



STEAMLINES



JANUARY - MARCH, 1994.

Vasto Place, BALCATTA - P.O. Box 681, BALCATTA. 6021. W.A.

YOUR COMMITTEE



President	Doug Baker	341 1630
Vice President	Ken Collett	307 3683
Secretary	Lindsay Adams	447 4646
Treasurer	Bill Marshall	401 7957
Committee Members		
Ian Allison		343 1040
Stephen Briggs		307 8485
Geoffrey Evelyn		305 1230
John Martin		448 8843

DATES TO REMEMBER

HOBBY SPECTACULAR (Claremont Showground)	22nd/23rd January, 1994 (Sat/Sun)
CLUB RUN DAY (from 10.00 am)	30th January, 1994 (Sunday)
GENERAL MEETING	11th February, 1994 (Friday)
COMMITTEE MEETING	21st February, 1994 (Monday)
CLUB NIGHT RUN DAY (from 3 pm)	26th February, 1994 (Saturday)
A.G.M. & GENERAL MEETING	11th March, 1994 (Friday)
COMMITTEE MEETING	21st March, 1994 (Monday)
CLUB RUN DAY (from 10.00 am)	27th March, 1994 (Sunday)
GENERAL MEETING	8th April, 1994 (Friday)
COMMITTEE MEETING	18th April, 1994 (Monday)
CLUB RUN DAY (from 10.00 am)	24th April, 1994 (Sunday)

WE HAVE A NEW MAILING ADDRESS: It is: P.O. BOX 681, BALCATTA. 6021. W.A.

THANK YOU to those members who assisted with the 2 Special Busy Bee days prior to Christmas.

\$\$\$\$\$\$\$\$\$ CLUB FEES \$\$\$\$\$\$\$\$\$\$

These are due 1st January, 1994 and should be paid no later than 11th February, 1994.

COST \$50.00 per person or family. Junior members \$20.00.

HOBBY SPECTACULAR - (22nd/23rd January, 1994) Exhibits are welcome however, owners are responsible for delivery and pick-up of their exhibits.

1994 CONVENTION, N.S.W. EASTER PERIOD.

PLEASE CONTACT LINDSAY ADAMS FOR DETAILS. ☎ 447 4646

☺ **WELCOME TO NEW MEMBERS** ☺

DAMIEN OUTRAM

MODEL ENGINEERING TOPICS

DOUG BAKER BROUGHT ALONG TO THE NOVEMBER MEETING COMPONENT PARTS FOR HIS STEAM TRUCK,
KEN DINES SHOWED US THE FRAME FOR HIS SIMPLEX &

JIM GIDDENS SHARED WITH US HIS FIRST ATTEMPT AT MACHINERY WORK. CONGRATULATIONS JIM.

FOR SALE - EXCHANGE - WANTED - Give Away

FOR SALE - "JULIET" 040 3½" Gauge. Immaculate. \$2,000 ONO. ☎ 341.1630 Doug Baker

→ **Continuing** - CLIVE & LINDA'S STORY BY CLIVE JARMAN. (INSTALMENT 2)

Didcot Halt is another short demonstration line reconstructed as a branch line halt, from old equipment collected from various parts of the GW region, here they usually run small tank locos coupled to an auto coach. Didcot Railway Centre is a well planned working museum that gives an excellent insight into railway yards and workshops as they would have operated in the heyday of steam.

During my stay at Howard's in Didcot, I went for a trip on the High Speed Train to Paddington. Whilst waiting for my train on the platform, three expresses came roaring through and armed with my camera I managed to get a shot before being almost blown along the platform by the following rush of air. One of the station staff told me the HST's only do 80 miles per hour through Didcot. The trains are air-conditioned and very comfortable, with the engines at either end the carriages are nice and quiet. I recorded the trip in my diary, it reads "Left Didcot 8.53, arrived Reading 9.05. Departed Reading 9.11, Old Oak Common 9.30 slowed down, Paddington 9.35 very smooth quiet ride". That's an average speed of approximately 75 mph at times we were doing over the ton. The price, 14 pounds 80 pence one way.

While in London I visited South Kensington Science Museum, as most of you know this establishment is full of the most wonderful collection of engineering bits 'n pieces from Steam Engines to Clocks, Flying Machines, Model Boats, Jumbo Jet Cockpits, Rockets and Space equipment, the very act of entering the building makes a model engineering nut like me turn to jelly. I spent a marvellous day here totally absorbed, aimlessly wandering with glassed eyes through endless galleries, pushing buttons on showcases to watch the most intricate models move before my eyes. The Museum has much the same format as it did when I was there last in the late seventies but they have added a lot to the Space section, it's an excellent place for kids of all ages.

My next port of call was Kew Bridge Pumping Station, now a Museum, this pump house was responsible for the supply of fresh water to West London for more than a hundred years. A good collection of steam pumping engines from Cornish Beam Engines to the later reciprocating type are kept in working order and regularly steamed. Some of the engines have been rescued from other pumping stations. There is an excellent cassette guide that takes you through the Museum explaining all about the different engines and their origins and saves the most fantastic till last, the massive 100 inch cylinder Cornish Beam Engine the largest in the world, this engine still awaits restoration, the engine next to it is the world's largest working beam engine "Grand Junction 90 inch". These engines are so huge the buildings that house them are like cathedrals.

