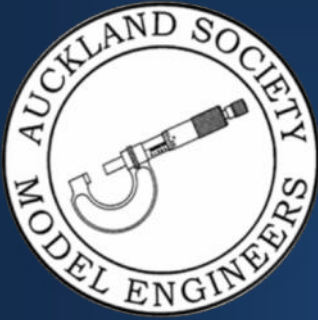


# AUCKLAND SOCIETY OF MODEL ENGINEERS INCORPORATED

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# THE MICROMETER

ASME INC.

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Greg Burrows looks on as MLS President Bill Krippner gives his new live steamer a run on Queens Birthday Weekend



# Train Roster



Date	Electric	Electric	Steam	Station	Station	Extra Guard #
3 <sup>rd</sup> July	R Purdy	H Purdy	<b><u>A Pritchard</u></b>	S Weston	D Addis	<b>I Ashley*</b>
10 <sup>th</sup> July	D Black	D Booth	<b><u>G Wills</u></b>	P Boyes	R Brown	<b>J Burnett*</b> P Dowdeswell
17 <sup>th</sup> July	B Cotton	T Crake	<b><u>D Russell</u></b>	R Copeland	<b>R Crook*</b>	P Cunningham J Cunningham
24 <sup>th</sup> July	P Eaton	M Granger	<b><u>G Anderson</u></b>	B Currie	G Dickey	<b>A Foster*</b>
31 <sup>st</sup> July	J Harrison	M Hollis	<b><u>G Bell</u></b>	D Gulliver	<b>D Hamp*</b>	R Hannah
7 <sup>th</sup> August	D Housley	J McManus	<b><u>L Farquhar</u></b>	P Haycock	<b>G Healy*</b>	P Jones
14 <sup>th</sup> August	P Moy	A Murley	<b><u>M Jack</u></b>	G Kemp	J Lankow	<b>D Leybourne*</b> <b>D Leybourne*</b>
21 <sup>st</sup> August	T Robinson	J W-Buys	<b><u>T Lawrence</u></b>	M Luxton	I Lyons	<b>H Martin*</b>
28 <sup>th</sup> August	P Woodford	D Black	<b><u>M Orange</u></b>	<b>S Meikle*</b>	C Mitchell	D Moffatt

### **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 Asterisk\*** name :

This 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:**

On your rostered day you should arrive by 12.45pm to get prepared for the days running. If for some reason you are unable to fill 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".

# Club Calendar

ASME Events	
2 <sup>nd</sup> July	Invitation 3-1/2" & 5" only day at Manukau Live Steamers, No public, come and have a fun day on a different track, try the ground level experience.
5 <sup>th</sup> July	General Meeting, Will include a general discussion on the outcome and results of the Track & Trolley discussion paper survey, followed by a general discussion on the same. If time permits a video will follow.
12 <sup>th</sup> July	Committee Meeting.
16 <sup>th</sup> July	Mid Winter Luncheon, catered lunch \$20 per person subsidized cost, Please contact the treasurer to secure your tickets, call Graeme Murray 576 2177.
19 <sup>th</sup> July	Workshop Night at John Olsen's workshop, 4 Hillary Heights, Sunnyvale.
2 <sup>nd</sup> August	General Meeting, Peter Woodford will show his workshop practice video on Foundry work.
9 <sup>th</sup> August	Committee Meeting.
16 <sup>th</sup> August	Workshop Night, at the clubrooms.
8 <sup>th</sup> - 9 <sup>th</sup> October	ASME annual exhibition and judging of exhibits, start getting your exhibits ready. A big thanks to Bill Parker and Hayden Purdy for offering to co-ordinate the event.
10 <sup>th</sup> December	ASME Annual Dinner and awards presentation.
General Events	
8 <sup>th</sup> & 9 <sup>th</sup> October	Puffing Billy Railway Gala, Victoria, Australia
26 <sup>th</sup> November	Glenbrook Vintage Railway open invitation to like minded clubs, ride by donation, a great day for all.
5 <sup>th</sup> - 9 <sup>th</sup> Jan 2012	International Convention, Whangarei

## Presidents Report

June 2011

The returns for the Track and Trolley survey have been passed over to David Black to audit and he is preparing a presentation for the July general meeting. Time should be available after his presentation for comment and discussion from the floor on the best way forward.

