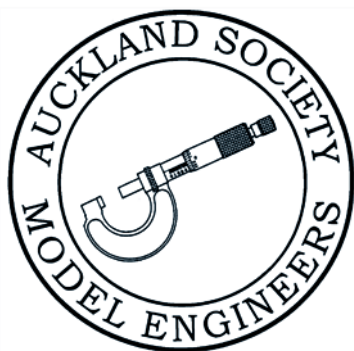


AUCKLAND SOCIETY OF MODEL ENGINEERS INCORPORATED

*Peterson Reserve, Panmure, Auckland
PO Box 14570, Panmure, Auckland 1741, NEW ZEALAND*



*December 2010
Number 553*

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REGISTERED NEW ZEALAND PUBLICATION

ASME INC.

The MICROMETER

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*The Space Shuttle Endeavour approaching the
International Space Station*



Train Roster



Date	Electric	Electric	Steam	Steam	Station	Station	Station	Extra Guard #
5-Dec-10	P Moy	A Murley	<u>A Gasteen</u>		G Quayle*	J Reavley	R Reichardt	
12-Dec-10	T Robinson	J W-Buys	<u>M Jack</u>		M Richardson	K Ryan*	B Sanford	
19-Dec-10	P Woodford	D Black	<u>T Lawrence</u>		A Shirley	R Stratton	R Street*	
26-Dec-10	----- Public Holiday -----							
2-Jan-11	----- New Year Break - No Roster in Operation - Voluntary -----							
9-Jan-11	D Booth	T Boyd	<u>M Orange</u>		T Taylor*	P Tomkies	S Weston	
16-Jan-11	B Cotton	T Crake	<u>B Piggot</u>		D Addis	I Ashley*	P Boyes	
23-Jan-11	P Eaton	M Granger	<u>A Pritchard</u>		G Briggs	R Brown*	J Burnett	
30-Jan-11	J Harrison	M Hollis	<u>D Russell</u>		R Copeland	R Crook*	P Cunningham	J Cunningham
6-Feb-11	D Housley	J McManus	<u>G Wills</u>		B Currie	G Dickey	A Foster*	P Dowdeswell
13-Feb-11	P Moy	A Murley	<u>G Anderson</u>		D Hamp*	R Hannah	P Haycock	
am 20-Feb-11	R Purdy	H Purdy	<u>G Bell</u>		G Healy*	P Jones	G Kemp	
pm 20-Feb-11	T Robinson	J W-Buys	<u>S Day</u>		J Lankow*	D Leybourne	M Luxton	
27-Feb-11	P Woodford	D Black	<u>L Farquhar</u>		I Lyons*	H Martin	S Meikle	

IMPORTANT NOTE:

There are two rosters for the Panmure Basin Festival Day on the 20th Feb 2011.
Morning shift is 10:00am through 1:00pm, Afternoon shift as usual 1:00pm through 4:00pm.

Bold and Underlined name:

This is the designated **Train Controller**, i.e. the person in overall control of all operations for the day.
If you are the **Train Controller** you should phone around the others rostered for that day to make sure they remember to turn up.

Bold with Asterisked* name :

This is the designated **Stationmaster**, i.e. the person responsible for activities in the station area for the day.
The Stationmaster is also responsible to account for the day's takings.

Please Note, there is no expiry period or date on train ride tickets previously sold.

Please Note:

You will notice from the above roster that new members to the club have been rostered on as the Extra Guard. The committee has decided to do this so that the new member has a chance to learn the ropes at the station without being under undue pressure. Please note on your rostered day you should arrive by 12.45pm to get prepared for the days running.

Club Calendar

<i>ASME Events</i>	
7 th December	General Meeting at ASME Clubrooms.
11 th December	ASME Christmas Dinner and Annual Awards - 6pm for 7pm dinner. Cost \$20 per head, payable in advance. For tickets see Graeme Murray.
14 th December	Committee Meeting in ASME Clubrooms.
14 th December	Last Tuesday Club meeting for the year – a customary club lunch will be included.
25 th December	Merry Christmas!
4 th January	No General Meeting.
25 th January	Tuesday Club restarts.
<i>Other Events (See posters on the club notice board)</i>	
4th - 5th December	Rotorua Society of Model Engineers open weekend.

