



City of Stirling approves new 'roof' for patio

WITH planning and building approvals now approved by the City of Stirling, work is about to start on the new covering for the patio area in front of the clubhouse.

This work is being carried out by contractors Westral and a company representative was at the club grounds on July 7 making preparatory plans to enable work to proceed.

Work will start as soon as the City of Stirling issues the building permit.

The new covered area is an integral part of planning for the Sandgroppers Weekend on November 7 and 8, as this is the area designated for the Saturday evening meal and welcome speeches.

Sandgroppers is the biggest event we have yet staged. It is anticipated that as many as 80 people will be seated around tables in this area for the professionally catered Saturday evening dinner. It will also be used for lunches on both days and morning and afternoon teas.

At this stage, it is envisaged work will start in late July and be completed within a month.

The patio covering project is one of several major works being undertaken in preparation for Sandgroppers.

Lighting has already been installed in the steam-up shed, with a power point being installed in the 5" carriage shed.

Lighting will also be improved in the station area and also new lighting will be installed along the walkway from the clubhouse to the traction engine area and workshop/GLT storage shed at the western end of the grounds.

The fabrication crew has also been working on track improvements, with the new



Pesky Blowflies in winter! Steve Reeves prepares Blowfly and Paul James works on Bushfly in the 5" shed yard as Paul Costall passes on the "main line" with Firefly during the June public running day — *Report and more pics pages 8 and 9*

turnout from the station to the GLT shed now installed and attention switching to the new storage lines running alongside Vasto Place.

This will involve the removal of the old and non-operational CMR turnout and the installation of two new turnouts, providing one dual-gauge road and another for 7¼" locos and rolling stock.

The Westside BMX Club has agreed to allow us to use the rear of its car park for the tractor-pull competition and new pathways have been compacted for traction engines, which will also have access to the adjoining Vasto Reserve.

NDMES members will be very much involved in the running of the event, with many marshal roles to be filled. A roster will be drawn up nearer the event.

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Gearing up for Sandgropers

THERE doesn't seem to be a newsletter go by where we haven't reported on significant changes. Such is again the case this edition.

The biggest visible change members would have seen before the patio roof is installed was the "open space" with the tree removed.

This altered the whole ambience and character of the patio area.

We have just been notified that the City of Stirling has approved plans for the project. This work is being undertaken by Westral.

Other notable work has been the installation of the new turn-out allowing direct access for rolling stock from the station to the 7¼" storage shed. For this work we are indebted to Ken, Andy and Ian.

The shed will also be home to our latest loco acquisition, the Westrail diesel formerly owned and operated by Harry Rosser (who has offered to continue to maintain it). It will also house the new carriages partly completed by Ken Austin and being finished off by Jaco De Lange.

John Wilson's recently acquired "Heidi" made its long-awaited public run day debut on June 28, under the new name of Romana, John's wife.

The big event on the horizon is, of course, the Sandgropers' gathering, and Jaco has again been busy installing lighting in the steam-up shed. When this is completed, power will be supplied to the 5" storage shed.

Andrew has been busy compacting the paths for the traction engines and plans are afoot to move the container back diagonally to fit into the corner against both fence lines to allow more manoeuvrability for the traction engines.

New coal/char storage bins with chutes and shovels have also been provided in the steam-up shed by Phil Gibbons and Paul James respectively.

AMRA has come and gone and the organisers and many patrons lamented the absence of train rides, which we have provided over many years. Plans are already being considered to return with the rides next year, using battery-powered locos.

President's Report



by Tom Winterbourn

Work has continued on the top of the tunnel, with the sealing completed and plans being considered for landscaping the area. It may even be used as a viewing area on public run days if safety issues can be satisfactorily addressed.

While our focus at the moment is on Sandgropers, the next big project would appear to be a bridge to return passengers back into the picnic area, rather than have them fight their way back across the

existing bridge, which can very congested on run days.

It was known the fencing outside the clubhouse had deteriorated with age before the tree was removed, and this was certainly confirmed after the fence had to be removed and then re-installed during the tree removal process. So, as a safety issue, this will be another item on the "must do" list.

A pleasing aspect of the June run was Andrew Manning's initiative in providing steam traction engine rides for the public with his Foden lorry. In fact, so popular was this that Clive Jarman has agreed to bring his traction engine to bolster this aspect of our public running at the July run.

