



NORTHERN DISTRICTS MODEL ENGINEERING SOCIETY (PERTH) INC.

March—April 2017

# School holiday runs got better by the day!

AS an experiment, the three school holiday runs in January can only be described as a success. It was a win-win for our society and also the many parents who found an extra activity for their children during their vacation from studies. And it was particularly pleasing to see new patrons at each run.

The first run was moderately successful, the second tripled the revenue and the third was as good as many of our regular monthly runs. The end result was a healthy addition to our bank balance.

We experimented with reverse (clockwise) running, and although there were a few negative comments from members, it did highlight some problems with points work. However, the operation on all three days was very relaxed and enjoyable.

As we did not expect big numbers of patrons, we decided to just use the GLT with the club diesel loco and David Robinson's big yellow diesel. But Allen Ward was not going to miss out and he drove his new 5" diesel "Waterloo" at all three runs – and we were grateful for that!

Then Scott and Tanya fired up their Mallet "Black Betty" on the second and third runs and, again, we were most grateful. I don't know how we could have coped on the January 24 run without these privately-owned locos, with the queue for rides back up on to the stairs for up to two hours

and we still had passengers waiting for rides up to 2pm. So, thanks guys!

Special thanks also to Cathy for again looking after the ticket office, coffee and ice cream sales, toilet cleaning – you name it!

A recommendation



David Robinson slows his yellow diesel for the station stop with over 20 passengers in tow on Jan 10. *All photos: Tom Winterbourn*

was made by the committee to operate during other school holiday periods. This was discussed at the February meeting, with some members not in favour of the additional public running.

However, the committee's recommendation was passed by a majority vote, so additional running in school holiday periods will continue to be trialled during the year.



Scott Andrews and Tanya Macarthur fire up "Black Betty" on Jan 17.

*More photos on page 6*

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## Consolidation the key for 2017

So, here we go into 2017 with a new leadership team. Firstly, a sincere thank-you to those members who, for whatever reason, are no longer on the committee for their time and commitment over the past year or so. And a warm welcome to the new team members — see page 3.

High on the “to do” list this year is grounds maintenance to safeguard our infrastructure. This work includes the replacement of almost half of the boards on the pedestrian access ramp, rust prevention and painting of steel beams in the steam-up shed, plus other maintenance in that area.

Fencing around the picnic grounds is also due for replacement and work will continue on top of the tunnel to guard against any possible mishap on to the track below and also landscaping the area.

A professional risk assessment of trees in the picnic grounds will be made and track maintenance will be carried out to ensure the safety of our public run day operations.

There are a number of innovative projects on the agenda, but it would be inappropriate to mention them here until they have been approved, or rejected, by the committee and membership.

But I can mention the provision of power to the 5” storage shed, the station (anyone for night running?) and the garden railway, plus “drop down” cables in the main workshop to recharge the carriage braking system batteries (already approved).

In the second half of the year we will hopefully have a new toilet block, to compensate for the inconvenience of putting up with “portaloos” for up to nine months this year.

Ron Casotti is moving ahead with the new integrated signalling system which, when completed, will allow us to use the “back straight” and thereby increase the length of rides by 50 per cent.

Trying to balance the club’s activities between model engineering and the operation of a miniature railway is always going to be difficult. On the ME side, we have a very dynamic “boiler club” at Ron Collins’ Parkerville workshop, the club run days, “show and tell” presentations at monthly meetings, Andrew’s expanding cupboard of ME requisites and Phill Gibbons’ technical articles in the newsletter; but most of our activities are centred around the miniature railway.

During the recent school holidays, we experimented with runs on a Tuesday to augment our income and, after a slow start they more than met our expectations. The society has now approved further school holiday

### President’s Report



by Tom Winterbourn

runs during 2017.

Our monthly public runs continue to do well. New carriages and the availability of more locos is enabling us to more efficiently provide rides for passengers.

The Tuesday crew continues to flourish, with an average of 20 members turning up each week to work and socialise.

The garden railway is almost at the point where we can start operating, with the single outside track laid. This first phase will be expanded with the laying of a second track and possibly a third before consideration is given

to expanding into Phase 2, which will take trains through the trees alongside the Men’s Shed fence.

