



June 2003

NDMES at AMRA Exhibition 2003

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The annual AMRA Exhibition took place over the long weekend of 31 May to 2 June.

The NDMES was present and as always, offered the usual well-patronised train rides together with a model engineering display stand, although with slightly less space than in previous years.

Thanks to all those Members who turned out to assist, making it yet another successful event!

Some of the Society members pose for the camera at the end of a busy day at the AMRA Exhibition.

Photo: Ray Shersby



CALENDAR OF EVENTS

General Meeting	Club Meeting Room Vasto PI, Balcatta	8:00 pm	Friday 13 June
Club Run Day	Club Track Site Vasto PI, Balcatta	11:00 am—3:00 pm	Sunday 15 June
Public Run Day	Club Track Site Vasto PI, Balcatta	11:00 am—3:00 pm	Sunday 29 June
General Meeting	Club Meeting Room Vasto PI, Balcatta	8:00 pm	Friday 11 July
Club Run Day	Club Track Site Vasto PI, Balcatta	11:00 am—3:00 pm	Saturday 12 July

AALS Convention Report

by Doug Baker

Dear Secretary and Members,

I have recently returned from Adelaide with unbridled enthusiasm stimulated by some 94 beautiful engines that attended the AALS Convention. Nearly every one I wish was my next project; however reality is a great leveler. While discussing these engines would be a better read, it is the politics that I wish to discuss and advise you of.

There were a number of issues that stimulated some healthy debate at the delegates meeting but the principal topic of discussion outside the meetings was the current situation that the various clubs in South Australia were being confronted with. Before I expand into that I will attempt to advise, as closely as possible, the discussions that unfolded at the Boiler Inspectors and the Delegates Meetings.

The Boiler Inspector meeting was basically a meeting because we had to have a meeting! There were two main issues, the first being: there are almost no steel code publications in stock. The request from the Chair was if anyone has any form of input to this code would they please speak up now before it is reprinted, so any and all inclusions and amendments can be addressed.

The next item was the rejection of a boiler and the identifying of this vessel. The specific problem is if the owner refuses permission to allow some number to be stamped on a boiler that is condemned, then that boiler can be surreptitiously on-sold to an unsuspecting purchaser. I suggested that the backhead should be stamped after the plate inspection with the boiler number that was to be allocated to that boiler. This number being already attached circumnavigates the previous scenario. David rejected this suggestion as it is considered that the backhead could be put on another boiler. I have a pretty strong opinion about this comment, but it was resolved that the problem was to be distributed amongst the Boiler Inspectors, who may have an answer.

The Delegates Meeting really was a quiet affair - all the business that was tabled in a postal vote was endorsed and in due course you will be advised of the outcome.

- The issue of MELSA in Queensland: David Proctor spoke in their defence, the motion was withdrawn.
- The incorporation motion: the executive have been asked to ascertain the cost and so on, so that the debate can be viewed with some understanding of where this is going to lead.

The next issue that I would like to report on as previously said, was actually outside the meeting

although it was touched on as an advisory statement but that's all. Because of a fatality on a showman's ride, the South Australian Government has removed all the self-determining rights from the clubs. What this means is if your club was in SA you would have to have a chartered engineer to ratify the integrity of the railway and facilities. If you like, an accreditation compliance review. From what I have been told the cost for this service starts from several hundreds of dollars to thousands.

The demands stipulated are very stringent and the compliance expectations are not negotiable, they are mandatory. For an example, the Port Augusta Society was requested to lift their track so the engineer could inspect all the sleepers from the underside. Fortunately for them, common sense prevailed but not until they engaged another engineer. Every length of track has an identifying number. Common to all societies, every riding car has a backrest at the last seated position, all fences are to be of a pool style with straight verticals that toes cannot be inserted and climbed. (Chain link fence is definitely out). All light-up areas are restricted to members only with a 1 metre fence all around where the public may gain access. All crowd-congregating areas, i.e. stations picnic areas and so on, are also to be fenced off from the permanent way.

