



Vasto Reserve relief

IT was with a huge sigh of relief that we received news just before Christmas that the City of Stirling had reversed its decision to block off our access to Vasto Reserve.

The council was adamant in early December that the planned extension to the adjoining men's shed would occupy land right through to the back fence adjoining the Water Corporation land, thereby blocking our access to the reserve for steam traction engines via the double gates at the rear of our site.

The decision would have had significant ramifications for our society in organising special events such as Sandgropers.

An on-site meeting between NDMES committee members and City of Stirling Manager Recreation and Leisure Services Michael Quirk and Co-ordinator Club Development Jim McNeilly was held on Tuesday, December 2, with Ron Collins bringing in his steam traction engine to strengthen our case. Michael expressed total support for us and promised to make strong representations to his colleagues in the Community Services Department, who had decided that our access to the reserve would be denied because of the Men's Shed extensions.

This excellent Christmas present for the society will allow us to plan future events, confident in the knowledge that a 2m corridor will be preserved for steam traction engines to access the reserve. For our part, we have committed to erecting a fence on the Men's Shed side of the corridor.

Mr McNeilly, in an email to Andrew Manning, advised

the City now proposed building the fence as previously advised, but would add a gate on the reserve side. This would allow our society "gate to gate" access two metres from the back of the area allocated for the Men's Shed extension.

"The City proposes the installation of a star picket



Michael Quirk, Jim McNeilly and Andrew Manning look on as Ron demonstrates the use the land corridor would be put to.

fence line internally to give a guide for NDMES and Men's Shed members," he said. "The City and NDMES can monitor the access situation while the City is completing plans and securing funding for the Men's Shed extension."

With this weight lifted off our shoulders, we can now enter into discussions with the council on an annual fee to access the reserve.

Andrew was the prime mover behind the push to get the council to back down on its previous decision and he made repeated representations to the council, with little success initially.

On December 2, Michael and Jim spent some time on site with Andrew, Tom Winterbourn, Paul James and others and said he fully understood our concerns.

Realising the importance of the meeting, Ron gave up a day's work and transported his new Fowler from Mt Helena, complete with "carriage", to demonstrate just why the access to the reserve was so important to us.

We also offered some of our land as a trade-off.

In addition to special events such as Sandgropers, we have five members who have steam traction engines and another with a steam lorry. And three traction engines used the access gates and reserve at our September invitation run.

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President's Report—An eventful first two months!

WHEN I assumed the presidency a couple of months ago, I thought that after the good work of my predecessor, Paul James, I could relax, sit back and enjoy the ride.

But much has happened that require some effort over and above the normal duties. Not that I'm not enjoying the ride, though!

I knew our 30th birthday was coming up in February and AMRA in mid-year, but the unforeseen always makes life a little more interesting.

Firstly there was the call from Bunbury asking if we would be prepared to take on Sandgropers every second year, starting this year (2015).

Then we had signs that all was not right with the tunnel, with water dripping through from the saturated deep soil above. But this is all now in hand, with Geoff Wilkinson overseeing remedial work to safeguard this important element of our miniature railway operation.

But a bigger threat to our future operations was to follow, with the City of Stirling advising we would lose our access to Vasto Reserve because of extensions to the adjacent Stirling Men's Shed. With access to the reserve vital for the dozen or so steam traction engine owners likely to visit us for Sandgropers – not to mention the five traction engines and steam lorry owners in our own society – we determined not to go down without a fight. And our efforts have borne fruit.

Andrew Manning has been our front man in



by Tom Winterbourn

correspondence with the council and an on-site meeting with two representatives from the council's Parks and Gardens Department on December 2 gave us hope that all was not lost. We have subsequently heard that the council has reversed its decision – but, of course, you know this, having read the page 1 story!

On an operational level, we continue to attract big numbers of people to our monthly public runs and this is providing a very useful revenue stream. There are many to thank for ensuring our runs provide value for money for our increasing number of visitors, particularly Cathy (the face of NDMES) and mom Jean and also secretary Paul Costall for organising the monthly party bookings and those who regularly provide their locos and help run the day.

