



Goodbye Tony, and thanks

ALMOST half the NDMES membership paid their respects to club stalwart Tony Jones, either at the church service or at Pinnaroo Cemetery, on January 16.

Cedric Anthony (Tony) Jones died on January 8. He was 80.

Six NDMES members attended the early funeral service at St Gerard's Catholic Church, Mirrabooka, and up to 20 members were at the Pinnaroo Cemetery service later in the morning, such was his popularity.

Tony leaves behind plenty for us to savour, in particular much of the ground level track on which we operate.

His involvement in the construction of the clubhouse is not known by many who have joined the club in the last 10 years or so, but this is reflected on by long-serving member John Shugg on pages 4 and 5.

Tony became a familiar sight in his "dug-out"—the steam-up bay— at most working bees during his 13 or so active years with the society.

Over the last couple of years, though, he increasingly became an occasional visitor.

Tony was a devoted father and grandfather, and leaves behind his widow, Marilyn (Helen), three sons,



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NDMES member Marcus, now resident in the UK, Simon and step-son Ian and daughter Vanessa. He also leaves five grandchildren.

Ian provided the picture published here, of Tony in happier days at Balcatta.

Ian proudly recalled the club being the venue for his twin sons' third birthday party last year, arranged by Tony.

"I know Dad had a special connection with the club and that he dedicated a good amount of his retired years there doing what he loved," Ian said.

"It was also touching to hear that he was held in high regard by club members and that his efforts there, especially with the 7¼ gauge track, will be a lasting legacy."

Full report and more pictures on page 4.

Another action-packed two months!

THERE'S one thing about this job that's constant: There's never a lack of developments and events to write about!

The past two months have been no exception, with the highlight being our 30th birthday celebrations, with a raft of visitors to help us party.

We are indebted to Stirling Mayor Giovanni Italiano (where's he from again?!) for coming along on February 15 to unveil our new honour board. In fact, Mayor Italiano enjoyed himself so much he came back for a second helping in the afternoon, this time bringing his daughter and her family. Our other civic visitor was ward councillor Dr Andrew Guilfoyle. Unfortunately, Cr Samantha Jenkinson had to cancel at the last moment.

Also present to help us celebrate were four of our founding members and representatives from other AALS affiliated societies and Bennett Brook Railway at Whiteman Park. From all accounts, everybody enjoyed themselves, many just catching up with old times.

The honour board is reflective of our history, recording the names of all office-bearers of the society since that first meeting in Scarborough on February 9, 1985. Much of the credit for the honour board is due to John Turney and John Martin, for researching the names of executive officers over the years, and also Richard Harris (son of member John Harris) for placing all the names on the board.

President's Report



by Tom Winterbourn

There were some interesting new locos on display in the steam-up shed and other smaller examples of model engineering on display in the clubrooms.

The club continues from strength-to-strength, with new members Jaco De Lange and Dave Edmunds welcomed at the February members' meeting and at least two more new members likely to be welcomed at the March meeting.

Ken and Andy continue to make progress with the new storage shed access tracks, with the blades fitted to the triple switch, now inset in a concrete pad in front of the shed. Also, the "missing link" between the back straight and the shed access points should be re-installed by the time you read this.

Jaco didn't take long to provide us with his electrical expertise, isolating the old lighting system, which had been causing us some concern, and then removing the rusting fluorescent light fittings in the roof space. He will present the committee with a lighting plan at its March 8 meeting.

The February public run was used to try out the brown BBQ briquettes and, by all accounts, they proved very popular. I started using them in my Black 5 and then the drivers of the other two GLT steamers operating, Ron's 0-4-0 and the club's 0-4-2, also trialled them, with success. So Steve has been asked to purchase another 12 bags, while Ron is pursuing another load of char, as the

(Continued on page 3)

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President's Report (cont...)

(Continued from page 2)

briquettes-char combination definitely seems the way to go.

