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The Model: Started in 1983 and completed in 1995, the model was made using the design by Don Young which was published in 'Model Engineer' in 1973.

The appearance of the engine is as it was in 1973. The only alterations to the design were the addition of steam operated drain cocks and an axle pump on the centre driven axle. The model was made on a Myford ML7R lathe and a Taiwanese mill/drill.

Model Builder and Owner: Laurie Morgan
 Original loco builder: American Locomotive Company (ALCO) Cooke Works.

History of the Original Loco:

2-6-2 locos were ordered by the British War Dept. for use in World War 1. Mostly these were Baldwins, but 100 were ordered from ALCO in

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CALENDAR OF EVENTS

General Meeting	Club Meeting Room Vasto PI, Balcatta	8:00 pm	Friday 10 September
Club Run Day	Club Track Site Vasto PI, Balcatta	9:00 am — 2:00 pm	Sunday 12 September
Public Run Day	Club Track Site Vasto PI, Balcatta	10:00 am — 2:00 pm	Sunday 26 September
Annual General Meeting	Club Meeting Room Vasto PI, Balcatta	8:00 pm	Friday 8 October

July General Meeting

The July General Meeting was held on Friday 9 July 2010 at the Lindsay Adams Meeting Room commencing at 8:00pm, chaired by Andrew Manning.

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

Model Engineering:

Clive Chapman and **John Turney** displayed their 1A and 2A model 'Adept' hand shapers. Clive purchased his 2A recently and made the point that he intended to try using it but found the mill much quicker and easier to use. John has had his 1A for many years and has in fact made use of it several times. Apparently these machines were produced around the middle of the last century.

Andrew Manning displayed his new braked riding truck. It has calliper braking on both axles, the disc diameter being limited by the wheel diameter and the fact that the minimum above track clearance is 10mm. This braking system is very effective. Andrew informed members that BOC was selling off copper tubing at very affordable prices.

Steve Reeves showed some vacuum brake boosters and parts he has made for braking his Garrett loco. All parts have been made from drawings supplied by Reeves 2000. Parts included injectors, operating valves and a vacuum gauge.

The meeting closed at 9:30pm, Members enjoyed tea and coffee and a good yarn.

Paul James
Secretary

Notice of NDMES AGM

The 2010 NDMES Annual General Meeting will be held on Friday 8 October at the Society's Lindsay Adams Meeting Room commencing at 8:00pm.

Nomination details and proposed Agenda are included with the Supplement to this issue of Steamlines.

Results of NDMES Raffle

Winning tickets were drawn at the NDMES July General Meeting. The winners are:

Ticket No 509 Anne Hannah
Ticket No 141 Carol Matson
Ticket No 399 S. Armstrong
Ticket No 226 Lyn Mathieson

Congratulations to all winners, thanks to all for ticket sales and a special thank you to Kathy Costall for making and donating the fabulous Quilts.

Sandgroppers Weekend & Traction Engine Rally

South West Model Engineers are hosting the Sandgroppers Weekend and the first "Western Australian" Miniature Traction Engine Rally, as recently advertised in AME, at their track in Forrest Park, Bunbury, over the weekend of 13-14 November.

Please contact Steve Reeves on 0408 955 692 for Traction Engine Rally details. Please contact Ian Morrison on 9725 2206 or Jeff Clifton on 9725 1994 for registration details for the Sandgroppers Weekend.

Work Around the Track Site



Above Left: The pile of tree cuttings being mulched at the track site.

Photos: Andrew Manning



Above Right: A coal crusher at SASMEE — just what we need. Is there a member who would like to take on the job of building a crusher unit like this one?

President's Report for August

by Andrew Manning

Activities at the Vasto Place grounds and at least some workshops have been full on for the last couple of months, with public run days, parties and grounds development and maintenance along with workshop progress on the club diesel and new elevated track, and ground level riding cars. In addition to all of this our membership is growing steadily.

Track operations have been very successful over the last couple of months with the numbers attending the public run days increasing and the interest in private functions close to exceeding our capacity. Throughout we have managed to have fine days for the public to enjoy our grounds and pleasingly a great turn up of members.

We have had a major cleanup of undergrowth and dead trees around the grounds and in particular on and around the tunnel mound. One large tree has been removed to clear the inner loop of the ground level track. It took a full 4 hours for the commercial mulcher to process the pile of greens.

In the steaming bay Tony Jones and crew have had a new lease of life and are producing track at a record rate — we may have a light rail service to East Stirling soon unless he starts making some curves. Ken and Steve are just about finished sorting out the points and sleepers for the outer loop. Track levelling and ballasting are underway. Last run day a pair of Castledare members volunteered to help out with some ballasting and have all but completed the outer track. Thanks Ken and Paul.