Because it is not possible to efficiently operate more than three trains on running days (delays outside the station are already evident), the availability of two new aluminium 2.4m carriages, plus diesel outline loco, from Ken Austin will allow us to lengthen our trains to three carriages, allowing us to move more passengers while still operating three trains. This will, however, require the training up of guards (necessary for trains of more than two carriages).

During the Christmas-New Year recess, the track crew (Ken, Andy and Ian) will lay the new GLT track they

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Know your Society

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An eventful first two months! (cont...)

(Continued from page 2)

have been making over recent months, eliminating the switch linking the line diverging over the tunnel exit with the back straight. This will allow track for the new workshop headshunt to be laid.

I must also thank those who regularly attend working bees, particularly on a Tuesday, when much is achieved.

But we must also not lose sight of the model engineering side of our society nor the garden railway proposal which has long been on our books.

The year ended on a high note with about 50 members and family and friends attending our Christmas run in perfect weather on December 7. A feature of this event was the presence of two nearly-completed GLT locos, Bob Hutt's 7¼" Royal Scott and Ed Brown's 5" WAGR Pacific.

Sitting back and enjoying the ride? Perhaps not what I envisaged in October, but enjoyable and challenging none-the-less.

I hope you all have a great Christmas and New Year.

Essential tunnel work

PROBLEMS with the tunnel have caused as flurry of activity over the past month or so. It was noticed that the tunnel leaked during the winter months and this, according to civil engineer Geoff Wilkinson posed a risk of the reinforcement corroding.

Geoff said some preventative maintenance was required and the first part of the plan was to reduce the saturated soil over the top of the tunnel and expose the top of roof.

George Palmer had already done much of this work, taking on the project over several Tuesday work days.

Other work required included:

- ♦ Building a retaining wall to the west of the tunnel to contain the soil (although this may not now be necessary).
- ♦ Bolt straps to the underside of tunnel roof.
- ♦ Seal the top of tunnel roof to prevent water ingress.
- ♦ Replace some soil to a much shallower depth.

Harry Rosser offered to relocate much of the soil removed from above the tunnel, using his tractor with front-end bucket. This soil will be stockpiled at the western end of the block pending a decision on its use or disposal.

In order for Harry to get to the soil, the adjacent raised track was cut and pulled back and the ground level track was protected by ballast. The raised track has been repositioned after the work was completed.

The remediation work was started after the Christmas party on December 7 and was completed before Christmas. After the original soil had been removed, the tunnel was re-covered with a shallow layer of soil and the top and sides will be landscaped and re-vegetated.

While this work has been going on, John Martin has been investigating possible facades for the tunnel entrance and exit. The on-going work will not affect public or club run days.

Club run days need vibrancy

THERE has been a disappointing response to the club run days, the frequency of which was increased following member complaints about lack of "model engineering opportunities".

The last club run day on November 16 attracted just one loco, with Richard Turner giving Polly another run, with satisfying results. The loco was also driven by a couple of other members.

So, come on guys. You wanted more club run days so you could play trains without the public around, so how's about showing a little more support?

What about bringing the family down with a picnic hamper and making a social day of it? The facilities are available and, so too, are the opportunities, so why not support this initiative?

Calendar of Forthcoming Events (Jan-Feb 2015)

General Meeting	Friday	9 January	8:00 pm	
Club Run Day	Sunday	11 January	9:00 am — 2:00 pm	
Public Run Day	Sunday	25 January	10:00 am — 2:00 pm	
General Meeting	Friday	13 February	8:00 pm	
30th Birthday Celebration	Sunday	15 February	9:00 am — 2:00 pm	See page 9 for more details
Public Run Day	Sunday	22 February	10:00 am — 2:00 pm	

October Run Day



Andy Davis takes time out from station duties to ride with his son and grandson. Photos: Tom Winterbourn



What do you do when the station is occupied? You take a nap, of course, as demonstrated here by Harry Rosser!



