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September  
2018

# The MICROMETER

AUCKLAND SOCIETY OF MODEL ENGINEERS INCORPORATED

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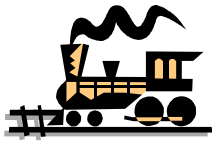
REGISTERED NEW ZEALAND PUBLICATION

## What are these guys doing?

They look worried. Tim's scratching his head, Bob's trying to convince Greville he knows what the problem is.....

See page 3 for explanation.





# Train Roster

Date	Electric Driver	Electric Driver	Steam Driver	Train Controller	Station / Guard	Station / Guard	
2-Sep-18	M Hollis	D Housley	Voluntary	<b><u>D Russell</u></b>	R Crook*	L Brown	
9-Sep-18	J Lankow	D Moffatt	Voluntary	<b><u>B Aickin</u></b>	R Copeland*	D Vaughan	
16-Sep-18	M Moore	P Moy	Voluntary	<b><u>P Dowdeswell</u></b>	P Jones*	M Vickers	
23-Sep-18	R Reichardt	P Woodford	Voluntary	<b><u>G Anderson</u></b>	M Luxton*	D Beecher	
30-Sep-18	I Ashley	G Beazley	Voluntary	<b><u>T Lawrence</u></b>	B Matchett*	R Souter	
7-Oct-18	A Bailey	A Shirley	Voluntary	<b><u>T Robinson</u></b>	K Ryan*	S Shirley	
14-Oct-18	M Granger	M Hollis	Voluntary	<b><u>S Meikle</u></b>	A Stratton*	D Vaughan	
21-Oct-18	D Housley	J Lankow	Voluntary	<b><u>G Wills</u></b>	R Stratton*	M Vickers	
28-Oct-18	D Moffatt	M Moore	Voluntary	<b><u>D Russell</u></b>	P Tomkies*	D Beecher	

## **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. **Note: the Train Controllers for both affected days must be informed of the swap in advance.**

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.

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## **SEPTEMBER CALENDAR**

- Tuesday September 4th, 7.30pm** - General Meeting, ASME clubrooms
- Sunday September 9th, midday** - Vintage Austin Register car club barbecue at ASME, see p4.
- Tuesday September 18th, 7.30pm** - Committee Meeting, ASME clubrooms

## **Coming Up:**

- Nelson Society of Modellers open weekend October 20-22 (Labour weekend).
- As advised in the June Micrometer, the 2018 **ASME Christmas Dinner**

will be held on Friday, November 23rd at the Remuera Club. It's not too far away, so make sure its marked on your calendar and expect our Treasurer to be asking for numbers attending (and their cash!) in the near future.



# Committee Comments

## Committee Comments – September 2018

At the end of last month three of the motors in the Ec loco gave up. It was apparent on disassembly that the unit had most likely lost the motors progressively, resulting in the last motor overloading and burning out the brushes and melting the brush holders. The loco had been reported as getting very slow during Sunday running probably due to motors having failed. So the message is that should either of the electric locos get noticeably slower during Sunday running, discontinue use of that train-set and move to the other one. Also make sure that the fault is reported in the works book and by email to the President so the issue can be followed up promptly. In this case all the repair work was undertaken by Timothy Robinson with parts supplied by Ikon – thanks Tim.

On Saturday 11 August a good team turned out to fit a new steel bridge plate over the access track subway. While not required for any structural reason, the plate will allow passengers to easily and safely disembark should a train need to stop over the gap at any time in the future.



As can be seen, the plate is in the shape of a parallelogram, except that two of the opposing sides are not exactly parallel! Tim designed it this way because of the curve in the track - the idea being that the sides should be a minimum distance from the centreline of the rails to provide a safe clearance. However when the plate was installed, the measurements didn't comply with the theory, and it became necessary to remove the plate and turn it 180 degrees and put it back again, after which it still didn't fit properly. Hence the worried looks and head scratching. It is thought that the problem may have occurred during the manufacture of the flanges at each side of the plate - looks like they might have been bent up instead of down (or is it down instead of up?). Not to worry though - the plate is there now, bolted down and will do the job it was made for. The timber handrail is still to be fitted.



