

THE MICROMETER

REGISTERED NEW ZEALAND PUBLICATION OF THE
AUCKLAND SOCIETY OF MODEL ENGINEERS INCORPORATED



APRIL 2013
NUMBER 578

AUCKLAND SOCIETY OF MODEL ENGINEERS INCORPORATED
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Cut off date for the May issue : 20st April 2013

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Train Roster

Date	Electric Driver	Electric Driver	Steam Driver	Train Controller	Station / Guard	Station / Guard	Station / Guard	Station / Guard
April 2013								
7 th	D Booth	B Cotton		<u>G Anderson</u>	P Cunnigham	B Currie	J Davies	G Dickey*
14 th	P Dowdeswell	L Farquhar		<u>M Jack</u>	A Foster	D Gulliver	G Healy	P Jones*
21 th	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>D Russell</u>	H Martin	B McLaren	S Meikle*	C Mitchell
May 2013								
5 th	D Moffatt	M Moore	Voluntary	<u>G Wills</u>	G Murray	J Olsen*	W Parker	
12 th	P Moy	P Woodford	Voluntary	<u>G Anderson</u>	G Quayle*	R Reichardt	M Richardson	
19 th	B Aickin	I Ashley	Voluntary	<u>M Jack</u>	K Ryan*	A Shirley	R Smith	
26 th	D Black	D Booth	Voluntary	<u>T Robinson</u>	R Stratton	R Street*	T Taylor	

Please Note:

We have reduced the number of Station people to three, but do need more Train Controllers. Please see appeal elsewhere in this newsletter

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

Club Calendar

ASME Events	
2 nd April	General Meeting
2 nd April	Special General Meeting
9 th April	Committee Meeting
13 th April	Working Bee. Cleanup around the track etc
16 th April	Workshop night at the clubrooms

Classifieds

Wanted

Volunteers from Station duty members to be trained to be Train Controllers also.

Anyone interested please contact Greville or Tim to arrange a suitable time.

President's Report

April 2013

To all members in regards the **special general meeting** as notified in the March ASME news letter. Being held on the 2nd April you should if at all possible come to the meeting as it is your club.

At the working bee on 16th March on the ski club straight safety fence. Members present were: Tony Lawrence, Grant Anderson, John Lankow, Timothy Robinson and Trevor Taylor tacking the vegetation round the track.

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

PLEASE REMEMBER the next working bee will be on 13th April. A BIG 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

(22nd March 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

Letter to ASME Members

Dear ASME members,

I have been a member of this club for 40-plus years now and have seen a lot of changes come and go in this time. Now while I am the main contributor to the Track and Alteration Report prepared for the committee, I would like it to be known I do not actually support the idea of putting the track on the ground and adding the 7-1/4 to it.

I compiled this report as requested to give the other members an idea on what it would take to carry out this project if the majority of the members wanted it to happen. Now some will say that a majority of the members did make this decision to go ahead with carrying out these changes to the Track. As the rules state now, you only need to have a quorum of 10 at a meeting to make such major changes and it only takes a majority of this 10 to pass the required changes and it's done.

I find it very disturbing that such a major change in direction of this club can be made by so few people (6 out of 10) that will change the whole focus of the club and spend all its funds on a very small portion of the club's interest. Now the track is only a small part of what this club is about, and yes it does give as an income to help keep the cost of membership down, which is a good thing for all of us.

This club is made up of more than just locomotive builders! It is for this reason that I have been a member for so long. If you look at what is happening with our hobby around the world today, you will see there is a change in direction in what people like to do and can afford to do. I was talking to a guy that is very involved in organising model exhibitions and he was telling me that there are less locomotive builders these days and more people are turning their hands to such things as model cars, planes, clocks, traction engines, workshop equipment and electronic projects such as CNC equipment. There is also a growing group of people starting to build 2-1/2" gauge again as the cost and the size of your workshop required in building a 7-1/4" locomotive is getting beyond what a lot of people can afford. We need to look at and support these new interests if we want to gain more members! After all, this club used to have Experimental in its name when I joined. Where did that go?