Significantly, there will be a garden railway available for our Sandgropers visitors on November 11 and 12 and also for 2018 Bunbury AALS convention delegates at our post-convention runs on the Tuesday and Wednesday after Easter. The convention is a joint effort between NDMES and SWMEA, with Bunbury providing the facilities (which we simply don’t have) and NDMES organising the event and handling registrations.

On the June long weekend (June 3-5), we will again participate in the AMRA expo, with a display of model engineering, train rides and a traction engine display, which was considered by AMRA to be one of the highlights last year. According to Ron Collins, AMRA was one of the most satisfying activities of the year for our traction engine owners, with tremendous public interest shown in these “relics of the past”.

Our membership continues to remain at a high level – just below last year’s record, but with subscriptions still trickling in.

Our two guardian angels, Cathy and Jean, continue as the face of NDMES on public run days, carrying out duties as diverse as toilet cleaning and replenishment, to ticketing and serving drinks and ice cream. On behalf of all club members, I thank them most sincerely.

And a “thank-you” to those members who actively support our operations. Your time and commitment is very much appreciated.

**Tom Winterbourn, President.**

### Important notice

**Because Easter coincides with our April members’ meeting and club run, both have been brought forward by a week. So, the April members’ meeting will be held on Friday, April 7, at 8pm, and the club run on Sunday, April 9.**



## A relatively new team to steer the ship

NDMES has a relatively new team steering the club over the next 12 months. At the AGM on February 10, five of the new committee members elected are new to the leadership group, although one “newcomer” is back after a number of years on the “back bench”.

Tom Winterbourn was re-elected unopposed as president while long-time member and regular station master John Shugg was nominated from the floor for the vacant vice-president’s position after Phill Gibbons decided to take a year “off” to devote more time to model engineering pursuits. Andrew Manning had originally accepted nomination as VP, but withdrew his name after nominations had closed.

Similarly, Paul Costall decided to take a break from secretarial duties and Steve Briggs was nominated unopposed to fill this position. Paul will continue as party bookings officer.

There were two nominations for treasurer, with David Edmunds beating incumbent Damien Outram to provide another new face on the executive.

There were five nominations for the four committee positions, with Allen Ward, David Robinson, Harry Roser and David Naeser elected. Scott Andrews missed out by the narrowest of margins.

The president, Tom Winterbourn, thanked the outgoing committee members for their work and commitment over the past 15



The new NDMES Executive and Committee after the AGM.  
Back: Harry Roser, Allen Ward, Secretary Steve Briggs, Dave Robinson  
Front: Treasurer Dave Edmunds, President Tom Winterbourn,  
Vice-President John Shugg. Absent: David Naeser *Photo: Jim Clark*

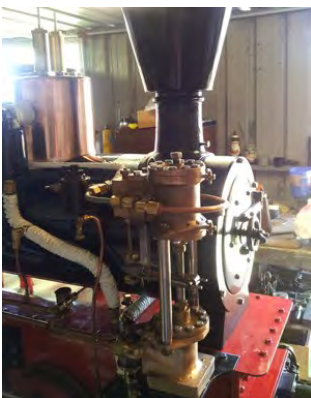
months (the AGM was moved forward from October to February to allow more time to finalise the financial report).

In his annual report at the AGM, Tom reflected on the growing membership, the resurgence of boiler-making at Ron Collins’ workshop, the development of the garden railway and efficiencies in the way we operate at our increasingly popular monthly public runs. The new committee held its first meeting on February 24, when it faced a full agenda, including a maintenance programme for the next 12 months and items for inclusion in the five-year plan.

## No plans used for this latest Gibbons loco!

How do you build a loco without plans? Just ask Phill Gibbons. Steve Reeves recently visited Phill’s workshop and said he could hardly believe his eyes when he walked in.

The immaculate loco, the first built by the NDMES boiler inspector since retirement, is based on an O&K 0-6-0 600mm gauge loco and Phill has used Richard Turner’s 5” Polly kit loco to scale it up to 7¼” gauge.



Phill then used an O&K spare parts catalogue given to him by Clive Chapman to get the fine detail.

The boiler was built at the boiler group’s Wednesday workshop at the Parkerville home of Ron Collins.

Phill is planning to fire up the loco for the first time at the next club run day on March 12.

Left: a close-up of the massive steam pump.



Above: Phill’s new O&K loco — the results of just over a year’s work. *Photos: Steve Reeves*

## And now for something completely new!

IN this technical article, I will diverge a little from what we have been talking about in recent issues of the newsletter and look at injectors.