The working bee on Saturday 11th June was attended by only three members and the painting of the upstairs verandah area of the Clubrooms continued. Thank you to Peter Tomkies and Dave Russell who turned out to give me a hand. Thanks also to the Tuesday Club for their continuing help on this project, however we still have some way to go to complete the job. The poor support from the gen-

eral membership attending working bees this year does make me wonder how ASME might successfully achieve a major project such as contemplated in the Track & Trolley Report! Yes, I appreciate that gardening and painting are not everyone's cup of tea, but they are just some of the many jobs which we must do to maintain the Clubs assets and heritage. Fortunately the Tuesday Club appeared to be making a good job of tidying up the leaves and punning of vegetation around the track when I visited last Tuesday so that operation of the railway can continue in a proper and safe manner.

On the matter of safety, please see the notice which has been put up on the wall in the engine shed and basement by the telephone showing the location of weekend medical facilities and contact details.

Also instructions for correct arming of our alarm system are being installed near all alarm arming points (Clubrooms, basement and engine shed). Please do take the time to read these new instructions which include advice on what to do in the event of any problems.

Our next fun run will be at Manukau Live Steamers on their special day set aside for 3.5 and 5 " gauge locos only – Saturday July 2<sup>nd</sup> from 10am (lunch provided by MLS). I hope we will see a good turnout of our members, with or without locomotives.

I managed to attend Manukau Live Steamers open days over Queen's Birthday Weekend – they were rained out on the Saturday, but both Sunday & Monday were very well attended by the public. A highlight of the weekend was to see their President (Bill Krippner) run his newly completed model of an NZR "Ab" class locomotive – a lovely sight it was and ran well too! I also got along to their 30<sup>th</sup> Birthday celebrations (with about ten others from our Club) on the Saturday night to help congratulate MLS on achieving 30 years of prosperous activity.

Again this month you will receive an email copy of the Micrometer sent to all members for whom we have a correct email address. We trust you will be enjoying these full colour versions and see the benefits of this method of delivery. A paper copy will still be sent as well (other than to those who have requested email only), at least in the meantime. Please be asking yourself – do you really need a paper copy each month or would the email version alone suffice?

I am looking forward to next month's workshop night when we will visit John Olsen's shop – we were there about 12 months ago so it will be great to gauge the progress that he and Diana have made on their large steam boat project.

Please welcome new member Don Moffat who recently joined our Club. Don has several locomotives including a 5 inch gauge NZR model (Wab 800) previously operated by our senior member Eric Burns – hopefully we will see this great model running again sometime soon at the ASME track.

Hayden Purdy has been working on a revamped web-site for the Club, with a specific members section that will require a log-in. The committee has approved the draft work, so expect to see and hear more of this shortly. Thanks to Hayden for all the work done so far; I am sure there will be benefits flowing from the changes for both prospective members and "ride model rail" patrons.

Have you booked your tickets for the mid-year luncheon on Saturday 16<sup>th</sup> July yet? Please see

Graeme Murray for your ticket, which must be pre-paid (\$20 per person), as soon as possible so you can partake in this social occasion – it was most enjoyable last year. The July general meeting will be the last chance to book and pay for this – to be fair to the caterer, we will have to decide then whether there is enough interest from members to warrant holding the function as, so far, Graeme has received bookings for only 16 people.

Thanks to Bill Parker and Hayden Purdy for volunteering to look after the organisation of the ASME Annual Exhibition and Judging weekend to be held on 8 & 9 October – please give them your support by providing exhibits and help as they request it.

Steam Up North 2012 is the name given to the model engineering international convention event to be held in Whangarei next January. Full registration papers are now available – for details see: [http://www.wmec.org.nz/convention\\_2012/front.htm](http://www.wmec.org.nz/convention_2012/front.htm)

A part of the convention is an engineering challenge issued to all Clubs – the Les Moore Challenge. For this convention the challenge is centred on an “Air Motor Railed Vehicle”. As ASME has a fair few members interested in experimentation (remember Experimental was part of our Club’s name once upon a time!) and invention, who would be interested in forming a small group to work on ASME’s answer to this challenge?

