

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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Train Roster

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

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 March	General Meeting.
12 th March	Committee Meeting
16 th March	Working Bee. Ski club straight safety fence to finish and a general cleanup around the track etc.....
19 th March	Workshop night at the clubrooms
General Events	
23 rd & 24 th March	GVR Steam & Vintage Country Festival

Classifieds

Castings, frame/buffer steel and drawings for "Jubilee" 2-6-4T locomotive 3 1/2" scale.

Design by Martin Evans. Castings by Reeves.

\$700.00

Contact Ian Davis.

Phone 09 2389796

Mob. 0274 839008

President's Report

March 2013

Good progress was made at the working bee on 16th February fitting the ski club straight safety fence sections. Members present were: Tony Lawrence, Peter Woodford, Bob Aickin, Grant Anderson, John Lankow, Timothy Robinson and Trevor Taylor tackling the vegetation round the track.

Train Roster It is your responsibility to find a **replacement** if you cannot be there on your rostered day.

PLEASE REMEMBER the next working bee will be on 16th March. We have the ski club straight safety fence to finish and a general cleanup around the track etc....

SAFETY. PLEASE REMEMBER.

The committee has Prohibited the use of cameras, phones & video equipment, etc when riding the Trains.

SAFETY. PLEASE REMEMBER.

The committee has limited Steam locos to ONE Riding Trolley.

Timothy Robinson

President

(19th February 2013)

Notice of Special General Meeting

2nd April 2013

Support from at least ten members has been gained to asked to call a Special general meeting.

Under rule 15.1 I, with the support of the following members, request that you call a Special General Meeting to be held on the **2nd April 2013** after general business at the club meeting.

Business of the special general meeting is to alter rule 12.8

Added to the rule shall be:

The proposal for a project which requires more than \$15000 to complete will have its motion put to all members. Every member except honarary and affiliate must be allowed to have a vote. The vote shall be on a voting paper which may be submitted at the meeting, sent via the secretary by email, post, fax or in person. The vote must pass by a two thirds majority of the eligible membership for the motion to be successful.

The following have indicated their support for the call of the SGM:

Graham Bell

Ross Purdy

Hayden Purdy

Graeme Quayle

Alan Gasteen

Dave Hamp

Hugh Martin

Christopher Ratcliffe

Trevor Taylor

Mike Jack

Reasons for a Special General Meeting

The general meeting held on Tuesday 5th February saw quite some discussion from the floor which had its roots from the decisions, made at the last AGM, to put in 7 1/4" gauge track at ground level. It was reiterated by the immediate past president that the outcome was reached by a democratic process in line with our published rules. Discussion was so heated that we received two resignations soon after the meeting. The comments raised inferred that there were more members against the change than had voted for it which in itself begs the question "How can the committee carry on with these plans knowing it probably doesn't have the support of most of the membership?" So my concern is what brought about this anomaly?

Rule 12.8 states that the committee shall not commit the Society to any financial arrangements in excess of \$15000 without first submitting the proposal to a Special or General meeting. On the face of it this sounds like a good rule to have and according to the rule the committee did do just that. What you may not have realised is that that proposal could have been put to a General meeting which has a quorum size of 10 members including officers. A vote could have been taken with the necessary clear majority (50% plus 1) where only six members could have passed this resolution- all of whom could be on the committee!

There are two issues here. The first is that such a direction changing decision could be passed by six members. The second concern is that only those who attend the meeting can vote on such a critical matter. I talk of those who are still very active in the club but can't go out at night, country members who may be on the roster but can't get along to every meeting and for those who have to travel overseas with work (one of them always at the time of the AGM). I am not trying to reverse the decision made already; that was all done according to the rules. I just want to avoid the division this sort of thing has caused the club by giving the vote to every member whether they are at the meeting or not. Then and only then will the resolution be passed in a truly democratic manner. If a member chooses not to vote that then is his prerogative but let us all vote!

This has lead me to calling a Special General Meeting (advertised elsewhere in this issue) to alter rule 12.8 so that the vote is put to the entire membership for the motion to pass.

This motion in itself requires that a two-thirds majority of those present at the meeting is required for the rule change to be adopted so please come to the Special General meeting to vote for a rule which works for you.

Mike Jack

Committee Member

Around the Clubs

Reviewed by Grant Anderson for this month, but we need another member to take this job over on an on-going basis – please contact the Secretary or President with your name.

Model Torque, Hawkes Bay MES - January 2013

Graham Leabourn is making good progress on his Burrell traction engine. Council's Christmas party was beside the railway and the Club ran for their event. Some problems with teenagers hanging around their facilities. Round-up report on the 2012 year activities.