My 7¼" O&K loco is ready to test and one of the main problems is water feed.

This loco has one injector only, so it must be reliable – but the injectors I had here I am not confident with. So, as they cost upwards of \$200 each, I decided to make a batch myself.

The only tricky part is the reamers, so here we go. You can use LBSC's method with silver steel, but this has limitations.

I had a box of blunt taps, some of which are made out of special steels with cobalt to make them very tough. They have a parallel shank with a square on the end. This is ideal, as they can be used in the chuck or held in a tap wrench to use on the bench grinder.

First grind off all the teeth then rough grind your taper to say 9 degrees. I have a tool post grinder, a rough little unit made from an old die grinder with little stones of around 30mm diameter. You must have this on centre, because being a little above or below will alter the angle.



Engineering Matters  
with boiler inspector  
Phill Gibbons

Set your compound slide to 4½ degrees, cover the lathe bed with a rag, start the grinder and run the lathe the opposite way to the grinder. Use the compound slide to get the taper and the cross slide to put on a cut.

When you have a nice ground taper, back off the grinder, stop the lathe and grinder, reset the compound slide to "0" and lock the lathe in the slowest gear.

Then start the grinder (not the lathe) and start feeding the cut with the cross slide while moving the longitudinal slide back and forward along the taper you have just ground.

This will hollow grind half of it away. Keep stopping and measuring until half is removed. A little more is better than a little less, but aim for half.

To finish, I grind on the shank four little straight lines at an angle 4½ degrees a side, or 9 degrees taper.

No hardening or tempering is required, but use only HSS steel or better. Do NOT use carbon steel taps — they usually have engraved on the shank what material they are made from. These reamers can be used on many different jobs, such as drain valves, water gauges, water valves and injectors.

## NDMES stock cupboard

The stock cupboard funded by the society has a range of brass hex and round bar, and a full range of ME taps and dies for use in our workshop. There are also SS balls and fractional-sized 304 SS round.

On order now is a range of small copper tubes, and brass hex and round bar. Also there are odd bits of

round and flat that members have donated. At the moment there are some sticks of 15% silver solder at a very good price.

If you need anything, or would like something stocked, please contact Andrew Manning on 9446 4825 or by email at: [a.manning@westnet.com.au](mailto:a.manning@westnet.com.au)

## Castledare Steamfest 2017

Castledare Miniature Railway will be running a Steamfest over the weekend of May 6 and 7.

There will be Saturday afternoon and evening fun running until 10pm close, with Public Running on Sunday from 11am to 3pm.

It will be a steam only event, with coal provided. Diesels will only be used should the need arise during Sunday public running. AMBSC boiler tickets are

required to be checked before lighting up. Traction engines and stationary steam are welcome. Buy and sell tables will be provided for members and visitors to sell items if they wish to do so.

Lunch can be ordered from the canteen on Sunday only. To register interest or for further details please email [steamfest@castledare.com.au](mailto:steamfest@castledare.com.au) or phone Craig Belcher on 9459 6495 after 7pm.

## Calendar of Forthcoming Events

<b>General Meeting</b>	Friday	10 March	8:00 pm	<b>NOTE: A week earlier than usual to avoid the Easter weekend.</b>
<b>Club Run Day</b>	Sunday	12 March	9:00 am — 2:00 pm	
<b>Public Run Day</b>	Sunday	26 March	10:00 am — 2:00 pm	
<b>General Meeting</b>	Friday	7 April	8:00 pm	
<b>Club Run Day</b>	Sunday	9 April	9:00 am — 2:00 pm	
<b>Public Run Day</b>	Sunday	30 April	10:00 am — 2:00 pm	



## Editorial

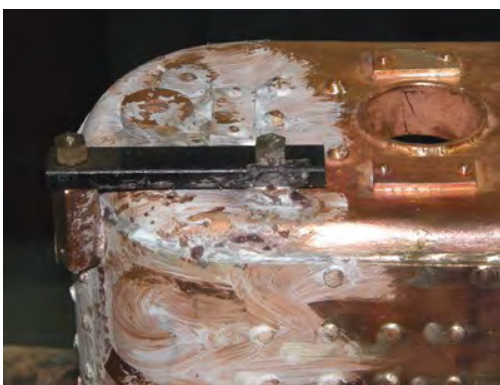
In this issue we have included a few workshop tips and hints along with the usual photo roundups. Please let me know if you have any suggestions for other things we might cover in future issues. I have started a series of hints & tips from the Wednesday Boiler Group, where there is lots of accumulated wisdom to be shared.

