AUCKLAND SOCIETY OF MODEL ENGINEERS INC. | Issue 712 | June 2025

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Inside this issue

Presidents Report

Hello everyone

The DSB has returned! After a major overhaul where it's been sitting in our workshop, the DSB is now available for drivers to use on the railway. Steve and Dave have done a fantastic job overhauling it and getting it back into an operational state. It's a really smooth ride, so anyone who is qualified for driving electric locomotives is welcome to use it as a third locomotive on Sunday operations. You can read more about rules for it later here in the Micrometer.

The winter weather is starting to set in, and it's coming with icy cold winds and a lot of leaves. The maintenance team continues to keep the railway clean and operational with their Saturday working bee's, but anyone whose available to come and help would always be massively appreciated.

Thanks

Philip Dowdeswell

ASME President

This Month's Calendar

Tuesday, June 3rd	07:30pm	General Meeting (Clubhouse)
Tuesday, June 10th	07:30pm	Workshop Night
Tuesday, June 17th	07:30pm	Committee Meeting (Clubhouse)

TRAIN ROSTER

Date	Electric Driver	Electric Driver	Steam Driver	Train Controller	Station / Guard	Station / Guard	Extra Person
1-Jun-25	D Housley	S Watson	Voluntary	G Wills	A Van Zon*	T Schaw	M Schaw
8-Jun-25	M Moore	R Shearer	Voluntary	T Lawrence	M Luxton*	K Ryan	
15-Jun-25	R Reichardt	C Whitiskie	Voluntary	S Meikle	R Crook*	B Matchett	S Heath
22-Jun-25	B Matchett	D Housley	Voluntary	T Lawrence	R Souter*	B Aickin	B Maroc
29-Jun-25	I Ashley	R Shearer	Voluntary	S Watson	P Dowdeswell*	G Wills	T Mcdonald
6-Jul-25	D Housley	T Gil-Goldsbrough	Voluntary	S Meikle	R Souter*	S Heath	
13-Jul-25	M Moore	B Matchett	Voluntary	T Lawrence	M Luxton*	B Leung	
20-Jul-25	R Reichardt	R Shearer	Voluntary	G Wills	R Crook*	B Maroc	
27-Jul-25	C Whitiskie	M Vickers	Voluntary	B Aickin	K Ryan*	T Schaw	M Schaw

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. It is the responsibility of the person who initiated the swap to do this. Also advise Bob Aickin who is keeping track of the number of duties each of us perform during the year.

CLUB NOTICES

Model Engineering Journals

ASME has an extensive range of Model Engineering Journals (ME and MEW) in the library, managed by Mark Luxton. The collection goes back to the first editions. However as new copies arrive binding takes a while, so the latest may not available for a while.

If you would like to read the latest edition, they are free to borrow electronically from Auckland Public Libraries. The easiest way to borrow them is using the LIBBY app. If you are a member of the Auckland Library System (anywhere in the SuperCity), this gives free access to an ME and MEW e-sub. If you encounter difficulties take your device (an iPad is ideal) into any Auckland Library Branch.

Please let the editor know if you have been using this service successfully, or have encountered any difficulties.

ASME Exhibition + End of Year Luncheon

We have tentatively booked the next exhibition for the 18th and 19th October and the End-of-Year Luncheon and awards ceremony for the 1st of November. More details will follow in the coming months.