Another pleasing aspect of our operation is the growing success of our club run days on the 2nd Sunday of the month. The June event was attended by 15 members with no fewer than seven locos in operation.

The only downside I can think of is the lack of member support for the Saturday clean-up working bee on the day before our public running day. The last two requests for assistance appear to have fallen on deaf ears.

I think it is a bit much to expect the Tuesday morning regulars, who do most of the maintenance and repair around the grounds and in the workshops, to also do this work when we have about 60 members on our books.

Until next time, cheers.

Tom Winterbourn

Calendar of Forthcoming Events

General Meeting	Friday	10 July	7:00 pm	SciTec, West Perth
Club Run Day	Sunday	12 July	9:00 am — 2:00 pm	
Public Run Day	Sunday	26 July	10:00 am — 2:00 pm	
General Meeting	Friday	14 August	8:00 pm	
Club Run Day	Sunday	9 August	9:00 am — 2:00 pm	
Public Run Day	Sunday	30	10:00 am — 2:00 pm	

Marcus finds another steam Heaven

PATHWAY to Heaven. Well for some, anyway.

This line-up of traction engines was photographed by NDMES member at large Marcus Jones at a steam show on a private estate in Norfolk, England, recently.

Also photographed at the Strumpshaw Hall Steam Show was a Foden steam truck, which would be of interest to at least one member of our society.

Marcus also reports attending a railwayana auction in June and was tempted by a 3½in 0-8-0 tender engine, mostly built, for about \$100 or a 3½in Rocket set never fired for about \$200. But they were not 5in gauge and didn't have enough wheels.

"I'll keep focused on a 5in Duchess or Britannia!"

However, Marcus did buy two black tank engines in OO gauge. One was a Gresley N2/2 condensing 0-6-2, "an unusual but attractive loco".

He also recently visited the West Somerset Railway and enjoyed a ride in the first carriage behind tender-first 4-6-0 "Raveningham Hall", which had to come to the rescue of a failed diesel! Music to our ears!

And to top off an interesting couple of weeks, Marcus had to drive a Jaguar SS100 behind his boss in a C-Type Jag down windy country roads to a nicely catered charity function. He then drove the C-Type back home.

"It's not easy to tip-toe through sleepy villages in a 1953 Le Mans winner replica," he said.

Marcus, it's a tough job, but someone has to do it!



The line-up of steam traction engines at the Strumpshaw Hall Steam Show.



Doing what it was built to do: A Wm Foster and Co steam traction engine powering a timber saw (where was Health and Safety?).

Know your Society

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Foundation member Stan Andrews dies

STAN Andrews, one of 11 people who established the society just over 30 years ago, died on June 4, aged 67.

Although not an executive member of the society, it is believed he served as a committee member.

Stan served in the Navy, the Police force and then became a security officer with Woodside. His two sons also served in the armed forces.

Vice-president Phil Gibbons said Stan was survived by his widow, Alison, also a founding member of the society.

Steve Reeves, the society's only foundation member still active in the society, recalls his association with Stan stretching back over 35 years. The two had known each other in primary school.

"Stan came into model engineering from fine scale narrow gauge modelling," he recalled.

"He had a Denver & Rio Grande Railway-type layout with a fantastic trestle bridge which, as I recall, won a trophy at AMRA during the early 1980s."

Stan first joined Western Australian Live Steamers after seeing the portable track in action at AMRA.

He had a finished, but unassembled Tich, built to the same high standard as his layout.

In addition to being a founder member of NDMES, Stan was also responsible for the design of the society's logo.

Steve recalled that during the late 1980s, Stan bought the Willis Engineering-built 2-6-4T Sarah, which he ran at Castledare for 18 months.

"He sold this to me and then had Willis Engineering build him Dixie, a 2-6-0 Sweet Creek tender loco," he said. "Stan built the tender and super-detailed the engine.



Alison and Stan Andrews, taken about 15 years ago.

"It would have to be the best 7¼ gauge narrow gauge loco around. Named Dixie, it was based on the Denver & Rio Grande engines and it's features included a working steam generator for the electric lights and an air pump for the brakes."

Steve said he had not seen Stan for several years, as he dropped out of the hobby. But he kept Dixie until quite recently, when he sold it.

According to the minutes of that inaugural meeting on February 9, 1985, at the Scarborough home of Doug and Sue Baker, Stan attended "with his lady friend". Her name was Allison and she subsequently became Mrs Andrews.

