

NORTHERN DISTRICTS MODEL ENGINEERING SOCIETY (PERTH) INC.



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STEAMLINES

Editor Jim Crawford 2756044
April, 1989.

PRESIDENT'S COMMENTS

Thank you for electing me as President for a second term. I look forward to a year which will see progress at our Balcatta site and continued fund raising efforts at shopping centres and other venues.

I would like to welcome three new members to the Committee and thank all serving members for their past support.

Your Committee has decided that a formal general meeting should be held each alternative month with the other months being devoted to activities of a more social nature. (Further details in the editorial section Ed). Accordingly we have appointed a Coordinator in John Millman, to organise these social activities.

Your Committee for 1989 is:

Bill Marshall	-	President and Coordinator, Public Running
Doug Baker	-	Vice President and Site Coordinator
Dick Langford	-	Secretary
Bill Cooper	-	Treasurer
John Millman	-	Social Coordinator
Mike Lynn	-	Librarian
Lyndsay Adams	-	Secretarial Assistant
Steve Reeves	-	Membership Records
Jim Crawford	-	Ex Officio, Editor "Steamlines"
Peter Goddard	-	Ex Officio, Boiler Inspector

I thank all members for their support during 1988 and look forward to our Society's continuing development in 1989.

BILL MARSHALL

EDITORIAL

Welcome to the Autumn edition of "Steamlines". I will begin my offerings with a hearty congratulations to the newly elected Committee of Management.

It is good to see new faces appearing at Committee meetings, not only for the prospect of different ideas on how things should be done but also because it involves a larger cross section of our membership in the running of Society Affairs and thereby results in a more cohesive effort.

SOCIETY MEETINGS

President Bill has indicated in his front page address that there are changes afoot with regard to routine meetings.

Following discussions with numerous members, your Committee has decided to arrange more time for socialising and the more practical aspects of model engineering.

In this regard, the usual May meeting remains on the second Saturday but becomes a social event at the Balcatta site.

The June meeting will be as per our usual Guildcliffe Hall venue at 7.30 PM.

This alternating system will continue with the odd months being social and the even months being formal meetings.

Because of the possibility of inclement weather, the May social gathering is planned to start around midday with a barbecue followed by locomotive running and other engineering matters.

If the weather totally refuses to cooperate, we will abandon plans at Balcatta and conduct a normal meeting in the evening at Guildcliffe Hall.

Confused? So am I! If you have any queries, a call to your nearest Committee member will set matters straight.

In brief then;

- | | | |
|------------------|---|---|
| Saturday 13 May | - | Social/Running day at Balcatta commencing 12.00 Noon (weather permitting) |
| Saturday 10 June | - | General Meeting Guildcliffe Hall 7.30 PM (Thats 1930 hours for those with a digital time piece) |

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SOCIETY MEETINGS

Meeting of 11 February revealed that \$800.00 was raised for rides at Kwinana Shopping Centre.

Advice was received that Reg Barlthrop was in hospital. We wish him a complete recovery.

Lenn Young discussed the fabricated crankshaft, complete with gears, that he had on display.

Doug Baker gave a brief (?) discription of the valve gear intricacies on his tank loco.

Peter Goddard displayed a milling/drilling spindle and head that he had built.

Steve Reeves brought along a crankshaft for his small traction engine. This engine is based upon the original boiler fitted to Steve's 0-4-0 "TICH" type loco. The boiler became surplus when the loco was fitted with a larger steam generator.

The 11 March meeting was the A.G.M. followed by a general meeting. The following matters arose;

Balcatta site has been surveyed and pegged for track laying, with the loss of only one tree. There are some alignment problems with the tunnel, to be rectified.

The possibility of changing general meetings from Saturday to Friday nights is to be canvassed among members.

Dick Langford had his "SIMPLEX" on display complete with wheel brakes recently fitted. Numerous difficulties were experienced particularly on the leading wheelset due to small clearances. Dick says the brakes are for parking only and are fitted with steel shoes.

Kieran Haskell displayed some "0" scale diesel bogies.