A further suggestion has been to include buy, sell or wanted adverts for members. So if you have anything surplus you want to get rid of, or need something that other members might be able to help with, please let me know and it will be included in a future issue.

**Jim Clark — Editor**

## Boiler Group hint — water gauge fittings

There is a simple way to get your water gauge fittings to align exactly. Cut and drill a spacer the correct size between the water gauge bush already fitted in the backhead up to the position required for the top gauge fitting. Make up two mild steel securing screws with the correct ME thread to fit the bushes. Use black mild steel for the spacer, the rustier the better, and make sure flux doesn't get on to the spacer, screws or bush threads – you don't want them accidentally silver soldered in place!



Now flux, heat and silver solder the top fitting to the side of the boiler.

When cool and cleaned, you can remove the screws and spacer and drill through the small hole in the fitting (shown above right),



right through into the boiler, completing the top water passage. A small threaded plug is then fitted into this hole for future clean-out.

Thanks to Phill Gibbons for this tip.

## Know your Society

<b>President</b>	Tom Winterbourn	0415 682 931	<a href="mailto:twinterbourn@ozemail.com.au">twinterbourn@ozemail.com.au</a>
<b>Vice President</b>	John Shugg	9304 0338	<a href="mailto:jshugg@bigpond.net.au">jshugg@bigpond.net.au</a>
<b>Secretary</b>	Steve Briggs	9304 8429	<a href="mailto:epsbriggs@yahoo.co.uk">epsbriggs@yahoo.co.uk</a>
<b>Treasurer</b>	Dave Edmunds	0432 426 891	
<b>Committee Members</b>	Dave Robinson	0417 943 678	<a href="mailto:dave.robinson10@bigpond.com">dave.robinson10@bigpond.com</a>
	Harry Roser	95252125	<a href="mailto:harryroser@hotmail.com">harryroser@hotmail.com</a>
	David Naeser	9276 8709	<a href="mailto:dnaeser@iinet.net.au">dnaeser@iinet.net.au</a>
	Allen Ward	0412 310 852	
	Phill Gibbons	9390 4390	<a href="mailto:mrandsrsg87@bigpond.com">mrandsrsg87@bigpond.com</a>
<b>Boiler Inspectors</b>	Steve Reeves	9354 1395	
	Noel Outram	9525 1234	
<b>Librarian</b>	John Martin	9300 2180	
<b>Birthday Bookings</b>	Paul Costall	9572 1385	<a href="mailto:costall.paul@gmail.com">costall.paul@gmail.com</a>
<b>Driver Training</b>	Phill Gibbons	9390 4390	
<b>Safety Compliance Officer</b>	David Naeser	9276 8709	
<b>Newsletter Editor</b>	Jim Clark	0407 988 746	<a href="mailto:jimclark@hardwareandsoftware.com.au">jimclark@hardwareandsoftware.com.au</a>
<b>Website</b>	Laurie Morgan		<a href="http://www.ndmes.net">www.ndmes.net</a>

**Society On-site Phone Number** 9349 0693

**Society Grounds and Track Site** Vasto Place (off Balcatta Road), Balcatta

**Postal Address** NDMES, PO Box 681, Balcatta 6914, Western Australia



## School holiday runs (continued from page 1)

Here are some more photos taken during the three school holiday run days. *(All photos Tom Winterbourn)*



Allen Ward climbs the bank past the station with his new 5" diesel "Waterloo" on Jan 10.



David Edmunds comes out of the tunnel and slows for the track gang (Keith De Graauw and Andrew Manning) on Jan 10.



Tanya Macarthur opens Black Betty's regulator for the climb out of the tunnel on Jan 17.



A "first" as David Robinson and his yellow diesel haul a full four-car load up the bank clockwise past the station on Jan 17.



A busy scene in the station on Jan 24 as Scott Andrews oils "Black Betty", Andy Davis hands out a BBQ meal to those on duty and Keith De Graauw waits to enter the station.

Right: Keith De Graauw undergoes examination by Phill Gibbons for his driver's licence on Jan 17. He passed!



