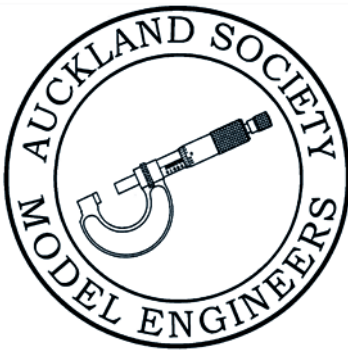


AUCKLAND SOCIETY OF MODEL ENGINEERS INCORPORATED

*Peterson Reserve, Panmure, Auckland
PO Box 14570, Panmure, Auckland 1741, NEW ZEALAND*



*October 2010
Number 551*

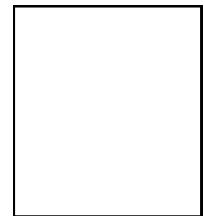
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REGISTERED NEW ZEALAND PUBLICATION

ASME INC.

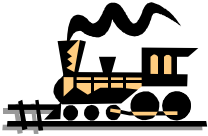
The MICROMETER

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New Guinea in 1943. Mobile Machine Shop truck of the US Army with machinists working on automotive parts.



Train Roster

	Date	Electric	Electric	Steam	Steam	Station	Station	Station	Extra Guard #
	3-Oct-10	A Murley	T Robinson	<u>M Orange</u>		P Boyes	G Briggs	R Brown*	
am	10-Oct-10	J W-Buys	P Woodford	<u>B Piggott</u>		J Burnett*	R Copeland	R Crook	
pm	17-Oct-10	J Yearn	D Black	<u>A Pritchard</u>		P Cunningham	B Currie	G Dickey*	J Cunningham
am	24-Oct-10	D Booth	T Boyd	<u>D Russel</u>		G Farquhar	A Foster*	D Hamp	
pm	31-Oct-10	B Cotton	R Craig	<u>G Wills</u>		R Hannah*	G Healy	P Dowdeswell	P Haycock
am	7-Nov-10	T Crake	P Eaton	<u>G Anderson</u>		P Jones*	G Kemp	J Lankow	
pm	14-Nov-10	M Granger	J Harrison	<u>G Bell</u>		D Leybourne	M Luxton	I Lyons*	
	21-Nov-10	M Hollis	M Plant	<u>S Day</u>		H Martin	S Meikle*	G Murray	
	28-Nov-10	D Housley	J McManus	<u>L Farquhar</u>		E North	J Olsen*	B Parker	

Bold and Underlined name – 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 – 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, You will notice from the above roster that new members to the club have been rostered on as the Extra Guard. The committee has decided to do this so that the new member has a chance to learn the ropes at the station without being under undue pressure. Please note on your rostered day you should arrive by 12.45pm to get prepared for the days running.

Club Calendar

ASME Events

5th October	General Meeting is the club auction; bring all your goodies to sell and your cheque book.
12th October	Committee Meeting.
16th October	Club Spring Saturday running day with loco competitions 10.00am - 3.00pm.
19th October	Workshop Night, At the clubrooms.
2nd November	General Meeting and Annual General Meeting.
9th November	Committee Meeting.
16th November	Workshop Night, "Milling 101", at Peter Woodford's home workshop, limited numbers so please phone Peter to book a spot 5768477. A second evening is planned at a later date to accommodate numbers.
11th December	ASME Christmas Dinner and Annual Exhibition Awards presentation.
Other Events (See posters on the club notice board)	
23rd - 25th October	New Plymouth Model Engineers open weekend 2-1/2, 3-1/2 & 5" gauge
4th - 5th December	Rotorua Society of Model Engineers open weekend.

Presidents Report October 2010

Grant & Jan Anderson are away overseas and by the emails received so far, they are seeing lots of 'Train' things.

The license & sub-license from Auckland City and Trans Power have been received. We did get some of the changes we asked for. David Russell & I signed the documents and returned them to the Auckland City Lease Co-ordinator and have just heard today that our copy of the Council executed documents have been posted back to us. So we now have security of tenure for 5 years plus, and two rights of renewal for 5 years + 5 years. The only sour note was that Trans Power insisted that there be a clause to give them the ultimate power to terminate with a years notice. We however do not really expect this to ever be used.