Geoff has carried out remedial work on the tunnel and this is now safe to use in its present form into the foreseeable future. The top of the tunnel has yet to be sealed and a decision will hopefully soon be made on how to make better use of this elevated vantage point.

In late January, an arborist checked trees in the picnic grounds and gave them a clean bill of health.

The only downside to the two months in review was the passing of club stalwart Tony Jones (see separate story pages 1 and 4).

Now that we can see some clear air ahead of us after the birthday bash, the committee will turn its attention to the other big event on the horizon, Sandgropers 2015. There are a lot of challenges confronting us and perhaps the best way forward is to appoint a sub-committee charged with the responsibility of organising this event. The committee was to discuss this at its meeting in early March.

Also, our new friends at the City of Stirling may be able to help us in applying for a special events grant to cover some of the costs of staging the event. These grants are available through the council.

As I hypothesised at the honour board unveiling ceremony, there are many ways in which we can better handle the big number of passengers now attracted to our monthly runs. I would personally like to see another overbridge at the eastern end of the station to return passengers to the picnic grounds, rather than have them swim against the tide to return via the present overbridge crammed with people queuing for rides.

This would have a two-fold effect. With just one-way traffic into the station, the divided station access could be used for those wanting to ride on GLT trains (left hand race) and raised level track trains (right hand).

Ron has some material which can be used to build the overbridge and perhaps we can apply for a LotteryWest grant to cover some or all of the costs.

Another issue is to get the station loop working effectively, as this has not happened at the last two public runs, through one reason or another. I know that some members would prefer to see blade points replace the present switch at the approach to the station and also

blade trailing points at the other end of the station, obviating the need for the drivers to operate these points.

But these issues will have to take their place in the queue.

Also, track supremo Ken (Mr Fabricator) Cooper is looking at installing blade points just after the overbridge to gain more direct access to the new workshop and carriage storage shed – and possibly an extension of the running line to the western extremity of our grounds and back down to the rear of the workshop to join either the back straight (now currently out of use) or the GLT over the tunnel exit. I must add here that these are my musings and they have not been discussed at committee level. In any event, they are not on the immediate “must do” list and may not happen.

On the downside, we have had to cancel the active involvement of our trains at this year's AMRA. Despite repeated requests, no-one seems willing to step forward to organise our participation, despite the organisers wanting us to continue offering rides. Steve has offered to have a small display there to help promote the club.

Also, the garden railway project still seems to languish, similarly waiting for someone to come along and take the project forward. That request is still on the table. A garden railway would provide another important activity within our society, another element of our model engineering base, if you like.

Cheers – Tom Winterbourn



The first steam loco over the new track: Ed Brown and Ron Collins 0-4-0 makes make an early trial run, with Ron, Ken Cooper and Damien Outram in his wake. Photo: Geoff Wilkinson

Calendar of Forthcoming Events

General Meeting	Friday	13 March	8:00 pm
Club Run Day	Sunday	15 March	9:00 am — 2:00 pm
Public Run Day	Sunday	29 March	10:00 am — 2:00 pm
General Meeting	Friday	10 April	8:00 pm
Club Run Day	Sunday	12 April	9:00 am — 2:00 pm
Public Run Day	Sunday	26 April	10:00 am — 2:00 pm

Goodbye Tony Jones



Left: Tony Jones in his element — Watched by son Marcus, he is at the regulator of Daphnemay at Bunbury in 2008. The loco was built in Toodyay by a good friend and relative of the Jones family, but was owned at the time by Terry Johannsen. Unfortunately, the head of the person walking past proudly wearing a T-shirt bearing the Welsh dragon is “missing”. It was Marcus’ brother Simon.

The photo was taken by Tony’s brother, Gerry.

“We all remember Tony Jones seated on a couple of blocks above the fire stair, where he could operate the electric winch for lifting blocks to the first floor level and calling out “more mud...” to the cement mixer crew down below.”