Members' day – that's more like it!

MEMBERS have heeded the call for more support for the members' run days, with the June run considered by a least one long-standing member as the best yet.

Held on June 14, the day attracted no fewer than seven locos and 15 members. This, said Clive Chapman, was the best supported members' day he could recall.

So, after a somewhat slow beginning, this day for the model engineering fraternity has truly taken off.

Among those at the day was John Wilson, who wanted to have just one more shake-down run on his recently acquired Heidi "Zambezi", plus a test of new brakes he has fitted to the loco, before he runs it at a public run, which he had planned for two weeks later.

Also at the run was new member David Edmunds, who was keen to get his diesel driver's licence.

Harry and Dave came to the party and provided Dave's new "mellow yellow" loco for driver-training and at the end of the day, he was recommended by Steve Reeves, one of his "trainers", for supervised driver training at the following public run day.

Steve recommended to driver inspector Jim Crawford that he run under direct supervision of a qualified driver for one hour at the June 28 public run and then under indirect supervision for the rest of the day.

Assuming all goes well, including an oral test prepared by Jim, David will have his licence!

David drove the new yellow DB diesel for three hours at the subsequent public run on June 28 and was "passed" as a driver by Jim and presented with his driver's ticket.

May your thermal efficiency continue to rise!

By **JIM CRAWFORD**

IN “our” scales, the internal structures of miniature steam boilers can differ in layout and proportion, compared to full size. This occurs by design.

Our old mate LBSC once said: “You cannot scale nature”. Compromises become necessary, an example being the diameter and number of fire tubes fitted within the barrel.

Full size, you are likely to find many small diameter tubes to carry the products of combustion from firebox to smokebox and offer the maximum amount of metal area for heat transfer, hot gas to water.

With the same locomotive in, say, 5” gauge, there are far fewer tubes, but with a greatly enlarged tube diameter in comparison to scale size.

Why should this be? A couple of reasons spring to mind. Firstly, the friction generated when combustion gases are forced to travel horizontally from one end to the other. Forced? Well, have you tried raising steam in our scales without a blower? It may be possible, given unlimited time.

Miniature locos have been built with scale boiler components, but reports indicate they are poor performers, if indeed they steam at all. The fault seems to be due to getting insufficient draft through the fire because of high friction losses within the fire tubes.

Small loco designers have found that far fewer tubes and of a larger diameter will pass the fire gases with minimal losses.

Another aspect that affects us more than full size is the partial or total blocking of fire tubes by unburnt fuel. At some time, we have all come to an embarrassing halt, due to coal being thrown too far forward into the firebox and blocking the lower row of tubes. All engines are different, even within the same class, so you have to get to know your machine to get the best results.

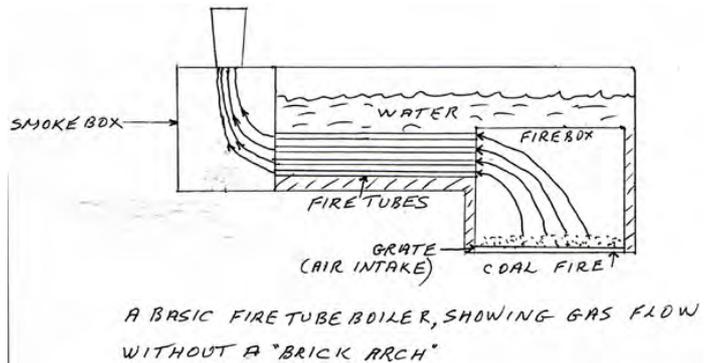
Unburnt fuel can also come from working the engine too hard. If you are chugging uphill, full forward valve gear, throttle pretty well wide open and with a heavy load of little Thomas fans in tow, you may expect that the fuel will not have sufficient time to burn and little lumps will deposit themselves in the fire tubes, thus reducing steam-making ability.

These little unburnt lumps may also decide to take an excursion right through the tubes and out of the chimney. Known as “red robins”, the glowing particles will either land on your prized grease top hat or upon some unsuspecting passenger further along the train. How do I know? I’d prefer you didn’t ask!

