

# The MICROMETER

AUCKLAND SOCIETY OF MODEL ENGINEERS INCORPORATED

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Number 603

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2015

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REGISTERED NEW ZEALAND PUBLICATION

### Problems with leaves on the line??

Something we are never likely to see  
on our track!!.

(Photo by Grant Anderson)





# Train Roster

Date	Electric Driver	Electric Driver	Steam Driver	Train Controller	Station / Guard	Station / Guard	Station / Guard
5-Jul-15	B Cotton	P Dowdeswell	Voluntary	<b><u>T Robinson</u></b>	<b>K Ryan*</b>	A Shirley	P Tomkies
12-Jul-15	M Granger	M Hollis	Voluntary	<b><u>G Anderson</u></b>	<b>R Street*</b>	D Addis	G Healey
19-Jul-15	D Housley	J Lankow	Voluntary	<b><u>D Russell</u></b>	<b>J Burnett*</b>	R Copeland	J Davies
26-Jul-15	D Moffatt	M Moore	Voluntary	<b><u>G Wills</u></b>	<b>R Crook*</b>	G Dickey	P Jones
2-Aug-15	P Moy	R Reichardt	Voluntary	<b><u>T Lawrence</u></b>	G Healy	P Jones	<b>M Luxton*</b>
9-Aug-15	P Woodford	B Aickin	Voluntary	<b><u>D Black</u></b>	H Martin	<b>C Mitchell*</b>	G Murray
16-Aug-15	I Ashley	A Bailey	Voluntary	<b><u>S Meikle</u></b>	A Pritchard	<b>K Ryan*</b>	A Shirley
23-Aug-15	G Beazley	D Booth	Voluntary	<b><u>T Robinson</u></b>	<b>M Richardson*</b>	R Stratton	R Street
30-Aug-15	B Cotton	P Dowdeswell	Voluntary	<b><u>G Wills</u></b>	G Taylor	<b>P Tomkies*</b>	D Addis

### **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.

**Drivers:** Please keep your eyes open for unusual or suspicious behaviour around the track which may affect the safety and/or smooth operation of our trains. Report such activity to the Train Controller.

### **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.

### **Appeal for more Train Controllers**

As members are aware, the Sunday running is what allows ASME to be able to pay for most things it decides to do. Also this ensures that the Member Subscription is kept very low. In total the members subs do not even cover the Insurance bill annually.

We have had comments from the public that there are not many steamers on these days!

To this end I would like to be able to roster a steam loco on again.

However it is all the steam drivers that are tied up on Train Controller duties.

To free them for a Steam Roster again, we need alternative Train Controller personnel.

It is not an onerous task; just requires completing paperwork and being available to assist in any incident.

Please let me know if you can help.

Greville Wills  
Vice President

# President's Report

The shortest day has passed and it won't be long before we see the buds of spring around our railway on the Peterson Reserve. This will be a special season for ASME; there is so much renewal and so many reasons for optimism for our Society. In May, the sentinel audit by MEANZ was completed: this allows registration of the railway which goes forward to the new system expected later this year. We have now done all we have to do for our compliance requirements and comments from the auditor suggest that our line has passed with distinction. Much of the credit for this must go to the tireless work of our Track and Trolley Committee and to our General Manager. Now, the risks of the changes which concerned us all are effectively over. The ground level mainline is complete and back running through Waipuna Junction Station. (We remember the building of the station as a significant project in itself, ably managed by Hugh Martin, named in a competition by Mike Jack and opened by Mayor John Banks).

With this work complete, the Society still finds itself in a strong financial position. There is a substantial amount of work still to be done in completion of supporting infrastructure for the new line with yard and locomotive handling modifications still needed to complete the project whose first stage was authorised by the members. Often with big projects, whether it is building the North Island Main Trunk Railway (which took an extra 20 years) or building a house, it is the finishing details which can drag on and degrade the full effect of the completed result. ASME cannot afford to allow this to happen. We are now in a strong position in every way. The risky part of the project has been completed successfully, and we are firmly part of the new Panmure Basin Project currently being worked on by the Local Board. We have a high level of support of the Board, Council and the community in general. Our leases through Auckland Council are secure and are about to be renewed.