Northern Views, Whangarei - February 2013

Six new trollies have been completed, built by club members during last year. Several overseas visitors hosted at the track recently. New noticeboard placed on station platform. Article about the Edwin Fox sailing ship and also the Steeple Engine (Part 2). Report on Anniversary Day open weekend with visitors coming from as far away as Havlock North.

Blast Pipe, Hutt Valley and Maidstone – February 2013

Includes a photo of ASME Life Member and HVMES editor Peter Anderson driving his Speedy on the raised track. Problem with noise from new swinging arm otherwise new track

going well. The 1964 film “The Train” was entertainment for the Dec meeting **see:** www.youtube.com/watch?v=t2pEvr32C7g – Doug Leybourne may be able to interpret!

Maidstone now have access to their track again – gave a large PORSE group of pre-schoolers a pre Xmas run. Report on a trip with Steam Incorporated's Ja1271 steam loco. Film on Alan Spinks home track at Paekakariki – **see:** www.youtube.com/watch?v=V1EXHzEPo8Y.

Slipstream, Auckland Model Aero Club - February 2013.

Lots of photos of models at Club night and of the 2013 National competitions at Kirwee, comment on two members current projects.

Wheels and Floats, Tauranga Model Marine & Engineering – Feb/Mar 2013.

Piles and foundations for low level bridge on the new track extension have been completed, next are 18 sets of piles for the high level bridge. Report & photos of the grand opening of the new track at Cambridge (completed in less than a year). Comment (& photo) of 15 boats being raced on Waitangi Day.

Big Wheel News, Steam Loco Society of Victoria – Jan/Feb2013

Sudden passing of Treasurer John Burt, Christmas party attended by 60 members, 9F Britannia won the Traylen trophy, interesting article on history of imperial weights & measures, photos of steam roller and agriculture items at Lake Goldsmith Steam Rally.

Mailship, Scale Marine Modellers – February 2013.

Details of how the monthly club sail day competition works, Unimat SL lathe and dental drill owned by founder member Tom McFall are for sale, detailed article on history of anchors.

Bits & Pieces

5th February 2013

Conducted by Mike Jack, Reported by Dave Russell

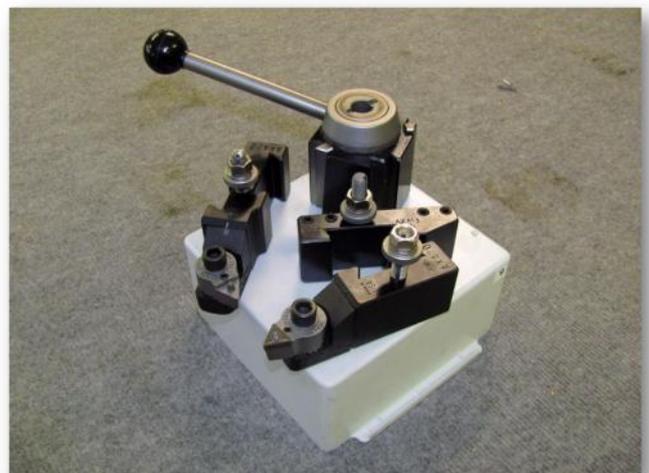
Murray Lane is restoring a WW1 British tank engine as a project at MOTAT.

The engine has 6 cylinders and is 26 Liter capacity. Murray brought in one of the valves and valve guide complete with seat and springs.



Murray is also working on a German lathe at MOTAT, he is unsure of any other details because the brass plates have been taken. Murray has made some new chuck backing plates and has adapted a 10" Pratt - Bernhard 3 jaw chuck donated by South Auckland Forging. The internal jaws were missing but some soft jaws were found and made to fit.

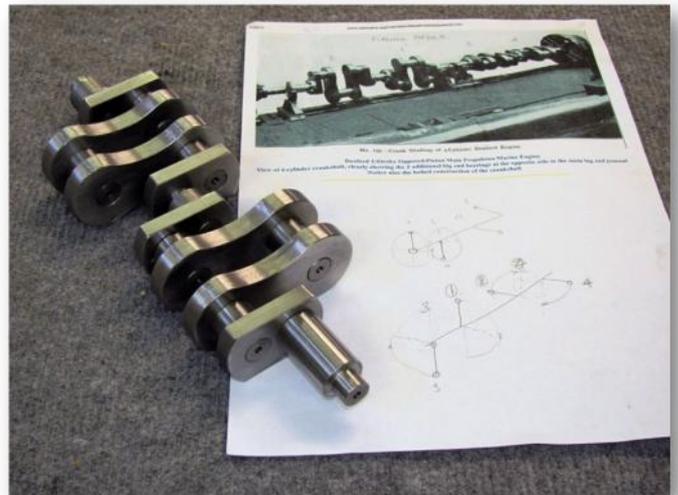
Christopher Ratcliffe brought in an Aloris brand American made tool post holder and some tooling, these are available over the internet and are reasonably priced. They have the advantage of being able to swivel the actual insert holding piece to cut at different angles.





