

THE MICROMETER

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AUCKLAND SOCIETY OF MODEL ENGINEERS INCORPORATED



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AUCKLAND SOCIETY OF MODEL ENGINEERS INCORPORATED
PETERSON RESERVE, PANMURE, AUCKLAND
PO Box 14570, PANMURE, AUCKLAND 1741, NEW ZEALAND

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Club Information

AUCKLAND SOCIETY OF MODEL ENGINEERS INCORPORATED

PETERSON RESERVE, PANMURE, AUCKLAND

PO BOX 14570, PANMURE, AUCKLAND 1741, NEW ZEALAND

Club House Telephone

(09) 570 5286

Club Web Site

www.asme.org.nz

President

Timothy Robinson

(09) 296 2949

president@asme.org.nz

Secretary

Mike Moore

(09) 443 6050

info@asme.org.nz

Editor

Hayden Purdy

editor@asme.org.nz

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The views and opinions, actual or implied contained within or referred to in this publication, do not necessarily reflect the views or opinions of the Auckland Society of Model Engineers, the Editor and/or contributors. The Editor reserves the right to publish, or not publish, any content at his discretion. Content submitted after the cut-off date will not be published until the following issue.

Train Roster

Date	Electric Driver	Electric Driver	Steam Driver	Station / Guard	Station / Guard	Station / Guard	Station / Guard
February 2013							
3rd	P Woodford	B Aickin	<u>B Piggott</u>	J Burnett	J Clarke	R Copeland	R Crook*
10th	I Ashley	D Black	<u>R vanRyn</u>	P Cunningham	B Currie	J Davies	G Dickey*
17th AM	D Booth	B Cotton	<u>M Jack</u>	A Foster	D Hamp	G Healey	P Jones*
17th PM	P Dowdeswell	P Eaton	<u>D Russell</u>	G Kemp	J Lankow*	D Leybourne	M Luxton
24th	L Farquhar	M Granger	<u>G Wills</u>	I Lyons*	H Martin	S Meikle	C Mitchell
March 2013							
3rd	R Hannah	P Haycock	<u>G Anderson</u>	G Murray	J Olsen*	G Quayle	R Reichardt
10th	M Hollis	D Housley	<u>G Bell</u>	W Parker	M Richardson	K Ryan*	A Shirley
17th	T Lawrence	D Moffat	<u>M Jack</u>	R Smith	R Stratton	R Street*	T Taylor
24th	P Moy	T Robinson	<u>M Orange</u>	P Tomkies	D Addis	P Boyes*	R Brown
31st	P Woodford	B Aickin	<u>B Piggott</u>	J Burnett	J Clarke	R Copeland	R Crook*

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 Asterisk* 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:

On your rostered day you should arrive by **12.30 pm** to get prepared for the days running. If for some reason you are unable to fill 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.

Please ensure you arrange the replacement member with one rostered to undertake the **same** role, to ensure we always have members with the appropriate training and experience on the day

There are two rosters for the Panmure Basin Festival Day on the 17th Feb 2013
Morning shift is 11:00am through 2:00pm, Afternoon shift as usual 1:00pm through 4:00pm.
(So there is a 1 hour cross over for members to arrange lunch breaks)

Club Calendar

ASME Events	
5 th February	General Meeting. Talk on Newcomen steam engine by Graeme Quayle.
12 th February	Committee Meeting
16 th February	Working Bee. Ski club straight safety fence to install and a general cleanup around the track etc.....
19 th February	Workshop night at the clubrooms
General Events	
17 th February	2013 Panmure Basin Open Festival Day.

President's Report

January/February 2012

We finished off 2012 with the Annual Dinner and Awards Presentation night held on Saturday 8th December, catered by Gourmet shuttle. There were 42 members and partners present. Presentation of awards from our annual judging was the entertainment for the night. A slideshow of the winning exhibits being shown as each award was made.

Train Roster

The year did not have a good start with 5 no-shows of 7 rostered on 6th January 2013. It is your responsibility to find a **replacement** if you cannot be there on your rostered day. You cannot rely on other members dropping in and filling in for you as they did on the 6th January.

