



STEAMLINES

**Northern Districts Model
Engineering Society
(Perth, WA) Inc.**



PO Box 681, Balcatta, Western Australia, 6914 Track site phone: 9349 0693

FEBRUARY 2006

Your President's thoughts for January & February by Dick Langford

Christmas and New Year are now over and one tenth of 2006 is already behind us. It is no wonder that we are told "Time Flies". Noelene and I had a fantastic holiday in New Zealand. The CANMOD Convention in Christchurch was a great weekend. There were lots of very interesting locomotives and traction engines in operation. They ranged in size from a beautiful 3½ inch gauge single Fairlie type engine, based on a New Zealand Railways prototype, through to David Giles' huge 7¼ inch gauge Shay locomotive. This locomotive hauled a train of some 160 passengers with an estimated weight of about 12 to 13 tonnes around the track with ease. A shortage of both passengers and riding cars governed its size, not the pulling power of the locomotive. A second locomotive, loosely attached to the rear of the train provided additional braking power.

The Canterbury Society of Model and Experimental Engineers' track just outside Christchurch is a classic example of a modern ground level miniature railway. It winds around a very gentle sloping site, through a thicket of tall dense trees and out across grassed lawns in a public open space.

This ground level 5 inch and 7¼ inch track is about 1 kilometre in length and has been built from scratch in the last two years. It is provided with substantial steaming bays and a workshop and station at this stage. A very interesting locomotive unloader and traverser crosses the steaming bay tracks and allows locomotives to be easily unloaded from a car, truck or trailer and moved to a steaming bay track.

(continued on page 2)

NDMES - CALENDAR OF COMING EVENTS

General Meeting	Society Site, Vasto Place, Balcatta	8.00 pm	Friday 10 February 2006
Club run day	Society Site, Vasto Place, Balcatta	9.30 am to 4.00 pm	Sunday 12 February 2006
Public Run Day	Society Site, Vasto Place, Balcatta	9.30 am to 4.00 pm	Sunday 26 February 2006
Birthday Parties	Society Site, Vasto Place, Balcatta	10.00 am to 3.00 pm	Saturday 4 March 2006
General Meeting <i>(With Guest Speaker)</i>	Society Site, Vasto Place, Balcatta	8.00 pm	Friday 10 March 2006
<i>Locomotive efficiency trial</i>	<i>Society Site, Vasto Place, Balcatta</i>	<i>9.30 am to 4.00 pm</i>	<i>Sunday 12 March 2006</i>
Public Run Day	Society Site, Vasto Place, Balcatta	9.30 am to 4.00 pm	Sunday 26 March 2006
General Meeting <i>(Note different date)</i>	Society Site, Vasto Place, Balcatta	8.00 pm	<i>Friday 7 April 2006</i>
50 th AALS Convention	Sydney Society of Model Engineers, St Marys, Sydney, NSW	Throughout Easter Weekend	Friday 14 to Monday 17 April 2006
Club run day	Society Site, Vasto Place, Balcatta	9.30 am to 4.00 pm	Sunday 16 April 2006

Your Management Committee and other Society Officers



NDMES Committee Member and Boiler Inspector, Phil Gibbons driving his LNER P2 class locomotive

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	Paul James	9457 7175
Brian Lawrie	9343 0003	Andrew Manning	9446 4825
Risk Management Officer Andrew Manning	9446 4825	Librarian John Martin	9448 8843
Publicity and Events John Shugg	9246 9549	Steamlines Editor Dick Langford	9408 0081

WANTED WANTED WANTED

STEAMLINES needs a variety of articles to be interesting. I am sure that you do not want to read just what I, as its Editor, write. So, please give me articles on things you have made, places of interest you have visited or engineering history etc. I am happy to publish most articles, unless they are likely to get me into trouble!

Your President's thoughts

(Continued from page 1)

The Society also has a 300 metre long multi gauge elevated track which is carried on timber posts and rails. Both tracks were busy throughout the Convention.

The ground level points were interesting. They are actuated by water pressure and are similar in design to the caterpillar points at Bunbury.

About 8 to 10 model traction engines were in operation on the grassed area near the track and some boats were operating on a small boat pond. This pond is smaller than the Society wants, negotiations with the local government that manages the reserve are in progress.

Don't forget our efficiency trial scheduled for our March 2006 Club Run Day. Please let Milton Smith or John Shugg know if you wish to participate in this event. We will be using Denis Lord's dynamometer car to record average speed, distance traveled and average drawbar pull for each locomotive driver combination that participates. We will also have to find some accurate scales to weigh engines and passengers and also coal and gas consumed.

