

Number 598

February
2015

The MICROMETER

AUCKLAND SOCIETY OF MODEL ENGINEERS INCORPORATED

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REGISTERED NEW ZEALAND PUBLICATION

Happy New Year..

Just testing some new punches
I got for Christmas!

Some alignment practice
needed, perhaps...





Train Roster

Date	Electric Driver	Electric Driver	Steam Driver	Train Controller	Station / Guard	Station / Guard	Station / Guard
1-Feb-15	M Granger	M Hollis	Voluntary	<u>T Lawrence</u>	M Luxton*	H Martin	C Mitchell
8-Feb-15	D Housley	J Lankow	Voluntary	<u>D Black</u>	G Murray	J Olsen*	A Pritchard
15-Feb-15	T Leys	D Moffatt	Voluntary	<u>G Wills</u>	M Richardson		A Shirley*
22-Feb-15	M Moore	P Moy	Voluntary	<u>S Meikle</u>	R Stratton	R Street*	P Tomkies
1-Mar-15	R Reichardt	P Woodford	Voluntary	<u>T Robinson</u>	D Addis	J Burnett*	R Copeland
8-Mar-15	B Aickin	I Ashley	Voluntary	<u>G Anderson</u>	J Clarke	R Crook*	J Davies
am							
8-Mar-15	A Bailey	G Beazley	Voluntary	<u>D Russell</u>	G Dickey*	G Healy	P Jones
pm							
15-Mar-15	D Booth	B Cotton	Voluntary	<u>G Wills</u>	D Leybourne	M Luxton*	H Martin
22-Mar-15	P Dowdeswell	M Granger	Voluntary	<u>T Lawrence</u>	C Mitchell	G Murray*	A Pritchard
29-Mar-15	M Hollis	D Housley	Voluntary	<u>S Meikle</u>	J Olsen*	M Richardson	R Stratton
Please Note:							
There are two rosters for the Panmure Basin Festival Day on the 8th March 2015							
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)							

Bold and Underlined Name:

This is the designated **Train Controller**, i.e. the person in overall control of all operations for the day

Bold with Asterisk* 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:

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 – 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.

Next General Meeting:

Tuesday 3 February, 7.30pm.

A Message from David Black

Our new President

Last century I joined ASME and from the beginning I knew that Model Engineering was for me. Despite involvement in a variety of other railway and engineering enterprises, model and experimental engineering is the most satisfying and least frustrating way I have found to make a hobby out of technology. It has the great benefit that there should be no deadlines, no customers and few regulators. Let's try to keep it that way. So it's with the greatest pleasure that I am honoured to take up the position of President of this great Society. Last week I was looking through the list of past presidents, truly great men, many of whom I knew and more than a few no longer with us. They are an inspiration to us all.

The last few years have not been so easy for ASME although looking back now it has been a time of tremendous achievement marked by some impressive governance and management. By 2012 it was becoming clear that the increasing popularity of public running was placing demands on our rolling stock which caused concerns about stability and therefore safety. Solutions were scoped, the wider membership consulted and the decision made to shift to ground level running and add 7-1/4 inch gauge. Not everybody agreed with that; I for one valued the elevated track, if for no other reason than my belief that as the years take their toll it would be easier for me to manage. A number of our votes at the time reflected that view. Nevertheless the case for change as a solution was compelling and it won the day. Now I have driven on the new track I am convinced that it was a good choice.

There were genuinely based concerns that the scope of the project would be unmanageable and could financially ruin the Society. It's a fact of history that none of these predictions came true and now we find ourselves with the project largely complete and a healthy bank balance. Soon we will be running through the station again and I am confident that the public popularity of our little railway will soar again.

There are some challenges though. The huge effort by our most active members has diverted attention away from other activities of the Society. People these days work longer hours, the traffic is worse and both recreation time and money is short, particularly in Auckland. Some members have told me that they want more from the monthly meetings. We are running short of volunteers, particularly for the more bureaucratic jobs such as Train Controller. There is always the risk that when a hobby becomes a public service parts of it become dangerously close to a day job.

