



NORTHERN DISTRICTS MODEL ENGINEERING SOCIETY (PERTH) INC

PO Box 681, Balcatta, Western Australia 6021 Track site phone 9349 0693

APRIL-SEPTEMBER 2005

Steamlines needs an Editor

I am sure you have missed your regular issues of Steamlines over the last few months and you will note that this issue of Steamlines is very different to previous issues. Jim Clark has produced Steamlines for your Society over the last five years and has decided it is time for a change. The Society owes a lot to Jim for his efforts in producing the last 52 issues of Steamlines. Thankyou, Jim for a great, sustained effort that has helped to keep our Members informed of Society activities and to make other clubs aware of what is happening at Balcatta.

your Society needs a Member to accept the role of Editor of Steamlines which is one of the better Newsletters produced by AALS affiliated clubs across Australia. It is not a difficult task if you have access to a computer on which Microsoft Office is installed.

So who would like to give it a go? Talk to our Secretary, Milton Smith or myself if you are interested.

We have all the computer files and information that you will need. Editing Steamlines is an interesting and very rewarding challenge for a Society Member to take on.

This issue has been prepared by your President but

NDMES - CALENDAR OF COMING EVENTS FOR 2005			
Birthday Party	Society Site, Vasto Place, Balcatta	11.00 am to 1.00 pm	Sunday 18 September
Public Run Day	Society Site, Vasto Place, Balcatta	11.00 am to 3.00 pm Site open 10.00 am	Sunday 25 September
Second Sand Groper's Gathering	South West Model Engineers Association track, Bunbury		Saturday 8 and Sunday 9 October
Annual General Meeting	Society Site, Vasto Place, Balcatta	8.00 pm	Friday 14 October
Site working bee	Society Site, Vasto Place, Balcatta	8.30 am to 4.00 pm	Saturday 15 October
Club Run Day	Society Site, Vasto Place, Balcatta	9.30 am to 4.00 pm	Sunday 16 October
Public Run Day	Society Site, Vasto Place, Balcatta	11.00 am to 3.00 pm Site open 10.00 am	Sunday 30 October
General Meeting	Society Site, Vasto Place, Balcatta	8.00 pm	Friday 11 November
Club Run Day	Society Site, Vasto Place, Balcatta	9.30 am to 4.00 pm	Sunday 13 November
Public Run Day	Society Site, Vasto Place, Balcatta	11.00 am to 3.00 pm Site open 10.00 am	Sunday 27 November
Christmas Dinner and Twilight Run	Society Site, Vasto Place, Balcatta	3.00 pm to late (Dinner at 7.00 pm)	Friday 9 December

Your Committee and other Officers

President Dick Langford	9408 0081	Vice President Steve Reeves	9354 1396
Secretary Milton Smith	9444 9183	Treasurer John Shugg	9246 9549
Phil Gibbons	9390 4390	David Hunter	9445 1432
Brian Lawrie	9343 0003	Andrew Manning	9446 4825
Safety Officer Andrew Manning	9446 4825	Librarian John Martin	9448 8843
Publicity and Events John Shugg	9246 9549	Steamlines Editor Waiting for you	?

Your President's Thoughts for this issue of Steamlines

Many members of your Society have been very busy over the last few months.

I have been overseas with Noelene, during May and June, exploring beam engines at Kew Bridge in London and narrow gauge railways in Wales, among other interesting things. Your Vice President, Steve Reeves deputised for me during this period. Thankyou for giving Steve the same support that you have given me since I accepted the role of President almost two years ago.

The 2005 AALS Convention was held at the Warner (Brisbane) grounds of the Queensland Society of Model and Experimental Engineers Inc over Easter. NDMES Members Doug Baker, Bob Brown, Ed Brown and Ernie Redford made the trip to the Sunshine State and, according to Ernie and Ed, had a great time. Ed had to return the Bolton Trophy following his success with his WAGR DD locomotive last year. Some 400 delegates and 70 locomotives and traction engines participated. Both Ernie and Ed commented on the quality of the Warner site. It is fairly large and well laid out and presented with koalas in trees on the site. Ed brought home a DVD taken at this Convention which is well worth watching.

