

# STEAM



# LINES

NORTHERN DISTRICTS MODEL ENGINEERING SOCIETY INC.

July 2004

## Two WA Model Engineers

by Dick Langford

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Clive Jarman and Ed Brown show off their trophies alongside the models at the track.

Photo by Dick Langford

At the 48<sup>th</sup> Australian Association of Live Steamers Convention held at the South West Model Engineers Society track in Bunbury, Ed Brown won the Bolton Trophy for the best model of an Australian prototype locomotive and Clive Jarman won the Tullamarine Trophy for the best steam powered road vehicle.

Ed's winning locomotive is a 3½ inch gauge model of a Western Australian Government Railways D<sup>D</sup> class tank

engine, number 592. It is beautifully finished and detailed and runs impeccably. The locomotive was built from the WAGR plans for the full size locomotives which, fortunately, were drawn to a scale of 1 inch to the foot.

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## CALENDAR OF EVENTS

General Meeting	Club Meeting Room Vasto Pl, Balcatta	8:00 pm	Friday 9 July
Club Work Day & Run Day	Club Track Site Vasto Pl, Balcatta	8:00 am–12:00 pm Run 12:00 onwards	Sunday 11 July
Public Run Day	Club Track Site Vasto Pl, Balcatta	11:00 am–3:00 pm	Sunday 25 July
General Meeting	Club Meeting Room Vasto Pl, Balcatta	8:00 pm	Friday 13 August

# Minutes of June General Meeting

by Milton Smith

The meeting was opened at 8.09 pm with the President Richard Langford in the chair.

**Apologies** — N. Merchant, Ed. Brown, J. Crawford, B. Brown, S. Reeves, V. Divine.

In his opening remarks, Richard thanked all for the great support at AMRA, and in particular to Steve Reeves who set up the display, Ernie Redford and David Hunter.

**MINUTES OF PREVIOUS MEETING** — The minutes of the meeting held on 14<sup>th</sup> May 2004 were accepted as presented. Matters arising from the minutes: Nil.

## CORRESPONDENCE —

### Inwards:

1. Burdett and Associates are certifying structural changes to the building for the lift. Invoice for \$110 also included.
2. AALS. Minutes of AGM held at Bunbury. An item of interest concerned the definition of a visitor to the club — a bona fide member of another recognized club, a prospective member who could be a visitor for only 2 months. Visitors must sign in.
3. AMBSC. Minutes of meeting held at Bunbury.
4. City of Stirling — Certificate of Occupancy for club rooms.

### Outwards:

1. D. Baker to Mr. T. Slater re costs to have the portable Track operating at Langley Park on 5<sup>th</sup> February 2005. There would be no charge to patrons for rides. (Insurance matters were also discussed, and also what needed to be done about the rule of no rides with open or no shoes)
2. Second scheduled payment of \$7000 for the purchase of the lift.

**FINANCE** — AMRA gross receipts for rides were down approx. 50% compared to 2003. Gross badge sale receipts were also down. Current status reported.

**GENERAL BUSINESS** — Doug Baker explained the corporate structure of AALS in some detail. This was edifying to all. Matters of legal and financial obligations of members and of the "directors" (Committee) were also raised. The club operates under the broad umbrella of the AALS code of practice, but we are an incorporated association with our own constitution. (*See article in Supplement*)

The meeting then observed the operation of an excellent linishing machine made by Ken Austin.

The meeting concluded at about 10.00pm.

Milton Smith

## Two WA Model Engineers (continued...)

(Continued from page 1)

Additional information was obtained from photographs and measurements of one of the two locomotives preserved in Perth.

Ten prototype D<sup>D</sup> class locomotives were built at the WAGR Midland Workshops in 1946 and were intended to haul suburban passenger trains over the three 3' 6" (1067 mm) gauge lines comprising Perth's suburban rail system at the time. They weighed 72 tons 12 hundredweight (73.8 tonnes) in working order and had a rated tractive effort of 18,768 pounds (8521 kilograms). They were eventually replaced by diesel railcars in 1968.