Tony then turned his attention to other things. In 2005, with then new president Dick Langford’s support and encouragement, he started to work on a carriage traverser on the elevated track close to the flag-pole. This was intended to provide access to two parking roads for 5” gauge elevated cars, the curved off rail bridge to have an 11m radius curve.

“Somehow this ended up as a 5½ m radius, which the cars could not negotiate as a coupled set,” John said. “In the end this project was abandoned.”

(Continued on page 5)

TONY Jones did much to both establish the club and then to make it a better place for members to use.

Of course there was the track work, but many of the newer members would not be aware he also helped in the construction of the new clubhouse just after the turn of this century.

One member who can recall his early involvement is John Shugg. He said when foundation president Doug Baker had the columns for the clubhouse measured off and gussets welded to the RHS columns, he erred on the location of the first floor load-bearing channel beams, but the uprights were erected anyway.

“We had hired a Hiab lift truck to assist with the lifting. The first floor level was around a foot too high. That meant the top floor ceiling would have been only 7ft high!” John said.

He said Doug suggested a few solutions to committee members, like extending the building width in proximity to the fire stairs, but this didn’t happen.

“At this juncture, Tony offered to take over the role of steel erection — and a competent job he made of it,” John said. “The columns were pulled down, about 350mm was cut off the bottom of each upright, footing plates re-welded on and the slightly misaligned holes opened out or new plates fitted.

“The pieces cut off the foot of each column were welded to the trusses and plates were welded to connect columns and trusses.”

John said an enduring reminder of this saga can be seen in the clubroom. The block work had reached eight courses in November, 2001, thus doors were included and an element of security achieved. Over time, the remaining steel work and the block laying was completed, using a crane and rigger to assist with the erection of the trusses. The roof was fitted by commercial contractors.

“So between (new president) Ron Date and Tony Jones, the clubhouse rose to its current height with the twice-weekly work gangs beaver away,” John said. “Mid-week work days were changed from Wednesdays to Tuesdays so Ron didn’t miss out on his ballroom dancing sessions!

Goodbye Tony Jones (cont...)

(Continued from page 4)

John said some time around here, Tony brought his 5" "Pansy" to try out on the elevated track.

"I recall he had some problems which may have been due to valve settings, there being plenty of steam issuing forth but not too much forward motion," he said.

Work then started on the ground level track, with Tony and Ken Cooper using the jig built by Ernie Redford. The committee at the time had agreed that the outer circuit only would be completed and that no additional work be started. "Tony just continued on anyway with the inner circuit," he said.

The first locomotive to haul a train around the outer circuit was actually "Elidur" which came from Bunbury and Tony had the privilege of sitting on the "aft end" of the first train.

Nigel and Pauline Sales' 7¼" Bridget ran second around the track on February 8, 2010.

Then Tony decided to build to his own design an elevated track flexi point to accommodate the removal of elevated cars into a purpose-built carriage shed without physically lifting and carrying the cars.

"Alas, the track flexed under hand pressure and would not retain gauge under load," he said. "The rebuild was beyond economic repair and the work was scrapped as we had already agreed that the "bendy points" used by the Bournemouth Society in the UK would be the design to follow."

That final disappointment should not, in any way, impact on the important role Tony had played in the development of our club facilities, for without that work, our club would have been a lesser place.

Raised track train make-up delays

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

This will reduce the number of obstructions to trains already in operation.

In order to make up trains in the "shed yard", it may be necessary to install a second line in front of the shed (south side). The complete trains, with locos, could then move over the "bendy track" to the station with a minimum of interference to other trains.

Another option suggested was to consider the use of 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.

But the short-term solution seems to be to provide an extra make-up track in front of the carriage shed.

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

Welcome to new members

TWO new members were admitted to the society at the general members' meeting on February 13.

They are David Edmunds and Jaco De Lange. Both gave a brief history of their involvement in model engineering and/or miniature railways in front of 25 members.