George has been pushing the civil work for the inner loop of the ground level track and would really appreciate a few additional hands to dig out and remove sods of grassland soil. Tony has built a one man plough

to grade the bed, all a bit like hard work, but it reminds us we still have muscles and joints, particularly the day after.

Next month we will have our Annual General Meeting. A time to review the activities of the past 12 months and elect a Committee for the next 12 months. Please give some thought as to whether you may be able and willing to take on one of the key roles in the Society. It is essential that these positions are filled by competent members with the time available and enthusiasm to service the position.

As we look forward to formally opening the ground level track it is important that we reflect on what we want out of the Society: is it to run the railway for the public? To maintain and develop the grounds takes money, the main source of which is from operation of the railway. I think we could be in danger of losing sight of what the Society is about — enjoying and sharing Model Engineering as a hobby.

Sure, running the railway is sharing our hobby with the public and I enjoy driving and seeing the pleasure of our visitors as they see the steam engines and enjoy the ride. We rarely seem to stop and enjoy our hobby and grounds for their own sake. I hope in the next year we can relax and enjoy the wonderful facilities, each other's company and model engineering on a more regular basis.

Included in this issue of Steamlines is the formal notice for the annual general meeting to be held on Friday 8 October 2010.

Andrew Manning
President



Progress on my Allchin

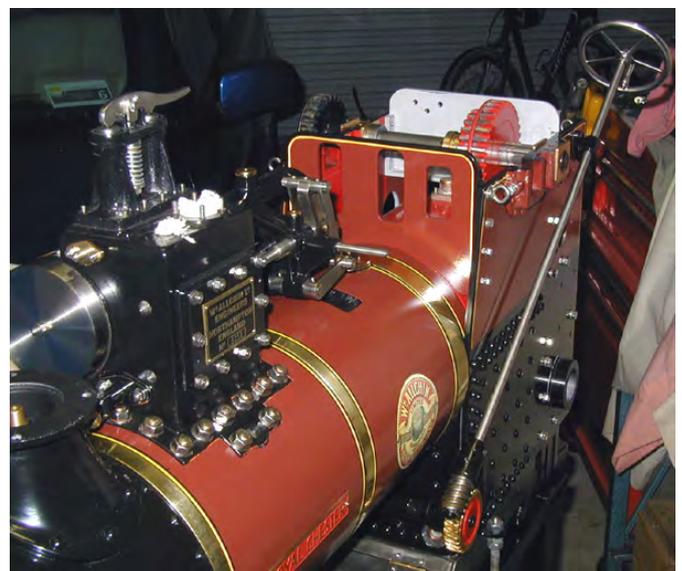
by Jim Clark

Progress has been rather slow over the last couple of years, but at least I'm still moving forward, one item at a time.

Left: It's got to that 'heavy' stage — now it needs a crane, lifting tackle and a stand...

Right: A few months later with the cylinder mounted, cladding in place and lots of "shiny bits".

Photos: Jim Clark



2-6-2 ALCO 'Mountaineer' (cont)...

by Laurie Morgan

(Continued from page 1)

America who completed the order in only three months. The symmetrical wheel layout made these locos ideal for use on the roughly laid tracks at the front, particularly since they ran as well backwards as forwards.

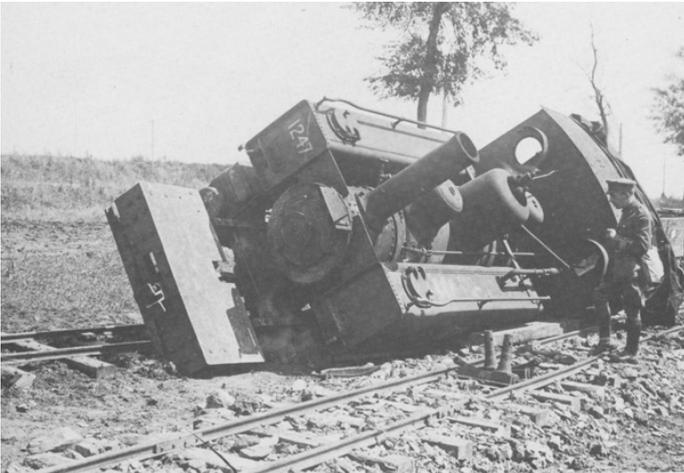


Photo: Imperial War Museum

After the war, the few surviving locos were sold off and some Baldwins went to light railways in the UK, but no ALCOs. By 1935 the engine which was to become Mountaineer was at Vis en Artois near Calais, but was subsequently sold to the Tramway de Pithiers à Toury, a light railway 50 miles south of Paris, where it remained until 1952 on passenger train duty.

For the next 12 years its main traffic was sugar beet until the sugar refineries closed in 1964. The owners had no intention of preservation and it was lucky that PJG Ransom was able to buy it for its scrap value of £235 and have it hauled to West London where it was stored until 1967. In 1967 it was sold to the Ffestiniog Railway Company in Wales, for running rather than preservation.