Presidents Report December 2010

At the AGM many of the past Committee members were voted back on for another year. However, we do say good bye and thank you to Alan Pritchard and Roger van Ryn for their services; and warmly welcome and look forward to the input of David Black and John Reavley on the Committee. John has agreed to fill the new role of the Social Co-coordinator and is the appropriate person for members to contact in the first instance with any matters regarding member's health and welfare. John's contact details have been added to the front page of the Micrometer for ease of reference.

For the benefit of those members who were unable to make it to the AGM, a copy of my Annual Report for 2010 is included in this issue of the Micrometer. It should also be noted that we have recently been informed of Jim Jordan's death earlier in the 2010 year.

At the November committee meeting, a number of appointments were made for the 2010/11 year as required under the rules as follows:

Boiler (Sub) Committee:

Mike Banks, Alan Gasteen, Murray Lane, Bruce Piggott, Peter Swager and Jim Yearn.

Committee liaison person for Boilers:

Mike Jack.

Driver Training Officers (DTO):

David Black & Greville Wills.

General Manager:

Greville Wills

Rolling Stock Inspector:

Alan Gasteen.

Safety Committee:

David Black, Gary Farquhar & Greville Wills.

Track & Trolley Sub-Committee:

Grant Anderson, Mike Jack, Tim Robinson, Greville Wills.

DTO for steam licenses will be considered at the next committee meeting.

A reminder again to pre-purchase your Christmas Dinner and Awards Night tickets from Graeme Murray for **11th December** – we are promised a fine meal, proceeded by a social hour with some liquid refreshment and followed by the Annual Awards from the September Exhibition judging.

Elsewhere you will see an advertisement for sew-on ASME Club logo badges. The committee decided to partially subsidise the cost to encourage members to buy and fit to their overalls, cap or other apparel; the idea being that we will all be much more visible to the public when undertaking our Sunday running rostered duty. Please note the subsidised price of \$10 each only applies during this introductory period to the first two badges per financial member; thereafter badges will be available at the normal price of \$15 each.

The boat pond had its annual inspection at the end of October and some corroded and suspect looking fittings were noted. Graham Dickey (with his industry knowledge) has been asked to look at suitable replacement fittings so ASME can be ready to undertake repairs in the near future as required – thank you Graham.

Many thanks to the eight members who turned up for the working bee last Saturday. As well as a general clear-up around the track, preparations for the final stage of the concrete improvements outside the basement were undertaken. The contractors completed the laying of the concrete on Tuesday, so we can now all move around the Clubroom's forecourt area much more safely and easily – thanks again to all who have worked on this improvement project.

In closing, I would like to take this opportunity to wish all members and their families a very happy and restful festive season..

Grant Anderson

President

18th November 2010

Hugh's GWR "Large Prairie"

Hugh Martin started building his GWR Large "Prairie" 5101 class locomotive in 5 ins gauge using casting and a boiler kit from Reeves with drawings by Trevor Shortland on 27 July 2002 and completed it just in time to have a family run for his birthday on November 7th this year. In total, it consumed just under 4000 hour of his time. Yes, after building his traction engine, his wife insisted that in future he kept a time sheet so he is able to say how many hours, precisely, he has spent on this.

This is a very detailed and close tolerance model and in hindsight Hugh said he was very brave to take this on as a first loco, but the end result is quite satisfying.

Hugh said the finely detailed and accurate drawings by Mr Shortland proved to be a tremendous help, even so a number of parts were made more than once, not the drawings fault?. The only thing he had real problems with was the regulator and in the end redesigned the smoke box regulator casting to take the more traditional disc type which retained the same regulator handle movement in the cab.