Both also enjoyed being part of our 30th birthday celebrations two days later.

Another prospective member, Alan Ward, also attended the meeting. He looked us up on the Internet to find out the secretary's phone number and Paul C then then "guided" him to the upcoming meeting.

Alan is pictured with Damien Outram, who was explaining the new diesel outline loco he is building. Damien had previously given details of the loco to the "show and tell" segment of the meeting.

Also pictured in front of the loco is the "tickets" sign, sourced by Damien and which is now fixed above the kiosk servery.



A very good start to the year

AFTER a two-month break, we resumed our monthly public running days on the Sunday of the Australia Day long weekend (Jan 25) – and the run was significant in two ways.

Firstly, the new section of track installed as part of the 7¼" shed approach road, was brought into use, with no problems reported. So, well done the track gang, principally Ken, Andy and Ian, with support from Phil and Doug.

Secondly, it was the first run for some time in which we did not have a single birthday booking. While there was one booking on the books, the party-goers cancelled in the week prior to the run. Even so, we had great support from the public, with over \$1500 raised.

And, of course, it was the first run of 2015.

It was a relaxed sort of day, with just two 7¼" locos running and four 5" locos which, collectively, had no trouble coping with the demand for rides.

Below is a selection of pics from the day, taken by Geoff Wilkinson and Tom Winterbourn:



The "three amigos" working the station, John Shugg, Noel Outram and Dave Robinson.



Steve Reeves concentrates on another trip into the sticks and through the tunnel as he prepared to leave with Ocker.



Bill Wall had a good day with his 0-4-2 Sweet Pea "Minion" not missing a beat.



Larger than life....Paul Costall ready to leave the station on firefly.



Ron Collins emerges from the tunnel with two packed carriages of his own making (the carriages, that is)!



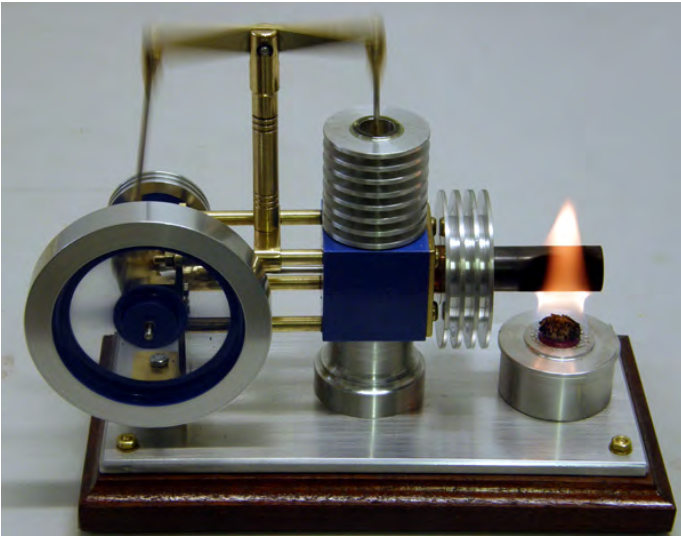
Ken Cooper and Andy Davies swap welding rods for BBQ tongs as they prepare lunch for the working classes.



Harry Rosser points the way for prospective new member David Edmonds – not nice!!

A little bit of hot air

by Jim Clark



At last — the finished product in action!

All photos: Jim Clark

Concluded from previous issues...

So how does this engine work? It is a closed system and derives its power from the expansion and contraction of the air volume that is trapped inside the displacer tube and supply cylinder.

The so-called Stirling Cycle has several variants, of which this is the simplest. The cycle starts when the displacer is at the cold (crankshaft) end of its tube and the air supply piston is at the bottom. Most of the air is now where the flame is, at the hot end of the displacer tube, and therefore it expands rapidly, pushing the air supply piston upwards providing the “power” stroke.