The next item is a boiler steam manifold for a Beejax locomotive being built by Greville Wills, Greville has been working on the engine for many, many years.

Hugh Martin has made a start on his next project a scaled down version of a Doxford ships engine. Hugh has made half of the crankshaft, the full size engine stood 4 story's high and a man could walk along the crankshaft webs.



Tony Lawrence brought in a collection of V8 Land Rover engine parts. Tony is rebuilding the engine and it is taking him longer than expected. Many parts have been bought on the internet from the UK as they are much cheaper. The main fault that caused the problems was a cam bearing that had come loose and was letting off oil pressure.

From the Health and Safety corner Mike Jack showed a surface grinder wheel that had just caught his finger while he was wiping the table surface. The wheel crushed Mike's finger to 4.5mm and took some skin off, luckily no permanent damage was done but his finger is taking a long time to heal.



Mike Banks has made a fine set of coupling rods for his 5" King locomotive. The rods were made from black steel that had been normalized over winter by leaving it in the fire place. The rods are made by traditional methods on Mike's Bridgeport mill with no CNC help.

Greg Burrows is continuing work on his 7-1/4" Lima locomotive and brought along this month the D valve and valve spindle support. Greg has also been busy making engine number plates, he sets the CNC going at work and goes home for the night, next day the machine has finished making the plate. Greg's final offering tonight was a head lamp for the Lima, Greg explained that is getting very hard to find torches with suitable metal reflectors these days.

A box of bronze main axle box castings turned out to be for Mike Jack's commercial project super scale 5" British Std Class 3, 2-6-2 tank loco. Mike has had these made by the lost wax method in England using his plastic rapid prototype pattern. There are enough castings for 10 locomotives.

Lastly Mike Moore had a collection of old family photos that were of interest to the members because of their long past historic place and equipment content.

Working Bee

16th February 2013

Seven members turned out to fit most of the panels for the new safety fence along the ski club straight. In addition, the trolleys on the Ec trainset were lubed and the vegetation around the track trimmed. It was a long day for some - starting at 9am and finishing at 3.30pm.

Those attending were: Pete Woodford, Bob Aickin, Timothy Robinson, Grant Anderson, Tony Lawrence, John Lankow, Trevor Taylor.



Trevor cleans up after trimming the entire trackside vegetation



Tony, John, Timothy & Pete working on the fence, about half done at this point. John's packing out the up-rights to ensure the panels are to the line Tony set, while Timothy and Pete make sure they're vertically on the mark!

Letter to the Editor

I set out below my reasons why our ASME (a model engineering club) club should not venture into 7-1/4. There is no question that our club is in need of an upgrade of the existing 3-1/2 and 5 inch gauge facility. Why venture into 7-1/4 gauge will it attract Club Locos I don't think so. The existing space is restricted, curves would be tight and I venture to suggest no managerial infrastructure in place to operate essentially a fair-ground ride every Sunday as Manukau does in an outstanding manner starting every Sunday 10 a/m till 4 p/m. I don't see the need to duplicate what Manukau already has. Surely the aim should be to compliment the Model Engineering fraternity (all ages and interests) and what better way to cater for all the gauges over two outstanding Auckland facilities. The large scale brigade to Manukau the smaller gauge to Waipuna the perfect outcome.

The existing funds in hand namely \$50,000 would go a long way towards an upgrade of existing 3-1/2 and 5 inch facilities. Readers should note that I am familiar with funding and costs as I am the current Auditor for the books and financial record at Manukau Live Steamers

The outlay of \$93,000 as outlined in our last newsletter is only the beginning. I would anticipate total cost would be nearer to \$200,000. And one would have to ask for what purpose? I did ask two meetings ago for a show of hands as to how many members would plan to run a 7-1/4 gauge at Waipuna. The motion was never put as I was told members were already in favour of the 7-1/4 proposal.

Manukau have an outstanding record in operating a train club. A superb rail track facility offering a challenging Hill climb and a long straight track (excess ONE kilometre) for higher speed running. The infrastructure is well established including Members interested in large scale train operation, ample yardage with ample sidings a turntable and larger (shipping Containers 3 in total) storage for locos, tools and workshop maintenance equipment.

As a note we never see any 3-1/2 and seldom any 5 inch gauge Engines running at Manukau. I have a 5 inch speedy engine I would run that at Waipuna and the 7-1/4 gauge at Manukau. I have been a member of Manukau some 10 years and would be one of the longest term member at Waipuna in excess 38 years.

John Burnett

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