Ed is a steam locomotive man from way back. He was born in Northam and served an apprenticeship as a machinist at the WAGR Midland Workshops during the steam era. One of his more unusual jobs (for an engineering workshop man) was building and maintaining the WAGR's popular model railway exhibit at the Perth Royal Show and similar exhibits at other Agricultural Shows and in Boans, Perth's leading department store at the time.

Ed has built two other live steam models; a 3½ inch gauge WAGR U Class locomotive and a 7 ¼ inch gauge WAGR B class locomotive. The U class model is now owned by the Western Australian Museum, but is currently in storage and cannot be seen by the public. The U class locomotives were 4-6-2 Pacifics built originally for war service by the North British Locomotive Company and were purchased by the WAGR in 1946. With light loads they were fast and this inspired the introduction of the Australind Express between Perth and Bunbury, then the fastest timed 3' 6" gauge train in Australia.

A 7 ¼ inch gauge model of a WAGR B class locomotive followed. The B class locomotives were an earlier engine; the first two entered service in 1884. The class eventually comprised 11 engines, built in England by Kitsons and Dubs. Like Ed's D<sup>D</sup> class locomotive, the U class and B class locomotives were both built from the original WAGR drawings.

The dominant machine used by Ed to build these three  
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# Your President's Thoughts for July

by Dick Langford

Winter is with us and that should mean we are all beavering away in our workshops making things to bring along to our Friday meeting which is a model engineering evening this month. I look forward to meeting lots of you there – don't let the cold blustery weather keep you away.

The AMRA model railway exhibition is over for another year. This year we did not do well financially as the number of people who visited the show was well down on previous years, due mostly, I believe, to a decision by AMRA not to advertise on the telly. See, there is some use for it! Despite this, I believe our display was among the best we have staged. The new location gave us a little more room and we showed the public lots of interesting model engineering. Hopefully we will see some of these people at Balcatta – a lot of people were surprised at what we have at Balcatta as they watched the slide show that ran throughout the show.

Thankyou to every member who helped the Society in some way to present our show. It was great to see so many of you helping at various times. Your participation in events like this helps the Society in many ways. The public gets to know about us, our model railway friends get to know more about us and the Society's image is generally enhanced.

Small traction engines are just the thing to display at shows like AMRA. When home time comes, you put a lead on it and just walk it out of the building to your car – at least that's the way Denis Lord does it. Talking about traction engines, have you seen the cover of the July-August edition of Australian Model Engineering? The photo of Clive Jarman's "Boadicea", taken at Bunbury during the convention, looks terrific. And the next issue of AME will most likely have a follow up article on Clive and his traction engine and Ed Brown and his WAGR DD class locomotive. Clive and Ed were both awarded trophies for these models at the convention. (*see lead article page 1*)

The 50<sup>th</sup> AALS convention is fast approaching. Easter 2006 will see the convention being held at the Sydney Society of Model Engineers Inc site at St Marys, a western suburb of Sydney. This society will be 100 years old in 2006 too. Start planning your trip now!!

The changes to the building to accommodate the lift are now under way; once these are finished the lift can be installed. Like to help?

Sadly, John Millman passed away late in June. John was a great bloke who fired and drove for many years on the Great Western Railway in England before migrating to Western Australia to escape the English weather. John

built four live steam locomotives: a 5" gauge Simplex, a 5" gauge LNER 2-8-0 to the Nigel Gresley design and two 7½" gauge freelance locomotives, Phoenix and Merlin. His two 7½" gauge locomotives ran at the Castledare Miniature Railway where John was President for many years. The Western Australian live steam fraternity will miss him greatly. NDMES has expressed its sympathy to John's wife Mary and their son.

I am heading for Melbourne on 12 July for about ten days to soak up some Victorian steam. Noelene and I will be exploring Puffing Billy territory to see the recently restored ex Victorian Railways 2'6" gauge 2-6-0+0-6-2 G class Garratt locomotive steaming across the famous Monbulk Creek trestle bridge and enjoying a luncheon trip behind it. Its restoration has taken over twenty years and cost \$1,700,000! Would anyone like to build an interesting 5" gauge model? It would be 8'4" long!!