When the air supply piston reaches the top, flywheel inertia carries it over and down again. In the meantime the displacer has moved over to the hot end, so most of the air is now at the cold end of the displacer tube or inside the air supply cylinder. The fins on these two items radiate away surplus heat. The descending supply piston re-compresses the air, which is now cooling and contracting, and shifts most of the air back to the hot end of the displacer tube, where the cycle starts again.

The only energy input is the heat from the flame into the hot end of the displacer tube and the only exhaust is the heat radiated from the cooling fins on the cold end of the displacer tube and from the fins on the air supply cylinder. Simple but effective!

Getting it going — the final hurdle. When you first try your engine out, it almost certainly won't work. Don't despair! Hot air engines develop very little power for their size (probably one good reason why they never found much commercial use) and in this small size really do need to be almost friction free to work at all.

Go back and carefully check the alignment and fit of all the levers, pins, rods etc. individually, removing any

sideways or twisting forces that might cause binding or tight spots. In particular check the sliding fit of the displacer rod and the air supply piston. These must be as free as possible without leaking air. If you find a problem, either fix it or re-make that part, because the engine won't work unless everything is just right.

Once satisfied that everything was as free as possible, I decided to run-in my engine by driving it with an old 12V motor from a tape deck (see photo). Lots of light oil and a couple of hours later there were no remaining tight spots. You need to be able to turn the engine over by gripping the crankshaft end between thumb and finger – if you can't do that it's still too tight.



Once the motion was silky smooth I was able to light up the burner and the engine finally ran under its own power. Isopropyl alcohol (a cleaning fluid available from Bunnings, etc.) burns quite nicely. I tried meths but that produces a very smoky, messy flame. And a tea candle doesn't produce enough heat.

One further item I found: the radiator fin on the displacer tube, being aluminium, expands faster than the steel tube and becomes quite loose at operating temperature, reducing the transfer of heat from the cool end into the radiator fin. So I pressed a sleeve into the radiator fin and re-bored it about 0.1 undersize, then heated it and slipped it over the displacer tube. Once it cooled, it remained a tight fit on the displacer tube, even at the engine operating temperature, and that seemed to improve the engine's operation.

Finally, my overall opinion? A good kit, fun to build and it will test your skills and ingenuity in a few places. Probably not beginner level, as it requires some skill and experience to work out how to go about making each part and a good knowledge of the capabilities of your own tools and equipment. But certainly within the capacity of most model engineer's workshops and well worthwhile if a little bit of hot air wizardry tempts you.

Keep your tools sharp, your tolerances tight, and let the (hot air) force be with you!

Jim Clark

30 years ... and what a day to remember!

VISITORS from our past, present and future; the biggest collection of locomotives yet in our steam-up bay; and a glowing compliment from our local City of Stirling ward councillor marked our 30th birthday celebrations on February 15.



Stirling Mayor Giovanni Italiano with his son and grandchildren.

City of Stirling Mayor Giovanni Italiano so liked the day he returned for a second helping! And to top off a great day, the weather wasn't half bad, being made-to-order.

Mayor Italiano was our guest of honour and special guests included Cr Andrew Guilfoyle, past presidents and secretaries and our patron George Strickland, who "wandered in from the wilderness"!

It was Dr Guilfoyle who paid us the biggest compliment. In a thank-you email to president Tom Winterbourn, he said: "Huge congratulations on the 30 years. Your organisation is really at the heart of what good community is. If I can do anything to support you, please let me know."

Former president Bill Marshall wrote: "Thank you for a very entertaining and informative day. The club is a credit to the past and present members and it was good to catch up with a few of my old friends. I wish you every success in future endeavours."



Jim Crawford, former president Bill Marshall (1988-91) and John Martin.