We still seem to have occasions when the club alarm system has not been re-armed upon members leaving! Please listen for the repeated beeps after turning the key 360 degrees clockwise. If it does not do this just try re-setting (full 360 degree turn anti- clockwise) and wait a few seconds, then try arming again.

There can be confusion after the alarms have not been armed upon exit physically, because when Bruce Lawson re-arms them over the phone, the key-switch is then in the "wrong position", so upon entry you can be thrown by this. The remedy is to do a full re-set as above to bring the system back to manual control.

We have had an update from MEANZ – looks like some real progress at last since the Minister has told the department officials to "sort it out". There is talk of some form of regulatory change by the end of this year! We will keep you posted.

The replacement controller for the Club Dsc Loco has arrived and Tim has the loco at his workshop to fit the controller – the wiring needs a few changes.

The new sign at the entrance of the reserve has been fitted – thanks to the Tuesday club.

The AGM will be held, as usual, in November and if there is any general business that you would like to submit can you please forward it to me or Grant, ASAP, so that we can give the required notice in the next newsletter.

Happy modelling, regards;

Greville Wills

Vice President

September 2010

The Latest in Engineering

Extracts from *The Model Engineer and Electrician* of September 29, 1910

Model Aeroplane Notes by "Aerophile"

A Steam Power Plant

As I expected when I wrote an article a few weeks back extolling the manifold virtues steam as a power for model aeroplanes – and full sized ones, for that matter – and promising to go further into the matter later on, I have not had to wait long before receiving some encouragement to proceed.

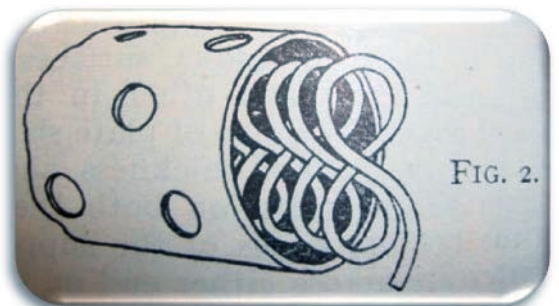
I think that the best thing I can do in the circumstances is to describe and illustrate a steam plant which has actually worked, and as it is admittedly in some respects a somewhat crude affair, make some suggestions as to how it can be improved.

First, as to the aeroplane; this is a monoplane of the flat-tail type, following the lines of the Avis and Santos-Dumont machines. The spread of the main planes is some 6 ft., and the total surface available for lifting is 6.85 sq. ft. The total weight of the machine with tank full of water, and fuel tank filled with petrol, is 3½ lbs., of which the aeroplane itself weighs 1 lb. 6 ozs. This, of course, includes propeller, running chassis etc.

The steam plant itself has been "bodged up" out of a number of parts that happened to be handy, few of which are really suited to the work they have to do. The plant illustrated diagrammatically in Fig. 1, in which A represents the engine. This, in actual fact, is a two-cylinder single acting launch engine, with cast brass cylinders and aluminium crank chamber. It is, I believe, of the type made and sold by Stuart Turner, of Henley-on-Thames, and is of so massive a build as to be really quite unsuitable for aeroplane work. Nothing on it, however, has been lightened, as little time was available for building the plant, and the only change which the engine has undergone is considerable enlargement of the steam ports. The bore of each cylinder is 5/8 in. and the stroke 11-16ths in.

B is the flash boiler which supplies the steam. It is made of a length of 6 ft. 18-gauge copper tubing, 3-16ths in. external diameter, which is coiled into the form shown in perspective in Fig. 2. It is then a shade over 6 ins. Long. The whole thing is surrounded by a tubular cowl of asbestos, the position and shape of which is also shown. This cowl has holes about 1/4 in. in diameter pierced in it all along, and is open at both ends, the nozzle of the blow lamp being brought right against one end. One end of the boiler is carried direct to the engine, where it is soft soldered into the valve chest nipple. The other end is similarly directly coupled to the force pump indicated at C in the drawing. This is, like the engine, an article of commerce, and can be bought of several model making firms. Like the engine, too, it is not at all light for its size, being a somewhat massive brass affair. The diameter of the same is 3-16ths in., and it has also a 3-16ths-in. stroke, furnished by an eccentric on the engine crankshaft. It has two balls valves one above the other, the balls being different in size.