Little Red Riding Hood? No, it's none other than Rob Hutt taking extreme precautions from a light shower – unlike his passengers!



Above: Steve Briggs and Klipspringer come off shed via the "bendy track" after picking up an extra carriage, watched by duty officer Ron Collins and Pete Harding.

Below: Station congestion, with John Wilson about to leave behind Bushfly with Steve Briggs and Klipspringer and Steve Reeves on Ocker queueing for passengers as Harry Rosser passes on the GLT with Westrail.



With permission from duty officer Ron Collins, new member Russell Semple takes Blanche for a test run late in the day after being given the all clear by boiler inspector Phil Gibbons, who goes for the ride –



Again it was another busy day at the office, with "passengers" over the bridge and down into the picnic grounds.

Sandgroper's Weekend here in November

OUR club will this year stage the biggest annual event for model engineers and miniature railway enthusiasts in WA — the Sandgroper's Invitation weekend.

With SWMEA at Bunbury deciding it can no longer host this prestigious event every year, we were invited to fill the void on "odd years", starting in 2015.

This brings the event almost back full circle, for NDMES and SWMEA originally decided to co-host the event at Bunbury when it was first held in 2004.

As we didn't have the ground level track or facilities to stage the event at Balcatta, we supported SWMEA at Bunbury. Since then, of course, our facilities have improved considerably, with an expanded steam-up shed catering for all gauges up to 7¼", new raised track carriage storage facilities, new ground level carriages with another two to be available this month and the new workshop-cum-rolling stock storage shed.

The proposal to stage Sandgroper's was approved at both committee and general meeting level in November and this fact was officially announced at last year's Sandgroper's in Bunbury in November. It was also decided to stick with the traditional second weekend in November, although this year's event will be on the first Saturday/second Sunday, November 7 and 8.

From now on we will liaise with SWMEA on the running of Sandgroper's, both at Balcatta and Bunbury.

While our miniature railway operations have become well established and, of late, extremely well supported by the public, Sandgroper's will bring renewed interest in steam traction engines, with more than a dozen in steam at the recent Bunbury gathering.

Five NDMES members have steam traction engines plus another with a steam lorry, so this element should form a significant part of Sandgroper's 2015 – and hopefully throughout the year at Balcatta, although on a smaller scale.



Above: The Grand Parade during November Sandgroper's Weekend. Several members including Ron Collins, Paul Costall and Jim Clark had their traction engines steaming in public for the first time.

Below: Paul Costall on his Fowler engine. Photos: Pamela Clark



With our invitation run last September, we have also demonstrated our ability to stage such an event and also to cater for large numbers of visitors.

Pure fabrication, Mr Cooper!

IT'S hard to image, but that excellent triple turnout that now provides access to the 7¼" gauge lines in the new workshop was created from an image in a model railway brochure.

The new turnout, which was installed during the Christmas-New Year recess, was masterminded by Ken Cooper, using no more than a Peco OO/HO track catalogue. The creative Mr Cooper scaled up the image in the brochure and, with not a little creative flair, has produced an excellent piece of miniature railway engineering.

Ken had the help of Ian Huxtable and Andy Cooper in

fabricating the switch from detailed drawings he had drawn up.

The points were laid as part of a major realignment of the 7¼ GLT and the installation of a headshunt to provide access to the new shed for rolling stock. This obviated the need to store carriages in the tunnel.

In his usual unassuming way, Ken said the drawings created no real problems – but he needed that Peco outline to get him started.

Just a thought, but if we gave him a Hornby brochure as a belated Christmas present, there's no limit to what he could produce!

Another perfect day in Paradise!

IT was another busy day at the office on November 30, as a large number of visitors took advantage of the perfect weather to fill the picnic grounds at our November run.

Two visiting CMR locos and drivers helped move the passengers, with Roger Matthews giving his new 2-6-0 "John Millman" its first run at NDMES while Mike Crean was back with his NSW "44" class.