PLEASE REMEMBER

The next working bee will be on 16th February. We have the ski club straight safety fence to install and a general cleanup around the track etc....

PLEASE ALSO REMEMBER

The Panmure Basin Festival is on Sunday 17th February and while we have two rosters for morning and afternoon, this is always a very busy day. So if you have any spare time on the day, please come down and give the rostered crews some help.

SAFETY. PLEASE REMEMBER.

The committee has set a speed limit from the Small tunnel to the Trestle bridge of 5 km/h Max. The speed limit has been set as a number of incidents in that area of the track and the sign on the entrance to the small tunnel (**slow down**) has not worked with all drivers. The speed limit on the rest of the track is still 10 km/h Max. Unless conditions -people or children etc, are close to the track then slow down or stop and ask them to move back from track.

Timothy Robinson

President

[26th January 2013]

Annual General Meeting

Minutes

6th November 2012

Meeting commenced 7.33pm

Grant Anderson in the chair

There were 32 members present

Apologies: *Ray Brown, Graham Bell, Murray Lane, Hugh Martin, Roger Van Ryn, Mike Moore, Allan Foster, Richard Hannah, Mike Banks, Graham Dickey, Christopher Ratcliffe, Brian Curry, Paul Eaton.*

The draft minutes of the previous Annual General Meeting of 1st November 2011 were published in the February Micrometer and a motion was moved that they be taken as read and approved as a true and correct record.

Moved: Lex Farquhar

Seconded: David Russell

Carried

There were no matters arising from those minutes

Presidents Report: Grant read out his annual report to the meeting. Motion that the Presidents Annual Report be accepted

Moved: David Black

Seconded: Lex Farquhar

Carried

Treasurers Report: Greville presented his General Managers and Treasurers Report.

Dave Russell sought clarification that there was provision in the accounts for the strengthening of the bridges that we have to undertake. This was confirmed.

Greville also recommended to the meeting that the subscriptions for the coming year not be increased.

A motion was moved that the Treasurers Report be received and that annual subscriptions not be increased

Moved: Greville Wills

Seconded: Hayden Purdy

Carried

Auditor: Recommendation that Wayne Barnes is reappointed to carry out an overview of the accounts as no auditor is available. Agreed.

Election of officers

President: Timothy Robinson

Vice President: Greville Wills

Secretary: Mike Moore

Treasurer: Grant Anderson

Editor: Hayden Purdy

Librarian: Graeme Murray

Committee:

Tony Lawrence

Trevor Taylor

Mike Jack

Dave Russell

Graeme Healy

Peter Moy

General Business:

Track & Trolley Project: Grant presented a PowerPoint presentation on the committee's recommendations, based on the reports submitted by the various sub committees. To move this project forward the recommendations were:

Trolleys

That eight new trolleys be constructed

Bogies to be to the Manukau Live Steamers standard design

Bodies to be to the Tube Tech design. But subject to a final review before committing

If not acceptable then the next option is to build bodies to the MLS design.

Brakes to be Vacuum failsafe with a manual option

Track

Extra rail be added to the right hand side of the existing right hand rail

Extra rail be attached by the addition of a steel sleeper and welding

Two sets of points as per the Tauranga Model Engineers design

One set at the station and one at the Dog Box

Track to rest on rubber pads and be secured to concrete by chemset rods (or similar)

Track on wooden structures to be screwed

Expansion joints fitted at each end of the bridge and wherever else required
 Track to be laid on existing pavers as an interim measure
 When funds are available, a flat concrete pad be laid and if required to have a raised edge where there is more of a risk of a trolley tipping or damage to the track through machinery or the likes going over it.
 That the concrete pads be laid by a contractor as funds allow

Points

Recommend the type with a moving blade rather than a fixed frog as this minimise the gap for small and scale wheels.

Girder Bridge

Existing bridge to be altered to allow rail to be on the ground and that the present beams be moved to the sides possibly with extra bracing under the bridge.
 Engineers (Thorburns) have advised that this option is acceptable

Costings

Grant set out our priorities

Key objective – to have new safer trolleys in place soon

Completion of Stage 1 work will see new trolleys operating and safer conditions at station

Obtain Members approval of expenditure to enable Committee to proceed with grant applications and to organise work required

Later stages accommodated in planning and work for Stage 1, so options not excluded.