The inlet of the pump is connected to the water container D, Fig. 1, which consists simply of a 1-oz Smith's Glasgow mixture tobacco tin with the lid soldered up to the body, and the addition of a screw-down filler cup pirated from an oil-can. The container is placed, as shown, so as to have a head of 2 ins. over the pump, the feed of which is thus considerably facilitated.



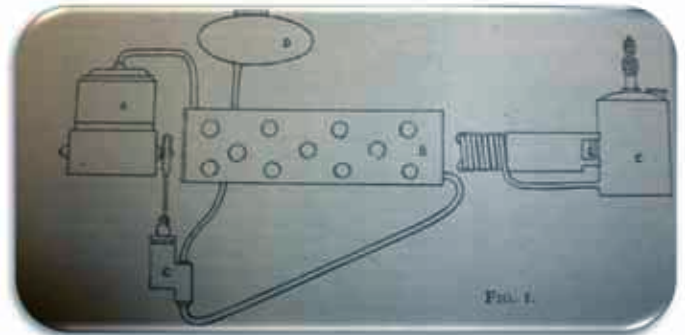
The blowlamp, which of course is really the most important factor of the whole plant, is labelled E in Fig. 2. It is of the most simple description, and burns petrol, yet is extraordinarily efficient; so much so that if allowed to play on the dry boiler it rapidly melts holes in the copper tube.

The reservoir is simply a tin soldered up and finished with an ordinary tyre-valve, and also a filler. In order to start the engine the blowlamp is allowed to heat the boiler coil for a few moments, and then the engine is cranked around by hand, so as to pump a little water in. Steam is instantly generated, and the engine gets going immediately.

It should be specially noted that as the steam is superheated-this is rather counteracted by the unlagged steam pipe which is used-the lubrication of the engine is likely to be a difficult matter. Price's Motorine A has, however, been found to give perfect results, and is recommended.

The propeller used with the above-described plant is 1 ft. 4 ins. diameter, and has a pitch of about 1 ft. 8 ins.

I have to thank Mr. W O. Manning, the well-known designer of the Avis monoplanes, for so kindly placing the above particulars of his steam plant at my disposal. When you get gentlemen of his calibre interesting themselves in models, you "get things humming."



Bits & Pieces, General Meeting 7th September

Presented by John Olsen and Reported by Roger van Ryn

A photograph of an A4 Mallard from Mike Jacks English customer, showed how keen the customer was to get the connecting rods Mike has been CNCing, onto his loco. They fitted well of course, one happy customer!

Mike Banks impeccable workmanship was evident on his "King" Smoke Box and Leading bogey. Mike used P10 first, then a 2-part black called "Amercoat" from PPG in Mt Wellington. Mike also machined all the heads of all the bolts for the bogey to scale size using the dividing head.

Photos A & B

Amercoat is a "strong" paint, used on aircraft carriers etc. see http://ppgamercoatus.ppgpmc.com/products/pdf/385_PDS_AI.pdf

As it uses "strong" chemicals, be sure to use positive pressure breathing apparatus especially if spraying.

On the subject of paints, Mike Jack found a two part primer that works on Ali and Brass. Hugh Martin has used some and attests to its effectiveness. Its an EpiGlass product and can be bought from boat yards (at a price) and may be cheaper at Guthrie Bowron etc.

Murray Lanes, (dare I say “Vintage”?) motor made 60years ago by Murray still runs. He cut the laminations from a kerosene can and annealed them in the fire-place. **Photo C**

John Olsen's canal boat has appeared in the British Steam Boat Association news, showing progress at that time. Since then John and Diane have done the expanding of all the tubes in the Yarrow(?) type Boiler. A major accomplishment in itself! (An un-needed complication was the tubing had different wall sizes as supplied by the importers under the same 'spec. **Photo D**

Trevor Taylor received a nice birthday card with ornately embossed artwork of a loco.

A spud tray and various other parts, smoke box, chimney, oiler, injector for a 1-inch(?) Allchin T.E. were exhibited by Brian Cotton. These were made by a friend of Brians Grandad, Mr Bob Sutherland. These are further to the very well made parts and models shown by Brian last month. **Photos E & F**

Dave Russells been busy! He made a robust boring head featured in the “Workshop Practice Series”, which we have in our library. It sure looks the part and has a range of holes for different diameters.