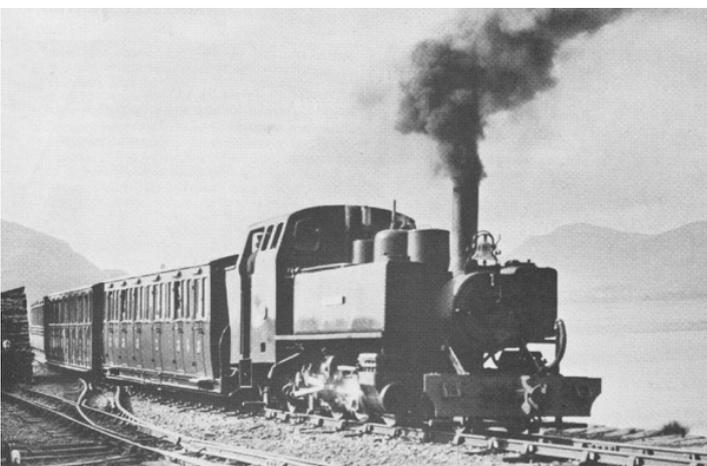


Photo: P B Whitehouse

In operation, Mountaineer was found to be barely able to cope with passenger hauling up the mountainous Welsh countryside. This was hardly surprising since it was designed for short trips on flat ground and its short boiler with mainline loco size tubes could not maintain the steaming rate required. A number of changes were made including an extended smokebox, a different chimney and long lap valves to make more efficient use of the little steam available. A new cab also changed its appearance considerably.



Photo: RailPictures.net

The Ffestiniog Railway have continued to alter Mountaineer and its appearance changes regularly. It currently has a new cab and is painted in 'Blackberry Black' with red lining.

Laurie Morgan

NEWS ITEMS WANTED

I really am in desperate need of more items for Steamlines. In this issue I struggled to fill the eight pages — it is mainly thanks to the efforts of two new contributors that there is anything new or unusual in these pages this time. Come on guys, this newsletter can only be as good as your input to it!

I may not be able to publish material straight away, but I do need to have a few articles and photos on hand so I can mix and match to fit the available space.

Why leave it all up to the regular correspondents — perhaps you have 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

UK 2009 Model Engineering Show

by Dave Burman

(Continued from the Letter From the UK series in the May-June issue of Steamlines)

In December I attended The Model Engineering Show organised by the publishers of the Model Engineer magazine.

The models indoors covered a wide spectrum with locomotives and rolling stock of various gauges. A small selection shown in attached pictures, of interest was a very well lined London & South Western Adams 4-4-0 and a Sterling single wheeler — not the usual 8 foot version but a smaller 6 foot engine.

(Photos at right).

There was also a 5 inch gauge model of the first LMS diesel shunter whose chassis was basically from the LMS Jinty tank engine. The model was powered by an IC engine — not sure if it was petrol or diesel powered *(Photo below)*.



An historical model on display was a 2-2-2 loco designed and built by LBSC which was his favourite engine. *(Photo in last issue)*.

There were also a large display of boats, many of them like the one pictured *(below left)* being steam powered with radio control. There was a small selection of model aircraft, the one pictured *(below right)* is of an aircraft designed in 1944, but was too late for WW2 and was never ordered in large numbers by the RAF. The prototype was designed by Martin Baker and was type MB5.



UK 2009 Model Engineering Show (cont)...

by Dave Burman

(Continued from page 5)

One of the problems of this show is the large preponderance, me included, of the grey haired brigade. There were very few youngsters in attendance at the show — if they did attend there was very little that they would appreciate.

Dave Burman



Left: A Hay Wain. Above: A Horse Omnibus. All photos: Dave Burman
Below: 16mm Live Steam. Below right: Burrell Traction Engine



FOR SALE — from the Estate of the late Bob Brown

Simplex Boiler \$1,000. Was built for an Eastern States client but the deal fell through. Has a boiler number and paperwork.

Rebel 7¹/₄" Gauge LBSC Virginia \$6,500. Built in the 1980's and came in for a full overhaul. Needs to be stripped to remove rust but is complete. Comes with new boiler with number and paperwork.

5" Gauge Wombat \$600. Assembled tender frames and outer boiler shell silver brazed.

Myford Super 7 Lathe \$1,500. Comes on stand with chucks, die holders and all tooling needed, manual and other miscellaneous items.

3/8" Drill Press \$200. Older type but in good condition with selection of drill bits.

Small Mill brand new \$1,500. Comes on stand with Collett chucks, end mills, vice and other items.

Hand Tools \$5 to \$8 per item. Taps & dies various threads, spanners, socket set, verniers and callipers. Centre punches, hammers plus various other tools and jigs.