Right: The camera flash picks our George Palmer as he comes through the tunnel driving the club loco on Jan 17.





## January public run

AFTER a period of extremely hot weather which had us planning for a total fire ban, the weather forecast was belatedly turned on its head with heavy rain on the morning of our January public run on January 29.

One of two party bookings cancelled and the promise of 100 per cent rain that morning kept patronage down to small numbers. Nevertheless, the weather did pick up and provided a relaxing, no-pressure day for the more than 30 members who turned up.

The clouds had a silver lining for Keith de Graauw, who was presented with his steam driver's ticket by driving examiner Phill Gibbons.

Here are some pics taken on the day:

*(All photos Tom Winterbourn except where noted)*



Tanya Macarthur brings "Black Betty" into the station with junior member Mark Bowring and prospective junior member Owen Connell on the first carriage.



Newly qualified steam loco driver Keith De Graauw brings Ron Collins' Heidi into the station with Paul Costall keeping a watching brief.



Prospective new junior member Owen Connell gets to drive David Robinson's big diesel before the start of public running.



Left: Paul James & Harry Roser in deep discussion with the club loco.

*Photo: Steve Reeves*



The two Daves, Robinson and Edmunds, share a lighter moment.



Caught by surprise: Ron Collins, Cathy McCafferty and Jean Crawford in the ticket office.

Unusual... Paul Costall wearing a red club shirt driving a "big" loco, in this case Ron Collins' Heidi.

*Photo: Steve Reeves*





## Six steamers add to a fantastic day

AFTER the dismal, rain-affected January public run, the February run was a bonanza, with perfect weather, a bumper crowd, nine locos (six of which were steam), excellent revenue and a good roll-up of members.

Good publicity on Facebook and Buggy's Buddies saw the picnic grounds come alive, with the queue for rides right down the ramp and into the picnic area for a good part of the day. It was estimated we had over 500 visitors – and this was backed up with ticket sales.

It's been a long time since we have had six steam locos on passenger haulage, with the club's Heidi, Ron's Heidi, Scott and Tanya's Black Betty, Paul Costall's Firefly, Steve

Reeves' Blowfly and Bill Wall's Minion all working without incident throughout the run. Then there was Allen Ward's diminutive 5" battery-powered Waterloo, which continuously hauled three carriages on the GLT, Steve Reeves' Ocker and Dave Robinson's ever-reliable big yellow diesel-outline. And we had the club's orange diesel on standby!

Allen and Bill were particularly happy with the performances of their locos.

It was a busy day for Cathy and Jean in the "ticket-office" and the café area on the patio continues to attract custom. We expect this to be a nice little earner in the cooler months. Cathy has added to the atmosphere here with three new small round tables, each with its little vase of flowers – and she has plans for some shrubs alongside the line in the station area!

Some pics taken on the day are reproduced here:

*(All photos: Tom Winterbourn)*



The club's Heidi, driven by Steve Briggs, hauling four carriages and over 20 passengers.



Above: Paul Costall and Firefly in a perfect sylvan setting.



Bill Wall and "Minion" had a good, full day. Here they climb out of the tunnel.



Allen Ward and his 5" diesel outline "Waterloo" enter the station. The diminutive battery-powered loco is proving to be a great asset, hauling three carriages throughout. Here he has a dozen passengers in tow.



Below: CMR visitor Dylan Audrain with the gas-powered "Blowfly".



## A low-cost painting booth for your workshop

This is a simple idea for a cost-effective painting booth to use with spray cans. It greatly reduces the amount of fumes you inhale while spraying, and almost completely eliminates that annoying over-spray that seems to get on to all the wrong things around the workshop. It also provides a clean and dust-free environment where your painted items can dry without accumulating dust specs.

I made an open-sided square wooden frame using MDF sheet for the base and pine slats for the sides. You could of course go Rolls-Royce and make a metal frame. A frame which encloses about a 1 metre cube is plenty big enough for most model engineering items.

I covered the sides and back with clear polythene sheet and cut some flaps from the polythene sheet to hang down over the front, which you can pull aside while you are actually spraying. A sheet of Melamine placed over the top keeps the dust out and provides a useful worktop for cleaning and preparing the items.

I have also fixed a couple of old desk lamps inside, in diagonally opposite top corners, which provides a really good light with no shadows, so you can see how well (or not!) your spraying is covering.