Have you ever seen so much activity and so many locos in the steam-up shed? Almost 20 engines were to be seen with many

being steamed up. All photos: Tom Winterbourn

And in another email to the president, recently re-invigorated miniature railway devotee and new member Nathan Clements added: "Thanks for a wonderful day yesterday. Due to work and general life commitments, it was about 10-12 years since I ran any of my engines. I left the hobby as a number of key people I respected had passed away and politics seemed to be the order of the day.

"It was a refreshing experience to meet model engineers and people that simply enjoy playing trains. I have a renewed energy to carry out the repairs needed to get a number of my engines back in service."

Foundation president Doug Baker emailed: "On behalf of Sussane and I, I wish to extend my sincere thanks for the considerate invitation for today's birthday celebration and the opportunity to talk to friends of days past. Perhaps I may have made some new ones."

In another email, Richard Turner referred to it as "a brilliant day" and there were also numerous verbal compliments on the day. Highlight of the day was the unveiling of the new honour board, which records the names of all executive officers since day one.

In welcoming the mayor, Tom referred to Cr Italiano's earlier involvement with the society in laying the footings and floor of the clubhouse as a concreting contractor and he also acknowledged the help provided by the council in getting the society established in Vasto Place.

He paid tribute to the foresight and dedication of those who attended the original meeting in Scarborough on February 9, 1985, and welcomed four of those to the celebrations – Doug and Sue Baker, Bill Marshall (president 1988-91) and Steve Reeves, the only foundation member still active within the society.

Also present were Noeline Langford and Maxine Adams, whose late husbands were influential former presidents, and former vice-president and secretary Ian Allison.

(Continued on page 9)

30 year anniversary (cont...)



Foundation president Doug Baker congratulates current president Tom Winterbourn on the new honour board after it had been unveiled by Stirling Mayor Giovanni Italiano.

(Continued from page 8)

Before he unveiled the honour board with Dr Guilfoyle, Mayor Italiano reminisced on his earlier association with the society.

Steve then reflected on the early days and thanked Mr Baker for his “vision, determination and great leadership” which, he said, had laid the foundations for the vibrant club we have today.

He also praised the work of Jim Crawford who, he said, could be recognised as “an honorary founder member”. His wife, Jean, and daughter, Cathy, are very much part of today’s public run days, running the ticket office/kiosk and kitchen. Steve also praised the City of Stirling for its support down the years.

Mayor Italiano spent time after the official welcome with his son and grandchildren and then returned in the afternoon to spend more time on the trains with daughter Bridget and her family.



Noeline Langford, Maxine Adams and Stella Chapman pictured during the luncheon break.

Dr Guilfoyle also spent quality time with his wife and children at the club and promised to return.

There was an excellent roll-up of members, including new members and prospective members, and also support from other miniature railways.

Lunch was provided in the clubrooms with sweets handed out to members and guests as they enjoyed the camaraderie around the track.

The only sad reflection was the lack of traction engines in steam to exercise our new right to use the grass corridor behind the Men’s Shed in Delawney Vasto Reserve.

However, Paul Costall’s Fowler Showman was on display and Andrew Manning had his Foden truck back in steam.

Now for Sandgropers in early November!

On this and subsequent pages is a montage of pics taken on the day.



Andrew Manning had his Foden steam truck all fired up. But unfortunately there were no steam traction engines in steam, although Paul Costall had his Showman’s Fowler on display.



Clive Chapman doing what he does best!

30 year anniversary

(cont...)



Visitors Davy Rowley, Dave Rowley and Keith Watson (front) with Harry Rosser and Dave Robinson.



Tony Sutcliffe made a welcome return from overseas, driving Mountaineer.



NDMES patron George Strickland and president Tom Winterbourn in front of a plaque on the access ramp, which George officially opened in 1998.



Katanning Miniature Railway president Derek Stock, former NDMES member Ray Shersby and Steve Reeves.



Stirling Mayor Giovanni Italiano takes time out to enjoy the day with daughter Bridget Mondì, husband Guiseppe and children Laura and Allesandro.



