



December 2002



## First Club House Meeting

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### Your Committee

President Ron Date	9246 2835
Vice President Dick Langford	9408 0081
Secretary Andrew Manning	9446 4825
Treasurer John Martin	9448 8843
<b>Committee Members</b>	
Doug Baker	9341 1630
Phil Gibbons	9390 4390
Steve Reeves	9354 1395
John Shugg	9246 9549
<b>Safety Officer</b>	
David Naeser	9375 7785
<b>Publicity &amp; Events</b>	
Jim Crawford	9276 5464
<b>Newsletter</b>	
Jim Clark	9446 5870

**NDMES**  
**PO Box 681**  
**Balcatta 6021**  
**Western Australia**



Photo:  
Jim Clark

The November General Meeting was the first official meeting of the membership of the Society to be held in our new Club House meeting room area.

For some people, it was also their first real look at the excellent facilities that have been built thanks to the dedication

of a core band of members and volunteers. No-one could fail to be impressed by the enormity of the task that has been undertaken and by the quality of the results.

While some finishing work remains, this is a great venue for our Society.

### CALENDAR OF EVENTS

<b>General Meeting (last one this year)</b>	Club Meeting Room Vasto PI, Balcatta	8:00 pm	Friday 13 December
<b>Christmas BBQ (see page 4)</b>	Club Track Site Vasto PI, Balcatta	11:00 am until whenever	Saturday 14 December
<b>Informal General Meeting</b>	Club Meeting Room Vasto PI, Balcatta	8:00 pm	Friday 10 January 2003
<b>Public Run Day</b>	Club Track Site Vasto PI, Balcatta	11:00am—3:00 pm	Sunday 26 January
<b>General Meeting</b>	Club Meeting Room Vasto PI, Balcatta	8:00 pm	Friday 14 February
<b>Public Run Day</b>	Club Track Site Vasto PI, Balcatta	11:00am—3:00 pm	Sunday 23 February

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## November General Meeting

minutes of meeting by Andrew Manning

The November General Meeting opened at 8:10pm with 22 members and no visitors present.

**BUILDING REPORT**— President discussed progress on building and immediate plans for future activities.

**GENERAL BUSINESS**— Ron Date asked for a volunteer to be Duty Officer for the November run day – Phil Gibbons put his hand up.

In the next week or so we need to pick up 1,500 concrete sleepers from Pioneer Concrete and store them on site. (Post meeting note – Dean Brennan has removed the sleepers to Ernie Redford's factory and his own house).

General discussion occurred re Members' entitlements to free entry for family and friends on Run Days. Points raised included:- Should there be a limit? Members putting in time on working bee days be given credits? Society should introduce season tickets to encourage regular visitors to our Public Run days. (See **Items from Committee Meeting**).

Ian Allison asked that people without Society name badges please contact him and he will arrange same.

It was suggested we have a meeting in January. Andrew Manning suggested an informal meeting. Moved M. Smith, seconded J. Shugg. Carried. There will be an informal meeting, show of work, videos(?) for the January Meeting

**John Shugg** – Need to do something about the internal fencing. We cannot continue to replace pickets. John will price alternatives including arc mesh and chain wire fencing.

**MODEL ENGINEERING** — Steve Reeves showed the progress on the reconstruction of his loco Helen.

**Ron Date** – showed a jig for cutting keyways in axles and his home-made keyway broach for cutting keyways in wheels.

### Thanks...

**Request for Trailer Tyres** — Following our call for suitable tyres for the Society's tandem trailer, we wish to thank Ian Allison, Ken Belcher and Phil Frost for their kind donations. We gained some extra rims as well, which are always handy.

**Steamlines** — Thanks also to all of you who have contributed over the past year. Please keep it coming.

The next issue of Steamlines will be out at the beginning of February — your Editor intends to put in some quality workshop time over the holiday period!

Best wishes for a happy and safe Christmas season.