Finally this month, please wear your name badge when at any club event and especially when on duty at the railway – it helps to identify you to other members and most importantly to our “customers” (the train passengers).

Happy modeling!

*Grant Anderson*

19<sup>nd</sup> June 2011

## Classifieds

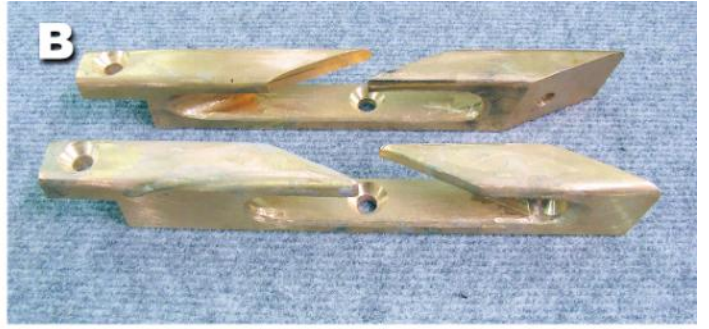
### ***For Sale***

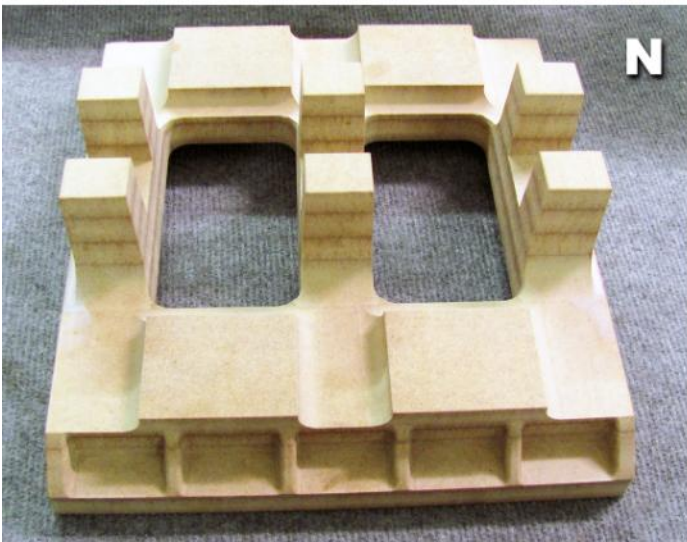
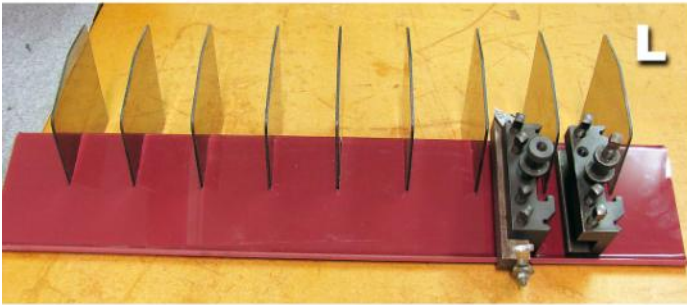
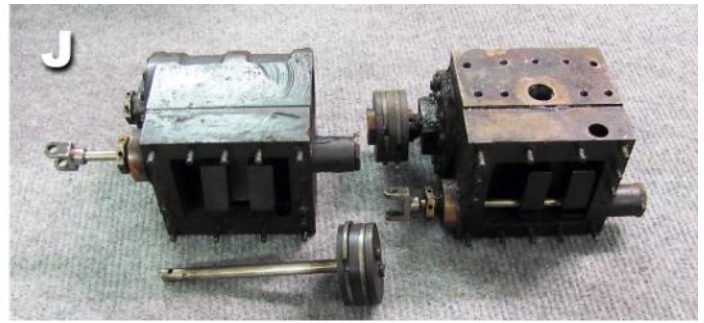
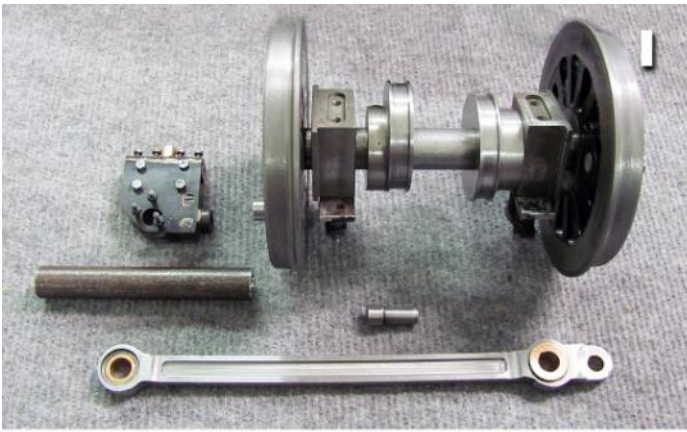
The committee wish to offer the donated small lathe in the basement for sale, expressions of interest (offers) should be made to the secretary [info@asme.org.nz](mailto:info@asme.org.nz) before 12th July 2011. If no suitable offers eventuate it will be advertised on Trade me.

