



NORTHERN DISTRICTS MODEL ENGINEERING SOCIETY (PERTH) INC.

March — April 2018

Steamers galore at the February run!

AN unprecedented five privately owned 7¼" gauge steam locos, two 5" steamers and a diesel provided the motive power for the February public run on February 25.

The weather forecaster did us no favours by predicting an 80 per cent chance of rain and a possible storm, but that didn't stop quite a large gathering of the public rolling up to savour the delights of our miniature railway.

The picnic grounds and surrounds were in excellent condition, thanks to Paul James and the club's ride-on and leaf litter cart, helped around the track by a couple of backpackers on the previous Tuesday.

Highlight of the day was the steaming up of Bob Hutt's 7¼" Fowler-designed Royal Scot, which performed almost faultlessly hauling two carriages with either Bob or Ron Collins at the regulator.

Other steamers queueing up to load passengers were Ron's Heidi, Tania Mackellar's Heidi, Tom Winterbourn's Black 5 and Phill Gibbons' Irma (all 7¼"), plus the 5" Blowflies of Paul Costall (Firefly) and Steve Reeves (Blowfly).

Then, as always, there was Dave Robinson's big yellow diesel keeping the steamers honest!

Scott Andrews had his "carriage for those with a disability" checked out and certificated by safety officer David Naeser and he soon had it in use with passengers, hauled by Tania's Heidi.

There was another good roll-up of members, although new president Allen Ward's plan to act as a roster clerk was thwarted by the lack of a duty officer, a role which he then had to perform. Hence there was no "Waterloo".



Ron Collins on Bob Hutt's Royal Scot, Steve Briggs on Tom's Black 5, and Paul Costall on Firefly. All photos: Steve Reeves

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Harry Roser took control of the station and got passengers moving and the trains running while Andy Davis undertook the most important role of the day at the coalface, otherwise known as the BBQ.

All-in-all, a good day with little or no pressure – and the revenue wasn't too bad either!

Tom Winterbourn

Changing of the Guard

AFTER a number of years of tireless work, Tom Winterbourn has stepped down from his position of President here at Northern Districts.

I would like to take a moment to personally thank Tom for all the effort he has put into the promotion and steering of the club over many years. I also wish to thank those that have served on the Committee, in fact, all those that have served on Committee throughout the 33 years of the club's existence.

What makes a great club? Good leadership? Good facilities? No on both accounts!

It is where members are happy to participate in activities. Without activities we don't have a club.

A successful club is where all members are invited to add their own input. To learn from others and participate in the enjoyment of a common interest.

I have accepted the challenge to move from Committee member to President. I am excited to be looking forward as President of such a dynamic club.

The club has a full calendar of events planned for 2018 but none bigger than the AALS Convention and once again we have Tom Winterbourn to thank for bringing the convention to the West Coast.

President's Report



by Allen Ward

The calendar of actual events is widely published and will take us to as many railway clubs as possible — see the official website:

2018aalsconvention.com

Personally, I am looking forward to the conversation and comradeship of meeting other club enthusiasts from across Australia. Back in Balcatta, I can foresee a busy time for all those that wish to participate.

The picnic ground shed has had a brick floor installed, and the metal working guys, Andy and Ken have manufactured and installed their latest masterpiece — a new set

of points, installed west of the station leading onto the back loop.

These points will assist in the automation of the track when trains start running around the back loop.

Safety procedures are in the process of being upgraded. Prestart meetings are recorded with sign in sheets as per normal industrial practices.

The committee will also be busy upgrading procedures, putting the finishing touches to the Evacuation Plan and discussing possible future planning.

The future is bright here at N.D.M.E.S. and with your assistance and the safe diligence of all members we will make 2018 a successful year.

Allen Ward, President



Here is the new NDMES executive and committee for 2018.

Left to right: Vice-President John Shugg, Committee member Steve Briggs, President Allen Ward, Secretary Tania Mackellar, Committee members Tom Winterbourn and Dave Robinson, Treasurer David Edmunds and Committee member Harry Roser.

Easter Convention is almost upon us...

THE 62nd annual AALS Convention will be held at Forrest Park Miniature Railway in Bunbury from Thursday, March 29 to Monday, April 2.

Now is the time for you to put up your hand and volunteer for the many marshals positions that we need to fill over the four days of the Convention.