These “red robins” incidents were very much in

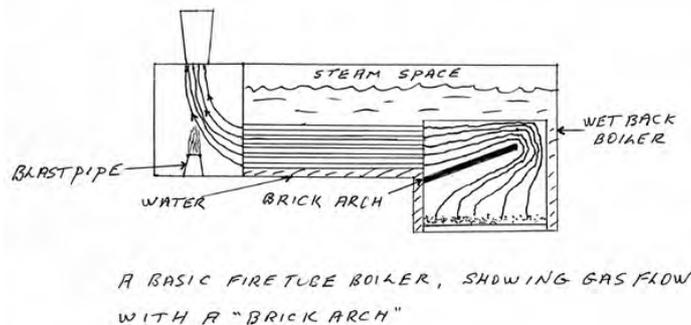


THIS is the second part of a three-part article by Jim Crawford on combustion – an essential ingredient in the operation of a steam locomotive of any size. The third part will be published in the next edition of Steam Lines.



Boiler cross section and gas flow without a “brick arch”.

Clearly the gases curve almost immediately into the firetubes, thus minimising the time taken to effect full combustion. The furthest back parts of the firebox walls and the back water wall receive less heating from the fire and so lowers efficiency.



Boiler cross section and gas flow with a “brick arch”

The arch extends from below the lower row of tubes, diagonally upwards towards the rear boiler waterleg. It stops at a point chosen by the designer, to affect maximum gas flow distance before entering the tubes. This is intended to allow the most time for complete combustion of the burning fuel particles whilst still in the firebox. It also allows the gases to transfer more heat to the boiler plates as it circulates and minimises the entry of unburnt fuel into the fire tubes.

evidence in the days before spark arrestors. It is much better now, but the odd hottie can still escape and create mayhem, if we get a bit careless with our driving technique. A vigorous wheel-slipping start at the station has the same effect.

Spark arrestors do a good job, but they create extra friction in the gas flow for the exhaust blast to overcome. To minimise this effect, they should be kept

(Continued on page 6)

Thermal efficiency (cont...)

clean and clear.

Before we look at what happens within the boiler gas path, I want to refer back to the point about solids being non-combustible in their usual state.

How do we start the fire in our small dragons, assuming water levels etc. have all been attended to? If we try to throw in a couple of scoops of coal then drop in the match—blackout! So what is happening here?

We all know that coal is highly combustible once started and produces enormous amounts of heat energy. But here we have a firebox full and a definite no-go. Coal, like any other solid combustible, has to be heated to the point where it begins to decompose. At this stage coal gives off a combustible gas and it is this gas that mixes with airborne oxygen and can be ignited. Provided that the heat level is maintained or is higher and burned coal is replaced, the process is self-sustainable. It does, of course, rely upon a satisfactory air/gas flow through the fire.

To set our fire into action within the firebox, it is useful if the firebox, grate and ashpan are cleaned beforehand—previous fire remnants will restrict airflow on a new fire and may lower heat transfer rates. The tubes should have been brushed clean and smokebox/spark arrestor residues removed.

Check that the smokebox door is closed and install your favorite steam raising device onto the chimney, ensuring the appropriate power source is available.

The type of “kindling” used varies with differing drivers, but is designed to achieve the same end. Finely

split wood sticks and charcoal (as distinct from char) seem to be used frequently.

As these solid forms of fuel will not easily ignite by themselves, assistance comes in the form of a liquid fuel which is used to soak the kindling or charcoal. Kerosene is the usual suspect and is safer than other volatile liquids. Methylated spirit has been used for this job and can work well. However, there are dangers involved, as metho already gives off combustible vapours at usual surrounding temperatures. So handling needs care.

A more important issue for us, is that a metho fire is almost invisible in bright conditions and you may find yourself igniting the fire in the loco and then discover your boots are steaming also, as a result of an unnoticed spillage. Kero is far safer.

Before leaving these points, please do not use petrol or any volatile material to start a fire under any circumstances. These materials give off dangerous vapours when exposed to the air and can explode instantly if mistreated. It is virtually the same outcome as a gas explosion.

One last warning: Kerosene, once heated, will also “blow-up”. So take care if you are setting a new fire in an already hot firebox. Best to allow the whole shebang (no pun intended) to safely cool first. An LPG-fired loco can be a real handful if your fire dies and you attempt a re-start without using the correct procedures. Be careful.

In the third and final part of this article, to be published in the next issue of Steam Lines, Jim deals with setting the fire.

It's a small world!

“Hello”, said the stranger as he walked in on a recent Tuesday morning coffee break. “I’m Colin from Hereford.”

Up jumped the president: “Hi Colin, I’m Tom from Leominster!”