I have no doubt that the pleasure we provide to our visitors does make Sunday running worthwhile. Still, this is our hobby and, for those still at work, a contribution from discretionary spare time. During my time as President we will discuss ways to balance these competing demands.

David Black

President

Auckland Society of Model Engineers Inc.

Minutes of the Annual General Meeting - held 2nd of December 2014.

Called to order at 7.45 pm.

Chaired: Timothy Robinson

Present: 34 members.

Apologies: Graham Bell, Peter Woodford, Tony Lawrence, Lex Farquhar.

Visitors: Daniel Frew, Louis McNair.

Minutes: The minutes of the AGM of the 3rd of December 2013 were read by the secretary and acceptance as a true and accurate record was moved by Ron Copeland, sec. Graham Healy, carried.

Matters Arising: nil.

President's Report: Timothy read out his Annual Report to the Meeting. Acceptance was moved by Dave Russell, seconded John Olsen, carried.

General Manager's Report: Greville tabled the annual accounts for the year ended 30/09/2014 which were approved by the meeting. He moved that a recommendation by the Committee that subs remain the same for the coming year be accepted, seconded Dave Housley, carried.

Election Of Officers: The following nominations were received;

President: David Black

Vice President: Greville Wills

Secretary: Mike Moore

Treasurer: Grant Anderson

Editor: John Lankow

Librarian: Graeme Murray

Committee:

Timothy Robinson

Graeme Healy

Tony Lawrence

Mark Richardson

Dave Housley

Dave Russell moved that the nominations be accepted, seconded Ron Copeland, carried.

Other Business:

Notice of Motion;

A motion was put that Rule 16.6 be amended so that the words "The meeting shall appoint an Auditor if a suitable qualified person has accepted the appointment" be replaced by "The Annual Accounts are not required to be audited unless the membership, by a two thirds majority, at an Annual or Special General Meeting, require this action to be taken. The Auditor shall be an accountant properly qualified and authorised to undertake audit work."

(Note: The meeting would also need to authorise payment for the cost estimated at \$2000.00 to \$3000.00)

Grant spoke to the Motion, and after a short discussion it was put to the vote.

Moved Grant, seconded Greville.

The Motion was carried, with John Burnett voting against.

Second Notice of Motion;

In accordance with the Club Rules a motion had been received nominating Grant Anderson as a Life Member. The notice had been checked and approved by the Committee. Grant left the meeting while Greville spoke to the motion, and a secret ballot was carried out in accordance with the Club Rules. The secretary counted the votes, and on Grant's return the President was pleased to announce that his Life Membership had been bestowed by the membership by 29 votes to 4.

David Black moved that the voting papers be destroyed, carried.

Graeme Murray moved a vote of thanks for Tim's Presidency, carried.

Meeting closed at 9.00pm.

Auckland Society of Model Engineers Incorporated

President's Annual Report for the Year 2014

This year's activities have inevitably been dominated by the physical work done to implement the changes to the miniature railway decided upon by the members at the 2011 and 2012 Annual General Meetings. While the planning and funding applications took up much of the 2013 year, a good start to the physical works had also been made, with many sleepers and all bogie parts for the new trolleys completed.

Throughout 2014, work has continued to achieve the railway changes. The concrete track foundations (a total of 513 metres) were completed by March. A huge amount of excess spoil was moved and "lost" manually on-site, 94 units of new 6-metre rail section with sleepers were manufactured in the basement, 250 metres of ground level track (the "upper loop") were finished (welded, rubbered and bolted down) and a temporary station created by the clubhouse by May. In order to allow access of the trainset from the dogbox, a further 140 metres of new track from the engine shed up through the long tunnel to the girder bridge was also completed by May, allowing Sunday running for the public to operate on the new ground level system. During winter, the storage rack in the engine shed was altered to accommodate the spare new trolleys – this will avoid manual lifting of trolleys as was required in the past. Also the long tunnel was prepared for concreting. The new trolleys have proved very stable and we have had few problems since operating under the new system.