Whilst we have provided details of our intentions, a much more secure and easier path for everyone is to get on and complete our work as quickly as we can so that our facility in Peterson Reserve is the one that others will build around. The work on the track so far has been done thanks to the efforts of a magnificent few. The pressures for this have been considerable and compelling: however for the less critical work to follow these are not so great. Nevertheless we should not be expecting the few to finish the job alone. For this reason, as the Chairman of the Committee I have proposed an accelerated approach of completion using all available opportunities for grants money. We provide a project clearly valued by the community and recognised as such by the local board. We have clearly shown our ability to manage our proposals, and applications for completion are likely to be viewed favourably. For this reason, I have proposed, and the Committee has agreed, to move to the completion of all of our current plans in parallel rather than in a step-wise fashion and to do so using, where possible, contract assistance for which we can apply for funding. This proposal is no more than what was originally outlined but it will require some tight management in a relatively short time frame. The current executive have confirmed our willingness to provide the administrative resources to see this through. It is for this reason that we have called a Special General Meeting to establish whether it is the members' wish for us proceed in this fashion. It was appropriate for the main proposal to be considered by the members as a whole after wide consultation. That phase is decided and over. There is really no benefit in having the balance of the work managed by other than the Committee, however Society rules regarding expenditure do require consultation. The Track and Trolley Committee will be on hand at the SGM to answer any remaining questions. Please don't regard this proposal as something that the Committee wants "to push through". This is a genuine opportunity for this pivotal project to move ahead quickly to completion if that is the members' wish. If it is not, the alternative step-wise approach is still available but the length of time that will take is likely to exceed the tenure of many of the existing Committee members and thus absolute completion time will be much less tangible.

At this month's meeting we will also be welcoming the publisher of The Shed magazine to tell us about the opportunity of returning to an exhibition at Greenlane later this year in collaboration with the Big Boys Toys Event. This is a wonderful opportunity for ASME to return to a venue that served the Society well generations ago. We look forward to hearing from Jude and it is my hope that we will be able to confirm our commitment to contribute.

David Black, President.

## **And now for a news-splash...**

Ever wondered about the history of the boat pond: who made it and when? Here is an excerpt from the President's Report, ASME Newsletter August 1989:

"I would like now to mention a little about the construction of the pond. This project, as most of you will have seen, has been no small undertaking. This job was started on the construction side on February 4, 1989 with the setting out with pegs and level and it is now the end of August, roughly six months and the pool is functional and 85% complete. All that remains to be done, except for some cosmetic items, is the fence. Not bad for the acquisition of a 500 square metre pond to compliment our railway track. Before the job was even started many hours were spent in negotiation, drawings and quotations. Most of this work was done by Jim Greasley and yours truly. Now is the time to name names of those who have done most of the work to bring this project to fruition. Those named are the ones who the writer considers have been the most consistent and have put in the most time. Jim Greasley without whom we would still be floundering on dry land, Dave Watt, Peter Swager, Doug Wood, Alan Pritchard, Reg & Ross Reichart and yours truly, from S.M.M., Jim Hewlett, Nobby Clark, Sid Beresford and Rex Cotterall, who did the labouring, carpentry and were general dogsbodies. Jim Mowat and Brian Beale for the filter plant and plumbing and Vern Holloway for the electrical work. David MacDonald, City Engineer, Ian Watson deputy from City Council for their help and advice. To the other members who have given the time that they could, and to members who helped in any way, all are to be thanked for this great achievement. The main reason for this epistle is for some record on paper for the Club history. This year the Club is thirty years old and in the future, perhaps someone will wonder how the pond got to be there are (*and?*) who built it.