Hereford and Leominster are just 13 miles (about 20km) apart in the English West Midlands. That’s a much shorter distance than many members travel from their homes to get to the club. And to think we are living at different ends of the earth – small world!

Colin (we didn’t get his surname) is a member of Hereford Model Engineers’ Society, which has an extensive track not far from the city centre.

Tom has visited the club on several occasions during trips “back home” and is known to several members, including one who used to be the chief photographer at the Hereford Times when Tom was there as a young reporter.

Colin maintains the Hereford track is one of the best

in the UK – but he would say that, wouldn’t he?! It has a membership of about 130.

Hereford and Leominster have a rich railway history, being on the “North and West” route between the industrial north and Wales and the West of England in steam days. Hereford was the junction for trains to Birmingham, Gloucester and Central Wales via Brecon although only trains to Birmingham, Cardiff and Manchester, Liverpool and North Wales radiate from its Barrs Court station today. Its shed (85C) had a big stud of Great Western locos, including, at one time, Pendennis Castle.

Leominster was once the junction station, with five platforms, for trains to Kington, Presteigne and New Radnor (Wales); Worcester; and Tenbury Wells and Bewdley (now part of today’s Severn Valley Railway). These services were hauled by locos based at the small Leominster shed, where Tom really got his face dirty helping to coal the tank engines as a young teenager.

Orangutans, head-hunters—and steam trains

IN the land of the Orangutan and head-hunters, steam is alive and well.

Visitors to the former British colonial outpost of Borneo can relive the nostalgic romance of trains of a bygone era on the North Borneo Railway, which runs almost half the length of the 138km Sabah State Railway system from Tanjung Aru to Kimanis.

With the train manager dressed in typical Victorian clothing at the turn of the 20th century, complete with pith helmet, passengers in the refurbished vintage carriages can slip back in time to experience a journey through sprawling paddy fields and working buffalo and traditional village homes on stilts before arriving in the Rice Bowl of Sabah, Papar.

The train is hauled by one of two 1955-era wood-burning 2-6-2 metre-gauge locos built by Vulcan Foundry in Newton-le Willows, Lancashire.

Passengers are treated to two meals during the four-hour return journey, a Tiffin-style breakfast and lunch featuring Asian and Continental cuisine.

With the growth of Sabah as a "light adventure" destination, the future of the North Borneo Railway is looking increasingly secure.

The railway, built and operated to international standards, runs twice-weekly, on Wednesdays and Saturdays.



Wood-burning loco No 6-016 pulls out of Tanjung Aru station on April 4. To its right is one of the two-car DMUs which provide the normal passenger service.



Big lengths of mangrove timber are used to fire the loco, which runs at a maximum pressure of 180psi.

There is also a normal passenger service running the full length of the line, which has a speed limit of 80kph. Opened in 1896, it is today Borneo's only railway system, with 15 stations.

Sadly, time prevented me from riding on the railway, but I did get to see its departure on April 4 and spoke to "lokomotif" driver Osmund Balandong and fireman Emmanuel Michael, an indigenous Kadazan. Both were very willing to share their knowledge, particularly after I told them I was also

locomotive driver!!

The railway was almost lost for all time during WWII, but in 1949, the then North Borneo Railway embarked on an ambitious programme to rebuild it and improve its service. But the high cost of operations on the lesser-used routes and competition from new roads resulted in branch lines being closed and in 1974, the main part of the line was cut from Kota Kinabalu, the state capital, to Tanjung Aru.

The line was closed completely in 2007 for maintenance and repair, with the section from Tanjung Aru to Tenom reopening in February, 2011. The state railway trains now take 2 hours and 15 minutes for the 138km journey.

The railway is used along its entire length for both passengers and freight.

Passenger services are in the hands of 1970-vintage two-car DMU sets, which have single-class seating and are non air-conditioned. There are also standard passenger cars which can be attached to freight trains. These, too, are single class and not air-conditioned. Three passenger trains operate daily in each direction.

Pictures and report by **Tom Winterbourn**



Fireman Emmanuel Michael (left), an indigenous Kadazan, seems undaunted by the slow rate of steam-raising. He is pictured with two "oiliers".



Two of my new friends bid their farewell as the train pulls out of the station.

June — a public run day of significance!

THE June run was significant in several ways, with two “new” steam locos, a new qualified driver, steam lorry rides and two prospective new members.

