

The MICROMETER

AUCKLAND SOCIETY OF MODEL ENGINEERS INCORPORATED

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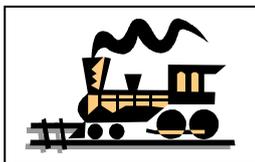
REGISTERED NEW ZEALAND PUBLICATION

Have you ever wondered...

...how many moving parts were used to make a 1950's-era mechanical cash register?

See article on page 8..





Train Roster

Date	Electric Driver	Electric Driver	Steam Driver	Train Controller	Station / Guard	Station / Guard	Station / Guard
1-Jun-14	M Granger	M Hollis	Voluntary	<u>T Lawrence</u>	Volunteer*	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*
6-Jul-14	P Woodford	B Aickin	Voluntary	<u>T Lawrence</u>	R Crook*	J Davies	G Dickey
13-Jul-14	I Ashley	D Booth	Voluntary	<u>G Wills</u>	H Martin	C Mitchell	G Murray*
20-Jul-14	B Cotton	P Dowdeswell	Voluntary	<u>T Robinson</u>	G Farquhar	A Foster*	G Healy
27-Jul-14	M Granger	M Hollis	Voluntary	<u>G Anderson</u>	P Jones	J Lankow*	D Leybourne

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 June	General Meeting. Talk on telescopes by Graham Beazley. (7.30pm)
7 th June	Working Bee; general and T & T. (9am)
10 th June	Committee Meeting (7.30pm)

President's Report – June 2014

Track & Trolley project is progressing. We are now running on stage 2 track with the new 7.25 riding trolleys. We have had good turnouts for working bees to do preparation work so we can continue working on stage 1.

For the June General Meeting we have a talk on telescopes by Graham Beazley.

Timothy Robinson
President
25 June 2014

Track and Trolley Update

Update on the Track & Trolley Project 2013 (Stage 1).

Last Saturday (17th May) a group of 15 members turned out to make some major changes to the Track as we have known it. The "old" raised track, which we have been running on for the last 6 months was finally disassembled with guide rails and concrete blocks removed for disposal and the track laid down onto the concrete base ready for the new 7.25g rail and sleepers to be added. Work carried on in the following days (thanks in part to Timothy taking some annual leave to continue the welding) to link up the track of the 1987 extension so that the new track (incl 7.25g) was continuous, thus forming an "upper loop". A handrail was fitted to the recently-repaired, original pedestrian bridge steps by the Clubhouse, so that the temporary station can be ready for use when ground level operations with the new trolleys commence on the upper loop. By the time you read this, it is expected that these operations will have begun. The General Manager is sending out instructions to rostered members so operations from this temporary station can enable ASME to

continue to provide a safe and pleasant train ride for the public while our work is focussed on conversion of the old track.

Most of the excess spoil from the excavations for the concrete base has now been moved to the spoil dump or used for backfilling the edges of the concrete. The long tunnel has also now been cleared of spoil – quite a bit had built up over the years in addition to that used for the track base. One small pile of excavated material stored by the retaining wall remains to be moved up to the ski club straight once the upper loop is in operation; this will be used to complete the concrete backfilling on this stretch.

Another part completed over the last few months has been the lowering of the first section of the long trestle bridge which needed to be adjusted to match the new lower level concrete under the pedestrian bridge; this has ensured that clearances have been maintained. At the same time, a small amount of positive camber was introduced; this area has had negative track camber for some time.

The new track has now been bolted down to the trestle bridges and more bolting onto the concrete base has also been done. The completion of the section past the temporary station site (closest to the clubrooms) enabled the first run (fittingly a 5”g steamer!) on the newly finished track, this occurring on the members fun run day held on 3 May. Greville had “Smokey” steaming up and down on the section from the top of the retaining wall straight, down to the start of the long trestle bridge and several members were able to enjoy a short ride on his largely completed 7.25g trolley which Smokey handled with ease.