Next year, the convention will be the 50th held under the AALS banner in Australia. It is also the 100th anniversary of the founding of the Sydney Society of model and experimental Engineers so the convention will be held at their site at Luddenham which is one of Sydney's outer western suburbs. This should be a great convention so start making plans to participate now!

New Zealand MEANZ convention is another event that will be worth attending. It is to be held in January 2006 at the Canterbury Society of Model Engineers new track site in Christchurch. Noelene and I are planning to attend and would love some local company. A range of interesting train trips and other activities have also been arranged for delegates.

The AMRA Model Railway Exhibition at the Claremont Showgrounds in June was a great success for your Society. Our funds were boosted by over \$4000 which is an all time record. Clearly, those members who participated in this show would have been very busy, but I am sure that they enjoyed themselves. Thankyou to everyone who helped with this event and in particular, thankyou Steve for organising everything for your Society.

Our May, June and July Public Run Days at Balcatta were also substantial fund raisers for us. All three days were beautiful fine cool winter days and our patrons made the most of this delightful weather. A total of over \$2500 was added to our bank account as a result. Again, thankyou to everyone who helped with these events.

Our August run day was a bit quieter as the weather was not as pleasant.

Andrew Manning has prepared a submission for funding to go to the Department of Sport and recreation and the City of Stirling for further developments at our Balcatta site. These developments include the 5 inch and 7¼ inch ground level track, a smooth road for miniature road vehicles such as steam trucks and traction engines, a storage building based on a shipping container to replace the coach and some machine tools to allow us to train new members and demonstrate engineering heritage to school students. This submission introduces the project in four stages over approximately the next five years. I recommend that you all read Andrew's submission for this project.

This large project will only be successfully completed if all members of the Society contribute. Some 6000 hours of voluntary labour are required over the five years that the project is expected to take to complete. This will be attained if each Society Member contributes only 60 hours each year to the project.

During April, we entertained a Birthday Party Group at Balcatta. This was a wonderful day, thanks to those members who helped run our railway and to the party guests who were a delight to have on our site. It was the second birthday party that Sam and Sharron had held at Balcatta for their boys and they indicated that they would be returning for further parties next year.

Now that the clubroom and workshop building is complete, we must catch up on some maintenance tasks around the grounds at Balcatta that have been a bit neglected over the last few years.

Some of the features that need attention are:

- Painting of the track crossover bridge which is beginning to show some rust;
- Repairing the doors at each end of the tunnel
- Fitting a steel roof to the rotunda in the picnic area – second hand roofing steel is on site for this project
- Installing the new traverser for riding cars on the elevated track to Tony Jones design

We have started survey work for the first phase of the ground level 5 inch and 7¼ inch track which will be a simple loop around the perimeter of our site with passing loops at the existing station and on the southern boundary of the site. This track will need at least five points. Ernie Redford has made one point and concrete sleepers and some parts for at least one more point are available. Some 2000 concrete sleepers have also been made for ordinary track.

How about getting involved in the various aspects of this exiting project. This track will be built in conjunction with a road for miniature road vehicles such as Andrew Manning's Foden steam truck, Clive Jarman's Ransomes, Sims and Jefferies traction engine and Stu Martyn's traction engine. This phase of the ground level track will include the turntable south of the steaming bays, which Stu Martyn is building, and of course, provision of steaming bay tracks coming off this turntable. If you have not been to Balcatta for a while, call in and see the concrete foundations for the turntable which were poured earlier this month.

10th Sept 2005

Following our first successful Sand Gropers Gathering in November last year, at the South West Model engineers Association site in Bunbury, Geoff Clifton from Bunbury and I have decided that the second gathering will be held on 8 and 9 October 2005, so pen this event into your diaries. It will be held at Bunbury again as the SWMEA site at Bunbury is the only site than can provide for 3½, 5 and 7¼ inch gauge locomotives at present.

Will NDMES be able to provide facilities for these three gauges in October 2006, when it will be time for the third Sand Gropers' gathering? This is a great target for us to aim for.