All bridges and tunnel portals are to have black and yellow highlights. They also wanted deadman regulators fitted to all locomotives—however this was shown to be over the top and they were granted an exemption. All the rolling stock, locomotives and so on were inspected.

No road vehicles to be operated unless enclosed in a barrier fence around the entire perimeter, once again a metre high. This is just the tip of the iceberg, there is a lot more, but I believe you should have the understanding of what is going on.

The question of where this is leading is a scary one, as the departments in each State may well be independent but they do talk amongst themselves, and with today's communication systems they all have the same documents within seconds of them being posted. Safety issues and duty of care expectations are something that we as a group must embrace intimately and without any compromise.

Our only defence to this legislation is the paper trail—it is the most singularly important traceable record that is available to us. It is imperative that good records of inspections are kept of the track, rolling stock, locomotives, and so on. All maintenance, be it routine, breakdown, vandal, and no matter what form of repair,

May General Meeting

The Meeting was opened at 8:00 pm with the Vice President, Richard Langford in the Chair.

There were 22 members and one visitor, **Ken Cooper**.

Apologies:- R. Dunn, C. Chapman, M. Smith, J. Crawford and R. Date.

Applications for membership:- Ken Cooper and Peter Jennings, both prospective members, have attended several meetings.

MINUTES — of the April General Meeting were read. D. Langford moved that Minutes be accepted as read. Seconded J. Shugg. Minutes of Meeting accepted.

Matters arising from the Minutes:

Doug Baker asked how David Hunter knew details of what he took to be confidential Committee business. A heated argument commenced. Chairman declared that the subject be dropped or the meeting closed forthwith.

AALS Convention Report

(Continued from page 2)

is noted in a book and signed off. It is imperative that the shoe regulation is complied with. Apart from the preceding it is an insurance requirement. The incident book must be kept up to date no matter how trivial the incident may be. All these things matter as if we have to comply to the specifics of AS3533, believe me you will be doing a lot more paperwork than what is expected of us now, with a cost attached that in some cases is crippling if we are grouped under this umbrella.

With the preceding in mind please, understand I cannot paint a black enough picture, I make these comments to you with hope and expectation that you and your colleagues do not treat this situation as tenuous but embrace all Standard Operating Procedures intimately. I am aware that some of your fellow members will consider this request to be over the top but please persuade them to accept our current legislation (Codes of Operating Practice) without compromise, as what happened in days past is well gone.

On a personal note, the convention was fantastic. Penfield Society are to be congratulated for the effort they put in, a truly remarkable job, considering only two years ago there was nothing but anguish. Without any hesitation, I state this club has come back stronger than ever and I look forward to the next gathering there.

You may contact me at any time as you wish,

Regards to you all.

Doug Baker
WA AALS Representative

Minutes of Meeting by Andrew Manning

Dennis Lord moved that the issue be referred to the Committee. Seconded N. Merchant – Motion carried.

Dick Langford advised that he had not progressed getting quotes for pruning and removal of trees.

Doug Baker moved that both Ken Cooper and Peter Jennings be accepted into the Society. Seconded B. Tanner. Motion carried. Chairman welcomed Ken Cooper as a member.

CORRESPONDENCE IN —

1. Letter from D. Baker as WA AALS representative. Convention report — see page 1.
2. Letter from Salvation Army seeking volunteers to help with Red Shield appeal door knock 24/25 May.
3. CoS – Request to update records.
4. Cinders and Soot.
5. Letter of thanks for donation from Stephen Cox.
6. Letter from Albany model railway advising their Hobby Expo 2003 had been cancelled.

CORRESPONDENCE OUT —

1. CoS – Update of Society details.

TREASURER'S REPORT was presented.

GENERAL BUSINESS — **Doug Baker** gave some feedback on the Easter convention. Refer to page 2.

Doug Baker moved that the Committee review the various procedures and training manuals already prepared with the aim of formally introducing same. Seconded B. Weir-Smith. Carried.

Steve Reeves advised that the roster for AMRA was complete. He said he was having a battle getting the amount of area we have had in previous years. Members attending to assist must have an exhibitor pass.