Remember, it's our Convention this year so let's all do our bit — we can sit out the next one!

Convention organiser Tom Winterbourn has drawn up the roster sheet and has a number of positions to fill each day. Please let him know which day (or days) you would like to work and in which positions and timeslots. Email Tom at: twinterbourn@ozemail.com.au

While activities commence at Bunbury on Thursday, the official opening and Grand Parade will be at 2pm on Saturday. Morning and afternoon tea will be served each day at the park (10:30am and 3pm).

Lunch will also be available on site from Friday to Monday from mobile caterers.

A caterer will provide evening meals at the bowls club on Friday, Saturday and Sunday nights for \$15 a head.

These meals need to be paid for at the time of registration, so don't delay — if you haven't already done so, register now and book your meals. You have a choice of chicken, beef, or vegetarian, plus a dessert.

NDMES will be hosting two post-Convention run days after Easter, on Tuesday 3 and Wednesday 4 April, at the Balcatta track site. If you can help out on those days or want to run your engines then, please come along.

There will also be run days hosted by other WA societies both before and after Easter. You might like to take the opportunity to visit one of those clubs and perhaps run your engine there too.

Check out the web site: 2018aalsconvention.com

Its' all a fabrication ... (part 2)

In the September-October 2017 issue I outlined how I came to commence building a 5" gauge Cornwall and described the fabrication of the wheels.

Fortunately, the Cornwall design has fairly simple cylinders and valve gear, and in keeping with the rest of the project, I fabricated the cylinders and steam chests.

Starting with some scale drawings to make sure things would fit and line up properly, the steam chests were easily made up from stock brass flats and square bar, with a bronze bush at the front for the valve rod. They are inclined to the vertical at around 40° and need to be quite "low profile" so that the valve rods are in the right place for inside Stevenson's gear and also so that the smokebox can sit on top of the steam chest cover.

The photos at top right show the parts and the construction process. Similar construction methods have been described in the Model Engineer magazine.

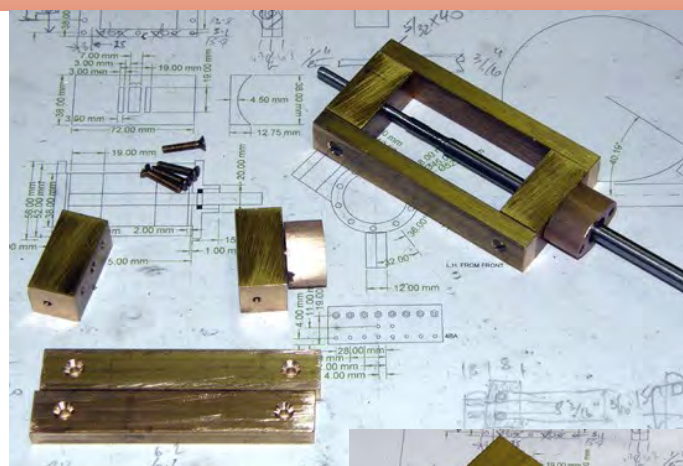
The parts were assembled with brass screws and then silver soldered with the valve rod in place to ensure the holes all lined up. I put some "White-out" on the valve rod to ensure no silver solder strayed onto it as well!

I used co-ordinates and the digital readout on my milling machine to ensure all the stud holes in the steam chest, valve face and steam chest cover lined up with each other.

I also spotted every hole with a centre drill before following through with either a tapping or clearance size drill as required, to ensure minimal "drill wander".

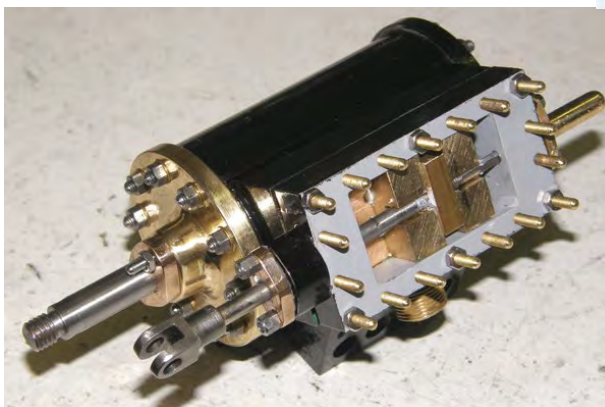
Anyway, it all went together pretty well in the end!

