



December 2003

Kelvin Lord's Engagement

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Vice President Ron Date	9246 2835
Secretary Andrew Manning	9446 4825
Treasurer John Shugg	9246 9549

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Phil Gibbons	9390 4390
David Hunter	9445 1432
Ray Shersby	9277 7306
Milton Smith	9495 1680

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PO Box 681
Balcatta 6021
Western Australia



Kelvin Lord and his fiancé Oana Chirila celebrated their engagement at the Society's track site on 16th November. A great occasion enjoyed by family and friends, as can be seen from this selection of photos. Congratulations to the happy couple! Photos: Kelvin Lord

CALENDAR OF EVENTS

General Meeting	Club Meeting Room Vasto PI, Balcatta	8:00 pm	Friday 12 December
Club Run Day & Christmas BBQ	Club Track Site Vasto PI, Balcatta	2:00 pm — late	Sunday 14 December
Public Run Day	Club Track Site Vasto PI, Balcatta	11:00 am—3:00 pm	Sunday 25 January 2004
General Meeting	Club Meeting Room Vasto PI, Balcatta	8:00 pm	Friday 13 February
Club Run Day	Club Track Site Vasto PI, Balcatta	11:00 am—3:00 pm	Sunday 15 February

Minutes of November General Meeting

by Andrew Manning

The November Meeting was opened at 8:00 pm with the President Dick Langford in the Chair.

ATTENDANCE — 28 Members and one Visitor: James Giddens (JD).

Apologies – J. Crawford, R. Dunn, J. Shugg, N. Merchant, C. Chapman, B. Brown.

Applications for membership — Jim Parker, Robert Sutcliffe. Accepted as a new Member by the Committee – Paul James.

GENERAL BUSINESS — The Chairman reminded Members that the meeting was to be an informal meeting, there were however some items of business that needed to be addressed:

- Memberships — Subscriptions are due.
- Insurance issue – Currently a debate is occurring regarding the manner in which insurance costs are distributed across clubs. After some discussion it was agreed that the current arrangements were probably as good as we would get. The Society is to vote to support the current arrangements.
- Proposed model of the Super Pit – No further information to hand.
- Kelvin Lord's engagement party Sunday 16 November.
- Auction of 4 jaw chuck – Ray Shersby did a fine job as auctioneer. Sold for \$35 to David Hunter.
- Quorn Tool & Cutter castings. To be advertised in Steamlines, with the highest offer received over the reserve price of \$250 to be accepted.
- The bore has stopped delivering water. We may need to expend some money to fix it.

RAFFLE – A displacement lubricator donated by Bob Brown was won by David Hunter.



Season's Greetings

Here's wishing all our Members, family, friends and loyal supporters a very Happy Christmas and a safe and successful New Year, wherever you happen to be.

Many members have projects underway which we have had the opportunity to admire and talk about at the various meetings throughout the year. It is good to see so many people pursuing their creative interests enthusiastically.

Hopefully the holiday season will be an opportunity for some quality Workshop Time to engage in productive and relaxing Model Engineering in the best of traditions.

MODEL ENGINEERING — Stuart Martyn "The Toy Maker" displayed and operated his electric boiler, vertical twin steam engine and 5-stamp gold battery. All items were made before Stu had a lathe. He also ran a high speed twin cylinder steam engine made from brass tube.

Andrew Manning – showed the progress he had made on a Tool & Cutter work head designed to use ER32 collets, which will enable holding cutters and drills to 20mm dia. He also showed a completed ER32 collet holder to fit a Myford nose.

Ken Austin – Showed the painted flywheel for his beam engine, in authentic Brunswick Green, using a 2-pack epoxy paint. He also showed his Britannia Tender in stainless steel, and fabricated stainless steel valve motion brackets for the loco.

Jim Clark showed the completed plate work for his Britannia boiler and some fine scale boiler fittings beautiful finished.