The local motive power included three Blowflies (Firefly, Bushfly and Blowfly), along with Ron Collins 0-4-2 and Harry Rosser's Westrail.

Here are some of the pics taken on the day.

All photos: Tom Winterbourn



Interaction between trains as Ed Brown and Paul Costall round the curve towards the station.



Above: Steve Reeves holds court as he steams up Blowfly, watched by Phil Gibbons, Clive Chapman and visitor Paul Sherman.

Right: Who's the birthday boy then? Watched by his proud mother and siblings, this young man was certainly dressed for the occasion.



Clive and Stella Chapman survey the activities over a cuppa .



Roger Matthews (CMR) exits the tunnel driving his new bright yellow 2-6-0 "John Millman", named after the former CMR president and stalwart.



Dave Robinson crosses the bridge on Westrail.

Who is it?

Who is it? This photo from our early days was unearthed recently by Richard Turner.

He doesn't know where and when it was taken, but those in the picture will no doubt tell us as soon as it is published.

The "young chap" driving the loco should be instantly recognisable – just look at the hat and spectacles!

Sorry, but there's no prize for the correct answer!



A little bit of hot air

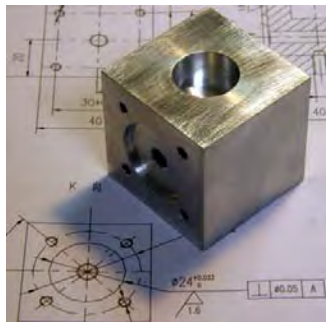
by Jim Clark

Continued from previous issue...

THE most critical finish is the fit of the air supply piston in its cylinder. The piston is supplied ready finished, so it can be used as a test gauge to get the bore just right. It needs to be a very easy sliding fit but also reasonably air tight – so the last few cuts in the bore need to be taken just a whisker at a time.



The cylinder block is a straightforward cube machining exercise which I chose to do partly on the lathe to ensure the piston rod bore was perpendicular to the mounting face. The remainder I did on the mill, where I used that magic little Pitch Circle Diameter feature which is built into most digital readouts to set out the mounting holes.



Although some hex material to make the screws is provided, I just used commercial screws and nuts. Making my own nuts and bolts has never been my idea of fun! One caution, don't be tempted to use stainless steel fasteners or you will get galvanic corrosion occurring where the stainless touches the aluminium.

The flywheel is one item where you can use your imagination to dress it up a bit. For a start, I increased the rim



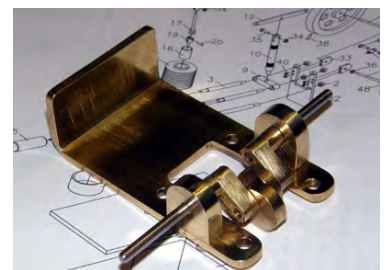
thickness from 13mm to 15mm to give it a bit more rotational inertia and hopefully smoother running. The piece of material supplied is generous enough for this, and the first task is to turn most of it into swarf.

The drawing shows six plain round holes but I decided to set it up on a rotary table and I used a 6mm slot drill to cut out the shapes of spokes instead. That certainly keeps you alert remembering which side of which spoke you're on and which way to turn the table! A coat of blue paint, a polish on the buff and some protective varnish on the rim completed the "bling".

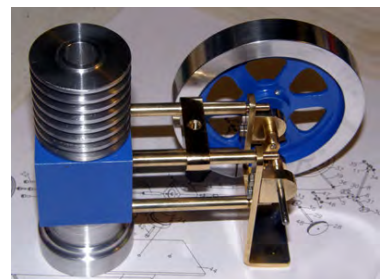
The 3mm rods that comprise the crank are provided already cut to exact length, but unfortunately cut in a guillotine so the ends are deformed and the rod is not straight (see photo). It would have been much better to have supplied a single length of rod and let the builder cut it to length. I sourced a new length of 1/8" stainless rod and used that instead. The supplied pieces can be used for some of the other pivot pins.