We also plan to spend a day or two checking out the Diamond Valley Railway and the Tullamarine Live Steam Society's new track at Bulla. I will let you know what we find when we return.

Dick Langford

## 50th AALS Annual Convention

The 50th Annual AALS Convention will be hosted by the Sydney Society of Model Engineers Inc. at their grounds at St Marys over the Easter weekend 14 to 17 April 2006. Not that long away.

Hopefully several NDMES members will be able to make it over there for this momentous occasion, including those who are busily building Rainhills.

A copy of Convention Bulletin No.1. containing all the information regarding the convention at this stage has been mailed (the conventional way) to most of the clubs, but email is an easier way for those with internet access.

The NDMES has copies, so you can have a read next time you are at the track, or get your own copy

If you want to be on the Convention e-mailing list so you receive future updates and Bulletins directly, a quick email to: [ssme\\_2006@hotmail.com](mailto:ssme_2006@hotmail.com) will ensure that you are added.

This email address has been created to exclusively handle convention correspondence, so please use it for convention related material.

Good steaming

**David Archibald**

**SSME Convention Secretary**



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Ed now has a mill drill in his workshop, but did not own a milling machine while he was building the D<sup>D</sup>.

In between building these engines, Ed has been involved in amateur radio and N gauge model railways (electric mice!). However, these hobbies did not offer the challenges of building live steam locomotives. Ed is now retired and is currently building a WAGR Z class guards' van to trail behind his D<sup>D</sup> 592.

Clive originally trained and worked as a precision sheet metal fabricator in the British aviation industry, in Buckinghamshire, north of London. He moved to Western Australia in 1978 and is now involved in small scale robotics. He designs and builds materials handling robots, primarily for laboratory microscope work.

Clive built his first model steam engine when he was 15 and still at school. It was a little single cylinder brass oscillating engine, with Clive tells me, a pretty thin brass boiler fired with meths to provide steam.

Prior to building his beautiful prize winning 4 inch scale Ransomes, Sims and Jefferies compound light steam tractor, "Boadicea", Clive made two other traction engines. His first was a 1 inch scale "Minnie" to the popular L C Mason design. This was followed by a 1½ inch scale Burrell built, with some modifications, to the Bolton drawings.

Clive has also built some live steam railway locomotive models. He has a lovely 5 inch gauge 0-4-0 locomotive based on a narrow gauge prototype. This locomotive is named Sharalin and is similar to the 2 foot gauge

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locomotives is an Australian made Hercus lathe which was originally in service with the WAGR at its Midland Workshops. Ed used this machine during his apprentice days and purchased it from the WAGR. It still serves him well, although it is now about 60 years of age.

Hunslet locomotives that operated in the Welsh slate quarries and other sites.

Stationary steam engines and small internal combustion engines are other fields where Clive has shown his substantial construction ability. He has also built two 7¼ inch gauge steam locomotive chassis. These two chassis were for a LMS Royal Scot and a Hunslet 0-4-2 locomotive.

Clive has also built a few small copper boilers, the biggest of these being for a Simplex 5 inch gauge locomotive, for friends. "Boadicea" also has a copper boiler which Clive built.



Clive has a well equipped workshop that he uses for both his hobbies and his commercial activities. It includes a Myford Super 7 lathe, a 180 mm centre height Herless lathe, a Bridgeport look-alike universal milling machine and an oriental mill-drill which Clive has modified to better suit his needs. His workshop also includes a surface grinder.

Clive is currently establishing a commercial lost wax casting facility in Perth. This foundry will be able to produce aluminium and bronze investment castings of up to about 2.5 kilograms in weight. Facilities for pouring under vacuum will be included.

Dick Langford

## FOR SALE

Part completed 3½" gauge tank engine chassis, built by ex NDMES member Mike Lynn to the "Firefly" design. Phone Mike on 9298 8670 if you are interested in turning a very nice chassis into a finished Great Western Railway locomotive. A very reasonable price is being sought.