**Andrew Manning** – discussed progress and problems experienced while trying to get the Newcombe atmospheric engine to work. No success as yet.

**RAFFLE** — Won by **Dick Langford**, it comprised a whistle by **Bob Brown** and a surprise box with two pieces of bronze from **Phil Gibbons**. Meeting closed at approx. 10:00pm.

**ITEMS FROM COMMITTEE MEETING** — The Public Run Day on the last Sunday of the month is a revenue day. This day is our major source of income and we need to ensure the public enjoy the experience and keep coming back, and that the limited engines available for revenue service are operated efficiently. To this end your Committee has decided the following:

- The Public Run day is not a Club Run day. Only proven reliable engines will be allowed on the track after 10:30am.
- Member's family functions involving more than 4 or 5 people entering as free guests are to be held on the Club Run day or by special arrangement, and not on Public Run days.

Annual membership fees are due. Members who are not financial by the end of December 2002 will be deemed to have resigned from the Society. See *Last Call for Subscriptions* — this page.

Thanks to Dennis Lord for the donation of a small fridge to keep milk and drinks cool. We will still need a large fridge for the canteen, if you are able to help please let Andrew Manning know.

There is a lot of work to be done around the track, if you are able to give a couple of hours one evening during the week to help with track and fence maintenance, please let Andrew know.

Andrew Manning

### Last Call for Subscriptions

NDMES annual subscriptions were due in October. The annual subscription is \$84 per member. You need to be a Financial Member in order to be covered by the Society's AALS insurance policy.

Members who are not financial by the end of December 2002 will be deemed to have resigned from the Society and will no longer receive the Steamlines newsletter, nor can they enter the Society grounds as a member because their insurance will have lapsed.

In special circumstances arrangements may be made with the Treasurer, but as a minimum \$42 must be paid prior to 31 December 2002.

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## Visitor from Scotland

Tom Glass from Dundee visited the NDMES track site on Tuesday 12 November. A member of the Scottish Model Engineers Trust, our sister society (formerly known as Perth Society of Model and Experimental Engineers), Tom is building a Simplex.

While Tom has quite an extensive amount of workshop equipment, a new workshop (of two stories, do you mind!) has yet to be built in his new home's back garden.

There were quite a few members present on site, it being a normal mid week work-day, so Tom met Ron Date (President), Dick Langford (Vice President), Andrew Manning (Secretary), Jim Crawford, Clive Chapman, Tony Jones, Dennis Lord, Ray Shersby and Milton Smith.

Through the helpful assistance of Jim Crawford, the late Lindsay Adams' Simplex "Waratah" was brought to the track for Tom to inspect. Tom was impressed with Lindsay's craftsmanship.

On Wednesday 13th, Tom and John Shugg visited Castledare Miniature Railway. Ken and Craig Belcher very kindly opened up the workshop and Round House. Tom was able to see the many locomotives stabled there. It is truly a huge set-up and we much appreciated the opportunity given to Tom to see the complex.

Then Tom and John visited the workshop of Dick Langford and there inspected the now "legendary" Simplex that Dick is building. Dick has made many practical modifications to the Simplex design and Tom