Now the various parts of the engine start to come together quite quickly and they can be tested for fit and operation.



Note: a small paper gasket needs to be cut out to seal the flange between the displacer tube and the cylinder block (this is not mentioned in the drawings). There must not be any leaks in the air system.



To be continued...

Where it all started

OUR 30 years of history started on Saturday, February 9, 1985, when 11 interested people attended a meeting at the Scarborough home of Doug and Sue Baker.

An adjoining article details who was at that meeting and the decisions made (see page 10).

For the first 12 months of our existence, club meetings were held in member's homes, but as membership grew, monthly meetings switched to the Community Hall in Guildercliffe Street, Scarborough.

Over the next few years, shopping centre runs provided the only opportunity for the society to operate. The society's first public run was held over three days at the Wesley Church site in the centre of Perth in December, 1985.



Original member Steve Reeves driving his loco Helen at NDMES' first club run day. Photos: courtesy of Steve Reeves



The portable track in use at Bob Burgess' grandchildren's school in Bassendean in 1988

In April, 1987, leasehold to our current site was granted by the City of Stirling. A circular portable track was quickly set up around the large trees in the centre of what is now our picnic grounds. A permanent track plan was developed and substantial earthworks were required to prepare the area for the



Mike Lynn who was a very active member in the early days, on the portable track.

tunnel and cutting and build up the embankments for the higher section of the track.

The council fenced the site and built the current toilet block, to be shared with the adjoining BMX facility. At the outset, the society decided two separate tracks would be built – an elevated track catering for 2½", 3½" and 5" locos and a ground level track for 5" and 7¼" locos.

But it was not until Easter Monday, April 12, 1993, that Stirling Mayor Cr James McNamara officially opened the raised track.

The footbridge was completed in 1998, followed by the station. The clubrooms, complete with elevator, were completed in 2003. As Castledare Miniature Railway was hosting that year's AALS Convention, there was a large gathering and the new track was given a solid workout.

The steaming bay pit and roof was the first structure to be completed, in 1994, followed by the station with its canopy and concrete platform. This project kept members busy from 1993 to 1997.

A substantial grant was then obtained from the City of Stirling to help fund the access ramp over the tracks to the picnic grounds, which was started in 1996. The main 200mm deep steel channel beams in the ramp came from the WAGR Armadale line railway bridge across the Swan River at Belmont.

Regular public running at Vasto Place started on the last Sunday of July, 2000, and has been a dominant feature of our activities since.

Construction of the clubrooms and workshop building, with an elevator, started in December 2000, and it took over four years before the building was finished and officially opened by the then Mayor of Stirling on February 24, 2005 – just over 20 years since the society's first exploratory meeting.

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Where it all started (cont...)

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In 2007, the ground level track proposal was tabled and work began shortly after. It was officially opened on December 3, 2011, by Mrs Noelene Langford, the widow of past president Dick Langford, who was instrumental in the design and layout of the current track.

More recently, the raised track storage shed and bendy track was commissioned in 2013 while this year saw the construction of the new workshop and three-road storage facility for ground level rolling stock in March. Work on completing this project is still on-going.

After this year's Christmas celebrations for members on December 7, the track gang swung into action again, laying ground level track fabricated in the new shed to facilitate access to the shed and to realign the "main line",



Ron Collins unloads his original Traction Engine about 1990.



A much younger-looking Clive Jarman driving Sharalin at a run day about 25 years ago.

eliminating the facing points connecting to the back straight.

The society's involvement with AMRA started in the late 1980s and for the first few years the society operated its portable track outside the exhibition building, before moving inside, where we have maintained a presence since.

What the club has achieved over the past 30 years is testament to the dedication and hard work of members and their ongoing commitment. But above all, we owe a great debt of gratitude to those members who gathered at 194 Guildercliffe Street, Scarborough, in February, 1985, and had the foresight and enthusiasm to establish the society.

For, without them, we would not be here at Vasto Place today.