Although the day was more relaxed than of late, due mainly to only one party booking, the day was perfect in every other respect and the six or seven locos were kept busy until about 1pm.

John Wilson had his recently acquired “Heidi”, now renamed Romana after his wife, on public haulage duties for the first time and although he suffered from water flow problems later in the day, was well-pleased with the loco’s performance.

Also there with a steam loco for the first time was Dave Robinson, with his No 2, which passed Phil Gibbons scrutiny to be given its boiler certificate. Dave has now to get his steam driver’s ticket!

In the meantime, his new “mellow yellow” diesel was handed over to son-in-law Harry Rosser, who provided the “supervision” for new driver David Edmunds. At the end of the day, David was provided with his driver’s ticket by driving inspector Jim Crawford.

While all this activity around the track was going on, Andrew Manning was kept busy at the western end of the grounds providing rides behind his Foden steam lorry. This was the first time in several years that these types of rides had been offered during a monthly public run and, flushed with this success, Clive Jarman promised to bring along his traction engine and riding car to the July public run to help develop this model engineering side of our operations.

And to help top off a good day, two prospective new members attended, one from Spearwood and the other from Kalgoorlie!



Steve Briggs was going well with his B1 Klipspringer until a pin worked loose on the crosshead.



Ron Collins drives his 0-4-2 past the “stub” of the shed access track. The new turnout was due to be installed two days later.



Andrew Manning was kept busy for most of the day providing rides behind his Foden steam lorry. It was the biggest workout for the machine in a long time!

Dave Robinson fronted up for the run with a steam loco for a change! He is pictured preparing “No 2” for a steam test with Phil Gibbons.



Looking pretty in pink! Linda Jennings was back in her Priscilla driver’s “uniform”, pictured here with partner Clive Jarman.



Geoff Wilkinson was on “other duties”, looking after grand-daughter Jasmine



June run day (cont...)



Chris Smith (welcome back!) and Steve Reeves prepare gas-fired Blowfly for steaming.



John Wilson leaves the station driving "Romana".



New driver Dave Edmunds is held by signals at the station approach, under the supervision of Harry Rosser.

Show and Tell still going strong

THE Show and Tell segment of our monthly members' meetings continue to be supported, with three presentations at the June meeting.

Clive Jarman showed his Juliet 0-4-0 tank engine. Clive also announced Les Wyatt from Albany had six 9in diameter wheels for sale (available in the clubhouse) and Eric Webb had a 5⁷/₃₂" loco stand 1.5m long. If interested, contact Clive.

John Martin showed parts for a 5" Stirling single locomotive he is offering for sale for a third party. This is also at the club.

Andrew Manning presented a slide show via the club's new projector on his recent trip to UK.



If it's a Foden, Andrew gets excited. Here he details one of the traction engines he saw during his recent trip to the UK.



Left: John Martin explains some of the parts he has for sale.

Right: Clive Jarman detailing the progress he has made with his Juliet 0-4-0 tank engine.



A colourful day at the May run

THE May public run day was notable for its colourfulness, perfect weather and strong public patronage.

A survey by Cathy also revealed no fewer than 30 families were making their first visit to our grounds and no-one seemed to mind about the price increase introduced on the day.

Dave Robinson's new "mellow yellow" DB made its public run debut and, said Dave, it performed better than expected (just what did he expect?).

It ran from 9.50am through to 2.05pm "and it was a brilliant day hauling passengers", he said.

"It used about two-thirds of a tank of petrol and the battery was fully charged when we stopped. You will definitely see more of the loco, hopefully with more carriages behind it!"

The only downside to Dave's day was a derailment on the station approach points which broke a wheel flange on one of the two brown carriages, reducing his load to just one carriage!

The defective carriage was taken home by Ron Collins for repair.

If the colour of Dave's loco was not enough, there was Linda Jennings swanning around as a fairy of sorts on her pink diesel Priscilla! Here are a few pics taken on the day:



Linda Jennings looks the part driving Priscilla.



Harry Rosser leaves the station driving father-in-law Dave Robinson's new DB diesel.



Dave Naeser waits to enter the station with his Baltic tank loco.



Gilbert Ness is a study in concentration as he comes into the station under the watchful eye of loco owner Ron Collins.



Blow-down time at the end of the day for Ron Collins, watched by Gilbert Ness.

