

The MICROMETER

AUCKLAND SOCIETY OF MODEL ENGINEERS INCORPORATED

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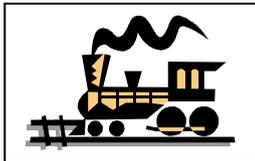
May 2014

REGISTERED NEW ZEALAND PUBLICATION

A Fine Model

This superb Meccano model excavator was shown at an exhibition in Pakuranga in 2005. The hydraulic rams were made from cut down gas struts and are cleverly operated by Bowden cables.





Train Roster

Date	Electric Driver	Electric Driver	Steam Driver	Train Controller	Station / Guard	Station / Guard	Station / Guard
4-May-14	T Leys	R Reichardt	Voluntary	<u>G Anderson</u>	A Foster*		P Jones
11-May-14	P Woodford	B Aickin	Voluntary	<u>B Piggott</u>	J Lankow*	D Leybourne	M Luxton
18-May-14	I Ashley	D Booth	Voluntary	<u>D Russell</u>	H Martin	C Mitchell	G Murray*
25-May-14	B Cotton	P Dowdeswell	Voluntary	<u>G Wills</u>	J Olsen*	W Parker	A Pritchard
1-Jun-14	M Granger	M Hollis	Voluntary	<u>T Lawrence</u>	G Quayle*	K Ryan	A Shirley
8-Jun-14	D Housley	T Leys	Voluntary	<u>T Robinson</u>	P Boyes*	M Richardson	R Smith
15-Jun-14	S Meikle	D Moffat	Voluntary	<u>G Anderson</u>	R Stratton	R Street*	T Taylor
22-Jun-14	M Moore	P Moy	Voluntary	<u>B Piggott</u>	P Tomkies*	D Addis	G Beazley
29-Jun-14	M Plant	R Reichardt	Voluntary	<u>D Russell</u>	J Burnett	J Clarke	R Copeland*

Please be aware that due to Track Maintenance work, some Sundays' running will be cancelled. You will be notified by email prior to the day.

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. The Stationmaster is also responsible to account for the day's takings.

Please Note:

On your rostered day, you should arrive by **12.30pm** to get prepared for the day's running. 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 and to **advise the Train Controller of the change** in advance – please don't let the rest of the team for the day be left short-handed.

Also, please ensure the member you arrange a swap with is one who is rostered to undertake the same role to ensure we always have members with the appropriate training and experience on the day.

There is no expiry period or date on train ride tickets previously sold.

ASME Station Operating Guidelines

Refer to the September newsletter for full details and carry a copy with you when you go on duty. One thing that was not highlighted is the necessity for all passengers to have shoes or other appropriate footwear.

If an accident occurs it must be reported and dealt with in accordance with the standard procedures. Full details of these will be published in due course. In the meanwhile use common sense. Get medical help if necessary, get names of witnesses, inform the President and the Club Manager, follow up with the people concerned if anything more than a very minor incident.

Station Procedures

Please ensure that the following procedures are used in the station.

Once all the passengers are seated and their tickets clipped the following instruction should be given (or something along similar lines):

- You must remain seated at all times while the train is in motion
- Do not jump around, lean out or grab any items beside the train
- Keep your feet on the footrest at all times while the train is in motion
- Enjoy your ride on our railway

When the train and passengers are ready to leave, the Stationmaster will give verbal "right of way" to the guard or to the driver in the absence of a guard

NOTE: the preferred instruction is to advise Guard or Driver "Right of way". The Guard will then signal the Driver with one beep on the horn (or a whistle). The driver will acknowledge with two beeps before proceeding.

Club Calendar

3 rd May	ASME Fun Run afternoon (starting at 1pm)
6 th May	General Meeting and workshop mistakes (cock-ups) night (7.30pm)
13 th May	Committee Meeting (7.30pm)

President's Report – May 2014

Work on the Track & Trolley project is progressing with the concrete base completed. The new riding trolleys are ready and preparation work is being done as we get ready to change over to running on stage 2 and 7.25" on the ground later in May. We can then continue working on stage 1.