Another part of the club that I have noticed that has changed in the last 10 years or so is the social side of it. Why don't we have more social occasions at the club? I can remember when the club used to have a special run days (**members only no public**) and then at the end of the day put on a BBQ and some refreshments so the members could all get together and have a good chinwag! With all the money that is made on a Sunday we could do with more of these events and also look at updating some of our equipment in the club rooms like the dishwasher, fridge and other items the club could do with to make life easier for its members.

The Tuesday club wanted a hydraulic lifter trolley (\$350) to help them in moving items around on the days they got together, it could also have been used to bring in bigger items to be placed in the show we have in the basement each year. Why couldn't they have one? We need to remember these guys are mostly retired and did a lot of work around the club with very little reward, as no one else had the time to do due to having to work or other reasons (I say "did" because this group has given up meeting now).

I turned up at the meeting to give a talk one night last year with all the photos on a memory stick to run on the clubs computer only to be told we don't have one now! Where did that go? Luckily for the meeting someone had a lap top in their car and lent it to the club so we could carry on with the night's entertainment.

Now, if the main reason for putting the track on the ground is for safety, then you need to look again at this idea. Any engineer will tell you that ground level is not going to be safer than having the track raised, with the load it is carrying slung over the track with the centre of gravity at a much lower point. Our track would actually be better and safer if it was raised another 100mm and put onto a concrete beam to bring the centre of gravity down lower, and it would make it much more comfortable to sit on the trolleys as well. The problem with our trolleys is, that when seated your knees are higher than your hips! If you talk to anyone in the office design business they will tell you it is very important to have your knees lower than your hips for greatest comfort. This problem is amplified when sitting on ground level track. In order to keep the centre of gravity down you must sit on a lower trolley so putting your knees even higher than your hips. If 7-1/4" is so important for stability you can still add this to the raised track if required. Adding 7-1/4" gauge will not get you more members! If this was true then why do we not see ASME members running on the ground level tracks that are already around the country?

As for the fail-safe breaks idea of the trolleys, this needs to be revisited. There is only one other club in the country that uses this system and there is a reason for this. It is not a very user friendly system to have. You will need to have a vacuum ejector fitted to your locomotive to provide you with the required vacuum for break operations. If you do not have a very good method of producing a vacuum you are going to have problems keeping the breaks off so you can move your train. This will apply to most 3-1/2 and some of the smaller 5" g steamers.

The cost estimate provided in the project budget to build these trolleys is nowhere near what the actual cost to build them will be. There is around \$3,500 to \$4,000 dollars just in materials let alone without getting someone to make them. That's around 26k to 32k not 15k as put into the cost estimate.

Yes, our track and trolleys need some major work and updating, it has been a long time since we last had to spend a large amount of money to carry out such major repairs to the existing track or trolleys. We do not need to spend all the money we have plus a lot more on it to put it on the ground!

Yes, this means you can't have the sorts of points on the ground that are mentioned in my report.

We used to have two sets of points at the station but one got removed as it was felt they were not required or had not been used enough. This is partly due to the fact that the set of points leading into the station, when pulled across to align with the other track going through the station, then made the curve so tight that some of our locomotives would derail trying to use them. This problem will also be amplified if 7-1/4" is added to the ground level track.

Now most of all, please remember this is your hobby and it is supposed to be fun. There is nothing in our constitution or arrangement with the council that says we have to run for the public every Sunday. We run the railway as part of the Model Engineering Experience and to help supplement the cost of running the club. We get more enquiries about joining our club from having model exhibitions, not from running the track as a sideshow to make a fortune and wear out our members and their models.