Whilst I was away, I believe we had another very successful birthday party on 21 January. These parties introduce us to a wide range of potential public run day customers and provide a great opportunity for running locomotives. Thank you to everyone who helped make this important day for a young lad a very enjoyable experience that he should remember for a long time.

We have another two birthday parties booked for the same day in March. More details at our next meeting.

Your Committee anticipates that the coach will be leaving our site soon to make way for the ground level track. If you believe that you have some personal property in this coach, we would appreciate its removal. Items not removed will be disposed of or used as your Committee sees fit.

Also, if you know of any one, or an organization, that could use this coach, please let your Society know. We do not want to destroy the coach unless we are left with no alternative. Its sale price is the scrap value of the steel, with removal expenses to be paid by the purchaser who will also be expected to make his own removal arrangements.

It is fencing time again. In mid March, the City of Stirling will be providing more palisade fence materials to complete the perimeter fence along our western boundary. NDMES and the BMX Club are required to erect the fence. The City will help with clean up of the area. Your Society will provide sausage sizzle lunches on the fence working bees. More precise details of dates etc will be provided at our next Friday night meeting.

Developments at our Balcatta Track Site

Over the last few months there has been much discussion at Committee meetings, general meetings and also on an informal basis between Members of your Society about exactly what should happen at our Society site with the proposed ground level track and miniature vehicle road and other developments. Whilst this discussion is predominantly healthy, it cannot continue for ever. I believe it is now time to accurately document what is planned, and to start on the project, following the documented plan.

In my opinion this plan should provide for the following features.

The major component to this development, but certainly not the only component, will be the ground level 5 inch and 7 ¼ inch gauge track.

The first stage of this track will be a single loop of track, around the perimeter of our original site, with a passing loop at the existing station and a spur track accessing the turntable and steaming bays, as shown on the site plan prepared some years ago. With this loop of track located in accordance with this plan, it can be extended in a realistic manner in the future if this is considered appropriate. More details on this component of the project are provided in the letter from Russell Dunn, Ken Austin and Andrew Manning which is published elsewhere in this edition of **STEAMLINES**.

No changes will be made to the elevated track. The elevated track is an important feature for our Society and to reduce or eliminate this popular track is not considered appropriate.

Other significant components of this project are:

Provision of a miniature road vehicle track along the southern boundary of the site. This will be of similar design to the road that has recently been laid on the northern and western sides of the site.

Completion of the perimeter palisade fencing. Some 50 metres of this fence, along the western boundary of our site and the BMX club site remains to be completed. The City of Stirling has advised us that the materials for this fence will be available in mid March. Included in this component will be clearing of much unwanted vegetation and other rubbish from the southern and western portions of our site, using City of Stirling equipment. It is anticipated that the BMX club will also provide some assistance with this project.

Those of you who have been to your Society site this year will have noticed that Paul James and Steve Briggs have

partially completed roofing the rotunda. This will provide substantial shelter for our visitors and friends on run days. Paul and Steve will complete this job shortly. Your help would be appreciated. This roof will require painting once it is completed. Anyone adventurous enough for this task?

Andrew Manning and Ron Date, with help from other Society Members are fabricating the new gates to go in the western end of the southern boundary fence. These gates will provide better access to the western end of our site when they are installed shortly. Again more help with this project would be appreciated.

The traverser for the elevated track is nearing completion, thanks to Tony Jones, John Shugg and other Members. Further work is required to complete the storage tracks and make this feature an asset in the management of elevated track riding cars.

Internal picket fencing needs maintenance and new fences are needed so that we will be able to use the extended picnic area in the near future, when it is adequately grassed: the new grass planted by George Palmer is taking well, but further plantings are required.

The riding cars that we are currently using on the elevated track are becoming tired and are in need of repair and replacement. I would like to see some new cars constructed to a standard design. Your ideas on riding car design, and help with their construction will be appreciated.

The track crossover bridge requires some tender loving care. Its steelwork needs a coat of paint and its decking needs replacing. We have some steel plate on site for the elevated track side and suitable timber is available for decking the other side. Some end supporting steelwork is required to provide support for this steel and timber. Whilst most materials are available for this project, your help to provide this care is essential.

Your assistance in helping with these projects is vital. The small gang of Members who regularly participate on our Saturday and Tuesday work days are really only just keeping up with maintenance of your Society's site. Lawns must be cut regularly, leaves around the track are a fire hazard and must be raked up and taken to the City of Stirling waste disposal site and many other maintenance tasks must be completed to keep the site looking neat and tidy.