Lindsay Adams described his recently constructed spherical turning tool. A plan for the appliance appears later in this issue. Thanks to Lindsay for preparing this information.

FROM YOUR COMMITTEE

At the 10 April meeting the following snippets emerged;

1. The Carine Community Fair participation raised \$300 in rides.
2. Our Society will be involved once again with the Stirling City Council's "Participark" program. This is seen as a good public relations exercise for us particularly in view of Stirling Councils effort to get us set up with our Balcatta facilities

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3. Telecom will list our Society in the yellow pages under "Clubs and Hobbies" at no charge.

SUPPLIERS

The following have come to light since the last newsletter;

Gus Raynal Marketing
21 Urawa Road
DUNCRAIG
TEL: 447 5818

Supplies silver steel and some of the more exotic materials.

Ingot Metals
Frobisher Road

Supplies non ferrous material.

Engineering Imports (Versatile Engineering)
7/4 Pritchard Street
O'CONNOR
TEL: 337 1420

Supplies chinese micrometers, magnetic stands and telescopic gauges, together with extensive drill sets.(Looks like Mitutoyo clones from the photographs, but worth checking out on price alone).

SOCIETY RECORDS

In the last issue of "Steamlines" I mentioned that Steve Reeves had undertaken the task of compiling some details on members' modelling history, to be recorded for posterity.

It seems that the response hasn't been quite that which Steve anticipated, possibly because of a shortage of the questionnaire forms.

If you missed out and would like to include a few details, please obtain a form from Steve at the next general meeting before he gets his knickers in a knot and comes around here and eats all my sausage rolls!

PEOPLE IN GLASS HOUSES - - - -

I sometimes get to turn the regulator on Doug Bakers 3 1/2"G "Lord Forrest" and enjoy the privilege. Doug, on the other hand is frequently amused by my practice of occasionally running with the firebox door open when I feel this is warranted.(Forest is a good steamer, when the tubes are clean!). I have been on the receiving end many times in this regard.

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Well friends, revenge is sweet. During the run at Carine, Doug was having troubles maintaining a fire and consequently steam pressure in "Forest".

After some research into the problem, it was ultimately, discovered that the smokebox door was ajar. Dougs comment was "Goodness Gracious" or words to that effect. I understand normal running resumed shortly thereafter presumably with the firehole door also closed. I rest my case.

WELDING PROCEDURES

Its worth mentioning that C.I.G. are producing a series of handbooks, aimed at hobbyists, dealing with equipment and techniques covering subjects such as oxy - acetylene cutting, soldering and brazing, MIG welding and other processes.

The material is fairly basic but useful. The handbooks will be \$5.00 each from C.I.G. gas centres. As an introductory measure the Company is offering the first booklet dealing with oxy acetylene welding at no charge.

RAILWAY MOVIE

Video fans may be interested to know of a tape that I recently reviewed.

Entitled "The Train", this black and white movie made in the early 60's tells the tale of a German plan to move most of France's art treasures to the Fatherland during World War 2.

Based almost entirely around the war time operations of the French Railways (SNCF?) it is a railway buff's delight full of the day to day intricacies of keeping the wheels turning.

The stars are Burt Lancaster, Paul Scofield and Jeannie Moreau.

Available on Warner Bros PEV 99397 through Focus Video Stores.

GETTING THE JOB DONE

We have all heard about what happens when a Committee is assembled to obtain a result - the horse that was originally required wound up being a camel! (Not in the case of the NDMES, I hasten to add).

Well, Mike Lynn, that staunch supporter of GWR (whatever that is) and resident wit, who raised a grin or two with his recent colourful tale about cooking with microwaves, has sent me the following anecdote.

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ORGANISING ASSOCIATIONS - WEEKENDS

This is a story about four people named Everybody, Somebody, Anybody and Nobody.

There is an important job to be done and Everybody was asked to do it. Everybody was sure that Somebody would do it. Anybody could have done it but Nobody did. Somebody got angry about that because it was Everybody's job. Everybody thought Anybody could do it but Nobody realised that Everybody wouldn't do it. It ended up that Everybody blamed Somebody when actually - Nobody asked Anybody. And the moral is - the only place where SUCCESS comes before WORK is in the dictionary.