The galvanised steel plate was said to weigh 140kg, so a makeshift access ramp was put in place to help the guys manhandle the plate from Tim's truck to its final resting place.



The next job is to remedy the slight negative camber on the curved part of the long trestle bridge.

The water softener has recently had a service and the hardness levels checked using a Palintest procedure. The new kit is in the cupboard above the water softener – currently, all is OK.

The Club has sustained a record number of wet Sundays this Club Year to date – 8 days so far when the railway has not been operated due to inclement weather. In addition, there have been a number of days when the railway has closed early as bad weather arrived later in the day. Thanks to those rostered on members, who nevertheless turned out, prepared to operate – they will of course be recognised for membership credits.

Please note the advertisement in this issue for the BBQ with the Vintage Austin Register (cars) on 9 September at ASME. This will be a great occasion for socialising with other members and another hobby interest club (as well as viewing their vintage cars). Please let the editor know if you are attending (or advise at the September General Meeting) so that food catering can be adequately provided.

## **Vintage Car Club to Visit ASME**

The Auckland Branch of the Vintage Austin Register will be holding a run on Sunday 9th September. Included will be a barbecue at ASME to which our members are invited. We, in turn, will be providing the barbecue to do the cooking and we will need some volunteers from our Club to arrive before midday to set it up, show the visitors around, make the tea and assist generally. Bruce Cooper is our contact with the VAR.

A show of hands will be taken at the General Meeting on the 4th September for any members who wish to attend. Anyone who wishes to attend and who won't be at our meeting, please let the Editor know (email [editor@asme.org.nz](mailto:editor@asme.org.nz)) so that we can advise the VAR on how much food to provide. Assuming the weather is going to be fine, it should be a pleasant social hour with some interesting vehicles to look at!



1910 Veteran 7 Roadster

(Copied from [www.austin.co.nz](http://www.austin.co.nz))



## An Exercise in Preserving Pictures from the Past for Viewing on Modern Equipment

By Grant Anderson

After years of taking Super 8mm and VHS video movies, I have been converting these to digital format which makes it much easier to edit and copy. Starting with the easiest first, I have now converted all my VHS video taken since 1986 to digital format using hardware & software called Hauppauge Win TV8. It is a simple piece of hardware which attaches to a VHS player (or camera) using RCA plugs, travels thru a small module (about 75x25x10mm) and then plugs into a PC via a USB plug.

Once transferred into digital format, editing is possible using one of the many programs available - in my case, I already had ArcSoft ShowBiz which came with my Canon negative scanner in 2009 (I have since digitised approx 2500 of my photo negatives). There is probably better editing software now available but so far I have only completed three short films as experiments. I found it relatively straightforward to cut sections of video out and seamlessly rejoin them, also to add text (and probably audio although I haven't ventured thus far as yet).

The first short film (Ex NZR J1211 on an SOL excursion train in June 1989), I uploaded to YouTube and the other two 10 minute films were shown at last month's ASME General Meeting. They covered a visit to the 1986 Expo in Vancouver, Canada - the first covering the Steam Expo (of full size steam engines) and the second showing the Mini-Locomotives '86 Expo event held concurrently at the British Columbia Society of Model Engineers' Burnaby Central Railway. The latter site is all history now as BCSME moved to a new site at Confederation Park, Vancouver in 1993.

*Shown below are a couple of examples showing what can be done with modern technology. These two locos were part of the first movie shown by Grant of full size locos at the Vancouver Steam Expo. Grant's presentation was recorded on a USB drive which was plugged into the ASME overhead projector for showing on the screen at the General Meeting. Several rows back in the meeting room, Allan Stratton filmed the screen display on his mobile phone (!) and the two pictures below were among several he emailed to Grant, who edited them somewhat then emailed them to me! Not bad quality for a movie recorded on a hand held video camera in 1986 and electronically manipulated several times before appearing here in our newsletter 32 years later! - Ed.*