An anniversary worth celebrating

WE'RE having a big birthday bash on Sunday, February 15, and we've invited kindred spirits from around the state to help us celebrate.

The event will be 30 years and six days since that original meeting in Scarborough, where the seeds were sown for the vibrant society we have today (see separate stories — *pages 8 and 10*). We will invite all surviving members from that original meeting and also other people who have played a part in the society's development, but who have moved away from the area.

In addition, we have invited members of other railway societies in Perth, Bunbury, Katanning, Geraldton, Toodyay, Esperance and Albany. And, of course, we are hoping some of them bring their locos.

In addition to our original members, another special guest will be Stirling Mayor Cr Giovanni Italiano, to unveil our new honour board recording the names of office bearers from day one to the present. John Turney and John Martin

have delved into the club's archives to source all the names.

Our ward councillors Cr Samantha Jenkinson and Cr Andrew Guilfoyle will also be invited.

Those visitors who have been away from the club for a few years will see the tremendous progress we have made, including the new raised track storage shed with its "bendy track", the new workshop-cum-ground level carriage storage facility, the revitalised steaming-up shed and, more recently, the realigned ground level track to allow for access to the storage shed. Lunch will be provided for all visitors at about 12 noon, at a small charge.

So, make a note in your diary and come along and join in the celebrations, meet old friends and even get behind a loco for a trundle around the track – it's going to be 2025 before we have another similar celebration!

Our formation meeting 30 years ago

AT 8pm on Saturday, February 9, 1985, 11 people met in a private home in Scarborough and formed the Northern Districts Model Engineers' Society. And one of those present is still a member today – Steve Reeves.

The meeting was held at the home of Doug Baker, who was then and there elected president with Steve secretary and Bill Cooper treasurer.

The plan was to hold an informal meeting to discuss the possibility of forming a model engineering society with the aim of building and operating a 3½" and 5" dual gauge elevated railway of about 1200ft.

The minutes of this original meeting were located by club historian John Martin following a request to source the names of all office bearers in the 30-year history of the society to go on a new honour board.

The minutes tell us that in addition to Doug, Steve and Bill, others present were Mrs Baker, Mr and Mrs Barltrop, Stan Andrews "and his lady friend", Bob Burgess and Mr and Mrs Goddard.

It was agreed the fledgling society should be called The Northern Districts Model Engineers' Society (Perth). The minutes recorded: "The president then put forward proposals for a constitution (for incorporation), a track design and a proposed running site suitable for a track, club rooms etc.

"These ideas were agreed to, with club officers following up the ideas further. Bill Cooper is to host the next meeting at a date as yet unannounced.

"Bob Burgess brought along his O-gauge ¼ scale 4-6-0 + 0-6-4 Garratt to show us.

"The meeting closed at 11pm."

That inaugural meeting nearly 30 years ago has morphed into the vibrant society we have today, with almost 60 members, 2½", 3½" and 5" elevated track and 5"/7¼" ground level track, with a clubhouse, carriage sheds and workshop and multi-road steaming-up shed for all gauges.

We owe a lot to those 11 people who had the foresight and enthusiasm to establish a model engineering society which has brought countless hours of pleasure to so many.

For the record, the full names of those present are: Doug and Sue Baker, Reg and Lily Barltrop, Stan and Alison Andrews (Alison was Stan's "lady friend" referred to in the original minutes), Peter and Doris Goddard, Bill Cooper, Bob Burgess and Steve Reeves.

The surviving members of that class of '86 will be invited to our 30th birthday celebrations on February 15.

Russell's 'quickie' membership

RUSSELL Semple walked into the club grounds on October 21 and left an hour or so later as an approved, fully paid-up member.

How? Well, Russell recently bought a nice little 0-4-0 Blanche and had contacted boiler inspector Phil Gibbons to see what was required to get a boiler ticket. as he wanted to run it at Sandgropers at Bunbury on November 8 and 9.

But when he arrived during the normal Tuesday working bee on October 21, Phil was quick to point out he couldn't help, as long as Russell was not a member of an AALS-affiliated club, as dictated by AMBSC regulations.