### ***Be Identified with Club Apparel***

ASME dress shirts one available size large, long sleeve for \$59.00. Others available by order only. Club embroidered 60mm dia. sew on badges. Ideal for your driving overalls at \$10.00 .

Contact Hugh Martin, Ph (09) 536 4544





# Bits & Pieces

## General Meeting, 7<sup>th</sup> of June 2011

*Hosted by Greg Burrows , reported by Roger van Ryn*

Kings, Saints, Ladies of Legend and Super Saloons, a novel by Barbara Cartland? No..read on....A photograph of an overhauled "King" taken by Mike Banks at Didcot following a 4year refurbishing. Have a look at <http://www.didcotrailwaycentre.org.uk/guide/projects.html>

A colourful cornucopia of Quayle engines caught everyone's eye this evening. 5 Identical Quayle H16s lined up in a row. Graeme has been making up a backlog of engines for his grandchildren, and, yes, one is pink.... why not!? Rumor has it there's more on the way. **Photo A**

Grant Anderson read us a September 1979 ASME newsletter which recorded 27 members, of which about a dozen are still members!.

John Olsen found a long solid lump of brass for a good price, which he turned into a pair of fairleads for his boat. The commercial ones are not a steep enough angle. A nice project to get your teeth into!. **Photo B**

Graeme Quayle's friend is a lawyer, but being a keen model engineer, we will forgive him. Judging by his first effort of the lovely Stuart 9, I think the jury might find him guilty.... of fine workmanship. **Photo C**

An H30 of Graeme Qs innovative design, had previously not wanted to reverse reliably, and had been relegated to the "wait awhile" shelf.... years later, when retried, the faeries had fixed it. (My dad had that happen with a boiler once... it straightened itself when it was left on the "wait awhile" shelf!). **Photo D**

Graeme Q. again, this time with a full set of ER25 collets from Trade Me, well under \$200 including arbor. (Over \$420 elsewhere.!) Graeme made the box. **Photo E**

On the past theme of small spark plugs, they are making a come-back! John Olsen says the model aircraft fraternity are going back to spark ignition, in some cases. Go to Hobby City in Lunn Ave. if you want some.

Ron Copeland illustrated the Modern art of "on-line" sewer renewal with a section of self uncoiling plastic hose. Along with "robot moles" and automated equipment, T.V. inspection and all, while life in the drains has modernised, the scenery might not have. **Photo F**

Trevor Taylor's boiler repair for Kathleen, an Ajax by Jim Mowat. Trevor is cladding the backhead as well with a product (called "Fibrefax"?). **Photo G**

Graeme Murray made a lot of stands for those needle files that lie about in piles. Using the gaps in the wiggly form made to space the surfaces of "glass house" plastic apart, Graeme has solved the problem. Cutting the pieces at a slant, makes larger apertures and a guide. **Photo H**

Grant Anderson has been having fun fine tuning the running gear of his Beejax. Having done at least 1400 (fullsize) km in the time he has owned "HotPot", Grant has been re-bushing bearings where necessary. The dearth of wear has been interesting. The wheel castings for the 2-6-0 version of Beejax, did not have larger wheel weights where necessary, so Grant has lightened the connecting rods in order to balance the forces. Grant gave me a go at "Hotpot" on our club running day and she seemed very smooth to me!