Stage 2 – Additional points in station to allow for two loops & delivery track. Best of old trolleys put on 7.25g bogies

Stage 3 – Steaming bays, traverser and current unloading track altered to accommodate 7.25g locos & trolleys.

Stage 4 – Cross-over tracks above tunnel.

Stage 5 – If need shown, move unloading track to better location.

He presented the meeting with an approximate costing to enable the first stage to commence and noted that these costings were based on contractors doing much of the heavy work and that if members wished to get involved the cost could be less. Noting that the present funds on hand of approximately \$50,000 and ASME’s ability to apply for external grants.

8 only 7.25g Trolleys	\$15,551
Track (excl concrete base)	\$17,011
Survey	\$ 6,325
Sub Total	\$38,887

Concrete base (by contract)	\$45,897
Contingency (10%)	\$ 8,478
Total	\$93,262

Motions:

Moved that: “Members adopt the recommendations from the Committee, as presented to the 2012 AGM, for Stage 1 of the Track & Trolley Project”

Moved: Grant Anderson

Seconded: Lex Farquhar

24 for the motion

4 against

Carried

Moved that: “The Committee be authorised to expend up to \$50k of club funds, together with any funds raised by grants obtained, for the purpose of undertaking the works in Stage 1, as resolved in Resolution No1 above.”

Moved: Grant Anderson

Seconded: Greville Wills

For the motion 22

Against 4

Carried

A notice of motion had been received in advance as required by the rules.

I move that rule 16.10 be amended with the following words:-

“16.10. Voting will be a show of hands or written ballot. *Members who are absent from the Meeting may also request for the Secretary to apply their Proxy and vote on their behalf, and those Proxy Votes shall be included as if the Member was present. A Member wishing to record such a Proxy Vote must give notice to the Secretary at least 48 hours before the Scheduled time of the Meeting, clearly showing their indication of vote “For” or “Against” each proposed resolution. Notice must be given by post or fax, and signed by the Member. Email notice will also be accepted provided its source can be verified as the known email address of the Member.*

A Member’s Proxy Vote will be cancelled should that Member subsequently attend the Meeting. A Proxy Vote will be held valid in the event of any delay or Adjournment of the Meeting.

After the Meeting and all votes have been cast Proxy Votes will be open for inspection if requested.”

Moved: H. E. Martin, member.

Seconded: C Ratcliffe , member.

As both Hugh Martin and Christopher Ratcliffe were not present at the meeting, Grant sought a mover and seconder from those present to formally put the motion.

Moved: Alan Emerson

Seconded: Hayden Purdy

Grant read out Hugh’s supporting dissertation for his motion. The matter was then fully discussed.

The motion was then put:

For the motion 2

Against 29

Motion lost

Meeting closed at 9.37pm

Letter to the Editor #1

Dear Mr. Editor of the ASME Micrometer.

In a letter previous to the Editor ASME Micrometer, I ventured an opinion that modeling as done by model builders the world over, is an illusion. By this I mean that we strive to create in miniature, what we see in full size. Recording what the observer saw, by what ever means, is how art got started on cave walls.

In model building this is not always possible in smaller scales for various reasons. This will be apparent to anyone who has tried model building. The materials we work with may have not enough strength etc when scaled perfectly. So already we have to compromise on sizes of bolts or nuts perhaps. This is where the illusion comes in.... we strive to make the finished article appear correct to the viewer. To complete the illusion.

This takes our hobby out of "just mechanical construction" into the realm of the artist. I am sure all who have seen Cherry Hinds work will agree that this is art. To make an internal combustion engine in miniature that looks technically correct AND is strong enough to survive the violence of running on explosions, as some of our members have done, is more than just mechanical construction, it's an art.

Hopefully some of our readers will agree with these sentiments?

Now I ask that the readers envisage themselves at middle age or older (as I and most of our members are), looking at a work of fine mechanical art. (like Cherry Hinds work for eg, to be impartial.) Do we look at it at a distance of several feet? No. Most of us need reading glasses etc, and go up to the article and look closely, real close. We are prepared to stoop a little bit, but not too far... as the back hurts. How else can one honestly attempt to appreciate the fine workmanship which, Cherry and us who have attempted this form of art, have put many hours of labour into creating?