This Prairie 5101 class is the big brother of "Firefly", having larger side and bunker tanks and a bigger boiler. It is 43.3 ins (1100mm) overall length, has 6 ins wheels, with a larger bore and longer stroke than the Firefly. There is also a slightly different shaped cab giving a more pleasing overall appearance.

The original designs were by Churchward, and dates back to the 1920s. The Prairies were given bigger boilers than the Firefly, operating at the higher pressure of 180 psi, later models went up to 220 psi. These engines were used extensively throughout the Great Western network for passenger and some goods hauling and are still in use today on The Dart Valley and similar vintage rail sites. Swindon and similar museum also have collections.

Hugh is delighted to report that his birthday run, being the first time his efforts had been on a track, went without a hitch. He also wants to thank all those club members who gave him help and advice and encouragement over the years. Thanks chaps. And a special big thanks to Alan Emerson who kindly made a 20 min CD of 'The Big Steam Up' as a gift.

Hugh is interested in making contact with others who may have built or are building this particular engine. Please email Hugh at h.c.martin@xtra.co.nz



GWR "LARGE PRAIRIE" - View of drivers cab
(See page 9, photo "O", for a larger colour photo)

New Club Apparel

Club Logo Badges

"IDEAL FOR YOUR OVERALLS OR CAP"

The club now have available, in stock, SEW ON - fully embroidered club logo badges (65mm dia.) The perfect Christmas present from "She Who Must be Obeyed", the kids or even the grand children?! Or you could be daring and buy one yourself. The price for club members is only **\$10.00 each inc GST**, and will be available for payment and collection at the December meeting. (Non club members \$15.00 each.)

Club Shirts

We are in the process of assembling another bulk order for club shirts, these will not now be available now until next year, however we do have in stock ONE size large long sleeve, plus ONE size XL short sleeve, at a slightly reduced price.

To enquire or place orders please contact Hugh 536 4544 (h.c.martin@xtra.co.nz) or any committee member.

Bits & Pieces

General Meeting, 20th of November 2010

Conducted by Murray Lane

Owing to the meeting also including the AGM meeting there where fewer than normal items on the table.

First off was the boiler cladding off Trevor Taylor's Beejax "Kathleen". Trevor has spent many years re-building the loco after it was vandalized during a break in at the engine shed. **Photo A**

Bill Parker is still busy on bits for his traction engine, his offering this month was a bracket and shelf for the cab and a very small commercially made oil can. **Photo B**

As always Graeme Murray had some very interesting inventions the first of these was an attachment for a large infrared camera. The problem to be solved was how to quickly set the camera at its focal length (300mm) away from the subject surface. Graeme had designed a bracket that is fixed to the lens body with two laser pointers attached, move the camera towards or away from the surface till the two laser spots meet and hey presto. This is the same method that the Dam Busters used to position the aircraft at just the right height before releasing its bouncing bomb. **Photo C**

Graeme had also brought along a small plastic sliding hinge that he helped the inventor to produce, it is a patented item and is a key part of the "Blunt Umbrella", check it out at www.bluntumbrellas.com **Photo D**

John Olsen had some drawings that he had produced from a CAD program downloaded from the net. ALIBRE CAD www.alibre.com

A trial can be downloaded and a basic version purchased for a very reasonable cost. John has been teaching himself to use the software and has managed to produce some interesting drawings already.

Photo E

Murray Lane moved on to describe his items that he had brought in this month.

Firstly was the main spindle and drive pulleys from his recently acquired Hardinge Lathe. The machine has no gears and uses the system of pulleys and belts to provide a constantly variable spindle speed. Murray has dismantled the machine and is repairing the badly corroded and deeply pitted drive pulleys. **Photos F, G and H**

The second item was a large column casting off a cutter grinding machine that Murray uses for surface and cylindrical grinding. The machine had fallen over and broken the column when Murray was attempting to move it to allow painting of the floor under it. The casting had been welded up and the large face machined by Metal Repair Systems in Bairds Rd, Otara. **Photo I**

Murray then gave us a tale of woe about the number of appliances that do not work and the suspect circuit from his Air Conditioner. **Photo J**

A large pair of wooden dividers had been made by Murray when he went to Australia to take measurements of the Monosoupape engine held at the Powerhouse Museum. They can be taken apart to fit in carry on cabin baggage. **Photo K**

The Gnome Monosoupape (single valve) crankshaft No3 was next to be examined, Murray has had no end of trouble making these, firstly the design was wrong, then one got whacked in the lathe and now the third one is nearly finished except for drilling some very small long oil delivery holes. Good luck Murray. **Photo L**

The last item a white grinding stone on spindle escaped description on the night, but Murray has sent this regarding it. "It was made before 1900 and is hand cranked.