COMING EVENT - BURSWOOD ISLAND

Actually it will probably be over by the time you get to read this but here goes anyway.

We have been invited to operate our portable track at the Burswood Resort during 22-25 April.

This prestigious venue is hosting a motor show over the same period and we are indeed fortunate to be able to participate.

El Supremo, Bill Marshall is organising duty rosters for the event.

SAFETY MATTERS

Its the time of year when we think about some heat in the workshop especially at night.

In this regard, pot belly stoves and radiant slow combustion heaters are much favoured as they tend to comfort the cool spots and double as a waste disposal unit for scrap wood and other combustibles.

I was prompted to write a word of warning about the use of these heaters in general and particularly in among our treasured equipment following a recent perusal of "Model Engineer" of 17 February 1989.

Pages 244 and 245 take us on a visit to a modellers workshop and we see quite clearly a pot belly stove installed in a corner of the workshop. At that stage the owner had apparently not lit the fire.

A look at the surrounds show highly combustible material in the form of a cabinet adjacent to the heater and also what appears to be a pine batten behind the chimney.

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The narrative indicates that the walls and floor are lined with 3/8" chipboard which if it is the same as ours, is highly flammable.

These heaters operate by radiant heat and it can be quite intense - I have seen some literally glowing. This being the case, a heater of this type should not be installed without adequate heat shields (normally masonry) to protect adjacent combustible surfaces. Failure to do so can ultimately lead to an unwelcome conflagration.

Another area of concern is the flue. This also radiates large amounts of heat and is particularly dangerous where it passes through the ceiling void. A fire in this area is not easily detected until it has quite a hold - usually after retiring for the night.

The flue should be double insulated where it passes through the void and located away from the ceiling timbers. In Australia the insulation is normally achieved by encapsulating the flue within two metal tubes open at both ends and with the uppermost openings venting to atmosphere beneath the cap.

Properly installed, with stainless steel flue and tubes there is virtually no heat energy transferred to the external surfaces within the void.

I hope that this rather verbose tale will be of use to anyone contemplating such a heater. The information is drawn from my own experiences with Fire Services and from relevant installation data.

I sincerely hope that Mr Lundberg's fine workshop as described in "Model Engineer" is still standing.

That's all for this issue.

Future articles to be printed include another episode from John Millman's time with British Railways and the safe handling and useage of propane, both in the workshop and for firing locomotives.

I will be please to receive any contributions from members, no matter how trivial it may seem. It is often the simple procedures that provide the answers for someone else who may have hit the proverbial stumbling block. Please give me a call if you have any suggestions in this regard.

HAPPY STEAMING

Well, so much for a nice neat conclusion. Here are a couple of additional paragraphs, the contents of which came to light after the whole bang kaboozal had been typed up by number one daughter. (Wifey has given up on me, reckons I change things too frequently.)

SPHERICAL TURNING TOOL

Lindsay Adams.

I would like to briefly describe to you a Spherical or radius turning tool that I have constructed.

It comprises of a base plate which is bolted to the lathe cross slide and a rotating member to which a tool post is attached. The pivot point on the base plate needs to be well fitting or an inconsistent cut will result, the securing nut has a fibre washer under it to adjust the "feel" of it, and is held in position by a grub screw.

The only dimension which is critical is the tool height. I have used a 5mm thumbscrew to adjust the tool setting, although there is no thimble on it I have had no difficulty in sizing the ball because of the fine thread.

In use, the crossslide is advanced to the work and a cut is taken by rotating the toolpost, the tool of which has been set back to an obviously larger radius than the final cut.

By measuring the diameter and the length of the ball it can be ascertained when the pivot point is exactly under the work centre, at which time the crossslide can be locked and the diameter of the work determined by advancing the thumbscrew.

Care needs to be exercised when working near the chuck, a usefull addition to this tool would be a steady, independantly mounted on the lathe bed, which would allow the handle to swing closer to the bar stock.