To take a work of art, no matter how good, as done to the best of the constructors ability and put it at ground level between ones feet is not, the way to appreciate its finer points. To fire it and drive it while it is located between ones feet is not only a travesty of art, but a shoddy way to treat that art.

Most members are prepared to run their pride and joy at club meetings and some are prepared to haul public at the cost of a lot of maintenance, to bring a smile to some kids of any age, faces. BUT, already we have many models that are made to spend life in a glass cage as the members have realised that the bearings etc are too small, and getting paint to stick on brass is too difficult, to risk running the loco for public hauling. We stand to loose seeing the last of the fine scale models if the 7 ¼ travesty goes through. I am at this point now, putting tiny bearings in my Simplex linkages.

Most of us, (except for one very spry member who drives a fine work of 3 ½ inch art) unavoidably have "a little of the middle age spread". This makes driving a model that's down between ones feet, a pain in the stomach, back let alone the nether regions. Being a contortionist driving with my knees by my ears is not my aim.

All of the above points, in my opinion, are the reason why raised tracks came into being. Ours is an asset and should, remain an asset to the country. As times continue to get tough, less people will have money to make large models. We have an asset in the form of our raised track that may be the last in NZ.

The above notes are my opinion. The below are some facts.

Please note this letter is addressed to the Editor and not "to the editor via the committee." As a member I am entitled to write to the editor and be heard, and not have my letter vetoed by the President or the committee. (This happened recently to a member who tried to bring some facts about the formation of the Manukau track to the notice of our newer members. These facts were hidden from the general membership, by not appearing in our newsletter. I.E. our members were not allowed to be fully informed.)

Our charter says in spirit that we are a club to "...promote and encourage model (it used to say " and experimental") engineering...". Nowhere does our charter say we have an obligation to anyone to haul public. We do this as an adjunct to our main interest, building models. Our aim is to encourage newcomers to engineering in miniature.

In summary then, I ask the membership to think deeply about the way this agenda has been pushed through and think about who is going to do all this work of ground level infrastructure and forcing 7 ¼ to run in a tight space. You? Me? We have survived for 50 years as an engineering club not a public entertainment facility, and we stand loose the interesting aspects that we enjoy, besides a few large loco's.

I feel the "7 1/4 agenda" proponents have lost sight of our original purpose and I for one wont be putting in any more time raising money, as I have done for 20 years, to see our savings thrown away and to raise a similar amount of money to enforce a bad idea. Who built this club? It was model engineering artists, not fairground entertainment staff.

Regards;

Roger van Ryn

ASME member

Letter to the Editor #2

Below is a article from the *Experimental & Model Engineers Inc* of Hamilton, forwarded on by Hugh Martin

Waikato NZ

Model engineering has slowly changed over the last 15-20 years. These days clubs appear to be run as miniature railways for the benefit of the paying public and the modelling member seems to have taken a back seat. This was the catalyst for the rise of the Experimental & Model Engineers Inc.

A nucleus of six members got together in the middle of last year and carried out a feasibility study on the viability of establishing a club solely for modellers. It took a matter of weeks and by August we had sufficient prospective members to call an inaugural general meeting, vote in a committee and apply for Incorporated Society status. This followed with an application to become a member of MEANZ which was voted on and approved at the MEANZ convention in January this year.

Our club night is held on the fourth Wednesday evening of each month and the 95% plus monthly member turnout is a good indicator of the camaraderie engendered and assistance given to younger members. Monthly rambles to other local MEANZ clubs has proven to be a good chance to meet fellow modellers and bring back steam to some tracks.

Experimental & Model Engineers Inc

Hamilton

www.eme.org.nz

Around The Clubs

February 2012

Mailship Scale Model Marine - November 2012

Cover photo of their 2004 show at the Uxbridge Centre, Howick. Annual outing to Waihi. Advert by a firm in Thames that sells all manner of Model Ship Supplies. An invite to put on a display at Ardmore for the Pearl Harbour 75th anniversary. Big pool cleanout..Visits to Lake Karapiro and Hawera. Good write up on the Sherman tank. Boat for sale.