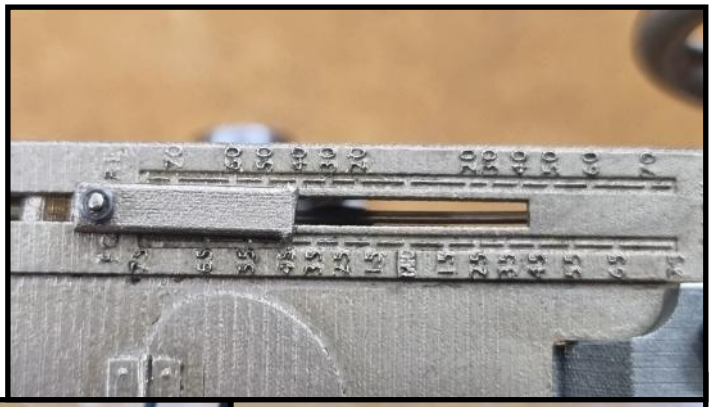
Workshop Night—May

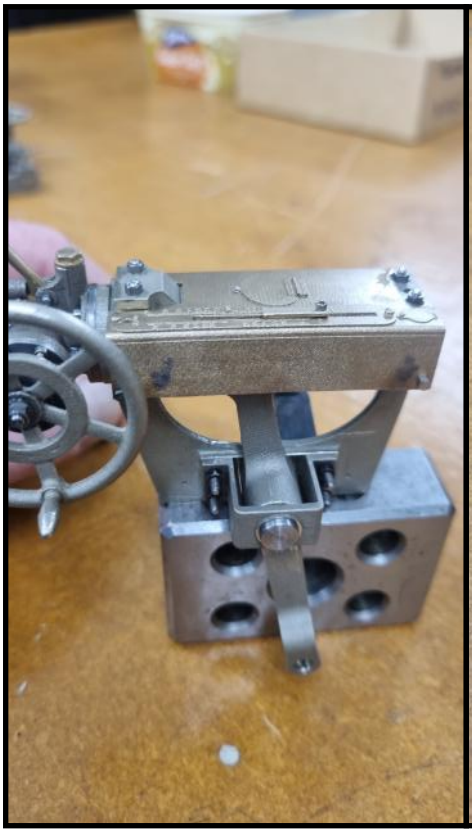
Our May Workshop Night was a success, despite a smaller turnout. The evening kicked off with Mike Jack showcasing his completed reversing unit for his locomotive. This unit is the first production model after many months of prototype development. Mike shared the fascinating journey of his project, which expanded from creating two locomotives to seventeen, with four more being constructed overseas using his design and parts.

Following out “Bits and Pieces” segment, we moved downstairs where Dave Housley demonstrated the art of trepanning, revealing some of its more intricate aspects. Dave emphasized the importance of using the correct tooling and having the confidence to make the tool cut properly. Timid and gentle cutting led to noisy chattering and rough cuts.

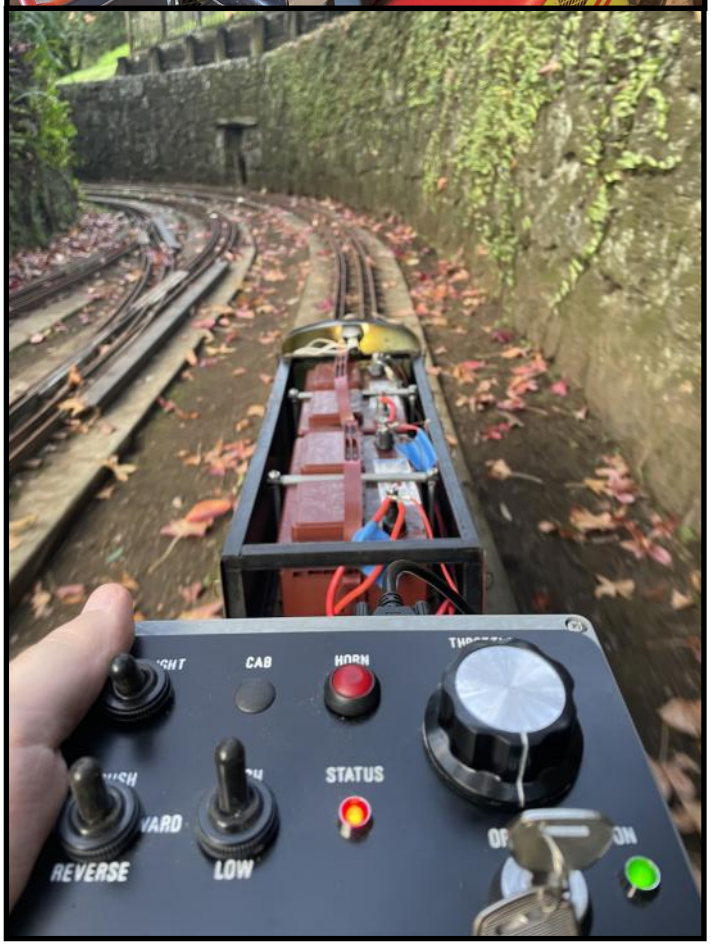
We encourage more members to bring their current projects to future workshops as these often spark lively discussions and diverse viewpoints.