Doug Baker will be duty officer for the weekend. Members must sign on and off each day.

Doug Baker advised that he had received a donation of outdoor plastic planking for use as the track base of the garden railway. Progress was continuing with track supports and footings will be cast soon.

MODEL ENGINEERING — **David Naeser** showed the regulator for his 7¹/₄ loco. The regulator is designed for installation through the Dome. Included were the backhead and front tubeplate O ring seal assemblies. A fine piece of work.

Doug Baker showed a stainless steel reversing lever for his launch engine. The lever was carved from a length of SS prop-shaft. Doug advised he had a large quantity of this material and would be happy to pass on some to members in return for a donation to the Society.

Andrew Manning



Northern Districts Model Engineering Society Inc.

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<http://www4.tpg.com.au/users/jimclark>

AMRA Exhibition Weekend (continued)...



Above: Fine Showman's engine by Dennis Lord in the Model Engineering Display.



Right: Steve Reeves and Milton Smith ready to show the public the marvels of steam.

Photos: Kevin Bradney

ROSTER REMINDER

The following Members are rostered for June:
Saturday 28 June (8:00am to 12:00am) - Clean up grounds for Public Run Day.

Ken Austin
John Shugg
Neville Merchant.

Sunday 29 June (9:30am to 4:00pm) assisting as required at the Run Day.

Milton Smith
Stu Martyn

For July, Saturday 26 July:
Nigel Mammatt, Dick Langford, John Hudson.

For Sunday 27 July:
John Martin, Dennis Lord.

POSITIONS VACANT

Multi-skilled People —
There's still some finishing work on the interior/exterior of the new Club House.

Also track maintenance, trimming, clearing etc.

Contact Ron Date for more details, or just come on down to the track site.

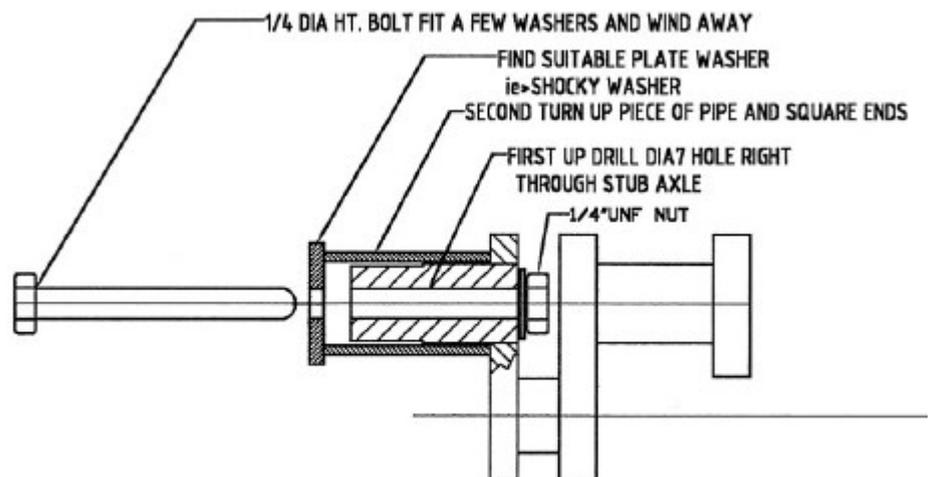
WORKSHOP HINTS by Tony Jones

If you have a composite crankshaft that you need to repair or upgrade and you need to extract the end shaft, don't take to it with a hammer.

Take a look at the attached sketch. Follow the stages of drilling a pilot hole then enlarge to 7mm dia. Of course, pack the webs to prevent damage. Make up a tubular spacer with washers and set up the bolt with small dia. washers under the nut and wind away—even small pins can be sheared through.

The particular one I did had Loctite but that 1/4 bolt pulled it out no trouble. New shafts will now be made up from SAE4140 as I have nothing cheaper.

Tony Jones



THE NO DAMAGE METHOD WAY OF REMOVING WORN OR DAMAGED AXLES. AS APPLIED TO D. HUNTERS CRANK