It is satisfying to have reached the point where we can actually have track operations occurring in the manner decided upon by members two and a half years ago, albeit so far on only one section of the track. There is still a lot to do now on the old section of track, so any assistance from members mainly with the setup and welding work out on the track will be much appreciated – note, this doesn’t require welding experience, just the interest to be part of the team to set up the rail gauges and a host of related jobs prior to and after the welding, including gluing the rubber insulators onto the sleepers and bolting the track down onto the concrete base. So come along and help get this Club project completed soon. There is a working bee most Saturdays from 9am, so come and join in – any queries as to what is involved, or to confirm days for working bees, can be directed to any of the sub-committee members below.

Grant Anderson – 20 May 2014.

Project Sub-Committee Members:

Timothy Robinson Ph 296 2949, 0274 736 846

Greville Wills Ph 411 5092, 0274 982 713

Grant Anderson Ph 576 8330, 0274 810 185

Some photos of recent work (courtesy of Tom Leys):



Greville cuts the old guide bars (yes, he has ear plugs as well as the other obvious safety gear!)



Mike Banks unbolts the saddles holding the track to the old blocks.



Scott pushes a well-loaded trolley of old blocks up to the interim storage point.

Dave and Scott unload the trolley, while Tony and Graham try to work on the handrail around them.



Tony and new member Graham Beazley make progress on the handrail while Ian takes a breather from shifting blocks.



Reg, Pete, Grant and Ian carry a new section of rail into the long tunnel.

Reg leads the charge inside the long tunnel!



Pete and others tuck the new rail under the existing track.

Greville takes Smokey and new trolley with John aboard for a spin on the new track.



Bits and Pieces – 6/5/14

Conducted by Greg Burrows, Reported by Greville Wills

The advertised theme was “Mistakes and ‘Cock-ups.’” Pretty obviously, ASME members are a team of perfectionists, as only two exhibits fitted the description!

First up were three large shelf brackets – free to a good home.

Second were cylinders for a 3.5” Britannia loco:



John Lankow – Had trouble inserting the liners the right way – first time it didn't look right, so he took it out and turned it around – still didn't look right, removed again to discover he'd spent two days fitting the right hand liner into the left-hand cylinder! – Third time lucky.

Third item was an Aluminium Extrusion that turned out to be too short, so Dave Housley had to add a bit to it.



be too short, so

The fourth item was a blast pipe from Greg Burrows



Small error as the blower ring has an extra hole with a broken-off drill-bit in it!

The fifth item was from Greg Burrows - very nicely made cab for his 7 & ¼ Mogul Loco.