Jim Clark



Above: Component parts for the two steam chests, with one assembled at top right.

Right: A steam chest after silver soldering and clean-up, with an embryo steam chest cover.



Left: This is how the completed steam chest and slide valve assembly goes together on the cylinder. Steam enters through the top cover (not fitted) and the exhaust port from the cylinder block can be seen below it.

Photos: Jim Clark

Springs and Cylinders

Just a couple of short notes this month. Firstly, when you are working out the size of springs to buy for any size loco, do not include the wheels, axles, axle boxes, coupling rods, connecting rods, eccentrics, eccentric straps or eccentric rods on inside valve gear, as they are not part of the sprung load.

They are, of course, part of the overall load. In the case of my latest loco, the unsprung weight is considerable: the combined weight of the 4 wheel sets alone is some 80kg so this can make a big difference when ordering springs.

Secondly, a couple of hints about machining cylinder blocks - the details are shown in the photos.

Phill Gibbons



Engineering Matters
with boiler inspector
Phill Gibbons

Leave a generous lip on the cylinder cover to positively locate it in the cylinder bore. Then mill a clearance in the cover where the steam passage enters the cylinder, so that you don't choke the steam.

For exhaust fittings, try using a flange and O ring instead of screwed fittings, as shown in the photo at right.

Photos: Jim Clark



Calendar of Forthcoming Events

General Meeting	Friday	9 March	7:30 pm	
Club Run Day	Sunday	11 March	9:00 am — 2:00 pm	
Public Run Day	Sunday	25 March	10:00 am — 2:00 pm	
AALS 62nd Convention	Easter weekend, Friday 30 March to Monday 2 April			Forrest Park, Bunbury
Post-Convention Run Days	Tuesday 3 April and Wednesday 4 April			NDMES track site, Balcatta
General Meeting	Friday	13 April	7:30 pm	
Club Run Day	Sunday	15 April	9:00 am — 2:00 pm	
Public Run Day	Sunday	29 April	10:00 am — 2:00 pm	

Know your Society

President	Allen Ward	0412 310 852	walker1234@hotmail.com
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	Harry Roser	9525 2125	harryroser@hotmail.com
	Tom Winterbourn	0415 682 931	twinterbourn@ozemail.com.au
Boiler Inspectors	Phill Gibbons	9390 4390	
	Steve Reeves	9354 1395	
	Noel Outram	9525 1234	
Librarian	John Martin	9300 2180	
Birthday Bookings	Paul Costall	9572 1385	
Driver Training	Phill Gibbons	9390 4390	
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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		

January school holiday runs

THE January school holiday runs have come and gone and while they were a little disappointing from a revenue perspective, they were relaxed, enjoyable events.

The first two runs were adversely affected by either bad weather or somewhat pessimistic weather forecasts, but the third and final run on January 23 was most enjoyable, in perfect weather.

Overall, revenue was about 50% down on the corresponding runs last year.

The Black 5 of the now immediate past president (Tom) trialled a new batch of briquettes and the loco steamed perfectly, although there did appear to be a greater propensity to emit sparks.

The next school holiday runs were scheduled for early April, but the post-convention run at Balcatta on April 3 and 4 will rule out the first week of the Easter school holidays and a decision has yet to be made on the second week.

Article and photos by Tom Winterbourn



Steve Briggs brings Tom Winterbourn's Black 5 into the station with another full load of passengers.



Dave Edmunds and John Jenkin discuss world affairs during a lull in station traffic.



It wasn't all play! Paul James took time out to give shrubs on the embankment a good drink.



The ever-reliable Dave Robinson and his "diesel" rounds the bend and coasts down to the tunnel.

And the solution is ... CRC!

DO you have trouble with nozzles on paint spray cans blocking up and causing frustrations somewhat akin to road rage?

Well, boiler inspector Phill Gibbons may just have come across the solution – CRC no less.