Gilbert Ness was another with a perpetual smile on his face as he comes to grips with his new German outline 2-6-2T. The loco went well and Gilbert learnt a lot!

30 year anniversary

(cont...)



CMR president Craig Belcher admires Ed Brown's recently completed 5" WAGR ES class pacific. Ed reckons the loco should be in operation at the April public run day.



Oh, the hats and shaded faces! Jim Crawford and Andy Davies admire new member Jaco De Lange's recently acquired immaculate 7¼ 0-4-2 tank loco and support "cage" for transportation. The loco was built by Jaco's father.



The long and the short of it ... Paul Costall shares a light-hearted moment with Sue Baker.



Nathan Clements enjoys some rare quality time with his 2-8-0, Sir Nigel Gresley.



Former vice-president and secretary Ian Allison with new member Dave Edmunds and CMR visitor Ken Belcher.

This delightful model of a British Railways Standard Class 4 2-6-4 tank engine was displayed by Gilbert Ness in the steam-up shed. Maybe next time he'll steam it up! This time he chose to fire up his German 2-6-2 tank.



Yes, WE know how to enjoy ourselves!

SUNDAY, February 22, saw one of those public runs where it was a delight to be involved! There was perfect weather, a steady stream of passengers (not too many, though), camaraderie and three 7¼" steam engines which worked faultlessly – Ron's 0-4-0, Tom's Black 5 4-6-0 and the club 0-4-2 loco.

Then there were Bill Wall's mellow yellow Minion, which didn't miss a beat also, Firefly and the club battery loco. We gave the brown BBQ briquettes Steve had supplied a thorough trial and all 7¼" drivers agreed they provided extra heat in the firebox and we should get more – so 12 more bags are on order.

With Jean enjoying herself in Asia, Cathy bought dad along and Jim even tried out the club's new diesel loco at the end of the day.

Our Canadian member, Doug Pitney, fired up the barbie to feed members and then said "farewell" to general runs, as he left our shores on March 3 after one more Tuesday work day. He was bound for Burma and then his cabin home at Kelowna, midway between

Vancouver and the Rocky Mountains.

Incidentally, Doug will only be back home for one month before his next "adventure", steaming up the Canadian Labrador coast towards the frozen north on a supply ship, calling at all ports.

We had one previously known prospective member at the run, plus another who rocked up on the day and expressed an interesting in joining us. And this on top of two new members welcomed at the Friday the 13th members' meeting just over a week earlier.

As usual, at the end of a good day, some members dallied a little, enjoying some social intercourse. And on top of this, we added over \$1600 to the society's bank account. Just think of all those members of society out there who just don't know how to enjoy themselves like we do!

Sorry no pics this time. The editor was having too much fun to bother about getting the camera out. Besides, he took enough photos the previous Sunday at our 30th birthday bash to cover both weekends!

Jaco brings a new vital skill

OUR society is blessed in many ways, not the least being its members and the skills they bring to the club.

With these skills, we have been able to achieve much "in-house", but there was one area in which we were not represented.

Welcome Jaco De Lange, who officially became a new member at the February members' meeting on February 13. South African-born Jaco is a licensed electrician and it didn't take him long to make his presence felt, by isolating the faulty lighting system in the steam-up shed.

It was a pressing issue. Steve Reeves reported that a faulty light fitting in the roof had caused sparks when switched on and "electrified" the frame work.

Jaco, who is only available every other week because of his FIFO work commitments, spent about five hours at the club on Tuesday, February 17, isolating the lighting and removing the fluorescent light fittings from the roof. In addition to being next to useless, the rusting light fittings were an eyesore.

He will then fit a new lighting system so that, come early November and Sandgropers, we will have the lighting required for such an event, which will no doubt go into the night on the Saturday.

At our 30th birthday run on February 15, Jaco bought along his immaculate little 0-4-2T, which he recently bought off his father, the builder.



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