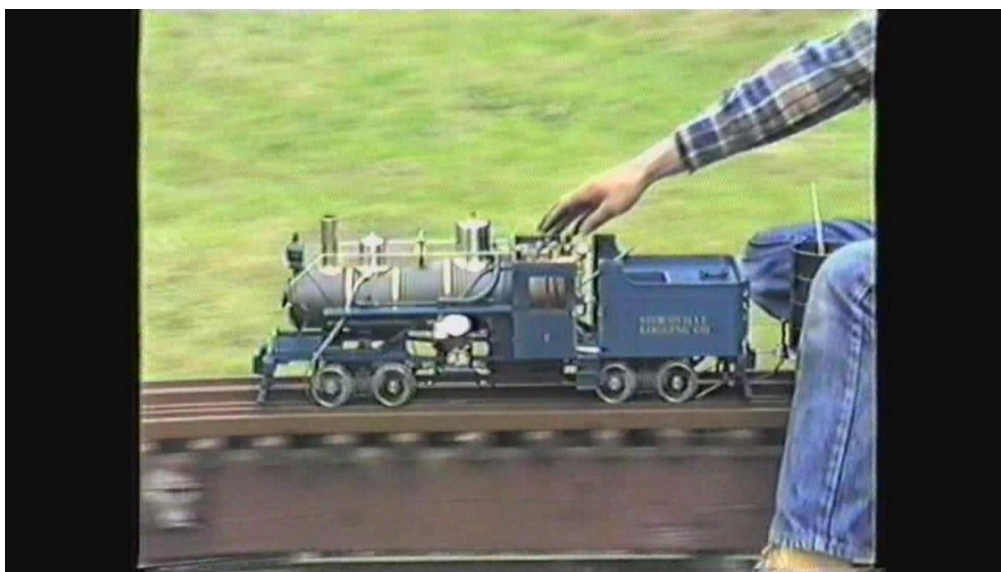


Grant has now worked out a way to snap shot some of the model engines from the second film which may be of interest to members:



Title Page and Clislay

Shay



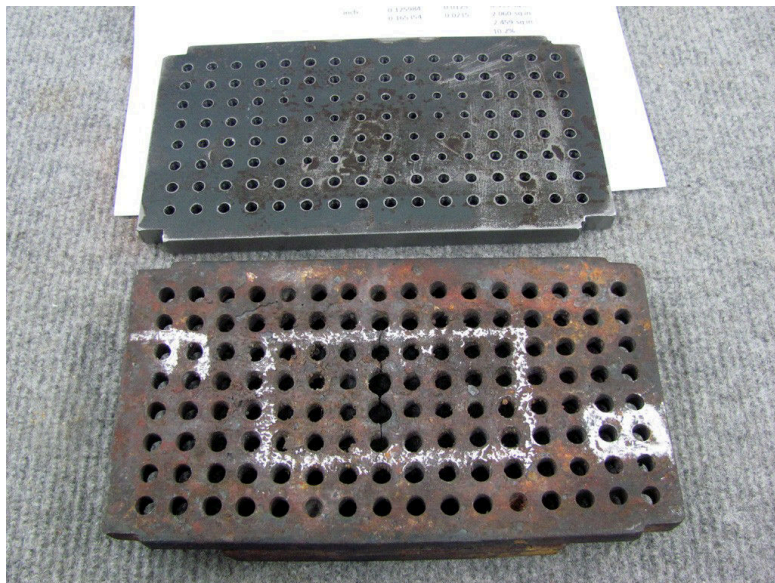
Heisler



## **Bits and Pieces 7th August 2018**

Presented by Mike Banks, report and photos by Dave Russell

Firstly this month we have a new grate that **Grant Anderson** is making for his Phantom locomotive. As can be seen from the photograph the old grate has started to crack between the holes in the centre and the holes themselves have enlarged due to the heat and draught in this area of the grate. Grant has decided to try a bit of an experiment on the new grate: by making the holes in the centre area a little smaller than the rest, air should pass through at a higher speed (less volume) cooling the very centre of the grate. We look forward to hearing how well this works in the locomotive. The only other slight change is to make the outside dimensions slightly larger to be a closer fit in the firebox when hot.