So we are having an ASME FUN RUN day on the Saturday 3rd MAY starting at 1pm. It will be the last chance to run on the old raised track (all boilers must have current boiler test certificate).

The May general meeting is Workshop mistakes (cock-ups) night etc, So bring along your items so you can explain what not to do .

Timothy Robinson
President
24 May 2014

Membership News

Over the past 4 months, ASME has had some membership changes and now that the subscriptions for the 2014 year are all wrapped up, it's perhaps timely to summarise these changes as follows:

Resignations: Ray Brown, Dave Lawson and Eric Burns (Eric subsequently passed away on 6/1/2014)

Deaths: Ian Lyons (passed away 5/1/2014), Life Member Alan Gasteen (passed away on 15/3/2014)

Struck off through non-payment of subs: Steve Day, Dave Gulliver and Bill Parker.

During the period, Graham Beazley has been accepted as a new member.

A revised membership list prepared by Greville Wills is attached to this month's Micrometer email advice.
Mike Moore,
Secretary (11/4/2014).

Obituary – Alan Gasteen

Alan Neville Gasteen
19 April 1934 – 15 March 2014

Alan was brought up in Liverpool, England where he was educated and served an apprenticeship and qualified in the electrical-mechanical industry, working for, amongst others, English Electric. He was also involved in the development for the revolutionary Napier Deltic Diesel Engine. This developed a strong interest in all things mechanical which was later translated into his hobby of ME.

Alan and family emigrated to New Zealand in the early 1960s. He joined ASME in 1965 and became a committee member and served the club in many different roles which included the Boiler Committee, a role he continued to actively participate in up to 2011.

He was made Club President in 1974 and again in 1993 and 1995.

His contributions to the development of the club were recognised when he was made a Life Member in 1996.

Alan was a prolific model-maker, building no less than five steam and two electric locomotives, the last being his BR class 4 completed in 2011 which took about 8 or 9 years. He also built many other fine models for which he was consistently rewarded at numerous exhibitions for his attention to detail and high quality workmanship. He was also a man who willingly mentored and encouraged many less skilled members.

He was a regular contributor to the "bits and pieces" table at club meetings, making it look and sound so simple to achieve.

Alan took a leading role in organising and administering the club's 25th and 50th year exhibitions and celebrations, as well as numerous club exhibitions.

He had a major hand in the design and building of the club's new station which was opened in 2003. Fittingly, he drove the first train out of the station with the then Mayor, John Banks, and the Minister of Transport, Mark Gosche.

In more recent years, Alan organised and judged for many of the club's exhibitions and he also assisted in the club's library.

The Tuesday Club featured strongly in Alan's life. He hardly missed a gathering and enjoyed meeting with his contemporaries such as the late James Yearn and the late Peter Swager. The morning tea was always a highlight with members bringing small items which were often critically reviewed in a light-hearted manner. There was always time to exchange parts and assist others in sourcing materials and advice. Alan attended right up to the latter part of his life, even though he had to deal with his rapidly deteriorating health.

He was held in the highest esteem by his contemporaries for his attention to detail and perfectionist approach. He was always ready to give a hand or take on a project.

Just over two years ago I took Alan to the Model Engineering Conference in Whangarei as we both had entries for the club in the Les Moore challenge. There we shared a hotel room and spent many enjoyable hours putting the world to rights. We visited the clock museum together and Alan expressed the desire to build a clock. When I last visited Alan and he was able to go to his workshop, we attached a recently built pendulum to a part-built clock held in the vice. I believe the clock was still in the vice when he passed away.

This quiet, unassuming gentleman will be sadly missed.

Our heartfelt condolences go out to Alan's children, his family and his companion Pat Robinson and with a heavy heart and on behalf of all model engineers, we say farewell Alan. We have all lost a wonderful colleague and friend.

Hugh E Martin



For Tender – Small Scale Traction Engine

The W. Carrick built model Traction Engine is now available for tender – It may be inspected at the clubrooms in the basement. (note the roof is upstairs).

There are no implied warranties from ASME and will be sold in an “as is’ condition.

The ASME boiler records do have an entry (No 65) for the model dated November 1983, but no record of a steam test.

Tenders must be in writing and delivered to the Secretary or myself by 7:30pm on the 13th May 2014 (committee meeting night).