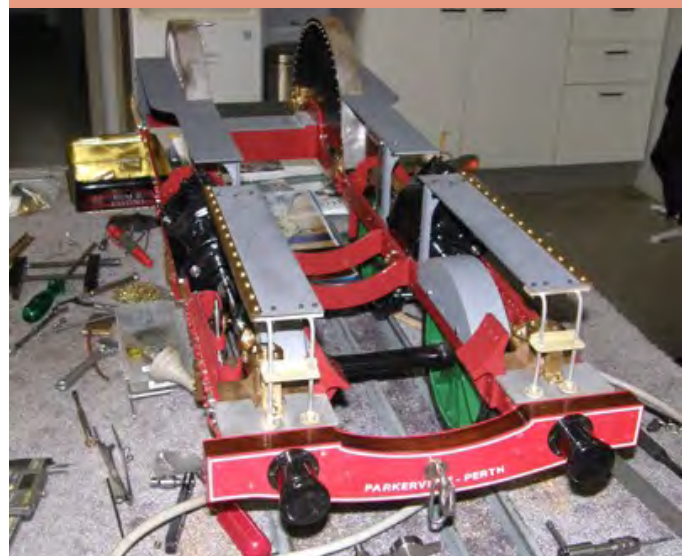
Phill, as he put it, "got dirty" when the nozzle on a spray can blocked about half-way through the job.

"In desperation I reached for a can of CRC, put the paint can nozzle on it and pressed the spray button," he said. "Then, when I checked it, the nozzle was perfectly clear and clean. So I put it back on the paint spray can and have had no trouble since."

"So, whenever you are using a paint spray can and you get a blockage, put the nozzle on a CRC can, clean it out, replace it on the paint spray can and spray some scrap for a second or two to clear the CRC from the nozzle. I have had no trouble since."

"Sometimes you need a little bit of luck in overcoming problems."

Parkerville-Perth express



The Crampton loco Ron Collins is building carried a "Paris-Strasbourg" headboard, so Ron has made his "Parkerville-Perth". Watch out Perth and the Public Transport Authority!

Notes from the Boiler Group

PRODUCTIVE activity at the Wednesday Boiler Group continues, thanks to the ongoing hospitality and assistance of Ron Collins.

Boiler construction also continues, although at a slower pace so far this year. The latest completed project was a small vertical boiler by new member Tom Hardy.

Phill Gibbons has been very busy. As well as his role as boiler inspector and helping various members with their projects, he is now building a new heavy-duty 7 $\frac{1}{4}$ " 0-4-0 + 0-4-0 Mallet style loco (see pictures below).

Graham Pailthorpe (SWMEA) has fabricated this impressive cylinder block for a new

traction engine he is building. The steel shell is full of cast aluminium, into which the steam ports have been machined.



Frenetic activity at the Wednesday boiler group! This artistic multiple exposure was taken by Stan Armstrong, who has kindly provided the relevant members with prints of this and a number of other photos he took.

Photo: Stan Armstrong.

Phill's new loco



Above: Checking the alignment of the two articulated chassis on Ron's milling table.

Below: Using a hydraulic press to cut the keyway in the wheel using the jig and broach (inset at left).

Above: Phill with one of the chassis of his new loco.

Photos: Jim Clark



A collection of neat little steam engines. The largest, at right, is a V twin built from a kit by Lindsay Lockhart. The other two are "novelty" engines bought by Richard Turner from eBay. Even the smallest one does work!

Handy Hint — Machining cast iron

I have been machining a lot of cast iron on the mill this week and I started to feel the slides tighten up, so I stopped and cleaned them out, re-oiled them and away we went.

Cast iron dust gets into every little bit of the machine and if untreated will seize the whole works up. Where I worked as an apprentice some chucks were so badly seized with cast iron dust that they were irreparable. Chucks seem very prone to this.

Machine slides can be so much trouble that you have to strip the machine to clean them properly. You can avoid all this by using coolant, or by cleaning and oiling frequently.

Thanks to Phill Gibbons for this handy hint.

Great support for January public run day

THE first monthly public run day of the year was a ripper, with excellent overcast weather, great public support and nine locos, including six steamers. Five GLT trains operated almost throughout the four hours, these being Ron Collin's Heidi, Dave Robinson's diesel, Tom's Black 5, Phill's "Irma" and Allen's battery loco "Waterloo".

On the elevated track were the three Blowflies – Steve Reeves' "Blowfly", Paul James' "Bushfly" and Paul Costall's "Firefly", plus Steve Reeves' battery loco "Ocker".

The queue for rides continued right up to the 2pm finish time and the picnic areas were again a hive of activity, with many excited young faces.

Here are some pics taken on the day:

Article and photos by Tom Winterbourn



"Mr Ed" drifts down the tunnel approach with Ron's Heidi.



Steve Briggs gets Tom's Black 5 away from the station with another good load of passengers.



Ron seems to have a happy lot in tow as he approaches the tunnel with Paul's "Firefly".



Paul James waves for the camera as "Bushfly" coasts down towards the tunnel.



Steve Reeves is his usual picture of concentration, this time at the controls of Phill's "Irma"

Dave Robinson shows his support for Australia Day with two Aussie flags on the front of his diesel.

Warming up Irma for a day's excitement!

SOME of us make driving a steam loco look easy, but we, of course, have been at it for a few more years than we care to remember. Here's how it pans out. It's a public run day and Irma is rostered "on".

It's a 10 o'clock start, so I fire up and my carriages are already in the station siding. Loco is cold, having only run from the steam-up bay. Drains open, weeping a little water as she is being hitched up for a day's work. Pins in, safety chains clipped on and the D/O has given me the road with two carriages only, so no need for a guard.

Irma wheezes up to the station, stopping at the water point. Now we start: Water hose in tender, full on; a quick skip to the station coal supply to grab as much as I can in a few seconds and back to the loco to check water level.

A couple of shovels of coal, blower hard on and water transfer on to side tanks.

The station master gives the "all clear". Water off, hop on to seat, check to rear, whistle, open regulator, brakes off and ... *puff puff puff*!

Check point settings, close drain cocks, close pump bypass, open regulator nearly full. She now has the feel of her carriages and the grade well in hand, those little 6½" drivers coupled to 2" cylinders give heaps of grunt.

We are travelling well now, past Pete's terraced garden, round the corner, over the bridge and close the regulator. No time to sight-see. Check the water, a couple of shovels of coal into the firebox, don't let the safety valves lift, slow down a little — tunnel coming up.

We have a green light, whistle, through the tunnel, open regulator in preparation for the climb. Check points ahead, open regulator a bit. We are flying now past the steam-up shed.

Check points on to the storage lines, close the regulator a little. Station is full, so set points to the bypass road, open regulator, whistle to warn station staff we are coming through, ensure the points are



Phill driving Irma, taken in September 2017. Photo: Tom Winterbourn

set for bypass and we have a green light, so open the regulator once more.

Irma is now nicely warmed up. No cinders, her big spark arrestor chimney is doing its job. Through the points, past the container, close pump bypass, open fire hole door as we go over the bridge and down the hill, more coal. She is a willing worker, but keep her belly full of coal.

Tunnel approach light is "red". Must be one of those diesels slowing us up! So brakes on and come to a stop. Handbrake on, shovel more coal into firebox, check to rear, open bypass and now the signal has changed. We now have the road, so whistle, open regulator a little, handbrake off, through the tunnel and check the points. Round behind the steam-up bay again, check points on storage lines, slow down now as we are approaching the station on this lap.

Open fire door, set points to station road, move up slowly and stop to let passengers off. Handbrake on, all passengers clear, handbrake off, move up to the water point, open fire door, push fire forward, on with a couple of shovels of coal, check oil levels, clean footplate, blower on gently, more coal.

Station master gives the all clear, open regulator a little, off with handbrake and we are off again. Check signal is green. Hard open with the regulator now, up past Pete's garden and off we go to do it all again!

Phill Gibbons

Foundry course at Midland TAFE

Midland TAFE are proposing to run a course called "Foundry basic — metal casting" covering six Wednesday evening sessions from 16 May to 20 July.

Participants are invited to bring their own projects and discuss their suitability with the lecturer. Sounds ideal for model engineers!

The course cost is \$475, plus some material costs if you are doing your own project. Several members who attend the Wednesday boiler group are intending to go.

It will be run at TAFE, Lloyd Street, Midland.

As the course will only be run if there are sufficient numbers, please put in your application soon if you are interested in attending.

You can email coordinator.balmid@nmtafe.wa.edu.au or phone them on 9374 6328.

A course summary and an application form is also available on line from:

www.northmetrotafe.wa.edu.au/short-courses

February Club run day

THERE were at least 20 members who attended the February club run day.