Another thing I would like to see happen at our monthly meeting is a breakdown from the Treasurer of the balances of our accounts, which is quite normal in most clubs. We do get a run -down of the money the Sunday running has generated but not what the balance of accounts are. I feel this information would also help the members to make more decisive decisions when it comes to spending on large projects,

I'm sorry but I will not be able to attend the special general meeting on 2nd April as I will be away overseas on holiday. But I would like to let you all know I am not in favour of proceeding with putting the track on ground level.

Thank you and please think about what you want from *your hobby*.

Greg Burrows

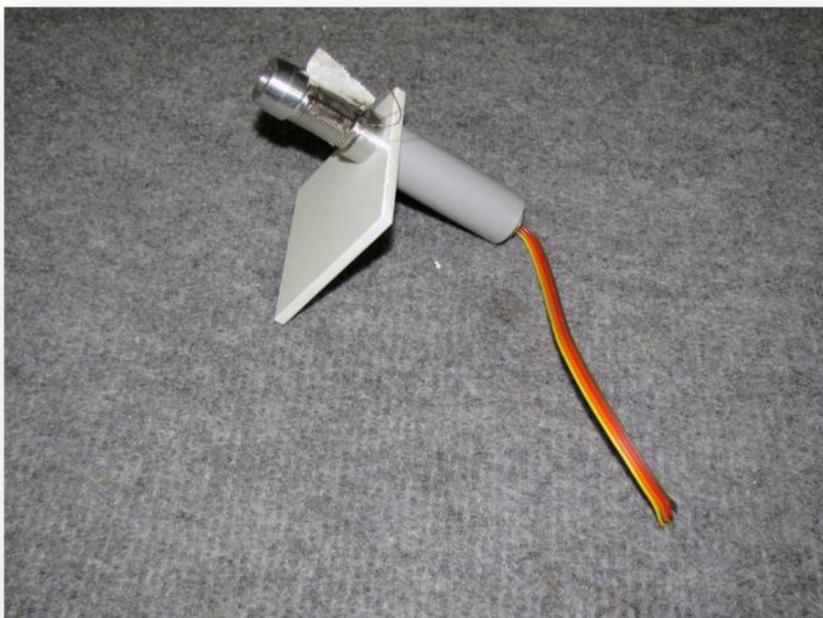
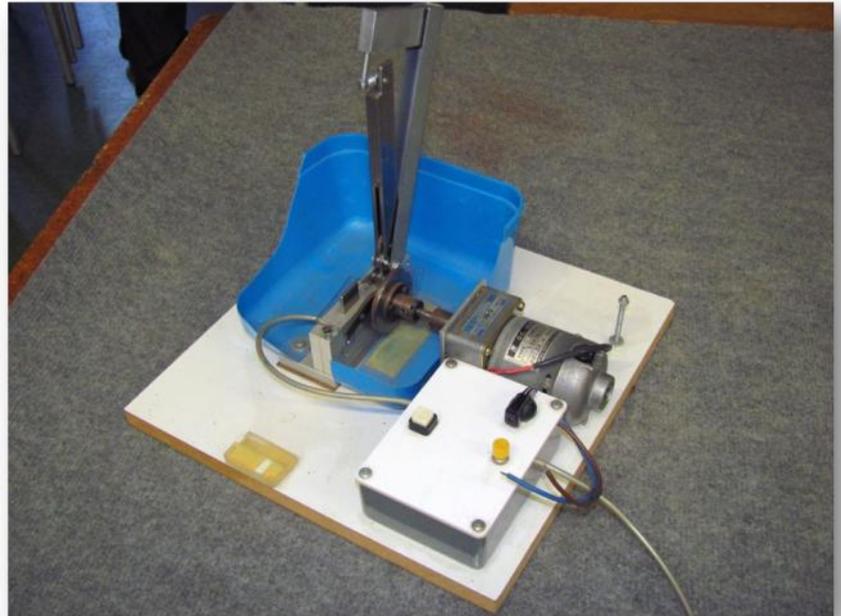
Member of ASME for 40+ years

Bits & Pieces

5th March 2013

Conducted by Greg Burrows, Reported by Dave Russell

Graeme Murray brought in a small Gadget he had made for knurling a 1mm brass pin that was then molded into a plastic item that was part of a humidifier.