The majority of the working bees in 2014 have naturally been associated with this work on the railway: in total 39 working bees were held, mainly on Saturdays, and 36 members participated, resulting in the

equivalent of 291 man-days' work. Fifty-five extra working bees were held by the Track & Trolley Sub-Committee (in a few cases assisted by a conscript!) resulting in an additional 137 man-days, giving a total of 428 man-days worked on the project during the year. Also, an indeterminate number of hours were given by other members (mainly Murray Granger and Graeme Murray) in their home workshops making parts for the project (remaining sleepers and insulation rubbers). My thanks go to all those members who have contributed to make our railway a safe, relatively maintenance-free facility for the future benefit of the Society (and the public of Auckland). I also would like to acknowledge the generosity of the Mt Wellington Foundation Limited who provided grants of \$49,000 in 2013 and a further \$6,000 in 2014 for the Project.

Of course, our club is much more than just the miniature railway and this has been demonstrated by the wide range of items brought along to monthly club meetings and discussed under "Bits and Pieces". While not always strictly "model" engineering, the items have been of great interest and show the range of members' talents and interest in all things engineering. Besides the regular "Bits & Pieces" items at meetings, we had a number of short films shown and four auctions were held of workshop-interest items. Three of these auctions were held to clear items donated by Mr. Wally Carrick (an ex-member) who also donated his traction engine and partly built LNER V2 2-6-2 locomotive to the club. In line with Wally's wishes, it is pleasing that these items have gone to members for their future enjoyment and that the club benefited immensely from the income raised from the sales – a "win-win-win" situation. Wally passed away not long after these sales were finalised.

The Society's financial results for the year reflect the sale of the items donated by Mr Carrick, reduced track running receipts and some heavy maintenance on the Clubhouse roof and windows – nevertheless, a modest operating surplus was achieved.

The income from track running suffered from the number of lost days (9) due to track work (mainly due to the concreting work) and bad weather, but the fact that we were able to run on 38 Sundays during the year, helped keep faith with the public - an estimated 12,500 rides were given to the public during the year. Thanks are due to the team of approximately 45 members who voluntarily operate the railway for the benefit of all members. We had one club runday on 3 May when 5 members with their "steamers" took the chance to have a last run on the old raised track.

On the membership front, we have lost some experienced members during the year. Life Members Alan Gasteen and Stan Locke passed away; also Ian Lyons, Eric Burns, Brian Beall and George Kemp passed on. Five members resigned and three were struck-off for non-payment of dues. We had two new members, Graham Beazley and Allan Bailey, join during the year – their enthusiasm and attendance at working bees and meetings is refreshing.

I would like to thank the committee for their input and support during the year – for most of the year we have had to operate without a full crew which has had some impact on time to arrange other activities. I would also like to thank John Lankow for his first year's work as Editor of the Micrometer and his forbearance of my often late reports!

We still have some way to go to complete the changes to the railway, but can now see the end in sight. With continued commitment of the members, this will be achieved soon.

Timothy Robinson,
President
2 December 2014

Track and Trolley Project

Two working bees were held in late 2014 to enable the girder bridge to be modified before the ground level track could be laid across.

Working Bee Saturday November 29:



This is what the girder bridge looked like shortly after work started on the 29th - a couple of girders - spanning an empty space! Here we see Timothy drilling holes in the girders using a magnetic drilling machine.

(Photo supplied by Grant Anderson)

The trusses from the sides of the bridge had been removed to the station for the addition of a lower stringer to enable easy attachment to the repositioned girders on the bridge. Tony is marking out the alterations on the bottom edge of the first truss, John and Pete are looking on to make sure he does it right...

(Photo supplied by Grant Anderson)



Meanwhile, up at the bridge, Dave and Greville, along with Tim, had been busy attaching cross-beams to the two girders.

(Photo supplied by Grant Anderson)

Working Bee Saturday December 13:

The girder bridge having been reduced to two steel girders (what else?) and some cross-pieces spanning the cutting, there now remained the job of rebuilding it in a more robust configuration, with the Warren trusses reconfigured and the decking built at ground level in preparation for the new track.

The first job was to complete the framework by adding more cross girders. Getting serious with measuring tape and marker pen were Greville and Tim. (Note: Nobody was forced to “walk the plank”. Only those workers young enough or with a good sense of balance were game to try until more decking material was added!).

(Photo supplied by Roger Stratton)



How many model engineers does it take to build a small bridge? Two? Three? SEVEN??