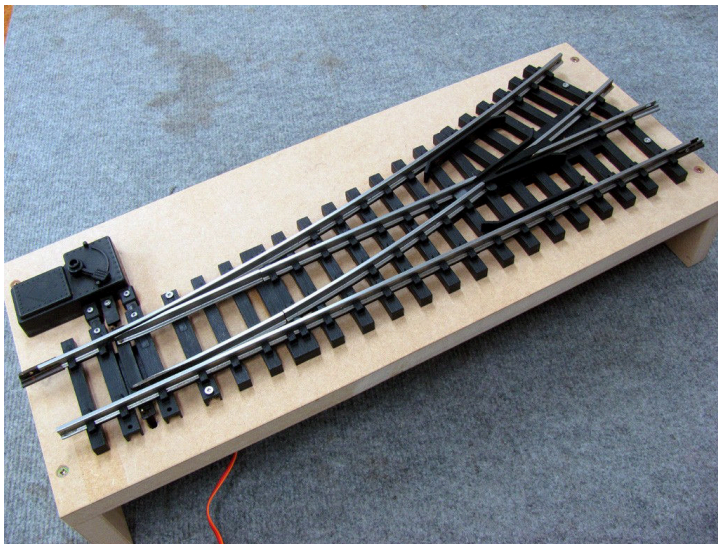
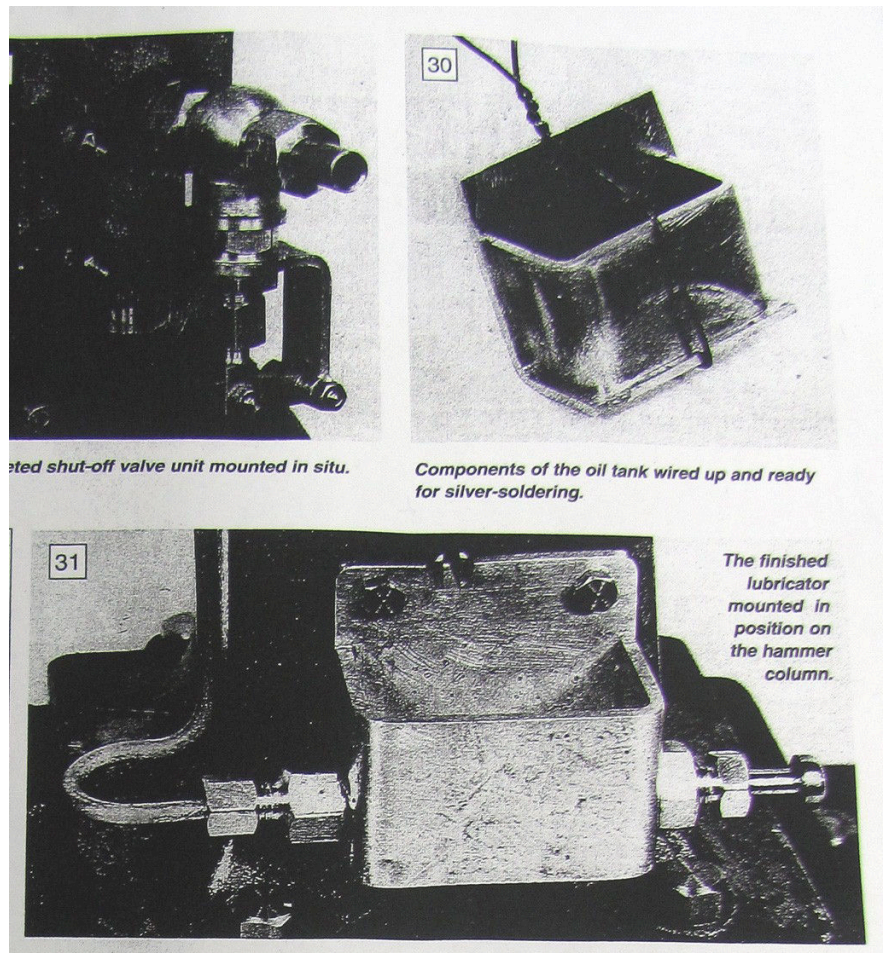
The next items kindly brought along by **Peter Woodford** consisted of some milling machine tooling. Peter has started replacing some of his NT30 gear with the much cheaper BT30 due to its ready availability from suppliers in China. The taper itself is the same and the only requirement was the making of a new drawbar slightly longer than the original.