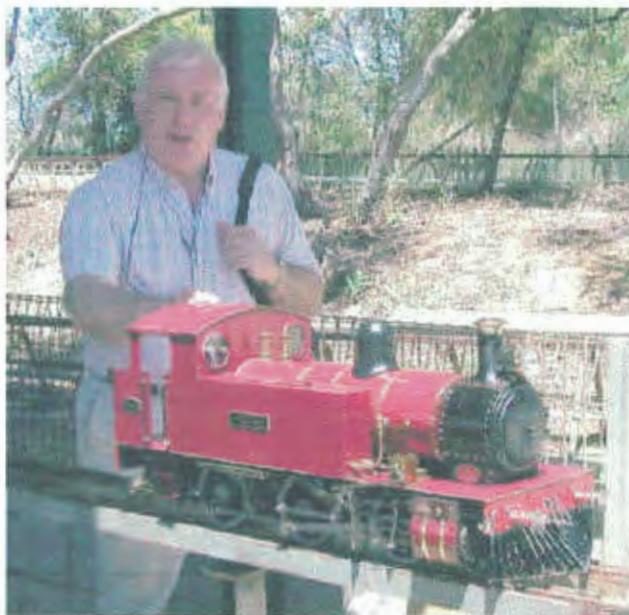
## President's Report

Well members, that's another year gone, with eleven run days without drama and quite a few dollars in the bank. Most of us enjoy the days and the enjoyment given to our guests and on behalf of the club, a hearty and well deserved thanks goes to Mike Rogers and Ernie Redford (and Ron Date too, [Ed]) for providing most of the motive power. Ernie and Vince Devine also for the well-run station. Site preparation was done religiously by Ray Shersby assisted on Saturdays by Brian Lawrie. Well done you blokes.

Thank goodness November is behind us as it is a big strain on the stalwarts who raised \$700 at Victoria Park on 10<sup>th</sup> November. Organised by Doug Baker, who also trailered the track and fence there, and assisted in the erection of the track etc. and then the packing up. Ernie, Ed Brown and Brian Lawrie and I ran the railway non-stop for the day. Doug came back to collect the track. That's a top effort.

Our flag was flown at the Bassendean Rail Museum the

article & photo by John Shugg



Tom Glass with the well-known Waratah, built by Lindsay Adams

noted them all. Dick's numerous workshop jigs, fixtures and ideas were shown and discussed.

Tom and his wife Muriel will visit Adelaide, Sydney and Cairns before returning to chilly Scotland.

For more details of SMET please visit <http://www.carnoustie47.freemove.co.uk/smetpages/smetframe.htm> Alistair Grant of SMET is the Web Site manager.

John Shugg

by Ron Date

following Sunday by Doug and Ernie mainly, again.

The Subiaco affair, organised by Jim Crawford takes place on Sunday 1<sup>st</sup> December but there is no commentary yet available as this goes to press.

The building proceeds, with the walls in the meeting room having been bagged and painted. Some of the kitchen walls got the same treatment at the cost of some lime burnt fingers by the 'bagger'. This finishing work is being aimed at the Meeting Room mainly so that the main functions of the club can be done comfortably in our own place, with access to our library after a long absence. Hopefully the air conditioner will be in soon.

One of our veteran builders, Tony Jones, had a nice little back operation recently and is now home, doing fine. When he gets back down to the track I am sure he will tell us all about it. John Hudson, the noisy bloke, is getting another new hip. He won't tell you about it though, even if you ask!



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<http://www4.tpg.com.au/users/jimclark>

## Members Run Days

by Jim Crawford

We had the first of our Club Run Days, or "Play Days", at Balcatta on Sunday, 13 October.

A small number of drivers and engines turned up, which was a little disappointing, as there had been a fair bit of stirring to have runs free of Public commitment.

However, it is early days and maybe we will see more participation in time to come.

There is one point that should be made and that is that these member/family/friends days are not just for running trains. At our recent AGM a comment was made that the railway activities of our Society are dominant when compared to other aspects of model engineering.

It may well appear that such is the case, however we should be mindful that from our early beginnings, it has been the railway activities that have provided the funds for keeping NDMES going. In the absence of, until recently, any Society operated motive power, the generosity of a few members in running their own locomotives for our mutual benefit has been the norm. Members continue to support the Society in this manner, despite a heavy toll being taken in wear and tear to machine and man.

I think I would be close to the mark in saying that most of our "trainies" would be delighted to be less involved with Public running and to spend more time modelling.

Until another way of raising the funds necessary to service the ongoing bills, maintenance and future development of NDMES is sourced, it seems that the railway will continue to support our treasury.

