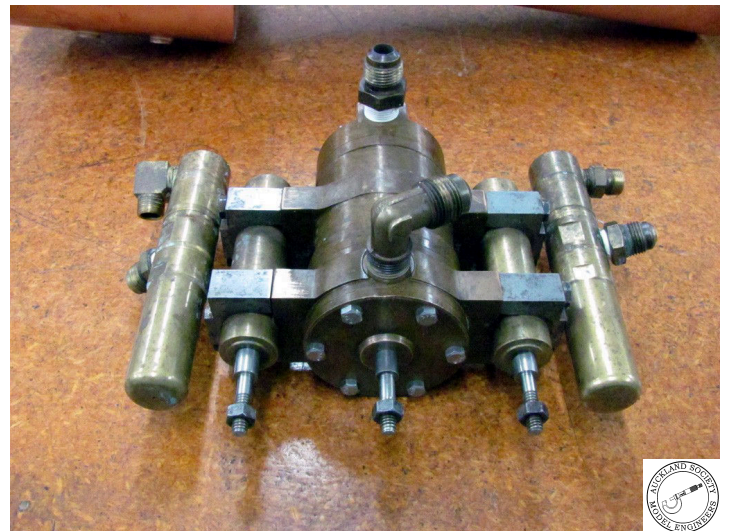
This clock movement has been made by one of our newer members David Wilson. The motion is electrically driven, and I think the design is David's own.



Visitor Bill Parker has nearly completed this boiler for a "Sweet Pea" locomotive in 5" gauge which he is making for a customer and so far has spent one week's work on it.



Greg Burrows is fortunate enough to own a steam launch: the only catch is they always need to be maintained. Greg had problems with this pump assembly on his last "voyage". The pump takes used steam from the exhaust of the engine and pumps it through a copper pipe under the boat, this condenses the steam back to water to be used again in the boiler. An overhaul should fix the problem.



Grant Anderson visits Karaka Vintage Display

The biannual Karaka Vintage Day was held on Sunday 18th March. A wide range of vintage machinery and cars, much of it operating in representative displays, was on show. Members involved included Greg Burrows operating his new steam lorry throughout the day, giving people rides, and Andy & Sam Shirley from Waiheke running several of their vintage engines. A few photos show a sample of what was on offer:

(Sorry, there's no photo of Greg and his lorry - but if you haven't seen a picture of Greg's lorry yet see the photo in the ASME website at <http://asme.org.nz/gallery/>).



NZ Made! Vintage Masports re-stored to brand new - did you have (or work on!!!) one of these back in the day?

A "green" machinery operation (pardon the pun)! Perhaps not quite what one would expect to see, but an extremely interesting display of a tree branch assisting the operator power the wood turning lathe - this guy & girl worked all day making various items.



Vintage machinery from Motat - with the plethora of modern hydraulic powered equipment available today, its hard to believe these types of machines built many of our roads, etc.



Andy & Sam's Waiheke Island machinery display.

Panmure Basin Fun Day 2018

The weather gods came to the party on Sunday March 25th with brilliant sunshine all day which brought out the crowds. This followed a couple of very wet and sometimes stormy days which seriously affected the day-night cricket test match at Eden Park and threatened to disrupt the Fun Day.

ASME's regular Sunday running started 2 hours earlier than usual at 11am and quickly became a very popular attraction. Many members volunteered their services for the day to assist the two teams that were rostered on. In fact at one stage the numbers looked like they might even threaten to surpass the average General Meeting attendance! (Bruce Matchett has since compiled a list of 24 ASME and 2 FWMR members who were rostered on or who otherwise volunteered their services, plus Grant Anderson's partner Jan who worked all day behind the scenes feeding us all!). Many thanks to those who gave up their Sunday to help out!



11.15 a.m. - At the steaming bays, everything looks peaceful as Grant and Mike Banks prepare their locos for battle while over in the station, crowds were gathering. Looking on are Bob Aickin and Dave Housley. At far right sits the club DSA loco. It did not take part as it was suffering from an intermittent controller problem which has yet to be tracked down and fixed.



11.15 a.m. Close-up of Mike's King and Grant's Phantom being prepared for the day's running.



11.46 a.m.: Mike preparing to leave Waipuna Junction with a full load. Bruce Matchett and Allan Bailey are on "crowd control" while FWMR Dylan Vaughan punches tickets. The tail end of the queue stretches out to the 3-way bridge where Andrew Shirley has just unloaded his train while "signalman" Bob Aickin looks on. Also in the picture are Mike Vickers down the far end selling tickets and Reg Reichardt (obscured by pole) who assisted in a variety of ways, including manning the water hose when Grant's water tank needed topping up!



3 p.m. - Grant's Phantom "resting" at the steaming bays as a distant train disappears from sight on the trestle bridge. After almost 4 hours in steam, recovery of pressure became slow, so a quick trip to the steaming bays to drop the ashpan & grate (thus getting rid of the clinker which was covering about 70% of the grate), replace same & build a new fire with kindling and pre-burnt coal from the ashtray, using only the pressure from the boiler for the blower, saw the safety valves lift in less than 10mins. Back on the track after hooking up the trolleys which had been parked momentarily in the dogbox. Lost running time about 20mins!



3.50 p.m. - Guard's-eye view of the station at what was theoretically 10 minutes before closing time. There are 3 trains in this picture: the DSC is leaving the station at the far end, the EC is waiting to pick up passengers (the guard in the white shirt on this train is Arthur Koutsenko whom Greville brought along to help: he spent all day on guard duty - well done!) and Grant's Phantom-hauled train is finishing unloading. Order was soon restored and a busy day's running finished not too far behind schedule.



PHANTOM LOCOMOTIVE FOR SALE

Winner of the Ikon Cup in 2016.

With great reluctance, "Southern Belle" is being offered for sale. This Locomotive was built by a fastidious model engineer, Mike Treloar.

Unfortunately Mike passed away recently and his family is now offering it for sale.

No expense was spared in the construction of the Locomotive. The tender is built from professionally TIG welded stainless steel. CNC cut oak was used for the cab. There is also skilful pin-striping on the cab, the tender and the operating LED headlight.

Everywhere you look it has top grade parts and workmanship. From the steam operated firebox doors (from the Franklin Railway Supply Co.) to a fully functioning steam pump.

This engine was constructed with a large boiler (with super heaters) and will be sold with a new boiler certificate. It has only been steamed up less than 10 times over the last 3 years. It has never been used to pull ride cars.

The locomotive will be sold with stands for engine and tender, plans and full array of tools for running the engine including cleaning products for the new owner to keep it in the pristine condition it is being offered at. For further information including the asking price, please text or phone Shane Marshall at 021 421958.