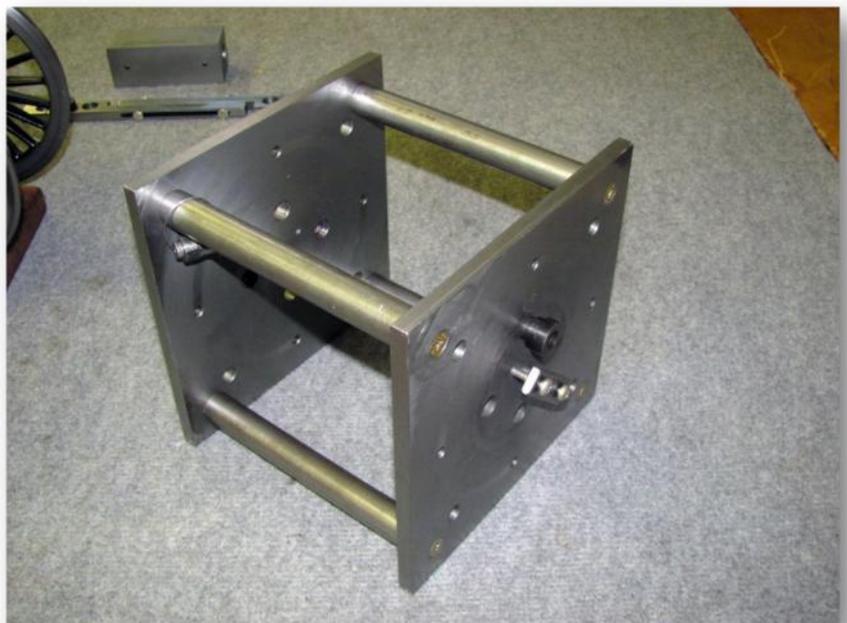
Another gadget from Graeme was a piece of equipment for heating air to a precise temperature for testing accurately moisture content in a humidifier.

A small Internal Combustion engine was brought along by Murray Hollis, as it was bought at a swap meet the maker or its purpose was unsure , though it had what looked like a small pump attached to it.



Driving wheels and crank axle assembly for a four cylinder 5" gauge "King" are the fine work of Mike Banks. These are as fine a piece of model engineering as you will find anywhere and Mike does not use any CNC for assistance.

Mike Banks also had the quartering jig that he made to precisely drill and fit the crankpins in the same position on all axles. Mike says when he has trial assembled the axles and coupling rods in the locomotive "everything turns like clockwork".



Lastly from Mike was the square block with the hole in it that Mike used to hold the axles for his "King" while he machined the keyways to locate the wheels at 90° to each other at each end of the axles.



Some steel boiler plates are the work of Greg Burrows and are for a 7-1/4" gauge locomotive. Greg also had some engine number plates done on a CNC at his workplace, Greg says you just set it up and start it going and go home and the next morning the plate is done, (magic).

Around the Clubs

Reviewed by Grant Anderson again 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 - February 2013

Article re Art Deco train trip, powered by a restored diesel rather than the normal steam engine, due to fire ban in the district. Model 0-6-0 diesel shunter, with two new batteries and charger for sale for \$3500.

Northern Views, Whangarei - March 2013

Club has started giving all rolling stock WOF checks for both Club & privately owned items. Ph filter to be installed on water supply. Articles on making motion parts for an A3 loco and the history of the car radio.

Blast Pipe, Hutt Valley and Maidstone – March 2013

Waitangi Day club day at HVMES was busy; good number of steamers turned up including Richard from PNMES, traction engine and stationary engines on display. WARCO BV 20 lathe for sale, in “as new” condition.