A decision will be made at the committee meeting on the 13th May 2014.

Greville Wills – Vice President

Bits and Pieces – 1/4/14

Conducted by John Olsen, Reported by Dave Russell



A fine wooden tool box for Greg Burrows' new 7-1/4" gauge locomotive.



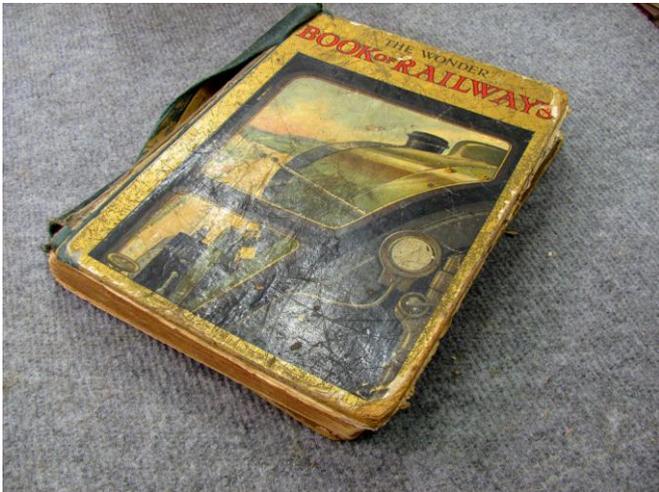
The steam inlet pipe for Greg's same locomotive. Greg explained that the two ends were made and the join in the middle left unsoldered until the whole piece could be assembled in place, ensuring everything lined up when finally soldered.



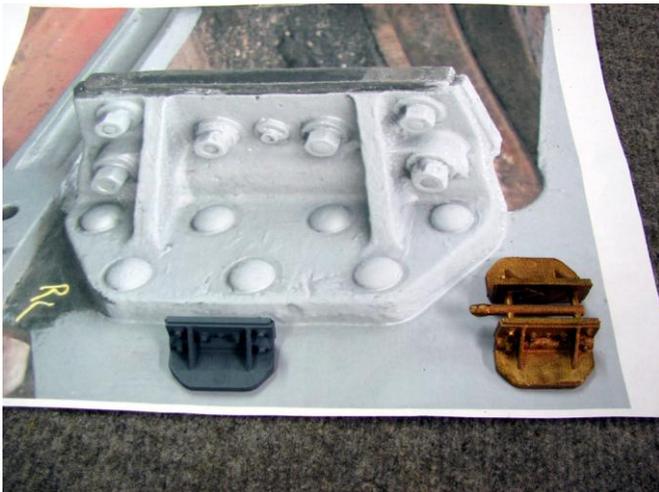
Boiler ID plate for the boiler of the same locomotive



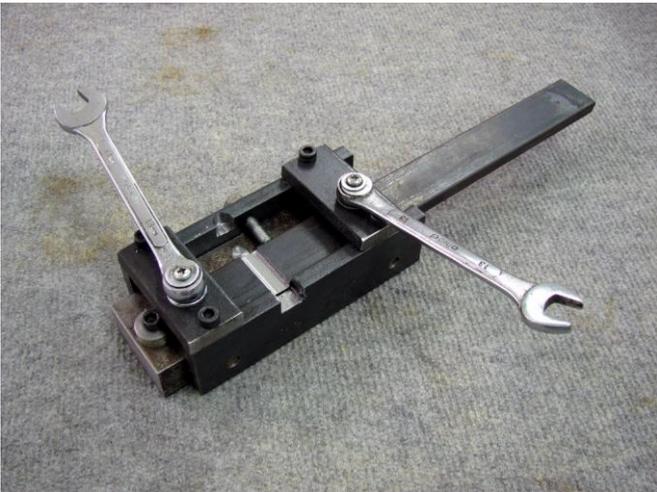
This crafty gadget that Greg made is a hex tool to fit on the threaded boiler back head fitting so that it could be screwed into and out of the boiler without using gripping tools directly on the fitting.



A very well worn copy of the book from the 1920's "The Wonder Book of Railways" was brought in by Peter Tomkies. Peter told how it was his favourite book when he was a lad.