The shaft is cast iron and sits in cast holes in the cast frame which has water in it. I was asked if I could true the stone which had a large flat on it and it had considerable side wobble..

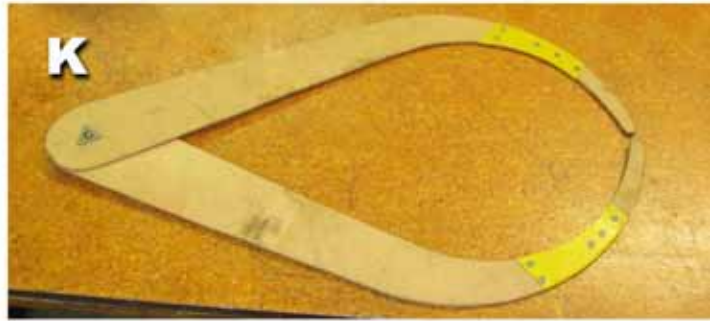
There was no bush in the centre and made one 1 1/8" OD and 5/8 ID. I don't think it was not made of sandstone as it was pure white, Oamaru stone perhaps?

I then found that the hole went through the stone on an angle.

Eventually got it true up and turned the rim of the stone true with a carbide tip which required 1/4" off the radius. This job a couple of hours to do and a further two hours to clean the lathe what a mess. Never again!", Murray. **Photo M**

Dave Russell





GWR "LARGE PRAIRIE" - Back in the club steaming bays, following its first run

President's Annual Report

For the Year Ended 30 September 2010

The year started with the exciting celebrations in the first few days of October 2009, to mark our Club's 50th year. An immense exhibition of model engineering was held at the Waipuna Hotel, close to our Peterson Reserve location. This involved the Club underwriting a significant financial risk due to the organisational costs involved but fortunately, due mainly to a "snappy" television advertisement organised by Hugh Martin, Aucklanders turned out in large numbers to view the amazing display of over 250 model engines of all sorts, clocks, machines and special tools. This resulted in the costs being comfortably covered – a relief to most of us, I am sure! A very fitting dinner to celebrate the Jubilee birthday occasion was held on the Saturday night for members and special guests. In addition a booklet, compiled by Murray Lane covering our Club's 50 year history, was produced with the kind assistance of a grant from the Mt Wellington Foundation. While the events to celebrate the past 50 years of model engineering in Auckland were very much of a one-off nature, the value accrued in promoting the model engineering hobby into the future cannot be underestimated.

While last year's activities were dominated with the preparations for these 50th "Jubilee" celebrations, this year's focus has been largely on securing our tenure at the Peterson Reserve site. The execution of the new license and sub-license (finally completed in September 2010) has provided comfort of security of ASME's tenure for the future, however we are already into year 2 of the first 5 year term (albeit with 2 further 5 year renewals possible). In the final version of the sub-license, Transpower required that the rights the Council and ultimately ASME have for use of the transmission corridor be subject to a six month early termination provision – this reflects the importance Transpower place on preserving the priority use of the site for transmission of power to Auckland City, an key objective which we can surely only all agree with. Members should note that this early termination right only applies to the centre section of the land we use which is covered by the sub-license, not the land on which the Clubrooms and boat pond exist. While we would hope that any exercise of the termination right by Transpower is most unlikely (indeed I say unnecessary as ASME would never threaten this primary use of the land in anyway), any such termination would mean the end of our current miniature railway operations. However, the other membership, model engineering functions of the Club could continue.