Dave also showed the adapter he made for a “light-up-when-in-touch” type edge finder, and the collet he uses. **Photo G**

A small part of Ron Copelands vintage tool collection included many interesting functions. There's not much new these days! Simple but strong and effective linkages and mechanisms have all been tried, as evidenced here. I liked the combination left and right handed “shifter” which also accommodated Metric and Imperial sizes, all on the same spanner?! Fiendish. A few engineers related to the ratchet-drive drill with built in jack-screw for building steel ocean liners. **Photo H**

New Member Paul Haycock has a D.I.Y. 1974 Simplex which he bought from a member, and wants to refurbish and continue its completion. Any help, drawings and construction details which Paul can use are gratefully accepted. Details of the “Aussie rules” boiler and “super Simplex” articles in “Model Engineer” are useful. Alan Emerson, Jim McClean (MLS), Dave Lawson, Murray Granger, Murray Lane,

(others?) all have built Simplex's and I'm also 16 years underway. **Photo I**

Mike Jack has been mass producing quick change tool posts for Mike Banks (who is in Loco mode) and these look very good, surface ground on all faces. **Photo J**

A huge lump of CI (Cast Iron) with a tapered hole belonged to Graeme Murray. Its going to be for a 10 inch chuck he has. Graeme found a digital angle gauge (protractor) which works down to a couple of micro-degrees, gave him a hand making the taper. **Photo K**

On the subject of digital “what-sits”, Mike Orange recalled needing a level on a job, and the gadget-savant youngster with him downloaded one for his all-purpose pocket-computer off the 'net, and presto, it became an instant digital level! I am led to believe it also can be used as a phone.

Peter Woodford is trying to find another natty mitre-box made by Sandvik, for a builder mate. He doesn't want to loose the one he showed as it's too nice. Any clues? A good design, as it doesn't get eaten away on every job, making it less and less accurate, as the conventional ones do. (Mine does anyway...) **Photo L**

Murray Lane reduced a 2500gram lump of steel to a 260gram one in the COMPLEX manufacture of a new crank for his dual-row Monosaupe engine. The bit that's left is also a rabbits-warren of ports for the petrol and oil feeds! **Photo M**

Graeme Murray has made a (Ch.... Ch.... "Cheap"?) angle grinder into a linear one. By using some nice linear bearings and mounting the grinder he is able to slice hard metal accurately. Eg, trimming cutters and tool steel. **Photo N**

Hugh Martin took us down memory lane with a collection of slide rules and paper table-calculators, that most(?) of us can remember. The tables were used for flow rate calculation and pump sizing etc. The truth is, I feel, that these would still be appropriate technology for most jobs. The level of accuracy (decimal places) would fit the verniers of machines most of us still use. We are spoilt nowadays by digital readouts that read six decimal places and mostly don't need, except for those making molecular level nanotechnology. If we regained faith in them by using one, think of the savings we'd make on WEEE?! And when you are good at it, can be faster than using a calculator, and especially waiting for Bill Gates baby to re-boot. (Seriously though...digital readouts are "cool", I have to admit.) **Photo O**

Put your name down or you'll miss out. Phone Peter on 576 8477.

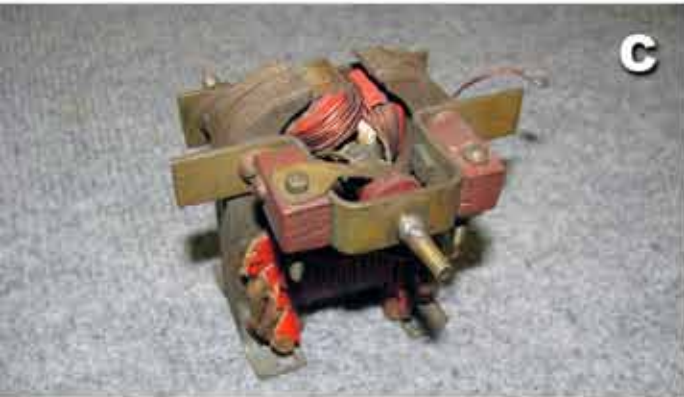
To big for the table, but showing very detailed woodwork indeed, is Graham Bells living-wagon for his T.E./Roller.