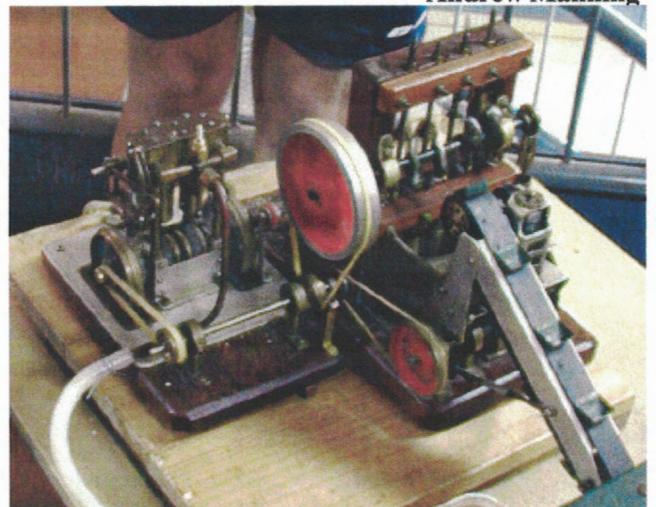
Milton Smith – demonstrated the Storage and Transport boxes he and Dick Langford have built for their locos and tenders.

Steve Reeves – showed his new passenger car to make up a train for 'Helen'. The car is of simple robust design with an NDMES logo. The side panels may be removed for Ground Level operation.

Vince Devine – handed over the completed Driver's License cards and envelopes. Jim Crawford will hand these out in the near future.

The Meeting closed at 10:00 pm.

Andrew Manning



Stu Martyn's model of a 5 stamp gold crushing battery incorporates almost every conceivable mechanical motion.

Photo: Jim Clark

Items From your Committee

Some items of interest from recent Committee meetings:

Get Ready for the AALS Convention — Taking place at Bunbury during Easter next year, it's only a few months away. Ensure your Boiler Certificate will be current. Boiler Inspectors will not inspect boilers during the last week before the Convention.

Welcome to New Members Jim Parker, Bob Sutcliffe and James Giddens (JD).

The Wheelchair Lift — The Human Rights and Equal Opportunity Commission have granted the Society a deferment of the requirement to have a wheelchair lift installed in the new Club House for 2 years.

The Committee are looking at several options to meet the requirements. The preferred option is to purchase and install a fully certified wheelchair lift that immediately meets all statutory requirements at an estimated cost of **\$24,000**.

One way to achieve this is to raise \$8,000 in 3 to 4 year loans from Members, combine this with current funds and we will be in a position to have the lift installed in the second half of next year. The loans would be repaid in 2005 and 2006. The down side of this option, and all other options to some degree, is that it would limit our funds to around \$2,000 per annum for grounds maintenance and for the development of the ground level track.

FORTHCOMING EVENTS...

December Club Run Day and Christmas BBQ — our Christmas function will be held at the track site on Sunday 14 December from 2:00 pm onwards.

All track activities will cease from 5:00 pm to 6:30 pm for the BBQ and get together.

Night running to follow at your leisure. Bring your Esky, BBQ pack and have a great time!

Next Year's Activities — In January, our activities for the year commence with the first Public Run Day on 25 January 2004. This will be a long weekend with Australia Day on the Monday. It's a good reason to fix our flagpole and fly a flag or two!

Guest Speaker

Guest speaker Isobel Burdett from Linic-Proops WA will be at the December General Meeting on 12 December to give a talk and show off some of her small tools and other goodies. Bring some cash in case you are tempted to buy yourself a Christmas present!

Basically we would like 40 Members to lend the Society \$200 each for 3 to 4 years.

The requirement for the lift is a big burden, so the sooner we put it behind us and get on with Model Engineering the better. Please come prepared to discuss this issue constructively at the December meeting.

Sale of 51xx Locomotive — The Committee has agreed to dispose of the Society's near complete 51xx loco. The loco is to be sold by open tender. Any financial Member of the Society may lodge a tender with the Secretary. Interested members may seek the current tendered price from the Secretary. The loco will go to the highest tendered price (above the reserve) received by the end of the December General Meeting.

Society's End of Year Events — At the General Meeting on Friday 12 December, we will be seeking advice from Society members on whether or not they want to continue the traditional New Year's Day club run, or get involved in any other activities over the holiday period.

Andrew Manning

Blowfly at ARHS



The Society's Blowfly providing train rides at the recent ARHS Bassendean open day alongside the full size locos on display.



Northern Districts Model
Engineering Society Inc.

Track Site:-
Vasto Place
Balcatta
Western Australia

All correspondence to:-
PO Box 681
Balcatta
Western Australia 6021

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

Jim Crawford's Birthday Party

Jim Crawford decided to celebrate his 60th birthday with a BBQ and informal run day at the track site.

What better venue for a confirmed 'steamy' like Jim? The weather was perfect, and Jim had a great day surrounded by a large gathering of his family, including various grandchildren, and friends.

Several locos were out on the track giving rides to all and sundry. Happy birthday Jim, and many more!