Looking ahead to June, Dave will be demonstrating various techniques for single-point threading. We hope to see you there!





The DSB - Repaired



Late last year, Steve Watson and Dave Housley started on the project to repair and renew the DSB locomotive which had been sitting out of service in our engine shed. It wasn't operational at all and after some hard hitting diagnosis, they discovered that the motor controller was completely shot and would need to be replaced.

Well, we ordered one and it took about three months to arrive! Undaunted, however, they set about removing the old dead controller and installing the new one.

Well, turns out, we also needed a method of *programming* the motor controller. So with the auspicious help of Dean from Manukau Live Steamers, he helped the team program the controller and get it fully operational again. The old batteries were replaced with new ones and wow did the DSB really shoot off beautifully!

The DSB operates on a very similar mechanism to the other two electric locomotives. Our regular runners have four batteries and two motors to drive them. The DSB is a bit smaller and only has space for two batteries and one motor. So while it wont have the *pulling power* of it's two larger brothers, it's no less capable of confidently pulling two coaches with loaded passengers.

I also helped! Though, that was entirely relegated to diagnosing error codes. Couldn't work out why we were stuck on a "High Throttle protection" error until we moved around some wires and suddenly everything lit up like Christmas. Steve and Dave absolutely deserve all the praise for all the hard work they've put into making this wonderful locomotive operational again.

The DSB - Repaired and Renewed

My favourite photos though, are of when we first got it operational on the track when it was technically operational but still needed refinement. Each of us had a quick turn running around the track and heck does it have some major acceleration! It *feels* like its going faster than the other two electrics, but it's got the same speed limits as them—the only difference is the acceleration and deceleration!

My favourite photos from this work are the two attached here. Dave idling in the station before he takes off and then a very happy Dave as he's zipping round the corner!

The DSB - Rules and Operation Guidelines

Hi everyone. With the DSB now available for people to use, there's some rules and guidelines that need to be respected to ensure that it remains useable for everyone:

The DSB is currently stored on the upper shelf of the engine shed. This may change but it's where it is now. Please follow the below instructions for pulling it out and driving it. They are very similar to current operations for the regular electric locomotives. I'll be talking about it at the next general meeting if anyone has questions. The DSB also has a speedometer attached to it so you can check your speed on the track.

Setting Up:

1. Move the yellow traverser into position and attach the bridge track between the traverser and the shed track. This step MUST be completed before anything else.
2. Turn off the power to the battery charger attached to the locomotive by removing the power cable between the charger and the wall. **NOT** between the charger and the locomotive.
3. Detach the battery power cable from the locomotive after the charger has been disconnected from the wall. Step 2 and 3 is basically identical to how we unplug the chargers for the two electrics in the Dogbox.
4. Detach the safety chain from the shed track. This MUST be the last thing done before rolling the locomotive off the shed track onto the traverser. It does not have brakes on it so it will roll freely without the safety chain.
5. Move the locomotive onto the track beside the shed and attach up to a maximum of two wagons to it. It is heavily recommended that you use the airbrake wagons, as the DSB has a airbrake motor inside it and it works identical to the other two electrics. Turn the locomotive on via the key, make sure that the vacuum brake is working fine and do your regular operational checks.
6. Ensure that the connecting rods on the outside of the locomotive are oiled appropriately. They're moving parts so they need it—if you aren't sure, ask for help! Typically at the start of the days operation and halfway through are good times to do it.

Packing Down:

1. Remove the wagons from the DSB and store them appropriately. Turn the key off on the DSB.
2. Move the DSB back onto it's shelf and immediately attach the safety chain. This will prevent it from accidentally rolling off and being damaged!
3. Attach the power cable from the charger to the locomotive.
4. Plug the charger back into the wall. A green light on the charger should turn on.