We are seeking grants from the City of Stirling to fund some of our projects. We must match each dollar provided by the City with Member's time in lieu of money if we are to continue to receive City support.

Your participation at our next Friday night General Meeting is strongly recommended if you want to have a say in where your Society is heading. Decisions made on Friday night will determine where your Society heads in the future.

Letter to Society Members from Russell Dunn, Ken Austin and Andrew Manning

Following the almost unanimous vote of members at the November 2005 General Meeting; that the track be reduced to a single, ground level loop, we provide the following advice.

This loop will require a total circuit length of approximately 380 metres. To this we need to add, one passing track at the station, a lead road from the steaming bays to the mainline, via the turntable and some trackage in the steaming bay area. Without impinging on the road vehicle track, we believe that the passing track can be accommodated by removing the garden bed and moving the retaining wall 400 mm to the north along the area adjacent to the toilet block.

This submission is based on a maximum total length of trackage of 420 metres with 3 switches (1 from the lead road to the mainline and 1 at each end of the passing track. All costings, as set out below, are based on these quantities:

1/ Track manufacture: 420 metres of track equals 1,260 metres of rail, 462 metres of gauge strip (6x25) and 2,470 ties (at 170 centre spacing) We have already purchased 25% of rail and manufactured 2,400 ties (Ref Ernie Redford).

Therefore remaining requirements are 945 m rail required = \$3,360.00 and 462 m gauge strip = \$1,312.00

2/ Right of Way: To clear and form right of way of approximately 400 metres. One day for Bobcat plus additional hand work by members. Compaction of right of way (using club compactor and water). In areas of poor ground, supply crushed limestone and blend in with water and a "Roto-Tiller" or similar by members.

3/ Plan for proceeding (if approved by members at a General Meeting): An important part of this plan is that a subsequent step is NOT to be commenced until the previous stage is completed in full.

.i/ Peg right of way

ii/ Remove obstacles such as rail coach and stumps.

iii/ Compact right of way using water, plate compactor and limestone (as required); as a binder.

iv/ Complete turntable, construct tracks into steaming bay and lead-track to mainline.

v/ Construct single circuit ground level track, commencing from lead-track switch.

vi/ If available we could place two extra switches on the south side tangent track to provide for a passing track to be placed there in the future.

vii/ However, no other works are to be provided until this circuit is completed. We see no requirement to install trackwork to provide for the original "folded figure eight" track proposal which may never be built

(Signed) Russell A Dunn PE, On behalf of Ken Austin, Andrew Manning and Russell Dunn

Storage facilities on site

We will need to replace the coach with other suitable storage facilities for ground maintenance equipment, track signals, coal crushers and the like. At present this equipment is in either the coach or the workshop. The workshop should not be used as a storage area for this type of equipment.

The City of Stirling has given the Society approval to locate two 20 foot or one 40 foot shipping container near the western end of our site, provided that within a few years it, or they, are enclosed in a brick structure with a steel sloping roof of similar style to our station canopy.

Currently we are seeking funds from the City to purchase a suitable container and install it on a concrete base.

Sale of the circular portable track

Your Committee feels that it is very unlikely that this track will be used again in the foreseeable future. It was built for a specific purpose: to allow the Society to run trains in some large shopping centres, such as Whitfords City, to earn funds for development of our Balcatta site. Your Committee will act in accordance with any decision made at the next General Meeting.

A selling price of \$3000.00 is considered realistic. Should the General Meeting agree to its sale, it will be advertised in the Australian Model Engineering magazine and other Western Australian model engineering and miniature railway societies will be advised that it is available for purchase.

Setting it up properly and safely is a major task, one that is certainly not warranted for a single days running. For such purposes the straight portable track is more efficient.

The straight track works effectively at the Australian Model Railway Association exhibition in June each year, and at other venues. At each AMRA exhibition we carry about 1500 to 2000 passengers on this track. This is some 70% of

Guest Speaker for our General Meeting on Friday 10 March

Ivan Irving has been invited to talk to us at our General Meeting on Friday 10 March 2006. Ivan is a metallurgist who runs a very neat foundry at Dawesville, south of Mandurah.

Ivan will tell us about the various metals that he casts, including spheroidal graphite cast iron which is a material that can be cast like ordinary grey cast iron, but which behaves and machines like steel. Some grades can be heat treated to give strengths similar to the tensile strength of an "Unbrako" cap screw, that is around 90 tons per square inch.

Ivan will also discuss some aspects of pattern making.