From left: Peter, Timothy, Greville, Grant, Graham, Roger and Mike.

Standing room only!

(Photo by the Editor)

Timothy drilling horizontal holes in the side beams for the truss attaching bolts. Graham Beazley and Mike Banks look on from a distance, while Greville checks his measurements.

(Photo supplied by Roger Stratton)





The trusses, complete with new stringers along the bottom edge, were laid out under the trees for some final adjustments in preparation for erection on the bridge.

This is where the large contingent of workers was needed — the trusses were a bit heavy and rather wobbly until firmly bolted to the bridge deck.

(Photo supplied by Roger Stratton)

The (almost) finished article. Steel decking panels bolted down, and trusses installed.

(Photo supplied by Roger Stratton)



Here it is, all ready for track to be laid. Doesn't it look nice?

(Photo supplied by Grant Anderson)

Bits and Pieces December 2 2014

Conducted by Mike Banks, report and photos by Dave Russell

The first item was a gauge for setting the correct radius on the club track while the 7-1/4 gauge rail is being added. The radius is 12.5m.

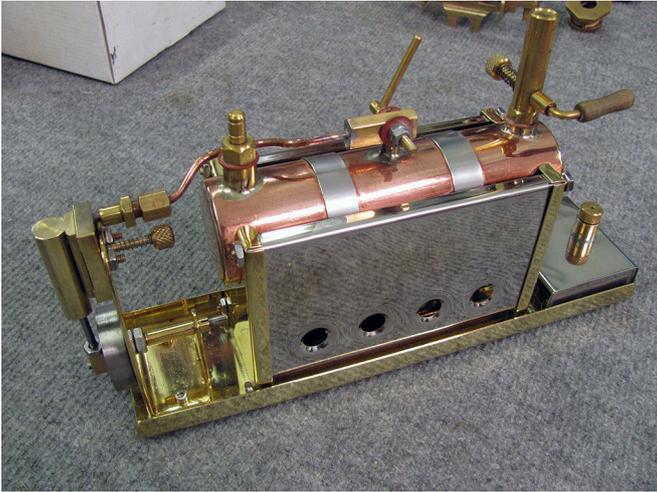
(Editor's note: Grant has also discovered a new use for this item — it is an ideal tool for retrieving his car keys from the ignition after accidentally locking the door! The side window has to be down a bit, of course!)