Registration forms for this interesting weekend event are available from John Shugg or myself and should be returned to John with the appropriate payment.

It was great to see Tony Jones at our site again after his knee operation. I am sure you will all join me in wishing Tony a speedy and full recovery from this delicate piece of surgery.

Other members who have also been on the sick list lately include Andrew Manning and Ron Date. Both are recovering well from surgery and it is great to see them both actively involved in Society activities again.

George Palmer decided that he wished to be a TV star and got involved in an interesting car prang, writing off his car when it was hit by another driver who suffered a heart attack at the wheel. George's car ended up on its roof with George dangling inside. George was not hurt apart from some bruising.

If you are going to Geraldton, you may be interested to know that a new Geraldton based Society, the Batavia Coast Miniature Railway Society, was affiliated with the Australian Association of Live Steamers at the last Easter convention and will be getting established soon. This will bring the number of Western Australian clubs affiliated with the AALS to six.

Those members who enjoyed our Christmas Dinner in the club rooms last year will be pleased to know that we have decided to hold a similar function again this year, on 9 December 2005. We suggest that you bring your locomotive or other model along and steam it during the latter part of the afternoon, before dinner commences.

Items for sale

Steve Poland wishes to sell his Great Western Railway tank engine.

Mike Lynn has a Myford lathe, with accessories and on a Myford cabinet, all in pristine condition for sale.

See Dick Langford for more information on these sale items.

Your Society's Annual General Meeting on 14 October 2005

This important meeting will be held on Friday 14 October 2005 at 8.00 pm in our clubrooms at Vasto Place Balcatta. Our current Committee stands down, having completed its year's work on your behalf and you get the opportunity to participate in the election of a new Committee.

This will be the first year in which our election of Office Bearers will be undertaken in accordance with our new Rules of Association.

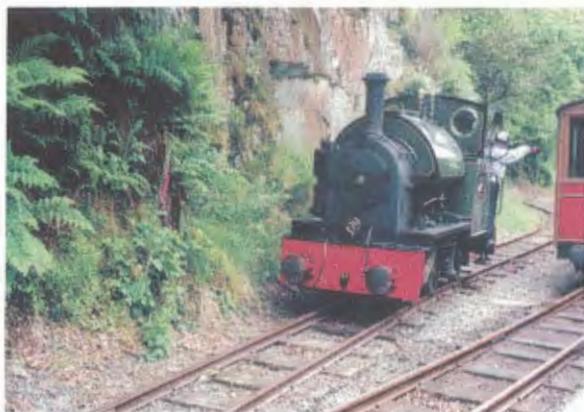
You will receive formal notification of the meeting, advice on nominating candidates for Committee positions and a ballot paper in the mail shortly. You may vote by returning the ballot paper to the Society in the mail, or preferably, by attending the meeting.

If eight or more candidates are nominated for positions prior to the meeting, no opportunity to nominate further candidates from the floor on the night of the meeting will be available. So nominate those members who you would like to represent your interests over the next year in accordance with the instructions given with the notice of the Annual General Meeting.

Your Society needs a group of dedicated Members to lead it through the next year and get its new five year plan on the way.

If you have any other business that you wish to have on the agenda for the meeting, discuss this with Milton Smith, our Secretary.

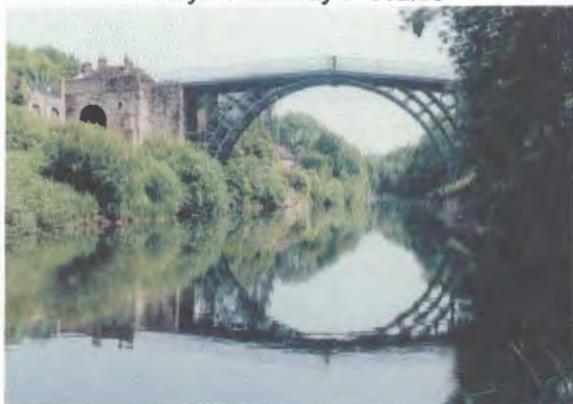
To complete this issue of Steamlines here are some photos of interesting things Noelene and I found in England



Edward Thomas running around its train on the Talyllin Railway in Wales



Two narrow boats climbing the flight of locks at Devises on the Kennet & Avon Canal



The World's first metal bridge, made from cast iron over the Severn River at Ironbridge



Part of the beam engines at Crofton. These engines pumped water into the Kennet and Avon Canal



SAND GROPER'S GATHERING 2005

The South West Model Engineers Association and the Northern Districts Model Engineering Society invite all Western Australian model engineers to participate in the second Sand Gropers Gathering.