Leading Points, Thames - Spring

Major overhaul for Eurostar. Open Weekend on the 19th and 20th Jan 2013. A good article on the construction of the Thames-Auckland railway.

Slipstream, Auckland Model Aero Club - December 2012 and January 2013.

Plenty of news, photos and hints for the model plane buffs.

Workbench, Durban - December 2012

Thieves dig up and steal the copper signal wires. Photo from the Isle of Man where a member displays his 3 X 7 1/4" locos in his dining room. Durban ME have bought a BR Class 47 BoBo ride in loco. Seems they have a familiar problem where a lot of people want rides but few want to provide them.

Blast Pipe, Hutt Valley and Maidstone - December 2012

Nice to see that Maidstone is back in business. Hutt Valley`s new raised track going well too. A trip to Oz. The Duke of Gloscester with Capriotti valve gear run at Halswell having been finished and repaired after being damaged in the CHCh earthquakes. Comments on wagon trains run in Oz.

Northern Views, Whangarei - December 2012-January 2013

Article on a new 4000ft bridge built in China, quite something. Part 2 on working on the Minerva. Mass production of trollies.

Blowdown, Kapiti - Summer

Dart ready to go. New points and steaming track under way. Interesting Show and Tell.

The Keirunga Park Platform - Summer 2013 www.keirungaparkrailway.org.nz

Great cover photo of John Heald`s No 777 coming out of the No1 tunnel. Write up on the very successful Labour Weekend event, some quite massive locos. The story of building an electric loco in 7 1/4" gauge. A petrol generator runs 230 volt 3 phase motors through a 2 to 3 phase fully programmable variable drive. Article on opening of the new Cambridge track, a real credit to all involved.

Wheels and Floats, Tauranga - December 2012 and January 2013www.taurangaminiaturerailway.org.nz

Seems Chevpac Machinery was in receivership but has been bought back by the original owner. Open Weekend a great success, photos of progress on the track extensions and some thoughts on trollies and brakes, a good read.

Mailship, Scale Model Marine - December 2012 and January 2013 www.marinemodellers.org.nz

Article and photos of the Warbirds event at Ardmore and their boats on display. Some info on life jackets and their use.

Expansion Link, Hamilton - December 2012 www.hme.co.nz

Visit to to the opening of the Cambridge track. Loco Abbie damaged by idiots putting a stone in the points

The Narrow Gauge, Adelaide - January/February/March 2013 www.railwaypark.org/

A 5" only gauge track which, it seems, cannot run if the temperature goes above 35°C not a problem we have here. Good photos of the track in action. Article with photo and drawings on the Guinness Brewery loco preserved in Belfast, an unusual engine. Write up on the Port Augusta Weekend. Good photos of their Show of Work.

Melsa, Maryborough - December 2012

Pictures of the successful participation in the Maryborough Airport Wings, Warbird and Wheels weekend. Trains run for the Children`s Week visited by some members of the Glen Miller Orchestra visiting from Los Angeles. A number of photos of track action and models.

EBOP, Whakatane - November 2012 www.riveredgerailway.org.nz

Some good running days. Fa9 withdrawn for boiler inspection, injector pipe tail found to be cracked, possible cause of injector problems. The Victoria U1 mill in action.

Con Rod, Dunedin - Nov 2012 www.omes.org.nz

The Labour Weekend Steam Festival a great success, and plenty of Birthday Party bookings ahead. The boat section very active. Visit to Invercargill, train rides very popular. Chart showing the position of all the Tether Car Clubs in the world on Google. The monthly meeting included a talk on pattern making. Thoughts on boiler certs for non club members. A good read is the Modellers at Home article on John Ger-ton's involvement with boats and his models of them