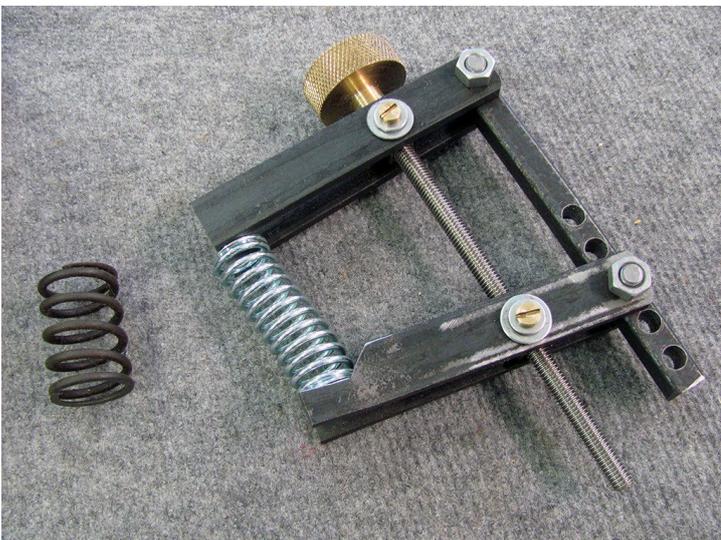
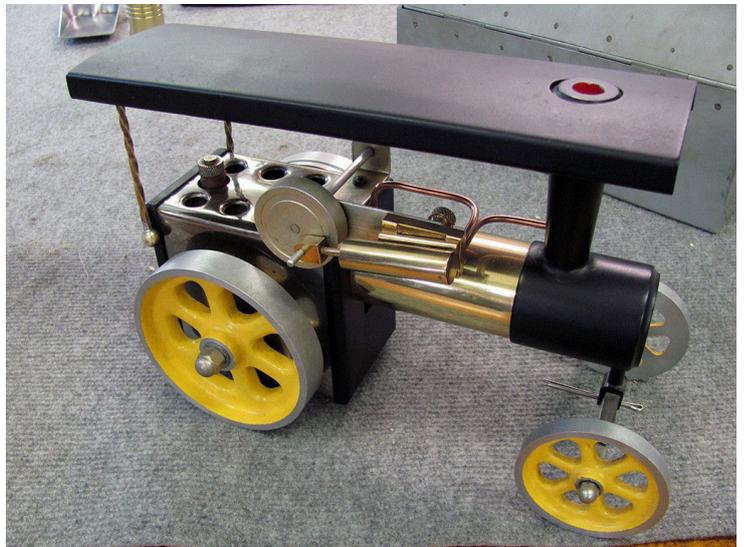
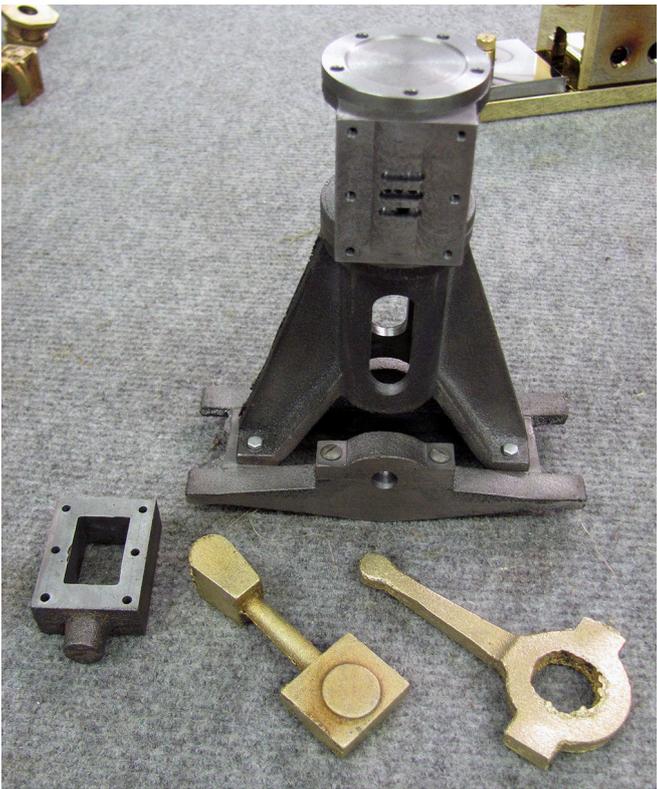
Mike Banks brought in a drill bit with a difference: it was a L/H turning one. It seems they are used for drilling out broken-off bolts and often the bolt comes out while drilling.

Our Secretary Mike Moore has made a fine ball turning attachment: it holds a carbide turning tip. Nice job.





We had two young visitors Louie and Daniel who had produced some fine work. I didn't quite catch the name of which was the younger lad (about 16 or 17) but the steam plant and oscillating engine, built as a year 12 project at Howick College, was of a very high standard. He has also built a great "Mamod" style Traction Engine. During work experience while at school, he worked at a foundry and, using some odd patterns that he had, produced the casting for a larger slide valve single cylinder stationary engine. Does anyone recognise the design? Please inform ASME if you can identify the type of this engine from the castings.



Greville Wills has made this spring compressor to hold springs compressed while you are assembling various things — helps when you find you actually need three hands!



Dave Russell obtained ten of these one way roller bearing clutches from a Chinese web site, they are 3.0mm ID and 6.5mm OD (HF0306), total price US\$7.99, free shipping. Ideal for locomotive mechanical lubricators.

A problem with this clock weight has Mark Richardson puzzled, Mark made this weight out of brass, the end cap (top) is easyflowed to the tube type body and then filled with lead. The discolouration of the end after closer examination showed that the end cap had a crack and was starting to part company with the body.



On a completely different note John Olsen has hand embroidered this finely detailed traditional Norwegian dress and waistcoat for his wife, he says it keeps him amused on long train trips. Very fine work.