2006 AALS Easter Convention

Some Members of the South West Model Engineering Association will be joining us for this meeting, and we propose extending an invitation to any Castledare Miniature Railway Members who wish to attend.

David Archibald, the Sydney Society of Live Steamers Convention Secretary, advises:

"It is getting closer to Convention time for the 50th Annual AALS Convention to be hosted by the Sydney Society of Model Engineers over the Easter weekend on 14 to 17 April 2006.

This also coincides with the centenary of celebrations for SSME - 1906 -2006.

The Convention will continue after Easter with special runs for convention attendees at other NSW clubs in the greater Sydney region.

Also, SSME has just posted a new web site at www.ssme.or.au or www.modelpark.org.au and has all the information about Model Park you might need, as well as a few photo galleries. Feel free to have a look around.

Postal enquiries to Convention Secretary, PO Box 557, Epping, NSW 17610."

This should be a fantastic event that you should not miss. It is likely to be the largest gathering of model engineers, locomotives, traction engines and steam trucks ever held in Australia. It is certainly not too late to register for this great event.

2006 AALS Easter Convention

all children who attend the exhibition. The straight portable track will be kept for such events.

Birthday Parties on Saturday 4 March 2006

We have two birthday parties booked for Saturday 4 March 2006. The first party is scheduled to start at 10.00 am and run to 12.00 pm, whilst the second party is planned to start at 1.00 pm and run until 3.00 pm.

The family which has arranged the morning party are returning to us for their third birthday party; they have enjoyed their first two parties with us.

Please come along and help make these two parties very pleasant and memorable events for the youngsters and their families.

Your Society will provide a sausage sizzle lunch for Members who help run these two parties.

April General Meeting

Note that the date for this meeting has been changed. The second Friday in April is Good Friday, so we have brought the meeting forward to 7 April. Write this in your diary so you don't forget.

Welcome back to *Maid of Kent*

Our Society Secretary, Milton Smith has recently purchased the late Peter Goddard's 5 inch gauge "*Maid of Kent*" locomotive from its previous owner in Bunbury. Peter was a Foundation Member of the Northern Districts Model Engineering Society and the locomotive performed well at many events in the early days of the Society.

Milton and Steve Reeves have provided some tender loving care to this fine locomotive and it will be formally welcomed back to our Society track at Balcatta on Sunday 12 February, at 2.00 pm. Peter's wife, Doris, will be visiting us for this event. Will we see you there?

Locomotive Efficiency Trial

We will be holding a locomotive efficiency trial, using Denis Lord's dynamometer car, on Sunday 12 March. If you wish to participate, arrange a spot on the timetable with our Secretary, Milton Smith and, if you propose to drive someone else's locomotive, the loco owner.

This, I believe, will be the first efficiency trial of its type held in Western Australia, so come along and make some history!



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(Perth, WA) Inc.**



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JANUARY 2006

Your President's thoughts for December & January by Dick Langford

I trust you all had a Happy Christmas and a Great New Year, as Noelene and I did, and that Santa was very good to your workshop with lots of goodies to help your modeling projects.

This will be a short *STEAMLINES*, its primary purpose is to let you know what is happening during January, whilst I am enjoying the CANMOD Convention in Christchurch, New Zealand.

On Sunday 4 December, we catered for two birthday parties; the first from 10.00 am to 12.00 pm and the second from 2.00 pm to 4.00 pm. Although this made a long day for us, and in particular for our ever supportive locomotive providers, it was a very successful day in my opinion.

Two serves of birthday cake in one day is not good for my waistline though!

Our Christmas dinner was a most enjoyable evening. All those who participated enjoyed a wide range of dishes for main course and delightful hot Christmas puddings for dessert. Do we want a Christmas in July dinner this year? Let me know.

Shortly before Christmas, Andrew Manning supervised a bob cat operator who has dug out the ground immediately north of the station and laid a 100mm thick limestone base for the ground level railway and miniature vehicle road. The road goes up to the western end of our site and loops around a tree to make a road that can be used continuously, without having to (continued on page 2)

NDMES - CALENDAR OF COMING EVENTS

General Meeting	Society Site, Vasto Place, Balcatta	8.00 pm	Friday 13 January 2006
Club Run Day	Society Site, Vasto Place, Balcatta	9.30 am to 4.00 pm	Sunday 15 January 2006
Birthday Party	Society Site, Vasto Place, Balcatta	10.00 am to 12.00 noon	Sunday 21 January 2006
Public Run Day	Society Site, Vasto Place, Balcatta	9.30 am to 4.00 pm	Sunday 29 January 2006
General Meeting	Society Site, Vasto Place, Balcatta	8.00 pm	Friday 10 February 2006
Club run day	Society Site, Vasto Place, Balcatta	9.30 am to 4.00 pm	Sunday 12 February 2006
Public Run Day	Society Site, Vasto Place, Balcatta	9.30 am to 4.00 pm	Sunday 26 February 2006
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	Risk Management Officer Andrew Manning	9446 4825	Librarian John Martin	9448 8843
	NDMES Committee Member and Risk Management Officer Andrew Manning with his Foden steam wagon	Publicity and Events John Shugg	9246 9549	Steamlines Editor Dick Langford

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Your President's thoughts

(Continued from page 1)

reverse to change direction.

Note that I have scheduled an efficiency trial for our March 2006 Club Run Day. Please let Milton Smith or John Shugg know if you wish to participate in this event. We will be using Denis Lord's dynamometer car to record average speed, distance traveled and average drawbar pull for each locomotive driver combination that participates. We will also have to find some accurate scales to weigh engines and passengers and also coal and gas consumed.

I have published two rosters; these are on page three of this **STEAMLINES** issue. These address duty officers for our Public Run Days and Committee Members responsible for opening the site on Club Run Days. This should avoid those occasions in the past where Members have arrived at our site on Club Run Days and found it securely locked!

I would like to see more Society Members at our Club Run Days. They are the occasions when you can learn to drive a steam engine, or spend time talking to other Members about your projects.

2006 AALS Easter Convention

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2006 AALS Easter Convention

Rosters for opening and closing our site on Club Run Days and for Duty Officers on Public Run Days

Month	Committee Member to open & close site on Club Run Day	Duty Officer for Public Run Day	Month	Committee Member to open & close site on Club Run Day	Duty Officer for Public Run Day
January	John Shugg	Brian Lawrie	July	John Shugg	Dick Langford
February	Andrew Manning	Dick Langford	August	Phil Gibbons	Phil Gibbons
March	Dick Langford	Phil Gibbons	September	Steve Reeves	Steve Reeves
April	Paul James	Steve Reeves	October	Andrew Manning	Jim Crawford
May	Brian Lawrie	Jim Crawford	November	Paul James	Dick Langford
June	Dick Langford	Brian Lawrie	December	Brian Lawrie	Brian Lawrie

Beer is important

At this time of year, many of us think about what we might have had to drink and its effect on us, however the following words should convince you that beer has an important role in our lives.

A professor stood before his philosophy class and placed a range of items on the bench in front of him. First, he picked up a very large, but quite empty, mayonnaise jar and filled it with golf balls.

"Is the jar full now?" he asked his students. They agreed that it was. Next, he picked up a box of pebbles and poured them into the jar. With a little shaking, the pebbles rolled into the open areas between the golf balls.

Again, he asked his students "Is the jar full?". Again, they agreed it was. The professor next picked up a bucket of sand and successfully poured the sand into the bottle. The sand filled the spaces around the pebbles.

Once again, he asked his students "Is the jar full?" Once again, they agreed it was. The professor then produced a six pack of Cascade Premium ale and poured the contents of the six cans into the mayonnaise bottle, filling the voids between the grains of sand.

Once again, he asked his students "Is the jar full?". Once again, with some uncertainty this time, they agreed it was. (Remember these students are potential philosophers, not scientists or engineers).

"We can learn from this exercise", said the professor: "I want you to recognize that this jar represents your life."

"The golf balls are the important things: your family, your children, your friends, your health, your passions. Things that if everything else was lost, and only they remained, your life would still be reasonable. The pebbles are the other things that matter, like your job, your house, your car. The sand represents everything else. The small stuff that makes life interesting.

Remember, if you put the sand in the jar first there is no room for the pebbles or the golf balls. The same goes for life. If you spend all your time and energy on the small stuff, you will never have time for the things that are important to you

Pay attention to the things that are critical to your happiness. Play with your children, take your partner out to dinner, go out with friends or meet your colleagues at the NDMES site in Balcatta. There will always be time to clean the house or do the washing or gardening. Take care of the golf balls first, the things that really matter. Set your priorities. The rest is just sand!"

One smart student who had stayed awake though this lecture raised her hand cautiously and asked about the beer. The professor smiled and said "I am glad you asked; because no matter how full your life may seem, there is always room for a few beers."

(This is from an e-mail I received a few years ago)

More food for thought: Some mistakes are such fun they deserve to be made more than once!

Your STEAMLINES Editor wishes you a Very Happy and Prosperous New Year.