Busy first day back at Maidstone track, sheetmetal bodies on Club locos have been repainted, grateful thanks noted for support of sponsors and advertisers.

Slipstream, Auckland Model Aero Club - March 2013.

Again, lots of good photos of models at Club night held in the ASME clubrooms. Reports on flying days at Aka Aka, Hoteo and Waikaraka Park (scale control line).

Expansion Link, Hamilton Model Engineers – February

Notice for AGM on April 17th, relaying of bottom curve and straight leading to top points completed over Xmas shutdown. “Lucky 11” in 5”g for sale, also mini bench lathe advertised by ASME member Christopher Ratcliffe..

Mailship, Scale Marine Modellers – March 2013.

Plenty of photos of the recent sail day at Hamilton, interesting story about the source of the saying re “brass monkey” (never quite know whether one is having one’s leg pulled with these!), photos of projects at their Club night (again in the ASME clubrooms). Panic when the tap over the sink jammed open! Article on founder member Tom McFall.

Mixed Traffic, Wanganui Model Railway & Engineering Society – Feb-April2013.

Report and photos covering recent visits to Steam Traction Society at Maewa (near Feilding) Waitara Railway and the Pahiatua Railcar Society.

Rail ‘n’ Sails – Southland Sociey of Model Engineers – Feb/Mar 2013

Presidential comments about what a great summer it’s been – even in the deep South! And comments about the joy to behold on childrens faces as they enjoy the trains. Photo of Wednesday night model R/C car racing at the club outdoors track.

Working Bee

The working bee on Saturday 16th March was attended by eight members. Present were Bruce Piggott, Tony Lawrence, John Lankow, Graeme Murray, Timothy Robinson, Michael Jack, Trevor Taylor and Grant Anderson. Boards were attached to the new safety railing on the ski club straight, vegetation was trimmed and leaves removed, positioning for the tunnel signals was checked, club trainsets received some attention to brakes and the WOF's checks were started.

Visit to Tauranga

In late February, Jan and I had a few days down in the Bay of Plenty. While there, I managed to get along to the Tauranga Model Marine & Engineering Club to see what they are up to. I was delighted to see that they are now well under way with their track extension project. While they have had the embankments in place for about two years with a large amount of preload on top to accelerate settlement and much of the concrete base for the new track finished, it was good to see that the posts for the small bridge on the extension were now completed.



Piles for small bridge with new embankment behind curving away and upgrade to right.

But I was most surprised to find progress on the large bridge as well. This has 38 only 250mm diameter wooden poles for the main supports. On Sunday when I visited, these had been driven in and large cages of rebar filled substantial holes surrounding each pair of piles.



When I visited back two days later, they had all been concreted in. They have used contractors for this foundation work (assisted by their equivalent of the Tuesday Club) and are very pleased to be now above ground ahead of the winter. Work on placing the timber beams will be next, I understand. The piles give a visual idea of a very large and impressive structure – they protrude upwards about 2.5metres and the total length of the bridge appears to be 60+ metres in length.



The northern end of large bridge with concrete block abutment and 4 of the piles shown

The grade on the embankment will be about 1 in 50, so this extension will not only add a considerable extra distance to the existing track, but also add a real driving challenge to what has otherwise been a fairly flat track to operate on.

Work is also progressing on their new ride trolleys and I was shown some examples of these which are being assembled in the club's workshop on-site. It was interesting to discuss their commitment to fail-safe brakes and how they are arranging them on the new trolleys; something that might be of interest to ASME as our new trolleys are built later in the year.

While in the area, I also got some hours to look at the Classic Flyers Aviation Museum at Mount Maunganui; if you have a interest in the history of flight, then I recommend it as being worthy of a visit. There are many exhibits to view (including some you can climb into for a real experience and cut- a- way, sectioned, aero components) and also many flying stories to read.

It's always good when you can add some hobby visits on your holiday away from home.

Grant Anderson



F-86 Sabre Jet at the Classic Flyers Aviation Museum.