Stan Locke

PRESIDENT

REMINDER!!! HARRY BEAN, the Mayor of the City of Tamaki, will officially open the pond on the 16th of September (1989). It would be greatly appreciated if as many as possible will attend. There will be a free afternoon tea available."

## **JULY CALENDAR**

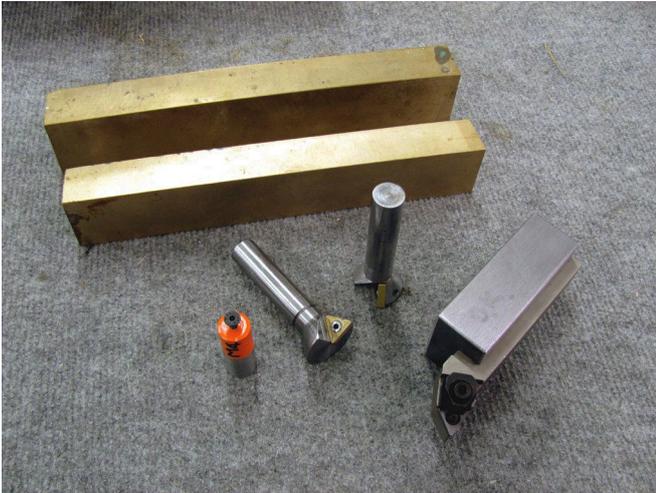
**Tuesday July 7th, 7.30pm** - General Meeting, ASME clubrooms.  
- Special General Meeting - to discuss and approve funding for completion of the Track and Trolley project.  
- Tonight's speaker will be Jude Woodside, publisher of The Shed magazine, regarding possible involvement with ASME at the forthcoming Big Boys Toys show which will be held on Oct 30 - Nov 1 at the Epsom Showgrounds.

**Saturday July 11th, 9am** - General working bee at the track. We will need some hands to help dispose of the concrete rubble currently decorating the end of the clubhouse and various other locations around the track. The remainder of the autumn leaves will also need clearing away, plus other items of a gardening nature are always available to keep willing workers occupied.

**Tuesday July 21st, 7.30pm** - Committee Meeting

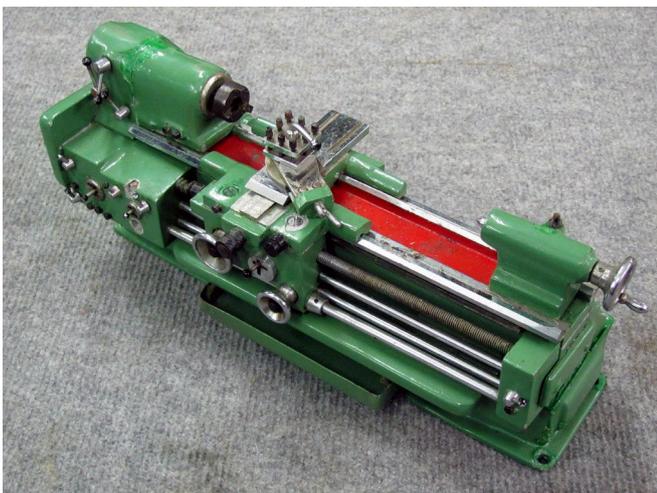
## Bits and Pieces June 2 2015

Conducted by Dave Housley, with photos and reports by Dave Russell.