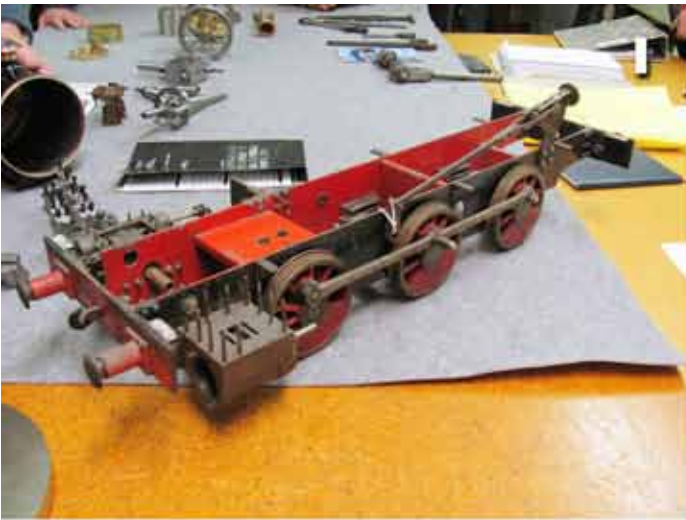
The roof wasn't Tea-tree as I thought, but "merch". (I think "merch" is "in-speak" for merchant grade pine?) The style of the wagon is "Irish", with the difference being in the porch(?) **Photo P**

An impromptu loco film show by Dr. Black was peppered with sightings, identifications, dating, historical notes and interesting anecdotes "on-the-fly" from his amazing memory and knowledge. Many thanks. Hope we can (officially) have some more at a later date?

REMEMBER the third Tuesday in November for the first sitting of "Milling 101" by Peter Woodford. This will be held at Peter's home workshop and due to space will be limited to numbers, there will be a 2nd session to cater for the indicated numbers at a later date.

Roger van Ryn





The Fable of the Inspector and the Bolts

There dwelt in the City of Manch an inspector of a Turbine Factory. And his Chief spoke unto him, saying: "Lo, there is in the wilderness of Trail, a maker of bolts, and he hath made two score and five special bolts. These be Sooper-Doooper bolts and great is the tensile strength thereof, that they may fix the top of a cylinder casing even unto the bottom. Get thee hence and inspect them. And take micrometers and things, that thou shalt gauge them unto a wideness of a certain part of a gnat. For I say unto thee, if thou shall release them and they be found wanting, then I will tear a strip off thee. Yea, if the bolts be not properly inspected, then I will cause a great misfortune to fall upon thee."

And the inspector, who was a sound bloke, spoke thus: "O.K. O Chief. That which is asked for by Drawing and Specification shall be done."

And then he departed and journeyed unto the maker of the bolts, who spoke unto him saying: "here they are, Charlie. Want a sixinshrool?"

But the inspector chided him, saying: "Before I measure them, command your servants and your handmaidens that they may deliver unto me all the paper works thereunto."

Then, there were carried unto him one hundred and fifty-nine scrolls, which were the Release Notes and the Test Certificates for the raw materials, and the M.S.L. Certificates of the fiery furnace in which they did heat-treat the bolts, and the Calibration Charts for the hardness machine in which they did test the bolts, and a host of Certificates of Accuracy for the tensile and Izod machines in which they did stretch and smite the test pieces. And there was also brought unto him a dog licence, a copy of the Factories Act, and a Pool coupon, which were included amongst the papers in error. And they delivered unto him also many M.S.L. Certificates relating unto the Wickham Gauges used upon the bolts. There were also Certificates of Chemical Analysis and Radiological Reports and Inspection Records and many other reports of strange and wonderful things of which none know the meaning. And they brought a copy of the order, and a set of drawings and a Pyrometer Record Chart which was fifty cubits in length, and a multitude of other things too numerous to recount.

For twelve days the inspector looked upon these things, and on the twelfth day he said they were good. Then did he measure the bolts, and all the dimensions thereof according to Hoyle. And he put them in strange positions, and tested them upon a machine of Magnaflux. And he performed Huckwells upon them all, and some he rubbed with a precious jewel. Then he cast his eye upon them through a microscope, a horoscope, a telescope, a periscope, a stroboscope and other strange devices. And he did project the threads upon a screen and gazed upon their form and it was fair. And he gauged the threads by the Law of Go and Nogo, and by the Law of Best Cylinders. And from one bolt which seemed doubtful, he did cause a test piece to be made, and great was the tensile strength thereof, and the Izod and Elongation were fair to behold. Then he caused X-rays to shine upon them lest there be concealed weevils inside them. These things and many others which are in the Sacred Book did he perform with great cunning.