We need to remember that less than 15 months ago, the Auckland City Council advised us that Transpower would not grant any future occupation rights over the transmission corridor. Therefore, Transpower's changed position enabling us to continue to have the use of the land and thereby allowing our main "front door" community activity (the miniature railway) to continue to operate at Peterson Reserve, is to be gratefully acknowledged and much appreciated by members. We must all work to ensure that they continue to see our Club's use of their site in the future as a continuing and valuable activity and one which is entirely complementary to the power transmission corridor.

Over the past year, the Club has therefore been able to continue to offer an on-going miniature train ride

experience to a large number of children – and many adults. While we appear to have been adversely affected to a greater extent than normal by poor weather over the winter months, nevertheless we have been operational most Sundays, thanks to a fine bunch of members who regularly turn out as rostered, volunteering their time to give the public some great value, low cost, family entertainment – thanks to you all. As a result, an estimated 13,000 rides have been given by ASME through the year.

In addition, the Tuesday Club (our group of senior members who met weekly) have kept the trainsets, track and Clubrooms maintained throughout the year and also looked after the important task of getting the Micrometer posted out on time each month. So, much thanks are due to the members of this Group too.

On the membership front, it's good to note that while we have had some losses of mainly inactive members (some due to non-payment of dues), we have had a number of new, including some younger, active members. Regrettably we have noted the passing of several long-term members (Warren Green and Bill Rubie) as well as Ethel, wife of Past President Stan Locke.

The EMEX exhibition was a first for our Club; a very good display was mounted for this three day industrial exposition in May. The general feeling was that our stand was considered best of the show – quite an accolade for our organiser Hugh Martin and for all who participated to make the show a success. Together with the new promotional brochure which was produced, this type of exposure can only do our Club interests good; attracting people for our miniature train rides, advancing the model engineering hobby and motivating members.

The Bereavement Assistance Scheme was finalised early in the year, but I believe not one person has yet returned a completed form – perhaps members don't yet see the need for it?

During the year the Council resurfaced the car park and marked out the spaces which has tidied up that busy area greatly and made parking of cars safer; some members having reported damage to their cars prior to this work.

While we have been awaiting completion of the property licenses, the earlier plan to build a replacement test trolley with new bogies was replaced by a review of our whole miniature railway infrastructure, looking to the future. The committee appointed a Tracks and Trolleys sub-committee of four who have met on five occasions since July to consider and short list alternatives for consideration; the main goal being to improve passenger stability and load capability, longevity with reduced maintenance and greater club benefits. Cost estimating of three short-listed alternatives is currently being undertaken and it is expected that a detailed report will be made available to the committee (and ultimately with recommendations to members) within a few months.

MEANZ continue to pursue improvements to the Labour Department regulations and with a new Minister as a result of the change of government last year, now appear to be making some real progress. It is to be hoped that this progress eventuates soon into a more sensible set of rules for the operation of miniature railways.

Our regular monthly meetings have been well attended throughout the year and we have had a wide and varied list of entertainment. In the main, this has been an alternating selection of interesting films and speakers. I am grateful to the members who provided a speech to the Club – they were all very interesting and informative. Monthly workshop nights have also been interesting, often alternating between a meeting at the Clubrooms and a visit to a member's workshop – I'm sure much has been gained by those who attended. The two social events (March family day and July mid-year luncheon) were successful with a good turnout of members, partners and family.

My thanks to those who have served on the committee over the past year; we have often had some very large agendas to work our way through and some late nights! A special thanks to Alan Pritchard who has indicated his desire to step down this year after many years of continuous service on the committee. In addition Dave Russell deserves special thanks for handling two key roles for the first part of the year (as Secretary and Editor) and to young Hayden Purdy who mid-year volunteered to give Dave some relief by taking over the donkey-work of the Editorship.

With our property tenure now secure, we are now in a position to move forward. There are a number of improvement projects which had been deferred as a matter of prudence and ASME should be able to get these underway in the coming year.