Jim and Jeanie cutting Jim's birthday cakes.

Photo: Jim Clark

FOR SALE BY TENDER

Quorn Tool and Cutter grinder castings set donated by Ken Austin, with some additional parts donated by Phil Gibbons. Drawings and a book covering the construction are available within the Society. A reserve price of \$250 has been set, the retail value of the castings being around \$400. If you are interested please send your bid to the Secretary. The highest bid (above the reserve price) received by the end of the December General Meeting will be accepted.

51xx Loco near complete. If you are interested, please lodge a tender with the Secretary. Interested members may seek the current tendered price from the Secretary. The loco will go to the highest tendered price (above the reserve price) received by the end of the December General Meeting.

Dore Westbury milling machine. The Society also has a set of castings for this machine. If you are interested, again talk to the Secretary.

FOR SALE

"GEORGE" a Sweet Pea Bagnall O.4.O type Narrow Gauge Steam Locomotive. A good hard working engine - never let me down in the last three and a half years. Boiler Certificate to 6/2006.

\$5,500 or near offer.

Contact Mike Rogers on 9527 7313.

Myford universal vertical slide — \$400.

Contact Andrew Manning on 9446 4825.

'O' Rings and Seals

I was in need of some Viton "O" rings and discovered a company that stocks "O" rings in all sizes and in all available materials.

The company is "Mining and Hydraulic Supplies", 11 Boulder Road, Malaga. Tel. 9249 2511. The man to see is Terry Nicolaou, manager of the MHS Seals dept.

Apart from "O" rings, they stock a wide range of seals of all shapes and sizes, some of which may well prove of benefit to Model Engineers. Whilst I was there, a box was sitting on the counter containing 50mm dia. fluid filled pressure gauges of German manufacture. They were being sold off at \$20.00 each. I should mention that they are calibrated in bars, rather than kilopascals, but for that price, one would be great for use where vibration is a problem.

Jim Crawford

Used Machinery

Just came across the following today, he has a range of bits & pieces in stock, and expects more in the future:

Affordable Used Machinery
Dave Caswell
52 Helen Street, Bellevue WA
Phone (08) 9250 1334

Phil Frost

Comments from your President

Are you proud of what you and your fellow Society members have achieved at Balcatta? I am. Do you tell your friends and family about our site and the facilities it offers? I do.

Since 1984, your Society, through the efforts of all its members, has created an excellent facility that we all should be proud of and advertise as much as possible. Word of mouth advertising is probably our most effective way of attracting patrons to Balcatta so that they can experience the joy of riding behind a miniature steam engine, or a miniature steam powered road vehicle.

Our clubhouse is very close to being finished. We have been granted an exemption for two years for installation of the wheelchair access lift in the clubhouse. This will give us time to think through all the possible practical approaches to providing this facility in a reasonable time frame, and allow us to plan the manner in which we finance it. Early next year I anticipate that we will have an official opening, in conjunction with the City of Stirling, which of course, has been very benevolent towards our Society over almost the last two decades.

February 2005 is the 20th anniversary of the founding of the Northern Districts Model Engineering Society. An event that we should celebrate! If you have any ideas on how this should happen, please let me know.

2003 was a great year for your Society. Great years only result from your participation in the activities of your Society. So please accept my congratulations and thanks for your efforts during 2003. Come along on Sunday 14 December to our Christmas club run and meet your fellow Society members and their families – look elsewhere in your Steamlines for details.

Finally, I would like to wish you and your families all a very happy Christmas, with lots of steam, even if it is only rising off the turkey and pudding. Also I trust you and your families will all have a happy and prosperous New Year. I look forward to catching up with you all in 2004.

Dick Langford
President

November Run Day Report

Our November run day was a little quieter than usual, but those families that came to see us were a delight to entertain. Many were return visitors whilst others were first timers. They all had a great day. The youngsters were all well behaved and were

interested in our trains. The parents were the same and most indicated that they would be back in the New Year.

We had a few people turn up without enclosed shoes, but these situations were all resolved amicably, even to the extent of Ron Date lending a lady his sneakers whilst he wore his dancing shoes. When you are telling people about your railway, do remind them very clearly that they must wear enclosed shoes, even if they do not intend to ride on our trains, but just want to sit and watch. Some gaffer tape enclosed the toes on the sandals that one twelve months old toddler was wearing.