The club has invested in a dedicated Inspection Probe. This is for the boiler inspector to be able to see inside our model boilers when being inspected prior to boiler certificates being issued. As can be appreciated we need to keep up with the best available technology to ensure the safety of our models when running for ourselves and also for the public.





**Mike Banks** brought in an article from the Model Engineer (June 2000), It showed a simple way to make small oil boxes using some thin angle brass and some U-shaped brass, the design and manufacture is very simple and quick.



Now onto a different scale altogether: long standing ASME member **Greg Burrows** has now started modelling in Garden Railway size. Greg has purchased a lot of rail and sets of points from another enthusiast, the points he has modified to operate by small radio control servos. The servos can be controlled by a small circuit board from the UK: it will control up to 12 servos and can be set for each servo individually controlling speed and amount of throw. Greg is making other layout parts using 3D printing, e.g. bridge detail.

Lastly tonight tabled by an ex member **Bill Parker** were a couple of original handmade iron nails as used in building in the past. These examples came from a wooden building up north and are likely about 150 years old. Can you imagine making these all day as an apprentice blacksmith? It was good to catch up with Bill attending an ASME meeting.





## For Sale - Precision Lathe and Milling Machine



Hardinge precision lathe, 16" between centres, 9" swing.

3-phase currently, but can be converted to single phase or fit an inverter.

2 steadies, set of change wheels, T type tool rest for hand turning.

Takes 5c collets (none supplied).

3-jaw chuck (has only one set of jaws).

Tailstock chuck and a few other bits and pieces.



Aciera F3 Universal Swiss-made milling machine with Dynamic Research 3-axis digital readout. The price to buy one of these when new was similar to the price of a small house in the UK. Make an offer!

Table size 24" x 7". Table tilts as does the headstock in vertical configuration. Power feed and rapids.

Uses W20 Schaublin collets which I can supply some of (at an additional cost) if required.

*(Editor's note: for some good info on this mill, look at [anglo-swiss-tools.co.uk/aciera-f3-milling-machine](http://anglo-swiss-tools.co.uk/aciera-f3-milling-machine))*

Contact Mark Richardson ph 09 2359563 and leave contact details please - I can phone back.

And finally, one for the ladies:

## **HOW TO CHANGE A DUVET COVER WITHOUT LOOKING LIKE A COMPLETE IDIOT.**

Changing a duvet cover is the equivalent of an intermediate course of yoga and a marathon run. Mentally, it's the equivalent of attempting to parallel park in three dimensions.

Something odd happens when the duvet comes into contact with the cover - it loses all it's corners. Once you've finally got hold of one corner, you can pass the entire duvet through your hands and never find another.

The chimney sweep method is where you take two small children, give them a corner of the duvet each and send them into the cover. View their progress from the outside and then turn their favourite video on when they have reached the corners. Button up the duvet cover and then shake it down, checking that there are no remaining children inside.

The condom method is where you make sure the cover is rolled up and the duvet is fully stretched out. Then roll the cover down the outside of the duvet and button up at the bottom. This method, practised every night, is itself a pretty effective method of contraception.

The billowing spinnaker method is fairly effective, especially for people who are tall. Pull the cover over your head and stretch it out like a big sail. Then walk carefully around the room until you have located your duvet. Without letting go of the cover corners, bend down and pick up the duvet with your teeth. Stand up, pulling the duvet up with you. Use one arm at a time to locate corners. Finally, fall face forward onto the bed and wriggle out of the cover, leaving the duvet inside.

Men have come up with an ingenious way to solve the duvet-changing problem. They leave the duvet on. When things get really bad, they move house.

(This little gem was lifted from the August edition of Model Torque, the newsletter of the Hawke's Bay Model Engineering Society Inc)