**Photo I**

Greville also brought in some of Alan Emerson's work (as well as the original Hotpot. See above) in the form of Smokey's cylinders. Having done MANY years service the pistons and bores showed little wear. Well "lubed" cast iron is more than appropriate for use hauling people around the track! I think Alan created Smokey 20-plus years ago. **Photo J**

Get your Honey from Bill Parker. (Subliminal advertising...)

Graeme Murray used some more acrylic holders this time for his quick change tool holders, to keep them apart and not damage each other. **Photo L**

Graeme M. also added a major touch to his circular saw bench "push sticks", in the form of a small piece of rubber that adds a bit of "grip" to the cut-out. He has found this helps in adding a downward force to the push force when squeezing that last small piece through the gap, without leaving finger tips behind.

**Photo K**

Greg Burrows has done his own bit of inventing for the engine meant for his steam boat. It will be a Twin Simple, and if the castings are going to be too expensive, Greg's determined to carve the base out of the solid! He has finished the boiler already! **Photo N**

Murray Lanes Pattern and the casting of the 3 point steady for his Hardinge lathe were on the table.

**Photo M**

The Arbors and centres for Murray's Myford tailstocks. **Photo P**

Murray also showed a device for making the marks when making dials. **Photo O**

A good design of a ball tuning tool which allows more of the ball to be finished by "going over the top" was also shown by Murray. **Photo O**

Graeme Murray showed us an "oddity" in the form of a left hand drill sharpening tool. It makes sense when one knows that they were used in gang drilling machines which, by design, has drills running clockwise as well as anti-clockwise. **Photo R**

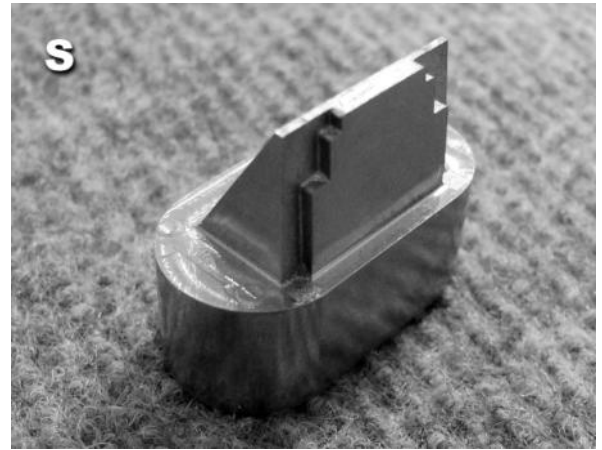
Alan Foster had some "injector pintles" for his Commer TS3 engine on the table. He has scientifically tested them for pressure using the tried and tested "jam jar fart test" which everyone knows proves the injector is making enough pressure. Its all magic to me. What's a pintle? **Photo Q**

Greg Burrows showed an “insert” that has a 0.3mm radius which was formed by spark erosion.

**Photo S**

The evenings talk was a very entertaining memoir by John Olsen of his dad's time on the NZR, including steam and the Rimutaka incline. There's another example of a story from the people who made history happen in NZ! Most enjoyable, thanks John.

*Reg.*



# Latest in Engineering

*Extracts from The Model Engineer and Electrician of June 29, 1911.*

**Queries and Replies: *Employment as a Chauffeur***

F.A. (Chelmsford) writes: Can you give me some information concerning chauffeurs, etc? What would be the prospects of a man, turned thirty years of age, who has been accustomed to business, but for various reasons wants more out-door life – mechanically inclined, some knowledge of electricity, metal-working etc., of good address, and fair education? If he took a course of instruction in motor-driving, small repairs, etc, and was adapted for it, could he make a fair living (not, perhaps, at first, but in time), either with a private family or with a firm of manufacturers, agents, or such like? What would be the probable cost of suitable tuition and where could it be obtained with reliability? Can you recommend anywhere in Chelmsford or district?

We do not consider thirty too old to begin, and think that one with the qualifications you mention should be able to earn a living at the work before very long. Details we cannot supply. Nor do we remember a firm in Chelmsford district who provide the instructions required, but you might refer to the advertisements in the automobile journals; and an enquiry to the editors, whose special province such matters are, might elicit fuller information than we can give you.