Alan E

Bits & Pieces

4th December 2012

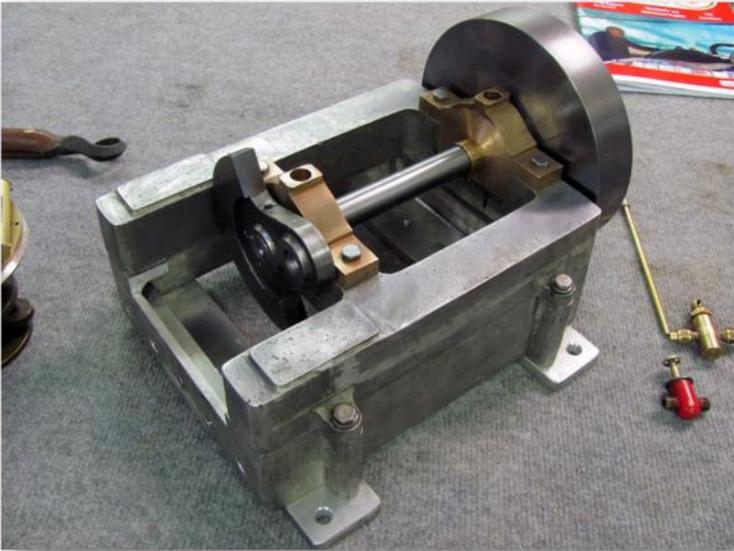
The first item tonight was brought in by David Black, being some bottom link arms for a small John Deere Tractor. One was a new item to replace the bent one, David has been told that you cannot straighten them because they will break later. With the new item being \$450 I think it would be worth a try, South Auckland Forging were suggested as someone who could straighten the bent one.



Next was a collection of iron forgings made by a friend of Murray Lane's, these were many and varied. It is good to see that these skills are still being practiced.

A few months back Alan Gasteen brought in a pile of brass pieces that were a dismantled Theodolite. Thanks to the many images on Google Alan has been able to make some progress on this restoration job but would still like drawings that anyone might have, many missing pieces have had to be made. It seems that almost two old Theodolites were made similarly with many being made from commercially available parts. This particular example is circa 1890 approx.





Graeme Quayle's latest project is called the "Little Engine" though it is not so little. Graeme has made quite a few modifications to the original to add more strength.

Graeme has also managed to swage a piece of 65mm alloy pipe quite a bit to fit a hose connector, Graeme was quite surprised that the pipe did not split in the process.



Mike Jack is making progress on his design for a 5" gauge super scale locomotive. Mike brought in lots of laser cut pieces of plate steel that will be assembled to make the frame stretchers. All these pieces have been CNC cut using a file supplied by Mike direct from his CAD software.

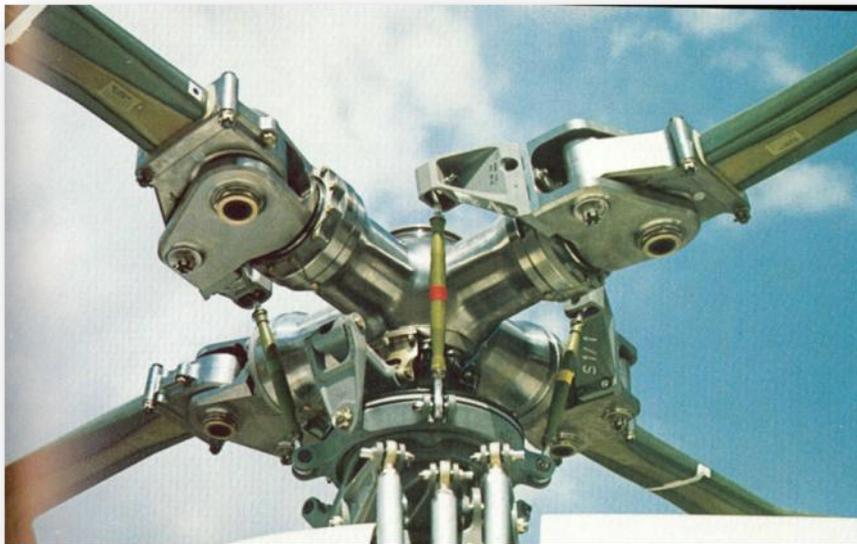


Greg Burrows is busy producing many parts for his 7-1/4" gauge "Fowler" locomotive, this month's bits are the radius rods and some large tender pivot pieces.