Our train rides missed at AMRA

THE 2015 AMRA exhibition was notable for several reasons. On the positive side, over 60 exhibitors were present and our display was well-received, writes Steve Reeves.

This year's model railway expo marked the 40th anniversary and the organisers brought back some of the layouts from the first two years.

However, on the downside, patronage continued its steady decline over recent years.

Steve believes the poor attendance this year could be attributed to the good weather and various other attractions.

One of the "other attractions" was the WA Day public holiday event at Wilson Park, where Castledare Miniature Railway was almost overwhelmed with the number of passengers, providing about 1700 rides. Again, the perfect weather was a key factor.

Despite the poor attendance, our model engineering stand was well received, but our decision not to run train rides was lamented by many. We have been asked by both the organisers and public to return next year with our train rides.

Steve said there were several serious membership enquires and he gave out several membership forms. "We even had a past member come to re-join!" he said.

Steve thanked Dave Edmonds, Harry Rosser and Dave Robinson for helping on the Saturday; Dave, James Giddons, his son Ethan and Noel Outram for helping man the display on Sunday; and Peter Harding

and Paul James on the Monday. He also thanked Dave and Tom Winterbourn for setting up on the Friday.

"We also had a young member from Castledare help out with the live steam display on the first two days," he said.

The society now has to decide whether it wants to reinstate the train rides, but before that can be done, someone has to put his hand up to organise the event.

The NDMES display was sited alongside that of SWMEA at Bunbury, with Brenton England and wife Grace setting up and mostly running the stand. Among the items on display was a model of the near \$1m station proposed for the Forrest Park Railway, to be funded by the South-West Development Corp and, hopefully, a Lottery West grant.

"My take on the exhibition is that it was set up very well, but lacked in the number of people attending," Steve said.

"To get the crowds back, the organisers need to be cleverer with their advertising, perhaps using the electronic media as well as newspapers, TV etc.

"Our display was mediocre compared to what we have done in the past and the lack of train rides made it worse. Nevertheless, those who attended and helped out enjoyed themselves. We had some young helpers, which was good to see as they are the next generation.

"From the public's perspective, it was an informative display.

"Should we bring the train rides back next year? YES!"

Photos from the weekend on page 12

Train make-up delays

IN order to streamline the process of preparing trains on the raised track for running days, more emphasis is being placed on making up train consists in front of the carriage shed, rather than on the main line.

This is reducing the number of obstructions to trains already in operation.

In order to further improve the train make-up process, it may be necessary to install a second line in front of the shed (south side).

Under the new arrangement, complete trains, with locos, can move over the "bendy track" to the station with a minimum of interference to other trains.

Another option suggested, but yet to be seriously considered, is to use the dual gauge turntable access line in the steam-up shed to provide access to the carriage shed make-up tracks, thus obviating the need for drivers and locos to block the main running line as they reverse to pick up carriages.

The committee is open to any suggestions from members to reduce track blockages in this area.

Bakewell shrink-wrapped!

IS there nothing that can't be shrink-wrapped today? Travellers on the Midland line couldn't fail to notice that S Class 4-8-2 No 542 "Bakewell" has been so treated.

The loco has been "plinthed" at East Perth interstate terminal since 1976.

PTA media manager David Hynes explained on July 7 that crumbling asbestos had been found in the lining of the boiler, so the loco was immediately encased in shrink-wrap material and asbestos removal experts in "space suits" brought in to remove the dangerous fibres.

David said the work had been completed (by July 7) and the encasing material would be removed soon. The tender was not affected.

S542 was the second of ten 3ft 6in gauge Mountain class freight locos built by the WAGR at Midland workshops in 1943.

Bakewell and other members of the class were withdrawn by the WAGR in June, 1971, and placed in storage pending scrapping at Midland workshops.

AMRA (cont...)



Peter Harding runs the live steam display.



A selection of stationary engines on display.



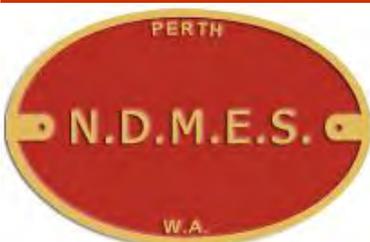
Leia on display.



Harry Rosser and father-in-law Dave Robinson on duty at the NDMES stand on the Saturday.



Young friends helping out: Ethan Giddens and Castledare member Luke Mills run the live steam display, watched in the background by James Giddens and Noel Outram.



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