Grant Anderson

President

2 November 2010.

Membership 2010

Additions

Peter Tomkies

Desi Addis

Michael Cryns

John Reavely

Mark Luxton

Paul Haycock

Deletes

Kent Toyoda

Warren Green

Bill Rubie

Issac Hansen

Club Spring Running Day Report

16th of October 2010

The day began quite overcast, but became very sunny in the afternoon. A small number of members arrived with 4 steamers in total. The results are as follows:

1) The first competition test was the "Nominated Time" run where each driver has to say how long he will take to do 1 circuit of the track from Station Start to end at the passenger off loading Bay

<u>Driver</u>	<u>Loco</u>	<u>Run No.</u>	<u>Nominated Time (Mins:Secs)</u>	<u>Actual Time (Seconds)</u>	<u>Diff</u>	<u>Placing</u>
Lindsay VanRyn	Ec	3	05:00	05:02	2	1=
Tony Lawrence	Ec	1	04:26	04:24	2	1=
Bruce Piggott	Hylan Lassie	3	03:30	03:27	3	3=
Steve Day	Sandy River 24	1	04:20	04:23	3	3=
Bruce Piggott	Hylan Lassie	2	03:30	03:25	5	5=
Lindsay VanRyn	Ec	2	05:00	05:05	5	5=
Graham Bell	Marshall TE	2	05:00	05:05	5	5=
Tim Robinson	Ec	3	03:58	04:04	6	8
Steve Day	Sandy River 24	2	04:20	04:13	7	9
Graham Bell	Marshall TE	3	05:00	05:09	9	10
Steve Day	Sandy River 24	3	04:20	04:30	10	11
Scott Meikle	Speedy Gonzales	2	04:28	04:16	12	12
Tim Robinson	Ec	2	04:20	04:07	13	13
Scott Meikle	Speedy Gonzales	3	04:28	04:07	21	14
Bruce Piggott	Hylan Lassie	1	04:00	03:32	28	15
Scott Meikle	Speedy Gonzales	1	05:00	04:31	29	
Peter Tomkies	NZR 4-6-2 31/2g	1	04:30	05:01	31	
Tim Robinson	Ec	1	04:45	04:12	33	
Graham Bell	Marshall TE	1	06:00	05:02	58	
Lindsay VanRyn	Ec	1	05:00	04:00	60	
Peter Tomkies	NZR 4-6-2 31/2g	2	04:55	11:05	370	

2) The second competition was Stopping on a line. The driver has to shut off the regulator and coast to a stop - with no intervention (brakes or throttle).

<u>Driver</u>	<u>Loco</u>	<u>Run No.</u>	<u>Stopping on Line Distance m</u>	<u>Placing</u>
Tim Robinson	Sandy River 24	1	0.060	1
Lindsay VanRyn	Ec	1	0.150	2
Greville Wills	Sandy River 24	2	0.380	3
Bruce Piggott	Hylan Lassie	2	0.750	4
Greville Wills	Sandy River 24	3	0.800	5
Owen Day	Sandy River 24	1	0.820	6
Tim Robinson	Sandy River 24	3	0.880	7
Greville Wills	Sandy River 24	1	0.980	8
Steve Day	Sandy River 24	4	1.100	9
Steve Day	Sandy River 24	3	1.200	10
Bruce Piggott	Hylan Lassie	1	1.250	
Tim Robinson	Sandy River 24	2	1.250	

Owen Day	Sandy River 24	3	-	1.280
Steve Day	Sandy River 24	2	-	1.500
Owen Day	Sandy River 24	2	-	1.550
Owen Day	Sandy River 24	4	+	1.640
Bruce Piggott	Hylan Lassie	3	+	2.000
Steve Day	Sandy River 24	1	+	2.260

3) The third test was a slow running test between two points on the track

Note there is a penalty of minus 2 seconds if you actually stop at any time.