Having said that, our locomotive enthusiasts are not an insular lot — not the ones that I know, at least. We are interested in many aspects of model engineering and in this regard, we would be very happy to have members with other modelling tastes join with us on these pressure-free play-days.

It's a great opportunity to have a chin wag and share ideas. So please, leave the politics elsewhere and consider coming along. Bring your creations and let's all get more enjoyment from our collective efforts. You are most welcome.

Jim Crawford

## Christmas BBQ and Run

The Society's annual Christmas BBQ and general festive get-together is scheduled for Saturday 14 December.

Bring your own everything, including locos if you feel like a relaxed run round the track. The barbeques will be fired up from 11-ish onwards. Bring your family and make a picnic day out, or just come along and have a natter over a few beers or a cup of coffee. Bring along your latest project for us to look at.

The photo below shows how the picnic area looks now, with the station and new Club House behind. All it needs is you.



Photo:  
Jim Clark

## FOR SALE

**Roof Trusses** — 4m wide x 0.8m high (4 off).

**Window Frames** — 1.2m wide x 1.1m high (1 off) and 1.9m wide x 1.1m high (2 off)

Any sort of offer will be considered, they just need to be moved out of the way.

Contact Nigel Mammatt on 9389 5775 for details.

## POSITIONS VACANT

**Multi-skilled People** — Lots of finishing work still needs to be done on the interior of the building, you would surely have a skill that's in need — carpentry, painting, fitting, joining, whatever...

Contact Ron Date for more details, or just come on down to the track site.

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## Boiler Matters – Part III

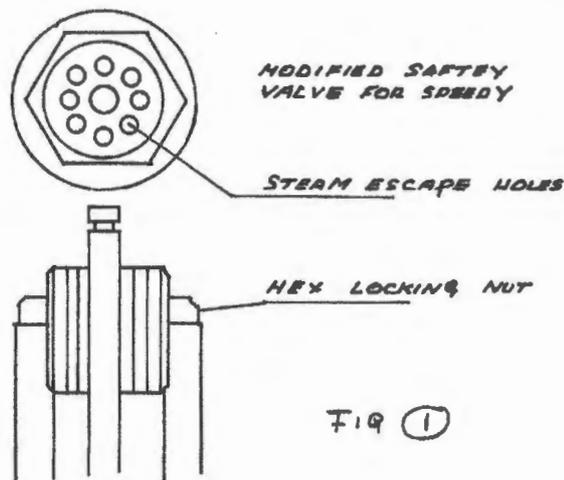
(Speedy – continued from Part II in November 2002 Steamlines Supplement and concluding here)

### Safety Valve

Rule No. 516 of the A.M.B.S.C. Code of Practice states that there “shall” be an effective means of locking the adjustment screw after setting the working pressure of the boiler.

NOTE: when reading the code, “shall” is to be understood as mandatory.

There are a number of ways of locking the screw, an easy one to do, and the one I use on my own loco, is to double the length of the screw and fit a locking nut (see Figure 1). Also in Fig.1, note that the steam escapes via a ring of drill holes and not filed nicks as originally drawn.



### Boiler Fitting Generally

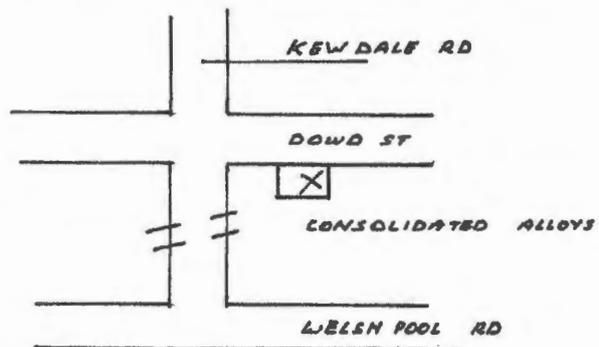
In my experience all boiler fittings should be made from bronze or gunmetal instead of the more common brass, and the minimum threads used should be 32 M.E. Safety valves would be threaded 26 and if you are building a 7/4” boiler, the thread would be UNF 18 or 20 threads per inch.