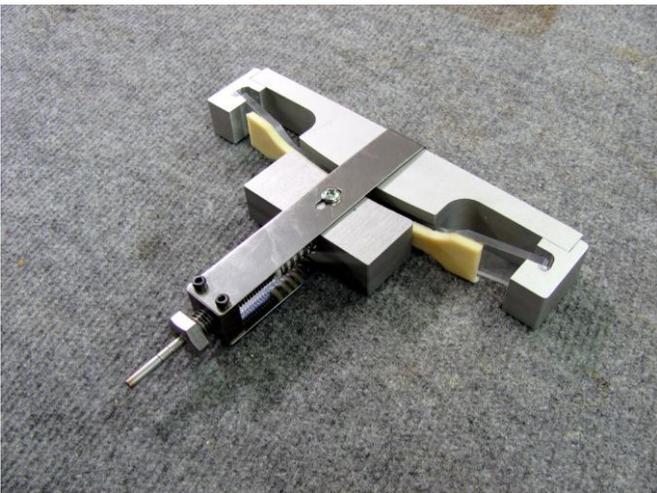
Martin Plant has been busy drawing and procuring fine scale lost wax castings for his 5" gauge BR Britannia locomotive. Martin is building this loco to a very fine scale; the items presented this month are the tender axle box guides and the locomotive lubricator boxes and lids. The grey coloured items are the patterns made by 3D printing methods.



Graeme Murray made this jig to hold the sleepers for the Club track work while he milled the slot for the rail. Because of the not-quite-square angles of the finish of the rough steel, without the jig they tend to come loose or can't be held square easily.



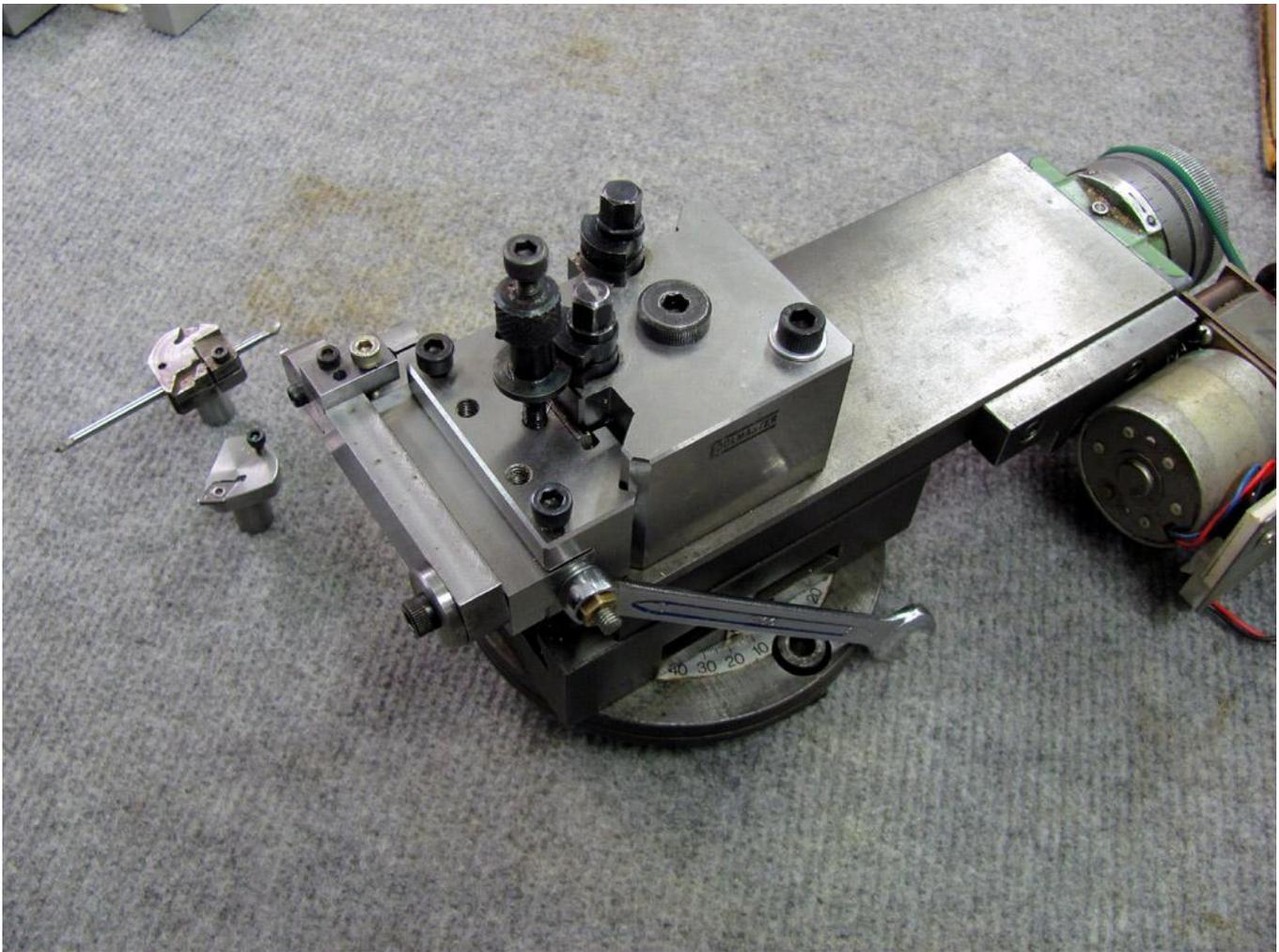
Murray Granger has been doing some of the same sleeper slotting work and has worn out completely 2x end mills so far. You can see from the photo that nothing has been wasted, with the tool being re-sharpened many times till there was nothing left to sharpen.