The DSB - Rules and Operation Guidelines

The controller for the DSB is easy to operate and works on a similar control scheme to the other electrics. Unlike the electrics however, you have to hold this controller in your hand - it's not kept inside the locomotive!

Make sure that the throttle is OFF before turning the key on! Otherwise the status light will flicker red on and off, indicating that the throttle was on when ignited, so a safety switch will kick in to prevent the locomotive from running away.

When the headlight switch is toggled DOWN, the light is on. When UP, it is off.

Horn button is a horn button. Y'all know what a horn is.

At the bottom left is the reverser. When UP (Set to PUSH), the airbrake is disengages but the motor is NOT engaged, allowing you push the locomotive with vacuum braked wagons attached. When CENTER (Set to FORWARD), the throttle will allow you to engage the motor and move forward. When DOWN (Set to REVERSE), the throttle will allow you to engage the motor and move backwards.

Currently there is no beeper for moving backwards. Always watch behind yourself!

The center switch is for the power mode. When UP (Set to HIGH), the maximum power of the motor will be engaged. When DOWN (Set to LOW), the maximum power of the motor is limited to 50%, making it easier for shunting operations.

The black controller cable is intentionally not permanently wired into the locomotive. If it disconnects for any reason then a safety switch will kick in and the locomotive will come to a grinding halt. Safety is always our top priority with driving!

If you have the locomotive set to the settings in the above image, you should have no issues with standard operation. Always obey the rules of the road when driving however!

Pleasant Point Museum

A railway and historical society located in southern Canterbury near Timaru, it is unique in having a replica of an experimental Model T Ford Railcar built in 1925!

It's a rebuild of the original RM4 of 1925 which ran on the Edendalte—Wyndam railway line in Southland from 1926 to 1931.

It has since been rebuilt by the Pleasant Point Museum and Railway using original NZ Railway plans, workshop information and photographs. This is the only one of its kind in the world. Although another exists in the United States, that one was built to very different specifications.

If you happen to be near Pleasant Point, it's absolutely worth going and seeing it for yourself in person, as Bob Aicken has quickly discovered!

David Blacks Sweat Pea and Workshop

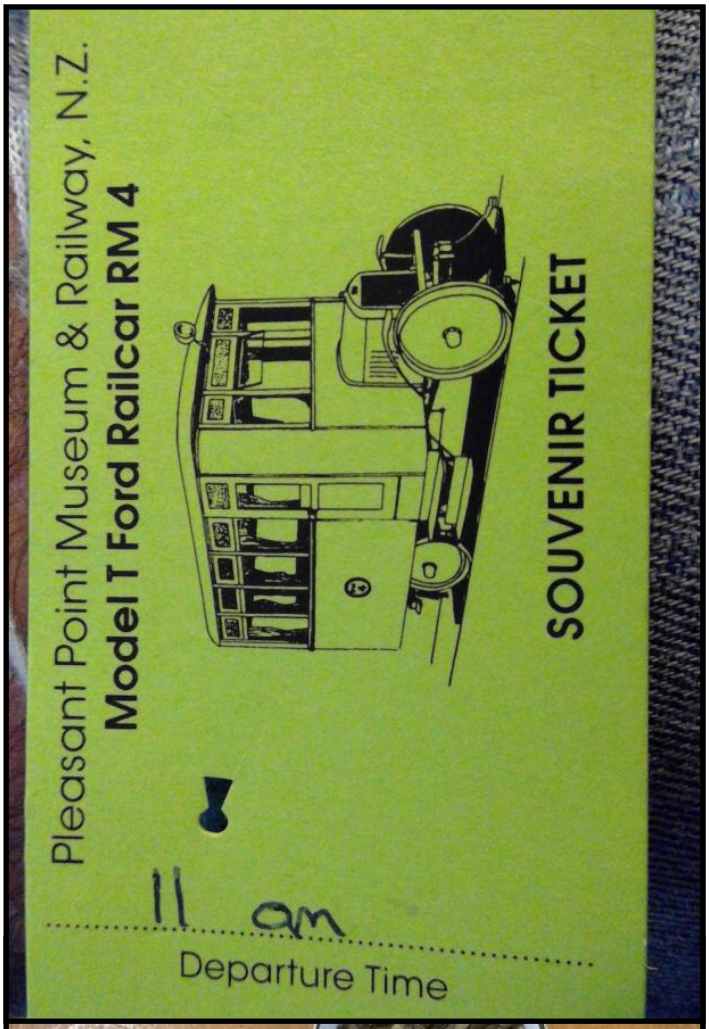
David Black is moving out of his home into a retirement village in the near future. As such, he has decided to close his workshop and will be clearing it out.