Bill Parker had brought in a pair of Injector water valves. Bill explained how an effective valve should be made - one of the valves is a replacement for the other (not very good) original one.





The next large and expensive item for the want of a proper name was a Titanium forging that forms the main rotor – gearbox major joining part of a helicopter. Ray Brown seems to have an endless supply of these curios. This particular one was made by Messerschmitt in the 1960's but is almost identical as those used in the modern twin engine rescue machines. These typically have two engines joined through a common gearbox at an angle of about 15 degrees. I found a photo of one installed in the real thing to give an idea of how it goes together.

Graeme Murray has been shopping again, this time he has purchased a USB electronic microscope with LED illumination. The unit can magnify up to 400x and is available from PB Tech or there are others available on TradeMe. Typical of Graeme he only had it home for a few moments and decided that the mounting and arm were not of suitable quality so he set about making better ones.



The last item tonight was a piece of history and a testament to “Kiwi Ingenuity”. This replica (for display purposes) made by Graeme Murray is made as exactly as possible to the very first Heated Humidifier made by Fisher & Paykel. The concept was new to patient care and over the years it and its modern equivalents have provided a much better outcome for many recovering patients. The business that grew out of these humble beginnings is the modern Fisher & Paykel Healthcare based in Auckland.

Dave Russell

Classifieds

For Sale

Quick Change two face Tool Holder with 4 tool holders. New - never used.

72 x 72 x 50mm high. Centre pivot 17mm diam. \$250



Mini Bench Lathe – Chester Tools UK

Electronic control variable speed, (100 – 2900rpm), 3 and 4 jaw chucks, standard and small Quick Change tool post, 3 tool holders, parting off tool, metric (.25- 1.5mm) and imperial (12 -52 tpi) thread cutting rods and indexes, change gears, centre, tail stock drill holder. 180mm swing over bed – 250mm distance between centres - MT2 tailstock ½ HP motor. Size 660 x 254 x 330 mm, weight - 30kg

Top cross slide gib needs some attention otherwise little used. \$750



(red mark is camera reflection – QS tool post not shown)

Phone Christopher Ratcliffe – 09 410 0552

www.gvr.co.nz

2013

STEAM & VINTAGE COUNTRY FESTIVAL



AT THE

GLENBROOK VINTAGE RAILWAY

Near Waiuku, 50 minutes south-west of Auckland
SATURDAY 23rd and SUNDAY 24th MARCH

9AM TO 5PM

Featuring

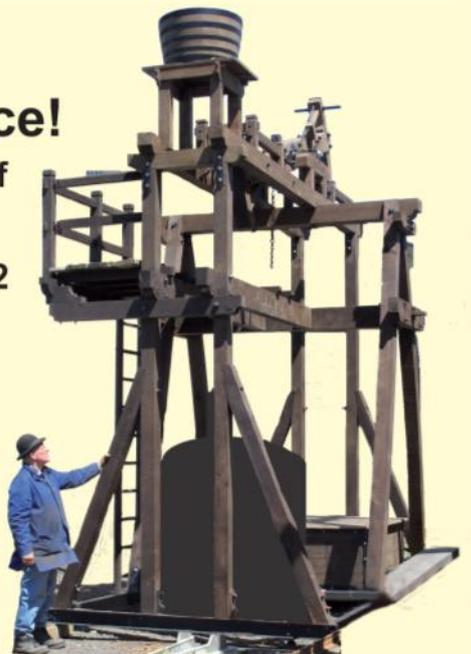
- Steam Trains
- Traction Engines
- Horse Ploughing
- Vintage Tractors
- Steam Boats
- Vintage Cars
- Steam Cars
- Vintage Aircraft
- Models
- Big Band Music
- Kids Activities and Much More ...



Plus

Special Appearance!

A WORKING Example of
The WORLD'S FIRST
STEAM ENGINE, of 1712



ADMISSION – Adults \$10, Children Free (Rides Optional & Extra) PARKING – FREE
Follow the Drury – Waiuku, or Pukekohe – Waiuku Route, Turn into Glenbrook Station Rd (signposted)
Further information: Ph (09) 636 9361, or email the organiser at: rosscrook@ihug.co.nz