Steve Reeves is the contact point — please phone him on 9354 1395 or 040 8955 692 for more details.

At the next NDMES meeting on Friday night Steve will have a selection of hard covered books for sale, with prices ranging from \$2 to \$20.

How to Extract a Morse Taper Sleeve by Richard Turner

It's over ten years since I purchased a Vertex 6 inch rotary table together with my new mill. At the time I read somewhere that the 2MT sleeve could be removed and the not very plain exploded picture showed it could.

Below the sleeve there is a shoulder that indicated to me that if I gave it a whack with a suitable drift it could be driven out. After much cruelty it still refused to budge and I went to the trouble of making a few 2MT adaptors to centre things on the table and locate a chuck.

Recently I was discussing the problem with John Martin who said he managed to remove the sleeve from his table OK. I took my table along to the club one Tuesday morning thinking together we would get it out, but this was not to be.

Home again, I stripped the whole thing apart — I wanted to have a look inside anyway but this showed nothing, of course. While having a look inside the sleeve with a magnifying glass the penny suddenly dropped with a clang! Just below the 2MT was a groove which I realised was where the sleeve ended but a drift couldn't be applied to it from the other side because of the shoulder. I turned an old coach bolt head down and thinned it so it would just drop through the Morse taper and engage in the groove. I then drilled a hole from the head end and slit it down with a hacksaw for an inch.

In place, a suitable drift — in fact a centre punch — was driven in to expand the tool into the groove. With a suitable sleeve and a big washer the nut was wound down and the cause of all my grief was out in seconds.

What worries me is why did the penny take ten years to drop? Stop laughing Tony !

Richard Turner



Above: Richard's sleeve extractor. Photo: Richard Turner

Looking for Books?

For those of us who like purchasing the occasional book, I have found this on-line UK based bookshop:

[The Book Depository.com](http://TheBookDepository.com)

Everything is post free and I have found delivery is often quicker than from over East. They stock most of the Workshop series and Tubal Cain model engineering books and others down to half price. I found it better to do a search for a particular book you're interested in rather than troll through the hobbies section, as model engineering is included in with the thousands of other hobby books.

I bought Model Engineers Handbook for \$13.39. I think it has since gone up a couple of dollars but is still a good buy. Also Model Marine Steam by Stan Bray for \$27.24. The free postage is the bonus.

Richard Turner

FOR SALE

A couple of **Hercus Lathes** are for sale, both on cabinets with attachments, three phase motors in very good condition. Asking \$2,500.00 each. Phone Brian Foster at Camera Dynamics in Landsdale, 9302 1316.

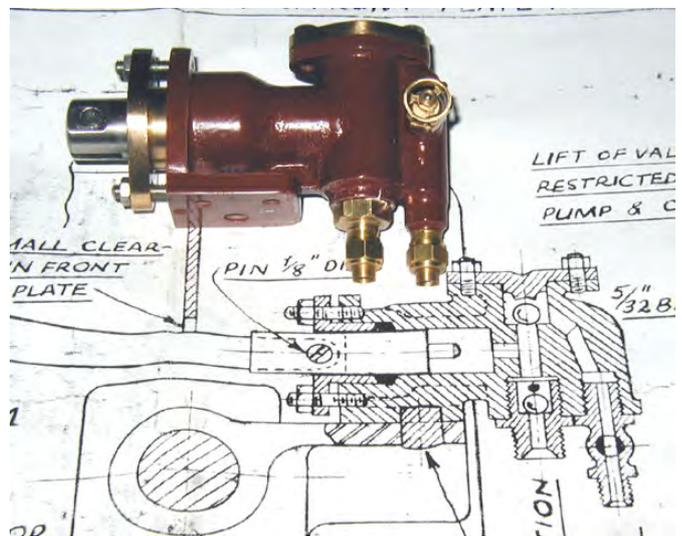
Water Pump Fabrication

I recently started on the water pump for my 3" scale Allchin. Not having a casting for this, I decided to try fabricating it from various bits of turned and milled bronze. It is quite a complex arrangement, as can be seen from the diagram below, and I wasn't sure if I would be able to get all the pieces to stay together while silver brazing them up.

However, by using a couple of 6BA screws to hold the brass base plate to the bronze cylinder body and some pieces of rusty iron wire (silver braze doesn't stick to it) to hold the valve chamber and outlet manifold in place, and with a very careful application of heat, I managed to get the silver braze to flow into all the right places and none of the wrong ones.

The assembled item is shown below.

Jim Clark





Northern Districts Model Engineering Society (Perth) Inc.

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Photos from Recent Activities



Above: Birthday trains.

Left: John Hudson preparing concrete sleeper moulds.

Below Left: Tony Jones and Ken Cooper on track construction .

Below Right: The recently ballasted track.

Photos: Andrew Manning



DISCLAIMER

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