<u>Driver</u>	<u>Loco</u>	<u>Run No.</u>	<u>Slow Running Time (Mins:Secs)</u>	<u>Placing</u>
Steve Day	Sandy River 24	1	01:24	1
Steve Day	Sandy River 24	3	01:22	2
Bruce Piggott	Hylan Lassie	2	01:19	3
Bruce Piggott	Hylan Lassie	3	01:18	4
Steve Day	Sandy River 24	4	01:17	5
Bruce Piggott	Hylan Lassie	1	01:04	6
Steve Day	Sandy River 24	2	00:57	7
Owen Day	Sandy River 24	1	00:55	8

4) The fourth test was towing the dynamometer wagon to see the power output achieved

<u>----- Dynamometer Test -----</u>						
<u>Driver</u>	<u>Loco</u>	<u>Run No.</u>	<u>AMPS</u>	<u>VOLTS</u>	<u>WATTS</u>	<u>Placing</u>
Stephen Day	Sandy River 24	2	12	22	264	1
Stephen Day	Sandy River 24	1	10	17.5	175	2

So a very pleasant day was had by all who attended.

Greville Wills

The Latest in Engineering

Extracts from *The Model Engineer and Electrician*

From *The M. E. & E.* of December 8, 1910

The London Society of Model Engineers had rather a momentous annual general meeting on the 29th ult. Financially the Society is in a very prosperous condition, and the report for the year just ended shows that a very enjoyable and successful programme of meetings, lectures, visits and social functions had been duly carried out.

In spite of this, however, there has been a feeling that the Society has not grown in membership as rapidly as it might have done, and in considering the probable reasons for this the committee came to the conclusion, amongst other things, that the title of the Society was too restricted in character.

They felt that there were many people who, while not perhaps interested or engaged in actual model making, were interested in some form of engineering from an amateur point of view, and would, perhaps, join the Society if it were not for the impression they derived from the title that the members were limited to model makers.

The committee therefore proposed that the title should be altered to "The Amateur Engineering Society."

It was very interesting, and may we say gratifying to ourselves, to notice in the discussion which followed the very strong feeling amongst the members that, while some modification might be desirable, the words "Model Engineers" should not be dropped from the title, and an alternative proposition was put forward that the name should be altered to read "The Society of Model and Experimental Engineers."

This was carried by an overwhelming majority, and we personally feel convinced that the members have done a wise thing. The expanded title, while, perhaps, not fully describing the field of the Society's operations, certainly hints at a broader range of interests than did the original title, and will, we think, prompt many to enquire as to membership who might not feel disposed to join what they regard as a strictly model making society.

From *The M. E. & E.* of December 22, 1910

It is stated that this year's output of one automobile factory in Detroit, Mich., will reach a value of £3,800,000, which, it is asserted, is more than the output of the stove, paint, drug and freight car industries of the city amounted to in 1900.

At that time these were the principal industries in the city of Detroit, and few, if any, automobiles were being built there.

Brian Cotton

Notes from the Editor's Desk

Working Bee

A big thank you to all of those who have attended the working bees organised throughout the year - the club appreciates your time and effort!

A special thank you goes to those who attended the working bee on 13th November, including John Lankow, Paul Haycock, Tony Lawrence, Scott Meikle, Tim Robinson, Graham Bell, Dave Russell & Grant Anderson.

Club Newsletter

It has been suggested that 'The Micrometer' be emailed to members if they wished.

This is to save money on printing, and the time of the Tuesday Club Members.

Just send an email to editor.asme@gmail.com stating your request. You can just have the PDF email version, or the hardcopy and the PDF version. If no request is made, the hardcopy will continue to be delivered to your door. Please note there will be no January newsletter, due to us all being on holiday.

Club Paintings

The club would like to thank all those who donated a painting, photograph, or drawing to the club this year. In particular, the club would like to acknowledge and thank Joe Campbell for his kind gift of a print of a Loco (with the original painted by Mr Athy of Gisbourne), with an apology for failing to do so earlier. The print sits proudly on the club room wall.



Merry Christmas

I would like to wish all members and their families a Merry Christmas and a Happy New Year, and hope Santa brings us all some nice big chunks of metal, and a boxful of plans!

Hayden Purdy

Editor