He has an EMCO milling machine in good condition which anyone is welcome to make a reasonable offer to him for.

You can contact David Black at drblack@tuinet.nz or at 021482345.

David is also selling his Sweat Pea locomotive. For any questions on it's current state or to make a reasonable offer, feel free to call or email him.

Bits & Pieces



Bob spent some time down in the South Island visting the Pleasant Point Museum. Unfortunately the departure time for the Railmotor had since come and gone by the time he arrived but after a few minutes they offered him return tickets for the next one! It's built off a design for the Model T and was rebuilt as a replica.

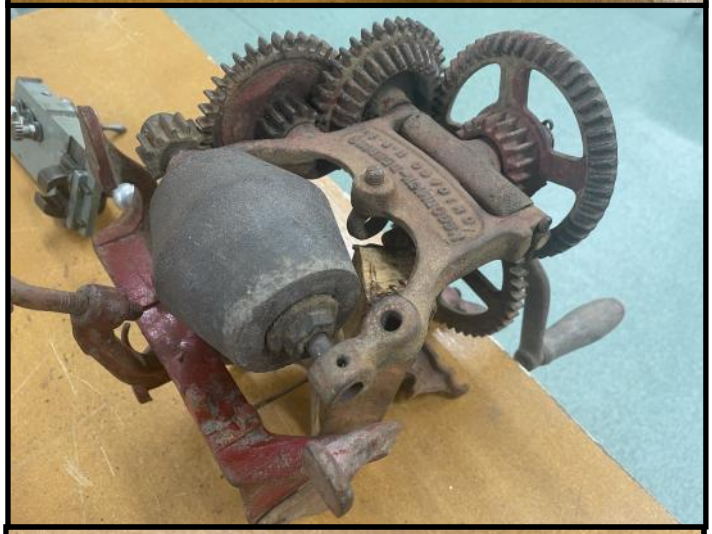
Wheels were cast in Dunedin. It runs for two kilometers and has a turntable at both ends. It's maximum speed is about 25 miles an hour and the original speedometer was actually designed for the Model T itself! The regular driver however, believes that he could push it to 30 miles an hour. The museum also has past timetables for when they used to run steam in the old days.

Ron has acquired a large collection of Taper Pins and is making them available for anyone who wants them. Feel free to contact him and request some!

Ron has brought in a part from a military laithe from his friends father who used it during the war where he was an operator working on unscrambling friendly signals from the Americans. Curiously on this piece, the saddle it was attached to is designed to go in reverse and the lead screw is slightly bent!

Bits & Pieces

A two hundred tooth gear on Steves machines? Impossible, according to the design documents! Undaunted however, Steve has done a fantastic job of fabricating his own gear with 198 teeth instead! It takes a good number of hours to do all the measurements and ensure that you've got everything done to the right size—but the end result is fantastic to look at!



Ron also recently attended a carboot sale where he acquired this curious piece for the bargain price of $20! It's a McCormack Gearing Tractor Unit that he believes was used for sharpening blades.

Mike has also made some taper pins, though these ones are actually holding onto the collar of his reverser that he has continued making progress on. This is the first one he has completed assembling from a batch of them. Now he's been working on the indicator plate that runs across the top. The rear cover for the right angle gearbox still needs to be finished but he's making some good progress on it! Inside is a locking plate so that you can latch it and stop the handle from turning. With such a quick lead, the regular motion would start turning the screw on its own so the locking handle stops that. He's spent the past month machining all the parts and so far it's looking fantastic!