Sixth item was a new 7 & ¼ “ trolley built by Greville Wills

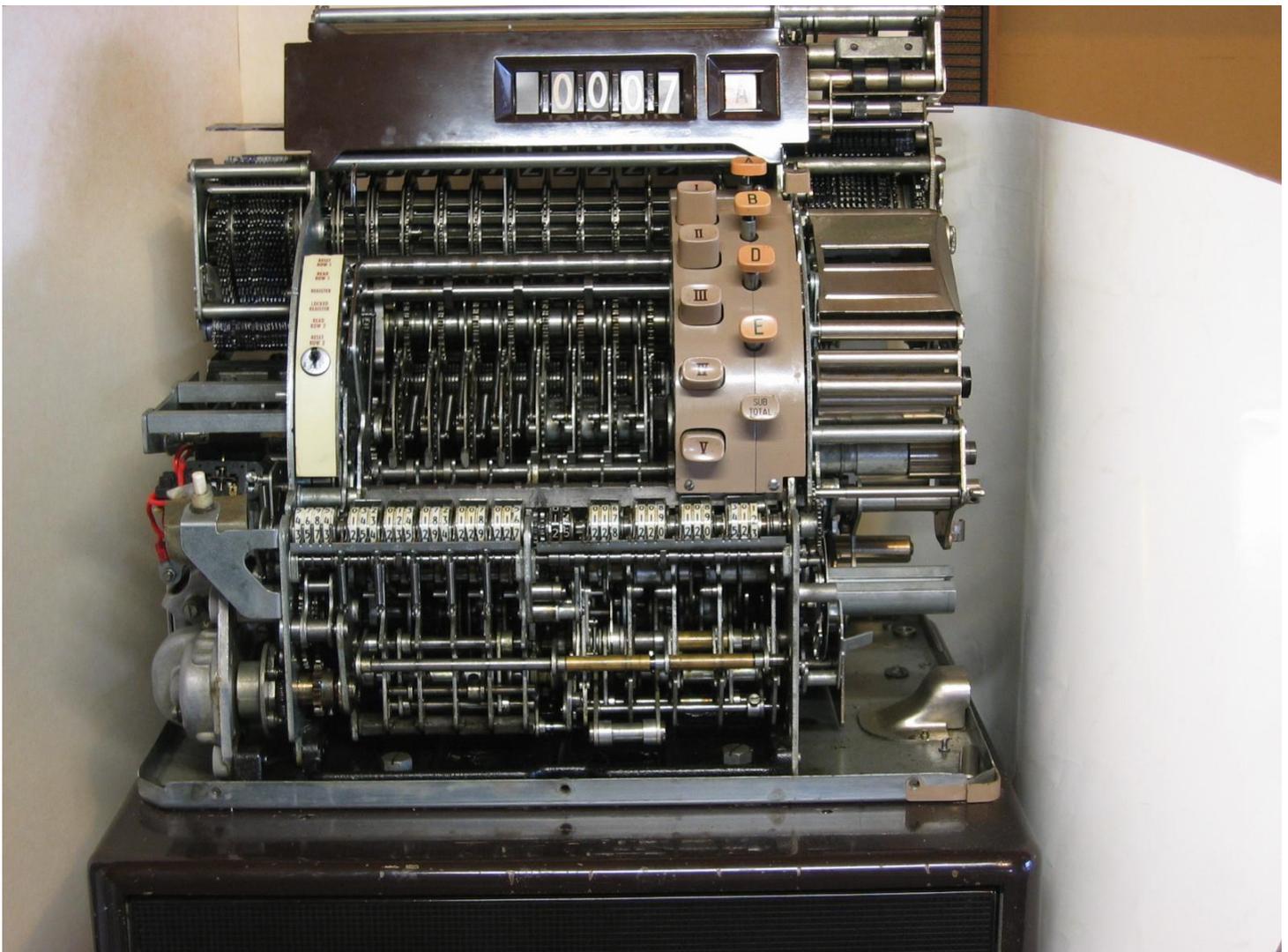


This shows the pipework and electrics for the Vacuum braking system – note it is Vacuum applied to release the brakes.

And now for something completely different...

On June 26 1974, a small supermarket in Troy, Ohio, USA became the site of a minor revolution in grocery shopping. The store was the first to be fitted with built-in laser bar-code scanners and their accompanying electronic terminals with price-lookups, etc, at the checkouts. (It is hard to believe this technology has now been with us for 40 years!) This was a pilot operation by the NCR Corporation and its success no doubt led to the hastening of the demise of the mechanical cash register, already being replaced by electronic registers in many stores.

The National Class 51 register (pictured) was produced from the early '50s and became a familiar sight on the counters of supermarkets and department stores worldwide.



How many moving parts does this machine have? Probably the answer is well into four figures! An awful lot to keep lubricated and correctly adjusted!

Classifieds

For Sale – Partly completed LNER V2 design 5” gauge steam loco.

Mr Walter Carrick built this loco to it's current stage.

The frames, wheels & motion work are mostly completed, as is the boiler.



There are 16 out of the 17 Original Plans.



The loco can be viewed at the clubrooms.



Would anyone who is interested in purchasing this loco with the intention of finishing it, please call Greville Wills – Ph (09) 411 5092 or email gandj@atrix.co.nz

Mislaid spanners:

While working on the Track & Trolley project over the last 6 months, I have on several occasions, used my small blue tool box which had a full set of Sidcrome spanners in it. I am now missing the Ring & open end spanner sizes: 10mm, 11mm, 12mm, 14mm. Also a Ring & Ring spanner with 10mm at one end and 12mm at the other. If anyone has inadvertently pick any of these up, would you please return them to **Greville Wills**.

Hot photos! Sunday 25 June:

These pictures of today's running sent in by Dave Russell show the new trolleys in use for the first time on the 7-1/4" track:

