



NORTHERN DISTRICTS MODEL ENGINEERING SOCIETY (PERTH) INC.

January—February 2011

Priscilla, Queen of the Track

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John Shugg

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Web Site

Laurie Morgan



Linda and *Priscilla* in the steaming bays at *Priscilla's* maiden outing on the NDMES track on 11 December 2010. The Clive Jarman built loco is 24 volt battery powered. Not sure what powers our Linda, but it certainly includes enthusiasm!

Photo: John Shugg

Priscilla ran well (of course) hauling passengers for the three hours or so of operations for the Ian Huxtable and Cathy McCafferty birthday parties.

John Shugg

CALENDAR OF EVENTS

Event	Location	Time	Date
General Meeting	Club Meeting Room Vasto PI, Balcatta	8:00 pm	Friday 11 March
Club Fun Run Day	Club Track Site Vasto PI, Balcatta	9:00 am — 2:00 pm	Sunday 13 March
Public Run Day	Club Track Site Vasto PI, Balcatta	10:00 am — 2:00 pm	Sunday 27 March
General Meeting	Club Meeting Room Vasto PI, Balcatta	8:00 pm	Friday 8 April

NDMES
PO Box 681
Balcatta 6914
Western Australia
www.ndmes.net

December General Meeting

The December General Meeting was held on Friday 10 December 2010 at the Lindsay Adams meeting room commencing at 8:00pm, chaired by Andrew Manning.

The full Minutes of Meetings are enclosed with Steamlines as a separate Supplement for members. Some highlights of general interest are reproduced here.

Christmas Function:

A special thanks from your Committee to all those members and guests who supplied food and good cheer for our Christmas get-together, which was enjoyed by all present on the night (*see photos page 8*).

January General Meeting

The January General Meeting was held on Friday 14 January 2011 at the Lindsay Adams meeting room commencing at 8:00pm, chaired by Andrew Manning.

Model Engineering:

Tony Jones displayed a 1920 era single cylinder stationary engine he is rebuilding for a client.

Ron Collins showed members a set of brass laser cut tank and cab frames for his Speedy. They were cut to order, Ron has the supplier details.

Paul Costall had a set of Fowler traction engine cylinders he and Ron had machined for their engines under construction. The compound cylinders, base plate and valve faces were cut in one setting using a wire cutting machine, the process taking around 50+ hours. Paul also explained how he had slot milled some steam passages, welded infills over the passages and re-machined the surfaces.

Andrew Manning showed one of two Tich chassis he has under construction, one of which was started by his father. He also had the boilers now under construction with the help of his grandson Lochlan.

Pete Harding had the whistle and axle pump now completed for his new Blowfly.

George Palmer displayed a set of cast steel 1½ inch scale carriage couplings sourced from America at around \$A50 each. George also showed members some photos of passenger riding cars with air braked bogies, powder coated frames and plywood side infills. He also made mention of a source for small hot rolled channel and S Class cooling outlet stainless covers.

Richard Turner told members that he had made a visit to Hare and Forbes new address at 43 Abernethy Road in Belmont.

Paul James, Secretary

February General Meeting

The February General Meeting was held on Friday 11 February 2011 at the Lindsay Adams meeting room commencing at 8:00pm, chaired by Vice President Ken Austin.

Mike Murphy from Men in Sheds gave a short address. The completion date is June, annual membership cost is \$25. The facility will be open daily and will comprise of only woodworking equipment at this stage. There are around 100 such groups in WA.

Model Engineering:

Laurie Morgan showed a small LBSC whistle he had made and mentioned how difficult it was to produce a decent tone. He also had a beautifully made tender for his Allchin Traction Engine that he had carefully aligned with the aid of a spacing block.

Ken Austin displayed a completed pair of 7¼ Baldwin Loco wheels including axle boxes and axle.

Meeting closed at 9:20pm.

Paul James, Secretary

NEWS ITEMS WANTED

As always, I need more items for Steamlines. Have you seen, been or done something of interest to other Model Engineers recently?

How about a few words and photos showing your current project? Or an article about somewhere you've been? Or a short article on how you solved some workshop problem? Please email your material to:

jimclark@hardwareandsoftware.com.au

or post c/o Secretary, PO Box 681, Balcatta, WA 6914

EDITORIAL ASSISTANCE

Due to work commitments and personal circumstances at present, I am finding it very difficult to put in the time it takes to complete each issue of Steamlines on time.

Is there anyone out there who would be prepared to help out, either by taking on the job of producing the newsletter, or by editing and assembling articles and photos ready for publication?

Perhaps you would like to see a new look or a different format in Steamlines. If you have some good ideas why not take the opportunity to put them into practice?

Hopefully my own commitments will ease up over the next twelve months and then I will be able to put more effort into Society activities, including the newsletter.

Jim Clark

President's Report for February 2011

by Andrew Manning

The year has started with a great deal of activity at our grounds which I have detailed below. The first General Meeting for the year was highlighted by the election of 4 new members to the Society, a very short formal meeting and an interesting show of work. The January run day (the day of the cyclone for Perth) turned out to be very busy with a great crowd of people enjoying the picnic area and the trains, the flow of cold water to drivers and station hands seemed continuous.

On the first weekend in March, 5 and 6, the BMX will be hosting the State titles, involving some 600 riders and their families. This will be a big event. We have been asked to operate the railway to help entertain the mass of non-riders on both days. The weekend could represent a very big fund raiser for the Society as well as possible media exposure. John Turney is coordinating our activities for this weekend. Please make an effort to plan to support your Society over this weekend and in getting the grounds up to scratch.

The inner circle of the Ground Level Track is inching forward and is almost 50% complete. We have experienced some difficulty in getting the curvature right at the eastern end to avoid trees, the flag pole and the edge of the embankment, but the track crew have sorted out what is required and I expect some rapid progress will be seen. Tony Jones would really appreciate the assistance of a competent welder or two on the fabrication of track segments.

The eastern end of the ground level track had to be lifted and moved aside so that a cable trench could be dug for the Men's Shed power supply from the new distribution board to the southern fence. We made use of the open trench and laid in conduit and cable for a 3 phase power supply in the steaming bay, and a new supply for the bore and reticulation controller.

To enable a slight realignment of the GLT in the cutting approach to the tunnel, a team has been digging to widen the cutting. Richard Turner has been leading this and positioning slabs to form a neat retaining wall.

Paul James has started on the new station fencing which he plans to have completed by the end of the month. This will tidy up the station nicely and put us in a position to manage GLT traffic through the station.

A start has been made on the removal of the rubbish and scrap at the rear of the block, and now that the BMX club have finished heavy earth moving we will be able to complete the vehicle path.

A calendar of events and roster of members required to support our run days has been circulated and is included with the Supplement to this issue. If you have not received a copy please let Paul James know. If you are not able to do your rostered day please let Paul or a Committee member know, or better still arrange another member to swap with you.

Andrew Manning
President



More Priscilla...

Clive Chapman getting into the right mood during Priscilla's first outing at the track, driven by Linda in her fabulous outfit...

Photo: John Shugg

Club Loco and Riding Cars for Ground Level Track

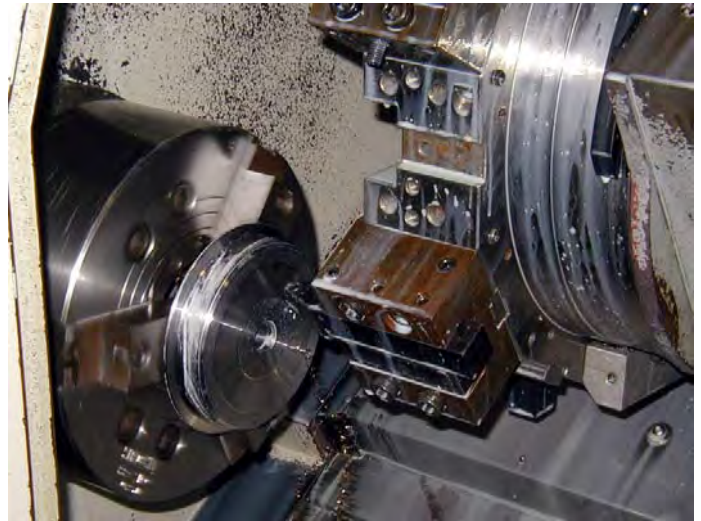


Ken Austin has been working to complete the new petrol driven 7 $\frac{1}{4}$ " gauge Club loco. It is now at running stage, shown above with the aluminium body shell fabricated.

Much of the material and most of the labour has been provided by Ken, with the occasional assistance of Jim Clark and a few other members. Thanks Ken!



Above: The new Club loco in its yellow livery. All photos: Jim Clark



One of a batch of rolling stock wheels being CNC machined at Kentin Engineering. These will be used for the new riding cars and other projects.

Below: A stack of completed wheels.



Progress on fabricating bogies for the 7 $\frac{1}{4}$ " Ground Level Track riding cars. The bearings and materials have been supplied by Ken Austin. Andrew Manning has been working on drilling and assembly. Lots of drilling!



Photo: Andrew Manning

Tich Boiler Construction

by Andrew Manning

My grandson Lochlan and I have been constructing two boilers for 3½" Titches during the school holidays. We have had a lot of fun and I found it very useful as Lochlan was able to quickly locate items or tools that I had put down which I usually need to spend some time locating.

I must say that working at this scale is quite enjoyable, the plates anneal and flange up quickly, material costs are relatively low and they are easy to handle. We hope to have the boilers completed by mid-year.

Andrew Manning

Components of one of the Tich boilers under construction by Andrew and Lochlan.

Photo: Lochlan Ashdown



February Public Run Day

by John Martin

Here is a selection of photos from the February Public Run Day. It was a great turnout of members and we had no less than 11 locos available.

All photos: John Martin



Why DID I get into Model Engineering?

by Peter Harding

Andrew has asked that I put a few words to paper to elucidate on why I have become a Model Engineer and some of my early experiences. I guess looking back on my hobbies over the years (Airfix kits and Meccano as a youngster, then electronics and radio control boats, finally radio control aircraft and robotics), there is at least one common thread: they are all hobbies that are about creating things to be used or displayed. There is also the fact that my father was a metal worker for much of his life.

The main impetus behind getting a lathe was initially the frustrating problem in robotics of matching wheels to motors, there seemingly being infinite different sizes and shapes of motor shafts and wheel fixings. I looked at having a lathe as a solution to that problem, allowing me to machine my own adaptors. I should probably point out at this point that I am a computer draftsman and last used a lathe in high school, back in the 70's.

That was when Model Engineer published their first edition of "Best of Model Engineer" and the dice were cast as it were. Having found out about the NDMES by web search, I joined in 2010. Having picked the brains of a few members it soon became apparent that I would need both a lathe and mill. Perusal of the Hare and Forbes catalogue lead to the purchase of the AL-60 combined lathe and mill and tooling to suit, as well as an engine crane to be able to move the equipment.

The first major problem after the purchase of the equipment was moving it from my van to the workshop. In hindsight I should have used a trailer not my van as taking the lathe from the van took a day in itself. There was about 100mm from the top of the crane jib to the roof of the van so the crates had to be inched out very gently until clear of the van door.

I then had to drop it into my trailer to move the crate from our front drive to the shed at the back of the garden – remember the crate is over a hundred kilos! Once at the shed the crate had to be manoeuvred into the shed and then placed on the floor for unpacking. Once unpacked it then once again had to be lifted by the crane onto the stand I had already positioned. In total it took three days to install the lathe and mill!



My silver soldering station is just a 2 foot paver on a folding vice bench (*photo above*). This is can be dangerous, as unless completely dry the paver may spit rocks at you.

I first got a few pieces of steel from Bunnings to try out the lathe, what rubbish material! However, I managed to face and reduce diameters OK. I sent away for my first set of materials, brass and bright mild steel from E & J Winters using the web.

I started on my first engine, a simple oscillator, Argus, and after many teething beginners mistakes I had it finished. I am still amazed that it ran first time. To give a clue as to the various problems I created in total 3 cylinders, two sets of cylinder covers and two columns.

The first cylinder jumped out of the vice when trying to mill a flat on one edge for the steam ports and was so cut up it was just scrap. Basically I had tried to take too large a bite of material. The second cylinder was ruined when silver soldering a part on, the solder getting into all of the threads and ports. I decided that I wanted a halfway presentable job so went for the third which went well (I'd had plenty of practice at this time).

The cylinder covers needed to match the cylinders hence their remaking. The first column was drilled inaccurately and also scrapped. There are still a few errors in Argus, but as they seem to cancel out I'm happy.



The lathe installed in Peter's workshop.

All photos: Peter Harding

Why DID I get into Model Engineering? (cont...)

by Peter Harding



'ARGUS',
a simple oscillating
engine.

Below: Horizontal
Mill Engine
'SUUM CUIQUE'

All photos:
Peter Harding



(Continued from page 6)

I guess it was at this time that the hook was firmly set. I was also at this time assisting with the Sunday public run days and deriving much pleasure from the enjoyment that the rides were giving the public, young and old alike.

Since then, I have built a simple horizontal mill engine and started my riding carriage, each project stretching my capabilities. I have also started collecting material for my own Blowfly, and have indeed already machined some of the



Right: Riding Car chassis.

Below left: Salisbury
Sidings — a test track.



first parts – looking at the spreadsheet I have put together it would appear to have some 240 parts (many of which are duplicated).

During the Christmas break, I have built 5m of elevated track for testing purposes.

All in all a productive first year of Model Engineering. It is of course interesting to note that no parts have as yet been machined for my robots!

Peter Harding

Was He There When He Did It?

Our practice of requiring members to sign the Attendance Book on arrival at our grounds, and signing off on departure, is not only of historical interest for some future historian, it is in your own vital interest in the HERE and NOW!

In the event of a major accident and it is established later by the Insurance Assessor that the injured party had not signed in on the day of the incident (so seemingly wasn't there), there could be problems.

Masses of Affidavits or Statutory Declarations could be required from the victim, witnesses and Society Officers

to establish the facts... with delays or perhaps denial of any possible compensation.

Let's not go there! Just do the right thing and sign in! Please. And do the same when you visit another AALS Club! Sign the Visitors Book.

John Shugg

Note: For 28 years of his 48 years in the Insurance Industry John was involved in the payment of Death and Disability claims — so he speaks with the voice of experience!



Northern Districts Model
Engineering Society (Perth) Inc.

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NDMES Christmas Function

A few photos from the
NDMES Christmas
gathering...

Right: Jim Clark, Agnes
James and Tony Jones.

Below Left: Richard
Turner, Josie Turner and
Margaret Osborn

Below Right: Susan
Armstrong and Stan
Armstrong

All photos: John Shugg



Some Little-Known Definitions (supplied by Andrew Manning)

DRILL PRESS: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, denting the freshly-painted project which you had carefully set in the corner where nothing could get to it.

BELT SANDER: An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.

PLIERS: Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

VICE-GRIPS: Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

SKILL SAW: A portable cutting tool used to make studs too short.

DISCLAIMER

Steamlines is the newsletter of the Northern Districts Model Engineering Society (Perth) Inc. and is published by volunteers for the sole purpose of disseminating news and information relating to the hobby of model engineering for the personal enjoyment of interested parties.

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