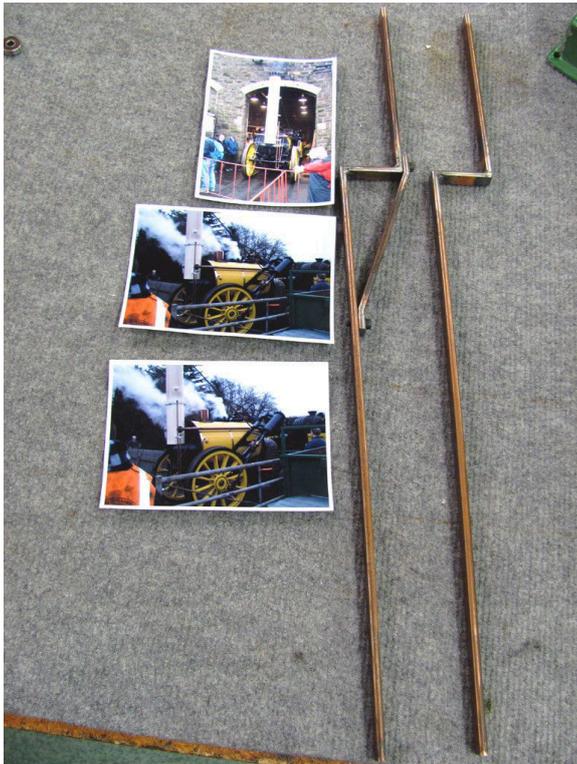


Tony Lawrence brought along a couple of bronze bars that he was hoping someone could help identify what type of bronze it was. There were as many guesses as there were people at the meeting. Tony also had a couple of 60 degree tool holders that he has made to cut dovetails in the range of tool holders he is making.

Mark Richardson is restoring a machine that had Bakelite knobs. Unfortunately the originals had broken as so often happens. Mark's solution to this was to fix them up as best as possible then have a silicon mould made from them. A two part epoxy was then poured into the mould to replicate the originals.



This model of a Korean lathe was acquired by Graeme Murray, the history was unknown. The model looked impressive but its lack of any real functionality suggested that it was purely a display piece.



Graeme also brought in the first parts for his new project, George Stephenson's "Rocket" in 7-1/4" gauge. These were the main frames, included were some photographs that have been used for details.

Greville Wills had bought a nice and cheap jockey wheel for his trailer but the original wheel shown in the foreground was useless when it came to grass or wet lawn, Greville modified the unit to take the wider pneumatic wheel.



John Lankow showed us how the state of the art computer back up used to look like. It was in the form of an 8mm mini VHS style backup drive, what precision micro engineering has been so quickly forgotten.



Lastly by way of a lead up to tonight's guest talk and video was a selection of pocket watch cases and internal workings, these were works of art from a by-gone era. The video showing how they were hand made from scratch was most fascinating and also quite sad when you realise that the tradesman was a 4<sup>th</sup> generation of his family creating such fine work and probably the last of his line.

## CAR FOR SALE

Make: Daimler Century 1957 (Grey)

Un-registered – but has Plate No. SY3962

Capacity: 2,500cc

Fuel: Petrol Vin: 7A8480C0794477092

Odometer: 79,800 miles.

Is in original condition, but needs restoration.

Has electric fuel pump in place of the mechanical original (still there).

Engine goes. Pre-select gear change. Brakes need attention.

Asking price is \$2,900.

History - Used to be owned by the Prime Minister of Tonga – so we were told.

Location: Waimauku Call (09) 411 5092 or 021 0223 9687 to discuss.



## For Sale - Items from the Estate of Alan Gasteen

As is condition & where is (Howick).

If you are interested in any of the items, please phone Brian Gasteen to discuss 0275 382 284