This event will be held at the South West Model Engineers Association track in Forrest Park, Bunbury, on Saturday 8 October and Sunday 9 October 2005.

An evening barbecue and desert feast will be provided to all participants who register for dinner on Saturday night. A choice of chicken or beef will be available and desert is expected to include some prestigious pavlovas.

If you wish to attend this barbecue and require a special menu, please discuss your needs with either the NDMES Secretary or SWMEA Secretary.



If you intend to run a steam locomotive during the weekend, please make sure it has a current boiler certificate and bring the certificate to the Gathering for inspection.

Activities will start about 9.00 am on Saturday and finish around tea time on Sunday when we are all high on steam and cylinder oil.

Registration forms are available from your Society or from the NDMES, or you may photocopy a form. Completed forms should be sent to the Northern Districts Model Engineering Society Inc, PO Box 681, Balcatta, WA 6021





2005 SAND GROPER'S GATHERING

REGISTRATION FORM

Name(s).....

AALS affiliated Society.....

Address.....

Phone.....E-mail.....

Registration fees (per person):

Option A	For Saturday & Sunday, including dinner on Saturday evening:	\$25.00
Option B	For Saturday & Sunday, without evening meal on Saturday:	\$15.00
Option C	For Saturday, including evening meal:	\$20.00
Option D	For Saturday or Sunday, without evening meal:	\$10.00

I wish to register for the Sand Gropers Gathering. Enclosed is my

Registration Fee for Option A*, Option B*, Option C*, Option D*

for myself and my Partner* and/or Children*

If you have registered for the evening meal on Saturday, please record your meal choice(s): Beef**Chicken**Special**

(**Record number of each meal required, provide details if a special meal is required)

I will/will not* be bringing a locomotive or traction engine

(*Please cross out as required)

To assist in planning catering, we would appreciate receiving completed registration forms before 4 October 2005

Please send your completed Registration Form, with appropriate payment, to:

The Treasurer, Northern Districts Model Engineering Society,
PO Box 681, Balcatta, WA 6021

If you have any queries regarding this event, please phone Dick Langford on 9408 0081 or John Shugg on 9246 9549

Rail Museums in Europe Pt III BY Russell Dunn

(Continued from Part II, in the December edition of STEAMLINES)

After the completion of my business in Latvia, I took the opportunity to continue up to St Petersburg (originally Petrograd, later Leningrad) as I had heard much of the beauty of the city as well as the depth of the displays in the Railroad museums. As I did not know when I might be coming this way again, I grabbed with both hands the chance to look around, and, in contradistinction to Riga, here I was definitely not disappointed.

There are two Railroad museums in St Petersburg, the original and "Model" museum is housed in a former mansion, was founded in the early nineteenth century, and contains all the models and art works related to railways. The "Open" museum is about two stations on the Metro (underground) from the Model museum. It is part of the shunting yards of the former Warsaw Station. (All stations for long distance trains in Russia are named for the destination of trains from that station. Hence you would go to the Warsaw station to catch the train to Poland) The Open Museum contains all the locos and cars recovered from all over Russia and the Soviet Union. It was initially founded in 1946 but contains the oldest locos still in existence in any part of Russia.