It was great to see lots of Society members during the day. Nearly half our members signed in to indicate their attendance on the day. Well done, chaps. Ernie Redford and Vince Devine ran the station in their usual friendly and efficient manner and Dick Langford was Duty Officer. Steve Reeves' "Helen" ran all day, driven at times by J.D. who has re-joined our Society after a few years in the wilderness south of the river. Welcome back, J.D.

Bruce Weir Smith was seen digging again, to improve the signalling system by providing starter signals at the station. When I joined NDMES in 1986, little did I realise how much digging was involved in model engineering!

Overall, a lovely late spring day was thoroughly enjoyed by Society members and our patrons. I believe this run day was a fitting close to our run days throughout 2003. We can look forward to a great series of run days in 2004.

Dick Langford



Stu Martyn with "Speedy Gonzales" and Dick Langford with the diesel outline battery loco at the Run Day.

Photo: Jim Clark

News from Canberra

Following my visit to Balcatta in 2000 at the invitation of Ernie Redford I have been watching your progress with interest. We are shortly to begin making concrete sleepers to your recipe.

The Berry Railway (7¹/₄" gauge), on the South Coast near Nowra, also uses concrete sleepers with scale steel rail. The rail is of the section designed by Tom Miller of Oregon USA. Tom had it rolled in England and Les Irwin, owner of the Berry Railway and on whose property it is located, purchased the rail from England. The railway is beautifully laid in a ballast bed located between concrete kerbing with an underlay of geotextile mat. It is track circuited with automatic 3-aspect colour light signals, shunt signals and route indicators activated by drivers using trackside push-buttons. Most of the locomotives operated at Berry are scale models of Standard Gauge Australian, British and US prototypes.

The Wagga Wagga Society of Model Engineers celebrated the 25th Anniversary of its formation this year. Being a member of Wagga Wagga Model Engineers as well as Canberra I attended the Annual Invitation Run on the weekend of the first Sunday in November. It was one of the best of the 12 such runs that I have attended. There were 61 visiting locomotives of 5" and 7¹/₄" gauges with much scale rolling stock on 5" gauge.

The award for the best new locomotive went to Hugh Whitmore of Sydney Society of Model and Experimental Engineers for his magnificent 7¹/₄" gauge LMS Black Five. The Achievement award went to Len Whalley of Boxhill Club, Victoria, for his train of container cars in 5" gauge hauled by his AN CLP locomotive which had previously won the best new locomotive award at Wagga Wagga.

Many other very fine scale models that had preciously won awards at Wagga Wagga were at the Run. They included in 5" gauge Reg Watters' (Hornsby) Great Western Manor class 4-6-0, his GWR King class 4-6-0 double-heading his equally magnificent train of scale passenger coaches with fully detailed interiors and matching operating mail van; Allan Head's (also Hornsby) NSWGR C35 class 4-6-0, Phil Gant's NSWGR P Class 4-6-0, and Andrew Meirische's V/Line Y class diesel electric shunter in 2" scale for 7¹/₄" gauge from Diamond Valley in Melbourne.

There were several 5" gauge NSW C36 locomotives in 5" gauge as well as a C38 in 5" gauge and another, owned by John Hagan in 7¹/₄" gauge. The latter was built by Arthur Mears. Another notable

model was a beautiful LMS Royal Scot, as built, (also 7¹/₄" gauge) owned by George King and rebuilt by Keith Mears from 8" gauge some years ago. Keith was driving it while George King attended the Street Organ Society's annual gathering that was held in conjunction with the Run.

Bob Rottenbury's 7¹/₄" gauge Decauville and train were in attendance as usual, driven by John A'Becket. Ian Smith's Bunyip from Canberra with an Articulated 5-pack (the cars in 2" scale), fitted with automatic Westinghouse type airbrakes similar to those that Ernie Redford is now perfecting for 5" gauge, made up the Official train. Driven by the Mayor of Wagga Wagga, this train did a circuit of the track before the Grand Parade of trains occupied the mainlines for the next two hours. All this took place on the Saturday and the Sunday was devoted to a public running day, mainly using visiting engines and trains, that resulted in a record income for the club of over \$2,500.

I hope these notes may be of interest to you. I am sure that some of your members, many of whom I met during my visit to Perth, would know some of the people I have mentioned. I forgot Joe Evans. Formerly of South Australia, more recently of Esperance, and now of Cobden, Victoria he attended with his 7¹/₄" gauge "Mountaineer" built by the late John Barkes of Penfield Club.