A very reasonable source of bronze rod for boiler bushing and fittings is the firm “Consolidated Alloys” at Unit 1, 19 Dowd Street Welshpool (see sketch map). This firm can also supply 45% and 32% silver brazing alloy as well as the flux for same. It must be said that their flux 602 is one of the best you can use for boiler work.

### Fire Tubes

The Speedy boiler features 5 superheater tubes and 26 fire tubes, the fire tubes being 7/16” x 22 gauge.

Article & drawings by Bob Brown



If I was building a Speedy boiler, then I would change the fire tube layout and opt to use 1/2” x 18 gauge fire tubes instead

The reason for doing this is that in my experience the 18 gauge tube is easier to braze into the tube plate. Using 1/2” x 18 gauge tube does not retard the steaming capacity of the boiler, on the contrary, I believe you get a better gas flow, you only have to observe the performance of the Club Blowfly on a run day for that.

For your info, 1/2”x18 gauge tube can be purchased from any Tradelink store. The tube is designated “Type A”, colour code green.

Bob Brown

## How Fast Do We Go?

There has been a fair amount of discussion on, and after, run days as to just how fast our trains are travelling.

I recently had a friend visit NDMES on a run day and he had a GPS device with him. These units not only give quite precise location co-ordinates, but will indicate ground speed as well.

We did tests with the satellite receiver whilst riding behind the blue electric locomotive. After leaving the station, with four passengers aboard two bogie cars, the climb to the summit was at a steady 6 kph. This was with the loco flat out. Descent to the Northern tunnel portal was at 6.5 to 7.5 kph, with just a little power applied to overcome bogie drag on the curves.

I must admit that I found this slight increase in real speed, on descent, to feel like we were travelling at a considerably faster pace than that recorded. I suppose it's similar to the “Mini Minor” effect, where the sense of speed is directly related to the amount of space between the ground and your backside!

Jim Crawford

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## A Steamy Night Out on 'Decoy'

Article & photos by Jim Clark

The recent Steamy's outing on board the paddle steamer 'Decoy' was specially intended for steam-lovers of all kinds and it was a tremendous success.

The weather was perfect, a balmy and calm spring evening, as can be seen from the photo at right.

There was a very good turnout on the night of steamy enthusiasts, with members from our Society together with a good cross-section of people from other clubs, steam preservation organisations and steam boaties. In fact, the 'Decoy' was full to capacity, which made for a long conga-line queuing up for the buffet dinner, specially prepared by the Decoy's chef (below).



wheels as you glide effortlessly through the dark waters.

It's also a nice warm spot if the evening air is getting a little chilly out on deck!

The Decoy is oil fired and the control system for the burners and air blowers is largely automatic, which is clean, efficient and certainly beats shovelling coal. And no coal dust.

Our own Clive Chapman (below) was on hand in the engine room making sure that everything did keep turning over smoothly, and several of the other Decoy engineers were on board for the night as well.

We cruised under the Narrows Bridge (great place to let rip with the steam whistle), down to Canning Highway bridge near the Raffles Hotel and back, so there was something to see for everyone, even those not totally intrigued by steam.

The crew, bar staff and the chef all generously gave their time and

effort free of charge in order to keep the costs down to \$20 a head – so a big thank-you goes to them! Thanks also to everyone who organised the night.

If you weren't there, you definitely missed out on one of the best evenings of the year. The Decoy caters for private functions, weddings and so on at any time of the year and also does Sunday afternoon Jazz cruises during summer.

If you get a chance, perhaps with a work or social club function, go along, it's a great way to spend a few enjoyable hours.

Then there's always a Sunday afternoon...



One of the great features of a night out on the Decoy is being able to contemplate the twin cylinder horizontal engine working away smoothly and almost noiselessly against the splash of the paddle