**News of the Trade: *Two-Cycle Petrol Engines***

A new small power petrol engine. Messrs. T. Dickens & Co., 11, High Street, Fulham, S.W., send us a set of parts for making a ¼ h.-p. nominal petrol engine of the usual vertical pattern, and a sample engine for trial. This engine is fitted with water-cooled jacket, and works on the two-cycle system. Air-cooled cylinders are supplied if desired. The over-all dimensions are 8 ins. high, by 7 ins. over the shaft, width 4 ins., diameter of cylinder 1½ ins. by 1½ ins. stroke. It is fitted with timing lever and outside flywheel, 4½ ins. diameter. The crankcase is of aluminium. The set of parts includes all castings and necessary screws and nuts, but without sparking plug or carburettor, and a clear, full-size dimensioned blue-print working drawing. This engine and parts have been examined in our Laboratory, and the report is as follows: The engine is well designed and of substantial make. The

workmanship is good. The set of parts are of good quality, the castings are clean, and we consider both engine and set of parts to be of very good description. The engine runs well and is of simple construction. In every respect it is highly creditable to the makers, and, though we have not made a brake test, we quite expect that it will give somewhere about  $\frac{1}{4}$  h.-p. We can recommend these engines and parts. The only suggestion we have to make is that, on future drawings should be shown the details of the gudgeon pin and method of fixing it in the piston, for the benefit of novices. The set of parts submitted to us is not quite complete; the crank-pin, cam, contact roller, and spring and advance clamping nut and screw are not included. These are small items, but cause trouble to amateurs who may be away from convenient sources of supply.

*Brian Cotton*

## Around the Clubs

### June 2011

#### **The Generator , Palmerston North , March and April 2011.**

Two more Letters from England by Stan Compton, it has been very cold in the UK, not the best out in the shed. Comments on various subjects including piston rings, electric clocks, the internet and buying used engines. Also articles on Morgan three wheelers, and a model D8 Caterpillar. Write-up and pictures of the Locomotion Weekend. All about the Great Manawatu Steam Fair. For Sale, a Diesel Hydraulic 71/4" gauge loco, a Lux mill and some Stuart Turner parts.

#### **Expansion Link , Hamilton , May 2011.**

Great article on the double headed run from Hamilton to Glenbrook, photos look great. Also action photos from Havelock North, the signal box looks very sophisticated.

#### **Blast Pipe , Hutt Valley and Maidstone , June 2011.**

Great collection on the bits and pieces table, everything from apples to a Gyroscopic Orienter. Photos of locos in action around the track and of the Zimbabwe Garratt that arrived recently. More on the Duplex Stainless Steel boiler material. News from Canterbury, both the Hallswell track and Ferrymead seem to be doing well despite all the other problems around them.

#### **Wanganui Mixed Traffic and Rail Scene , May/July 2011.**

Very successful Model Rail Expo with photos of the layouts. Steam Special from Wellington to

Wanganui. Silver Stream Children's Day with free rides for kids with fare paying parents. Work proceeding on the Castlecliff Branch line.

**Mailship May 2011.**

Very interesting article on the RMS Lusitania. Also how to tie knots.

**Wheels and Floats , Tauranga , May/June 2011.**

More thoughts on new trolley bogies. An article on Crosti Boiler, some historical photos and some funnies.

**Engine Booster Los Angeles , May 2011.**

Jim Henson's Dinosaur Train a great success. Great photos from around the track and of the National Train Day [full size].

**Canterbury Tales . April 2011.**

Progress on the new building. History of the Blenheim Track.

**Model Torque , Napier , May 2011.**

400mm of rain in three days flooded the grounds but fortunately didn't cause any permanent damage. The Maid of Kent settling down. Reports on a trip to Oz. A bit of history about the Club.

**Southern Rails and Sails , Invercargill , June /July 2011.**

Aerial cover photo taken from a model electric helicopter. A number of good train and boat photos and a ball turning tool.

**Slipstream Auckland , June 2011.**

Pictures and stories of some great models. Visit to Hamilton [Canada] Heritage Museum. A great collection of full size planes, many of them flyable including a Lancaster.

*Alan E.*