The painting process is simple – clean and prep the parts, open one or two of the front flaps, place parts in the spray booth, spray, then drop the front flaps and leave until dry. No preparation, no mess, no clean-up! If the clear polythene eventually gets too painted to see through, it's easy to replace, and with a couple of new sheets of paper in the bottom it's like new again.

I have found this a great improvement over trying to paint in a shed after covering everything up – only to find ghostly outlines appearing in unexpected places where the over-spray got in under the covers.

It has also improved the quality of my paint-work, firstly with good lighting so I can see what I'm doing, and secondly by preventing dust spots from appearing when items are left to dry overnight.

I am a firm believer in aerosol spray cans – they are hard to beat for convenience unless you have the luxury of air spray guns and much bigger and better spray painting facilities. I have been using the Wattyl "Rust Guard" range of air-drying epoxy spray cans. These are no longer available from Bunnings, but can be found at The Paint Place and some specialty tool stores.

Despite the advertised "no primer needed" I have found the best results are obtained if you always prime the items using Wattyl Etch Primer. This really bonds to the metal surface and is intended mainly for brass and stainless, but I use it on all metals including mild steel. There is also an even more aggressive Industrial Etch Primer. Happy painting and I hope you find this useful.

— Jim Clark



Here is my own painting booth, placed on a trolley so it is easy to wheel out when needed. *Photos: Jim Clark*



Some useful and cheap spray booth accessories are shown above: Left side of photo – pieces of wood with vertical nails to hold pipes and fittings, and wood with rows of holes to hold screws while painting their heads. You can also use cardboard with holes in it. Centre – a "Christmas Tree" with various hangers for larger items.

Right front of photo – a simple turntable made out of two pieces of wood with a wood screw and washer in the centre for a pivot – this is very useful for painting all sides of complex items – just spray, then rotate the table and spray again until all the sides are done, without needing to touch the parts at all.

## January Meeting

Andrew Manning showed a 5" gauge model of a Tennant 2-4-0 loco. The original dates from 1884. Martin Evans described the construction of the model in the English Model Engineer starting from 11 Aug 2000.

Dennis Lord built the engine following the ME series. He thought it would be a relatively light engine and easy to handle. It was his first attempt at building a 5" gauge locomotive.

Once completed, Dennis was not able to get the engine to run satisfactorily, the key issue seems to have been unreliable feed water. The engine had two injectors.

Dennis then fitted an axle pump in a very confined space driven from a cam on the rear axle, which still didn't work satisfactorily. Eventually, the engine was left as Dennis got on with other models.

Around September last year Dennis asked if Andrew would get the engine going so he could dispose of it.

Andrew fitted a new axle pump driven from an eccentric on the rear axle and installed an injector with a very short delivery line to the backhead.

Fitting the pump required the replacement of the ash pan, necessitating removal of the boiler from the chassis. The grate was all gap with thin bars, which would have allowed too much air through and would not have retained small coal in the fire. Andrew has now fitted a Rosebud grate.

While the boiler was off he started to check the rest of the engine and found that the crank shaft was broken. Dennis obviously had difficulty with its fabrication. With help from Ron Collins a new crankshaft was fabricated.

With the new crankshaft fitted came the task of re-setting the valve gear for the inside cylinders.



The 5" gauge model of the Tennant, built by Dennis Lord and recently refurbished by Andrew Manning. *Photos: Jim Clark*

Andrew opened out the two inspection holes in the bottom of the valve chest to 1/2" x 26 and was then able to see the ports and valves, illuminated by a bare LED inserted into the valve chest.

Quite a few other bits and pieces have also been attended to, with the expectation the engine will now run well. The Tennant loco was not the lightweight simple engine that Dennis was expecting — it has a complex chassis, an unusual boiler and complex coachwork. But it certainly does look great.

Young Mark Bowring has also had a hand in stripping the engine down and de-rusting the wheels and assisting with bits of the coach work.

Also at the meeting, Phill Gibbons showed a commercially available Lunkenheimer drip oiler which he is modifying with a non-return valve to use as a cylinder lubricator. The valve will shut off under steam pressure and drip oiling will resume when coasting or standing. Further reports on the success of the oiler will follow soon!

Paul James also showed the progress on his vertical boiler, including the precisely cut wooden lagging.



Left: Paul James with his vertical boiler.



Phill Gibbons shows the modified lubricator he is trying out.