And when all these things had come to pass, it was the evening of the nineteenth day, and he made out a release note, and inscribed therein all the necessary details. And he signed it and put his stamp upon it and upon the bolts also. Then he spake unto the Bolt Maker, saying: "I do declare this batch of bolts to be pretty ruddy good. Despatch them unto the Turbine Factory. And if they bounce, then I shall eat them without salt."

But lo, it came to pass that they were rejected. They had been fashioned to an obsolete issue of the drawing. And the grief of the inspector was horrible to behold.

Roger van Ryn

Building the Sparey 0.8cc Diesel

Back in 2003 I purchased a kit for a Sparey Diesel Engine from Woking Precision in the UK. The kit consisted of a box full of round bar of various metals and a set of plans that were hand drawn and difficult to read.

I started construction on the crankcase casting which I soon discovered was under size before I started to clean it up! I did my best to machine it but it was gritty horrible aluminium alloy and I soon gave up in disgust and pushed the kit into the back of the cupboard and started some other project instead.

After my success at building a couple of Mills 1.3cc replicas I decided to have another go at the Sparey so I dragged the box of metal back out, and started from scratch machining the crankcase from stock Aluminium Bar.

I've worked on and off through this year on the engine building a few parts when the mood took me.

It is an interesting engine as it is actually 0.63cc not 0.8cc as it is known. It turns out that when it was designed more than 50 years ago someone made a mistake reading their slide rule (before calculators remember!) and calculated the engine capacity incorrectly.

At 0.63cc it is pushing to boundaries of my skills as the tolerances are very small, it seemed exponentially more difficult than the 1.3cc engines. For example the little end gudgeon pin is only 1/16" (1.6mm) diameter silver steel rod.

The head is made from Aluminium Alloy and I home anodized it colouring it with Emerald Green Dylon Dye.

The trickiest part of building your own diesel engine is getting it to run when you have know idea that it will in fact run or where the compression or needle should be set. Patience and quite a bit of prop flicking is the only answer. Luckily the mixture isn't that critical so I started with the compression screw. If it is under compressed or you have a poor fitting piston it won't fire at all. If it is over compressed it will fire before it goes over TDC and the prop oscillates back and forth. A quarter turn more on the compress screw from where it starts to pop and fire seems like a good place to start the engine.

The good news is that mine is a runner so all the hard worked paid off.

So now it is onto the next project which looks like a scratch built 1.5cc glow engine, more on that in the future I hope!

Ross Purdy



New Club Shirts

The committee have been considering the possibilities for a new style of club shirt that is more in keeping with day to day members requirements ..

At the last club meeting the prototype for the clubs new high quality dress shirt was presented to members, the response was very good indeed and the first order for 24 has been placed with delivery in time for the exhibition weekend.

Specifications:

- A high quality 100% cotton in blue Chambray, with long or short sleeve options in sizes S .M. L .XL. 2XL. or 3XL, plus a ladies range.
- The shirt has two button down chest pockets, the left side has a pen or rule slot, there is a 60mm dia embroidered club badge above the left pocket, the collar is of the button down type, the long sleeve version has adjustable cuffs, the cross stitched back panel has a hanging loop and just under the collar on the yoke there is an embroidered 15 mm high A.S.M.E. in red.
- Members can purchase these by firm order only at \$59.00 inc GST at the new rate of 15%.
- Payment is required at time of receipt of goods.
- Please note to maintain these prices there is a minimum order requirement of ten per production run so orders will need to be consolidated.
- The embroidery work is a major cost for this product and the club have agreed to meet the cost of set up and programming.
- To place an order please contact Hugh Martin (09) 536 4544, or any other committee member.

AGM

A notice to all members that the annual AGM will be held in the clubrooms on **Tuesday November 2nd, 2010.**

Any nominations for the positions of Officer and Committee are to be presented on the included nomination form, attached to this month's magazine.

Around the Clubs

Around the clubs, up to 16 October 2010.

Newsletters Reviewed by Roger van Ryn.

Model Torque. Journal of the Hawke's Bay Model Eng Soc. June 2010 No7

Down at the Track. Last Months Meeting. Wanted. Of this and that: Home Brewing. 24 Hour Charity Run. National Railway Museum at NewDelhi.