Most of Linda's relatives live around the Watford area, just outside London to the north west. During our stay, Linda's brother-in-law, Roger, informed me of a miniature railway that operates in the local park, near the Grand Union Canal, hauled by a steam engine. The following day we went walking in Casiobury Park, (to see the Canal, of course). The railway turned out to be 10¼ inch gauge owned and operated by a man named Geoff Price. When the large, eight cupelled, narrow gauge style engine pulled in at the station I saw the nameplate "MARRI" and wandered over for a closer look, I was stunned when I read the builder's plate, "Willis Light Engineering, Perth, Western Australia". Engine No 46, built 1993. The railway is a small circular route through the trees and has quite tight curves. Geoff showed me the loco depot, he has two other steam locos, a lovely GN Atlantic which he finds a little light to handle the sprung catch rails he has on the point work, the other engine is a well worn 0-6-2 Tank loco by Roger Marsh. Geoff was happy with his new Aussie Loco, she runs well. The rails are scale flat bottom rail 5-7lb manufactured by Geoff, which he sells to other railways.

Our holiday was not entirely taken up with chasing around for steam, we had a marvellous time touring and visiting places we have wanted to see for years. **TO BE CONTINUED** (*At the November meeting Clive showed some slides of his trip*).

CONGRATULATIONS to *Cindy & Tara Allison* on achieving First Place in several sections of Philately at the Wanneroo Show last November.

HAVE YOU NOTICED THAT *Judy Allison* sets up a *Souvenir Stand* on our *Club Run Days* and *Special Fund Raising occasions*. *Why not have a look at the selection of tie-bars etc. next run day.*

REMINDER that **EVERY SATURDAY** Club members are invited to spend a few hours to assist with improving our "Track" facilities.



Please refer to President's Report (Attached)



..... **Future STEAMLINES**.....



Please advise Gwendolene &/or Geoffrey Evelyn ☎ 305.1230,
11 ROBINSON AVENUE, QUINNS ROCKS. 6030 if you have any information/articles/achievements
etc that you would like included in future editions of STEAMLINES .

The **N**EXT edition of **STEAMLINES** will be March, 1994.

PRESIDENT'S REPORT

The festive season has come and gone, and life is returning to the established daily routine. With the coming of the new year I hope all your expectations are fulfilled and good health prevails. If you find a little wealth on the way that's a bonus.

Reflecting upon the past year conjures up various emotions; the passing of Peter Goddard is one end of the scale, and of course the opening of our track and the associated facilities is the other. We have a steady membership growth who are introducing skills and expertise to the benefit of the society.

A number of new projects have been drafted and budgeted for, the station being the next major project. The ground level track is now a priority with most of the civil works having already been prepared. The track layout design has been done with a few modifications. A passing loop at the station has been drawn in by Dick, so there will be no hold ups with loading and unloading of passengers.

Because of the intense work at the track site before Easter it was generally agreed to call a halt to all projects with the exception of general 'house keeping'. The work days will resume the first weekend in February.

The committee decided social run days were in order so members could enjoy what we have created. It goes without saying these gatherings are great fun, as you all no doubt know. I think it's also fair to say the track and grounds didn't just happen. If you want to see the track site evolve into one of the best in the world, then there is no better way than on a work day. The few who are regular knavvies are starting to buckle under the pressure, so if you are home model engineering in lieu of breaking your back and growing blisters, allow your conscience to spare us a thought. We could be home doing the same thing as you, yet come next run day the bbq wood will be cut, the coal will be crushed and the track will be spot on ... just for you to bring your family and friends down to relax and enjoy the labours of others. OR WILL IT!

This gripe also extends to commercial running days. Members have strongly expressed their thoughts about running another commercial railway, and mostly I have to agree with them, yet the money doesn't grow on trees, or if it does Geoff has not planted one. The cold hard facts are that the only way to make money is to run our portable track at venues which pay us to be there, or alternatively to charge for a ride. We, as a Society, have to pay our bills and our annual subs do not cover the minimum expenditure like insurance. It has long been my view that the membership fees should cover the administration costs and the financial gain from the commercial runs then could be invested into track etc. This brings me to query why the same people should be doing all the work for those who are doing nothing and subsidising their subs while they're at it. If your ire is being agitated by these thoughts ... great ... then do something about it - or the committee may have to, as I see this arrangement very unfair and one sided.

It is not my usual style to single out individuals and sing their praises but for Geoff and Gwendoline I will make an exception. Their support over the past year has been incredible, and because of it the society has gained. Those members who did not turn up to the steamup/film night really missed a night to remember. There was quite a potpourri of films including three G and G productions that were true master pieces.

I would also like to remind members of the A.G.M and while all seats technically become vacant on the night, Lindsay has advised me he is unable to renominate as secretary this year. Anyone who wishes to take up this role, please come forward - your Society needs you. There is not that much work involved, but the position is absolutely necessary.