Some of you may remember the plastic test pieces of various materials that Peter Woodford brings in from time to time. Well, this is one of the jigs that they are held in for various testing and exposure to chemical tests. The jig was made by Graeme Murray.



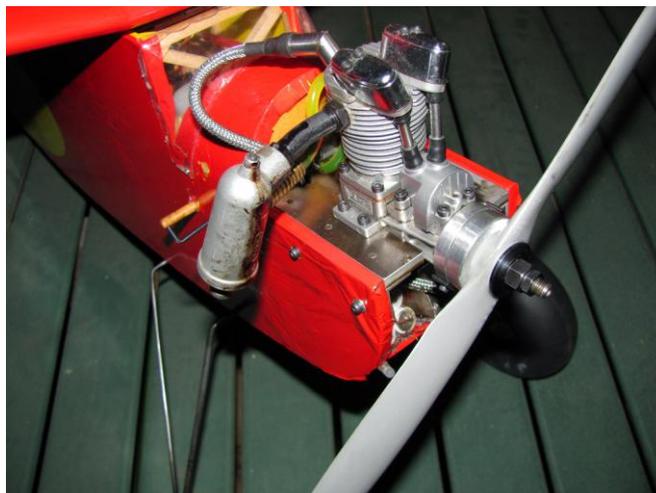
These very fine pieces of gear are parts of a hydrometer made by Graeme Murray for test equipment made for his employer in the health research field.



Graeme has taken his tried and tested tool holder idea and adapted it to a standard toolpost tool holder. Two separate toolholders can be seen - one with a standard tool tip and one with a small boring tool. These can be clamped in place by tightening the spanner. In the photograph the setup is ready to cut a thread with the threading attachment in place: this attachment pivots up out of the way when the lathe is reversed before taking another cut of the thread. You can also see an adapted motor drive for the top slide.



Graeme's last item this month was a USB microscope that he had purchased: the microscope worked fine but the base arrangement for holding it was flimsy. Graeme set about to make the holding clip and base that you can see in the photograph and these prove to be much better in practice.



Last but by no means least was John Olsen's large scale model aeroplane. The model was originally built in the 60's and was of a free flight type. John has recently restored damage incurred over the years and converted the model to radio control plus the installation of a Saito FA-62 four stroke engine of 0.62cu in (10.21cc) capacity. The engine was originally glow ignition but John has converted it to spark ignition. John says that recent flights have been successful. The model weighs 5lb and has 7' wingspan with a chord of 14" giving a wing area of approx 8 square feet.