Butch 5" gauge 0-6-0 Tank Loco – Boiler Cert expired 30/04/2012



British Rail Class 4 5" gauge 2-6-4 Tank loco – Boiler Cert expired 1/04/14



NZR Super Q 3.5" gauge 4-6-2 Loco – Boiler Cert expired 14/11/2012



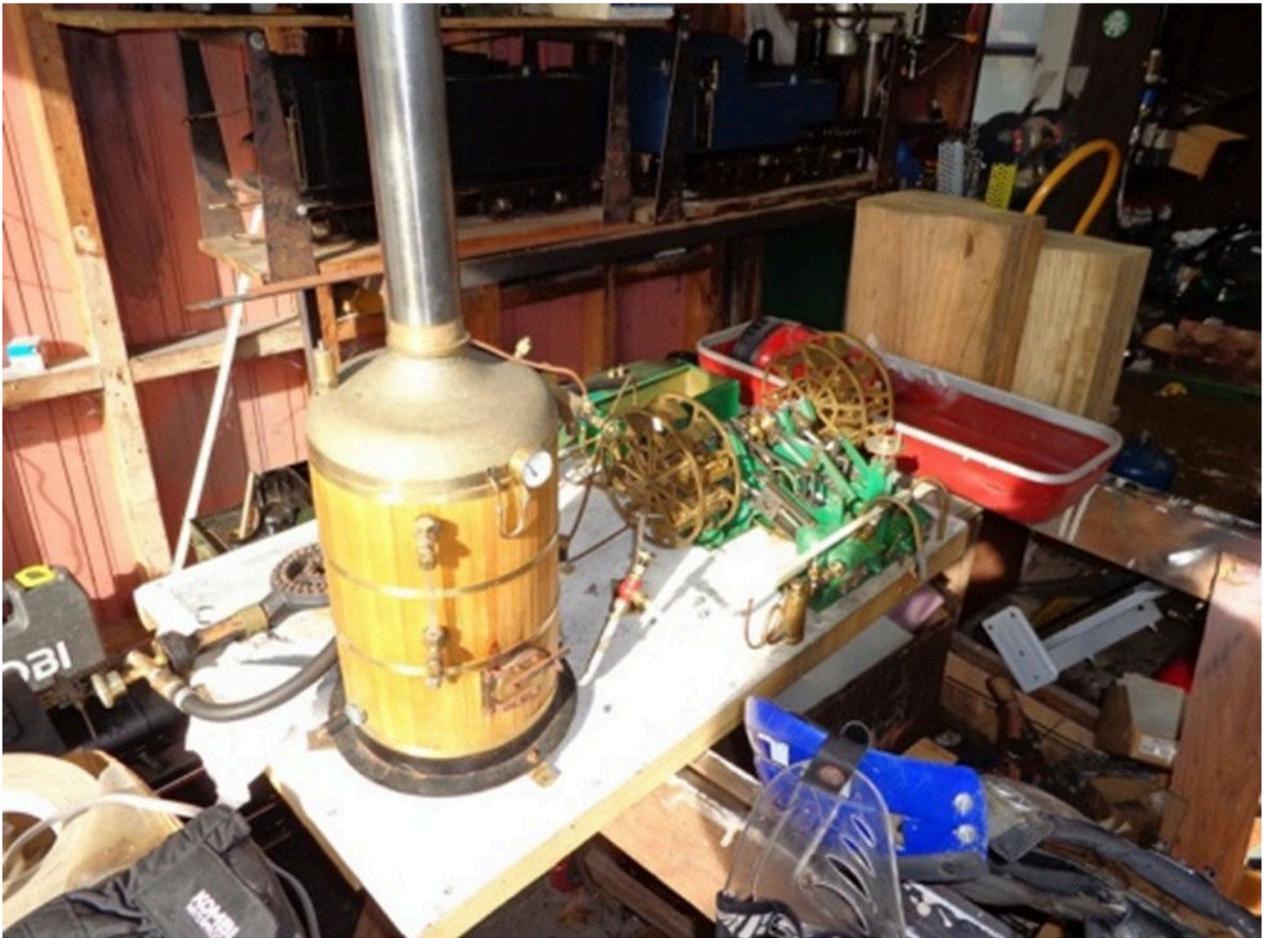
LMS Royal Scott 5" gauge 4-6-0 Loco – Boiler Cert expiry date 20/01/16



Myford ML7 Lathe – no bench



Mill Drill – belt  
reduction drive



Vertical Boiler & paddle steamer engine, winner of the Jackson Cup 2012.



Jackson Cup  
*Alan Gasteen*  
Paddle steamer engine  
and boiler