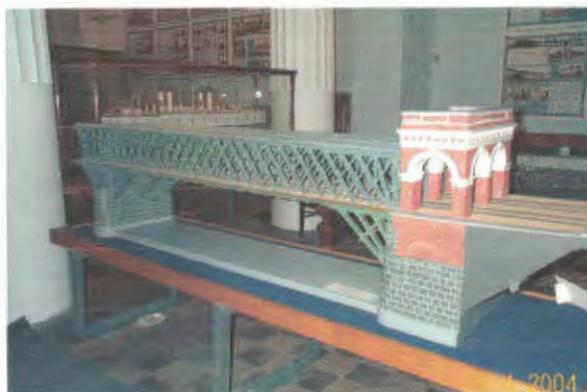
Brief History

St Petersburg was the capital of Russia during the regime of the Tsars. All the palaces are located in and around this city. The world renowned art gallery "The Hermitage" is also there. (Was a day and a half for me to go through this one building with some sculptures 3,500 years old). It was also the birthplace of Vladimir Lenin and the city to which he returned after his deportation to Finland. As a result, it was the birthplace of the Soviet Revolution and the home of the battleship from which the "shots that will be heard around the world" were fired. This statement refers to the shots fired from the Aurelia on Tsar Nicholas II's palace that signalled the start of the October Revolution in 1916.

The Model Museum

This museum was founded by Tsar Nicholas I in 1813 (which, they claim, makes it one of the oldest technical museums in the world) as a place to store all the models created as part of railway engineering in Russia. It was the practice in those times that a model of any major engineering work had to be produced for viewing by the Tsar, in order to obtain approval for the work to proceed. To a somewhat lesser extent, this practice has continued to the present day. We are lucky here in that there are a host of beautiful engineering models of bridges and rolling stock for us to view of

items that are no longer available to see in real life. They also provide an information bank to fall back on when something is damaged. To give some hint as to how one should go about it's repair. (For example; over two hundred railway bridges were destroyed in the Soviet Union in WWII and here, safely tucked away, were the original drawings and models of them to aid in the reconstruction after the war.) Some of the models even show details of the construction process. With one bridge in particular, the bridge was built beside the river with an overhead rail crane built for the purpose. At the same time a wooden trestle arrangement was built to carry a set of tracks across the river. When the bridge was finished, it was towed across the tracks on the trestle and set in place. Still operating to this day. Unfortunately this model was unable to be photographed but some other examples are shown here to give an idea of the standard of construction.



Other models displayed include a complete hump shunting yard with full size control stand and braking system. This was initially built to provide training in the operation of hump yards. The yards in Moscow and St Petersburg are still in daily use and are monstrous affairs. St Petersburg hump yard has about 250 roads and 3 humps, it takes about 15 locos, working full time to work the humps and muster the trains out

In the entrance foyer is a painting of Lenin riding in the cab of a steam loco when he was being smuggled back into Russia to lead the revolution. Just shows how trains have been involved in all sorts of great events throughout modern history.



The lifting aligning and super elevation machine

preferred to stick with the tried and true BR 52 Kriegslok mentioned in Part 1 of this series. However the design was given a type number (BR53) and today Märklin offer a model in HO scale based on the original drawings, copies of which are still available from Deutsche Bahn, for the cost of copying.



Hump yard control stand

A complete Lifting, Lining and Super Elevation correction machine designed and built in 1963 is shown here. This machine runs at about 3 mph and is still in daily use. Not quite the latest Tamper, but???

Another model of special interest was that of the Russian version of the "Big Boy" loco; in their case a 2-8-8-2, of which four were built in the late 1940's for use on the Trans Siberian Railway. On the topic of articulated locos, it is not generally known that the Deutsche Reichsbahn in WWII also designed a 2-6-8-4 articulated loco. Production did not proceed as Hitler

The remainder of this museum, spread over three levels, was of much the same content and standard throughout. The standard of the models and the way in which they are displayed, is excellent in every respect. The building and staff were great with the staff anxious to ensure that a foreigner (and one that displayed some knowledge of the topic) did not miss out on any part of the display. We were offered cups of tea (the Russian national drink) and shown the operation of the hump yard and some other operating systems, which appeared to have been built initially with the object of being training aids for teaching railway staff. But the highlight had to have been watching those '0' gauge cars being pushed over the de-coupler and hurtling down the hump and then to have the prototypical wheel clamps operate and retard them to where they just bumped gently into the previous cars standing in that road. Some of the cars were almost empty where as others had a block of steel for weight to show the different degree of clamping required due to variations in car weight.