Model Torque. Journal of the Hawke's Bay Model Eng Soc. July 2010 No8

Down at the Track. Last Months Meeting. Wanted. Of this and that: The Burrell Traction Engine.

Engine Booster. New of Los Angeles Live Steamers Railroad Museum. May 2010

Tall Ship Cruise. Track-work. Colour Photos. Worth a look.

Engine Booster. New of Los Angeles Live Steamers Railroad Museum. July 2010

Politics. Colour Photos. Worth a look.

Engine Booster. New of Los Angeles Live Steamers Railroad Museum. August 2010.

Plumcovestudios.com for your next loco.

Wheels and Floats. Tauranga Model Marine and Engineering Club. No 297 June 2010

Rolls Royce story cont'd. Bits and Pieces Pictures. Drainage work.

Wheels and Floats. Tauranga Model Marine and Engineering Club. No 298 August

2010 Track work Pictures ;The 5AT Project; interesting loco.

Wheels and Floats. Tauranga Model Marine and Engineering Club. No 298

September 2010 Track work Pictures. The 5AT Project. Interesting loco. Track work Pictures. Interesting Bits and Pieces Pictures.

Steamers and Dreamers. Newsletter of the Manukau Live Steamers Inc. June—July 2010

Articles: Bill Krippners awesome new NZR Ab Locomotive plus other colour pictures of Track Running.

The Generator. Newsletter of the Palmerston North Model Engineering Club Inc. July 2010 No 358

Articles: Featured model, 16mm sugar cane loco. Notes on the RailMotor. Getting the most from your Milling Machine. Convertible T.E. Amazing disappearing locomotive.

The Generator. Newsletter of the Palmerston North Model Engineering Club Inc. August 2010 No 359.

Articles: For Sale a Lux drill mill. Ticket Maker. National Railway Museum at York. Letter from England. Earthworks at Mariner Reserve.

Northern Views Whangarei Model Engineering Club Inc. Issue No 227 May 2010

Articles: Track Work with Pictures. Home made wooden Tuk Tuk. Left hand drive conversion. Popular Science May 1933.

Northern Views Whangarei Model Engineering Club Inc. Issue No 230 August 2010

Articles: V8 locomotive. Narrow Gauge in S.A. www.sanstone-estates.com. Track Work Pictures.

Northern Views Whangarei Model Engineering Club Inc. Issue No 231 September 2010

Articles: The 'Stone Masons' and other pictures of work at track. Baldwin Climax. A 700 ton Schnabel Car. Class 3800 Narrow Gauge Electric Locomotives for Queensland Rail. Pictures of prang in S.Africa.

Blast Pipe. Hutt Valley Model Engineering Society Inc. August 2010

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Piston 'n' Prop. Newsletter Marlborough Associated Models Society inc. www.mams.org.nz. August 2010.

Boating Section: Also see www.modelboat.co.nz. Flying Section: Rain and Rabbits. 'The Kahu Pod'; sailplanes. Model Aircraft and parts for sale.

Mailship. Newsletter of the Scale Marine Modellers Auckland. Issue 332 Date: May 2010

Awesome 1/24th scratch built HDM for the RNZN. 1/48th fleet sail day at Highbrook Park.

Mailship. Newsletter of the Scale Marine Modellers Auckland. Issue 334 Date: July 2010

Articles: Model Ship Otago. New Offshore Patrol Vessel for RNZN, HMNZS Wellington.

Mailship. Newsletter of the Scale Marine Modellers Auckland. Issue 335 Date: August 2010 Articles: Bis-

mark at 1/40th scale! [Http://wmunderway.8m.com/gallery74/gallery74.htm](http://wmunderway.8m.com/gallery74/gallery74.htm). Model-x 2010.

Mailship. Newsletter of the Scale Marine Modellers Auckland. Issue 336 Date: September 2010

Articles: How to make a studded cable. (This may be helpful to T.E. Builders.) Details from 1953 Model Boat Magazine.

Big Wheel News. The Steam Locomotive Society of Victoria Inc. www.slsv.com.au. March/Apr 2010.
B+W pictures of Shay loco kit, Bulldog, track mods. Article on Milling Matters.

Big Wheel News. The Steam Locomotive Society of Victoria Inc. www.slsv.com.au. July/Aug 2010.
Track work. Pictures from Beamish.