So, out came the cheque book, but because there was no scheduled NDMES meeting before Sandgropers, president Tom Winterbourn did a quick count and realised the 15 members present represented a quorum – just. Had there been 14 members, that would have been insufficient, as the membership then stood at 58 (a quorum is a quarter of the membership).

A special meeting was convened during morning tea and all 15 voted Russell in as a member. This meant Phil could then assess Russell's loco and make arrangements for a hydro test to be followed by an



Phil and Russell look for leaks during the hydro test watched, in the background, by Andy Davis. Photo: Tom Winterbourn

accumulation test. His opinion? A well-made little loco and an asset to the club.

Russell's loco was not the only one there on the day for a boiler test. Les Harris also brought in his recently-acquired 5" Somerset and Dorset Southern 2-8-0T, but Phil didn't have plugs of the right thread so Les was left with the task of acquiring or making those before the test could continue.

Russell is a water bore contractor by trade – how fortuitous!

Christmas party and run day



Ed Brown (left) holds court with his almost-completed 5in WAGR ES class Pacific.



A very happy Richard Turner with his kit-built Polly loco and Steve Reeves. The loco performed perfectly all day and you couldn't wipe the smile off Richard's face!



A happy John Martin and Tony Green around the meal table.



Laurie Morgan and Steve Reeves have a chat over lunch.



Harry Rosser, Dave Robinson and Paul James during the lunch break.



Tony Green behind Clive Chapman's Great Western 2-4-0 No. 972.



Ken Cooper and Andy Davies seem happy enough away from the welder!



Bob Hutt gave his near-completed Royal Scot its biggest workout yet and it performed perfectly until a valve gear pin dislodged. He is pictured here with Ron Collins operating the turntable.



Barbara Outram, Marnie (Damien Outram's partner) and Marnie's son Seth.



Russell Semple with his loco Blanche in the station.



A family day out for vice-president Phil Gibbons (rear) with wife Vicki, daughter Sonia and her partner Clive.

Honour board to be unveiled

AN honour board recording the names of all office bearers since NDMES' inception 30 years ago will be officially unveiled at the 30th birthday celebrations on February 15.

In mid-November, historian John Martin and recently retired treasurer John Turney accepted a challenge to source the names of presidents, vice-presidents, secretaries and treasurers – and they hit immediate pay-dirt. John Martin thought he would have to trawl through back copies of Steam Lines to obtain most of the names, but on his first foray into the records cabinet found the minutes of the original meeting held on

February 9, 1985. And by the end of the afternoon, the two Johns had located most of the names.

A blank honour board had been acquired some time ago with this project in mind, but the project had obviously lapsed for whatever reason.

When all the names have been obtained, they will be affixed to the board under the appropriate four office-bearer categories. Life memberships will also be recorded.

The completed board will be unveiled by City of Stirling Mayor Giovanni Italiano during the official welcome at our birthday celebrations.

What loco is this?



The frames and wheels of Richard Turner's 2-6-0.
Right: The box of castings etc.



WHAT is it? Richard Turner owns it and would like to know! Richard was gifted the near-rolling chassis, tender frames and a box of goodies including nearly all the castings, but without any plans he has no idea what the loco is based on.

It is a 2-6-0 (Mogul) with big driving wheels, piston valves and is believed to be a British design.

Scaling up from 5" to full size would seem to indicate the driving wheels would be about 6ft 3in diameter in the old measure – bigger than those of the Britannia Pacifics (6ft 2in).

If it is based on one of the British post-grouping designs, the closest it comes to is the Southern Railway U and U1 classes of Maunsell design, which had 6ft driving wheels. The biggest wheeled Moguls owned by the GWR and LMS were of 5ft 6in diameter, while the LNER went to 5ft 8in.

If anyone out there has any idea of the origins of the loco on which the model is based, Richard would be more than happy to hear from him or her. He can be contacted at josieandrichard@hotmail.com.



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www.ndmes.net

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