## February Meeting

Andrew Manning was the only Show & Tell presenter at February's meeting.

The differential for his Caradoc steam tractor is not per original design as a few years ago he had salvaged a potentially suitable diff from a ride-on mower. This had two crown wheels and two pinions which looked very sound and were fully hardened. The original was designed for half-shafts, but the Caradoc requires an outboard differential on a through axle.

Andrew designed a new arrangement and was able to use the two side covers of the original. Ron Collins kindly wire cut splines into the two wheels. The balance of the assembly has been machined from hollow bar and solid bar. The through axle is PGS4140 bar. The main challenge was to get the location of the two wheels axially correct.

Don't forget there's plenty of opportunity to show your own projects at future meetings!

Right: Andrew Manning shows the differential he is building for his Caradoc tractor. Photo: Jim Clark



## Les gets fired-up over his 'Consolidation'

AFTER acquiring a 5" gauge steam loco several years ago, Les Harris really bit the bullet over recent months to enable him to get the enjoyment he hoped his new loco would provide.

And his ear-to-ear smile at the club run on February 12 indicated to all that he had succeeded.

Les has been attending the Wednesday boiler group in Ron Collins' workshop preparing the 2-8-0 loco for its first "public" steaming, with some assistance from Ron Collins and Paul Costall and a considerable amount of good-natured heckling, of course. On the club run day, it all came together. Well done Les!

*\*Under the Whyte notation for the classification of steam locomotives, the 2-8-0 wheel arrangement in the US and elsewhere is commonly known as a Consolidation.*



Les and his "Consolidation" are pictured on its first run, with Paul Costall and Ron Collins no doubt giving some firing advice.



Les firing up while Ron supervises. All photos: Bill Walker



"...and the water goes in here..."

## So close to a theoretical steam record!

I AM an unashamed devotee of former LMS chief mechanical engineer Sir William Stanier and his stable of steam locos, in particular his universally popular Black 5 mixed traffic 4-6-0.

This led me to part-building and owning a 7¼" Black 5, seen at Balcatta when I am not involved in rostered duties.

So when I read recently in a back copy of the British Steam World magazine of an uncharacteristic burst of speed by a Black 5, I had to share it with NDMES members!

Brian Redman was recounting his time as a fireman at the LMS Barrow Road shed in Bristol. On this particular day, he was rostered on a stopping train from Bristol and Gloucester and he and driver "Fred" had been allocated an ex-works Black 5.

Brian said with a Black 5 "in good nick", Fred charged away from Stonehouse in his usual fashion.

"We passed Standish Junction and it felt to me that Fred was going faster than normal," he wrote.

About two miles from Haresfield, Fred gave me a tap



Steve Reeves driving Tom's loco at Balcatta a few years ago.



Tom Winterbourn and his Black 5 loco taken in the CMR steam shed by award-winning newspaper photographer Bruce Hunt. This photo won the WA photographer of the year award.

*Pic courtesy of Community Newspapers*

on the shoulder and pointed to the speedometer. It showed 97mph before he shut off (steam) to run down the bank into Eastgate (Station, Gloucester)."

With driving wheels of just 6ft, can you imagine the blur of the valve gear, rods and pistons at that speed?

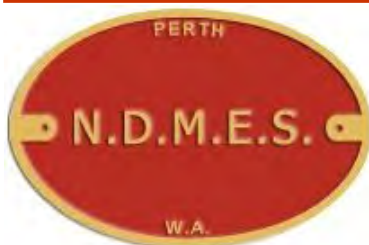
The express passenger locos at the time had driving wheels of 6ft 8in, 6ft 8½in and 6ft 9in diameter and they rarely touched this speed in everyday use.

Now I know it is not a simple equation, with many other factors and the accuracy of the speedo coming into play, but with 6ft 9in drivers and the same piston speed, the Black 5 would have been travelling at 112.5mph – just short of the British steam record of 114mph set by a streamlined Stanier Coronation Pacific in June, 1937!

That record was eclipsed a year later when LNER Pacific Mallard touched 126mph, a world record which still stands today.

Just thought I had to share this with you!

— Tom Winterbourn



Northern Districts Model Engineering Society (Perth) Inc.

All correspondence to:-  
PO Box 681  
Balcatta  
Western Australia 6914  
[www.ndmes.net](http://www.ndmes.net)

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