Many of those that I mentioned are in their late seventies and early eighties. It was significant that Joe Evans mentioned that he was to attend a surprise Party for Maurie Turner of Adelaide, whom Doug Baker would know very well, to celebrate Maurie's 90th birthday on the weekend just past. Maurie won the best new Engine award for his 500 class and train of scale rolling stock at Wagga Wagga on his eightieth birthday in 1993.

John Nicolson



Pm 706 at Armadale Station taken on Friday 1/11/03 at approx 6:40pm in the evening.

Photo: Kevin Bradney

Lake Goldsmith Rally - November 2003

by Doug Baker



There was movement at Lake Goldsmith; the word had got around that a steam rally like never seen before was about to get off the ground.

There were spectators a traveling from afar and wide, to watch these engines move and glide.

With a hiss of steam; that transposed us into a hypnotic dream; as we watched flywheels and motion without a sound going around and around.

Blokes a-standing four deep, just to get a peek, reminiscing and ready to spin a yarn about those days gone by.

You could hear stories crackle like a sparking high voltage arc from old blokes that were at the forefront of this dying art.

“Or Christ I used get up at 4 o’clock in the bloody mornin’ to get the boiler goin’”, you could hear them say, “then spend all bloody day plowin’, or cuttin’ ay” and so the yarn began.

From paddock to shed the crowds they filtered through, revelling in every display that was there to view.

With 30 acres to indulge, and with senses in overload, we really didn’t notice the ankle deep mud that was forever on the road.



’Struth it rained, and bloody rained with non-stop aggression even during the gala parade procession.

Enough is enough God, I lamented, but seems that I had not repented, as the rain fell harder on my hat, as I leaned on the fence for a chat.

The wind was so cold it stripped the skin off the rock, and it froze the hands on the clock.

Hogan’s Cottage it offered us shelter, and through the door we did skelter.

When inside to our surprise the old wood stove was aglow, the ladies in

attendance had a huge pot of soup on the hearth to boil, this was made with love for toil.

When I asked who made the soup, “It was Auntie” in harmony came the reply.

The aroma from this was so inviting, there was little use in or struggling fighting.

Into a cup a young lady did ladle, that wonderful elixir as we sat at the table.

The taste was so darn good we had a second, as one should, it reminded us of home, as it warmed to the bone.



For two days my brother and I absorbed the sights and sounds of an open crank engines with rhythmic thumping on the ground.

There was every contraption of this bygone era, lovingly rebuilt with perfectly resplendence, making every display a never-ending remembrance.

Oil cans, blow lamps all a-gleam, pressure gauges, hand tools, enamel signs, Wurlitzer organ, gramophones, clocks, motor bikes: all could be seen.

The list is unending of what was there, I was just like a kid at the fair.

Looking at this and that, there was even a ginger boiler house cat!



A brass band played *Waltzing Matilda* as we downed a pie, all the time we were watching David Chudleigh fire up his *Merlin* that once plied the sky. The sight and sounds of this engine revving on the ground made every one walking past stop and look around.

"Blimey this is awsum," one young bloke was heard to say, as the noise from the 12 exhausts cracked like a drovers whip working hard on the day.

With throttle open and the engine at a roar the blast from the propeller really played havoc, 'struth it nearly blew David into the next bloody paddock.



With one hand on the throttle and the other to steady his stance, this huge powerful engine mesmerised the crowd into a trance.

Down the road of thick mud and slush the old face steam shovel dug dirt with no rush.

This was no muscle challenge to this machine, it needed quarry face rock to show us what it could glean.

The enormous bucket scooped and skewed at the pile with consummate ease, for you see the pile of dirt was only there to please.

Drive gears rhythmically wooed in song with a whirring, clink, clunk and clonk, all controlled by the driver's skill, a maestro with a baton if you will. With a waft of steam the bottom jaw did drop open wide, dumping the load with a 'thunk' around on the other side.

Miss Jane, Black Board and Squiggle would have been impressed as Steam Shovel never quavered or regressed.



The day marched on and we went with it, hoping to leave no stone unturned, as I am sure we would regret it.

The hours went by without a trace, but it was soon time to head for home to our place.

I was sad at that instance having to leave the rally course, a true feeling of resistance and remorse.

At the exit gate we said our goodbyes, with souvenirs in hand and mud on shoes we took our last looked back to see the views.



Yep, sure enough there was another unseen sight, a steam truck heading down the track almost in flight.

With a steam cloud hanging and mud splashing, I just knew we hadn't seen it all: bugger, we missed that one!

Never mind, there will be next year.

Doug Baker

Apologies to Banjo and Clancy.