Wanganui's Mixed Traffic & Railscene. Issue Number: 57/16 May - July 2010.
www.railwanganui.weebly.com www.steamrailwanganui.co.nz. Articles with Colour Pictures : Steam Traction Soc. News. 1271 Central North Is. Trip. Hutt Railway workshop open day. Wairarapa Cruiser. New N gauge layout. PVA Glazing.

Wanganui's Mixed Traffic & Railscene. Issue Number: 58/16 - October 2010.
www.railwanganui.weebly.com www.steamrailwanganui.co.nz.
Articles: Palmerston North Railex, pictures of an interesting On 30 layout. Pictures of New Loco in town. KiwiRail News.

Steam and Cinders. Nelson Society of Modellers Inc.
Articles with Pictures: The Les Moore challenge. The Norm Spedding Shunting Challenge. 2010 Convention Awards and Images.

Leading Points. Thames Small Gauge Railway Society Inc. Winter 2010.
Articles: Don Ashford. Minutes of AGM. Open Day with pictures. Waitakere Tramline. Also go to www.waitakeretramline.org.nz

Expansion Link. Hamilton Model Engineers August 2010.
www.hme.co.nz Safety Officers report. Articles with Pictures: Model Engineers; GVR Charter. Pre-school Run Day. The Big Train Chase. Night run 2010. Mid Winter Steam up. Dave Simpsons NZR Pics.

Expansion Link. Hamilton Model Engineers September 2010.
www.hme.co.nz Articles with Pictures: Dave Giles on the Amtrak. Boiler Care. From the Shed. 3 Diesels off at Draytons. Hall street Qld. Canterbury Earthquake.

Southern Rails 'n' Sails. Aug-Sept 2010 No. 345.
Articles with Pictures: Pond Cleaning. Obituary John Brighton. HO track building. Stephenson's Rocket Model. 1934 Steam Hydroplane Model. James Hargest College yr9 boat competition. Fleet Tender Model. Wind Vein Challenge.

Canterbury Tales News & Views. Issue 49 June/July 2010.
Halswell Club Plans.

Remember: In order to read the whole article, they are available in the folders at the back of the club room. The usual club notices (minutes etc.) to their members are not noted in the above reviews, as these are usually included as a matter of course.

Roger van Ryn

Classifieds

Wanted:

A Club "Social Coordinator", with duties of being responsible for the social aspects of the club making a short announcement at the general meetings of upcoming social events, exhibitions, guest speakers. Also significant birthdays of older members and any health conditions effecting members.

For Sale:

Machinery Warehouse are having a sale on 23rd - 25th Sept. Check their website for upcoming special deals and sales: www.machineryhouse.co.nz/

New ASME Sign at Peterson Reserve

The old sign by the entrance to the reserve was looking rather tatty and the logo on it was years out of date so it was decided to renew the sign with a new up to date modern one.

After removal of the board a sign writer was contacted and after quotes were provided a decision was made to have the sign made in the modern way by cutting vinyl to shape and sticking it on the board. The decision was also made to replace the board with proper sign board as this is more durable and long lasting.

There was a problem when the sign writer required a computer file of the club logo, see the only one we had was in a bitmap format and suitable for him, I hear you say so where's the problem !. Brief explanation, there are basically two types of image files for computers, bitmap or vector. With bitmap images (jpeg, bmp, gif) the picture is made up of pixels each one being one colour only, normally the pixels are small enough that the human eye does not see them individually rather as a group or picture. This is the way digital cameras record photos, and bitmaps are very good when tone, shades and contrast are important e.g. photographs. A problem occurs when you try to enlarge a bitmap bigger than the size it was designed to be viewed as the individual pixels become visible and the image looks all grainy and made up of little coloured box's.

Vector Images (wmf, cdr, ali) on the other hand are drawn by a computer program based on information contained in the file such as shape, position, angle, size and colour. The important thing with these images is that they can be scaled to any size without losing quality. This is the format type that sign writers use as the machine that cuts out the vinyl follows the instructions and cuts out the shapes of the parts of the sign. CAD files are based on this format also luckily for us as Graeme Murray had drawn most of the logo at one time as a CAD file so that he could CNC engrave a brass plaque with the club logo. Graeme was able to export the file to a format that I could open and finish off the fine detail of the micrometer scale and numbers. This was then sent to the sign writer. The sign is now made and is in place at the reserve.

David Russell