Ed Brown with the able help of Paul Costall ran his WAGR E class. Sue and Peter had their battery loco which now has a sound card.

Bob Hutt with help from Ron Collins ran his Royal Scot, Dave and Harry ran Dave's newly rejuvenated loco with Phil Gibbons. Meanwhile on the garden railway Laurie Morgan, Chris Rowley and myself ran our locos.

Article and photos by Steve Reeves



The Birmingham Dribbler

WOULD this be the oldest locomotive in NDMES?

The "Birmingham Dribbler" was a classical Victorian toy, so called because it was usually run on the floor and left a trail of water behind as it went. The photo shows the 2" gauge model that my great grandfather purchased. I don't know if it was bought complete or in kit form.

The model is marked "Newton & Co. 3 Fleet Street, Temple Bar, London". Prior to 1857, Newton and Co. were in Fleet Street but not at Temple Bar, and I believe it was bought around 1860, and then passed on to my grandfather, who subsequently left England to fight in the Boer War, which is why the engine landed up in South Africa.

This little engine was in a glass cabinet at home when I was growing up and was strictly "off limits", and I have only seen it run on one occasion. I'm tempted to steam it up again but would need to check a few things before doing so.

I remember my dad grumbling about the blackening caused by the spirit burner, and that is probably why it was used so little. The charred front buffer beam tells a story that, unfortunately I cannot recall, but I can imagine it would have led to a few very sad faces!

Geoff Wilkinson



The "Dribbler", which was displayed by Geoff at the January Club meeting "Show and Tell". *Photos: Geoff Wilkinson*

A handy boiler water filler

ALL that is necessary to fill a boiler before steam-up using this filler is to clip the hose onto the corresponding coupling on one of the water feeds to the boiler, connect to 12 volts and wait a couple of minutes until the water level appears in the boiler's gauge glass.

To make my water filler, I mounted a 12 volt electric water pump onto a 20 litre plastic container using metal strips cut and bent as shown in the photo opposite. The outlet of the pump is coupled to a length of air hose, while the inlet comes directly from the container via a filter in the coupling.

These 12 volt water pumps are available on-line from caravanning suppliers and similar. I bought mine from Irrigation Warehouse: www.irrigationwarehouse.com.au (very prompt and friendly service).

It's important to consider the maximum working pressure of the pump that you select, depending on whether you just want to fill the boiler cold and unpressurised (as I do), or you want it to overcome full boiler pressure and act as an electric feedwater pump, as has already been done by some members on their locos and traction engines. Mine is only good for about 30psi.

Also, check the specified current draw of the pump you choose and make sure it's not going to prematurely flatten or damage the battery you are using. My pump, being low pressure, draws about 2.5 amps which is fine for use with a small Gel-Cell type battery. High pressure pumps will draw a much heavier current (5 to 10 amps or more) and these might need to be used with a larger automotive type battery.

A useful rule of thumb is that the rated battery capacity in amp-hours (Ah) should be about the same as the current drawn, e.g. 2Ah to 3Ah is fine if you are drawing 2 or 3 amps, but you will need a battery with 10Ah capacity or more for bigger pumps. This is known as the "1C discharge rate" if you want to investigate battery anatomy further. Caution — regularly exceeding the recommended current draw for the capacity of the battery will significantly shorten its life!



A further hint if you have a tender loco is to use standard air hose and fittings to make the hand-pump coupling between tender and loco, with the male fitting on the loco. That way, you can easily couple your water filler up to the loco, then switch over to the hand pump connection for running just by swapping a connector.

Air hose fittings make an easy and reliable pressurised connect/disconnect between loco and tender. They come in a variety of styles, but it's probably best to use a different style of hose fittings on the water coupling to those you use for air brakes or vacuum brakes, though!

The loco side water hose fitting is also a convenient place to connect up a regular air hose to charge the boiler with compressed air for testing and maintenance, as shown in this photo.

Jim Clark



Have your say ...

DO you enjoy reading this newsletter? I hope so. It takes quite a lot of time and effort to put it together and of course it relies mainly on the contributions from you, the members, to make it interesting.

"I need more material!" is the perennial cry of newsletter and magazine editors everywhere, and I do.

There are a couple of articles in the background that I'm working on or keeping in reserve for a future issue, but apart from them, the cupboard is bare.

Next issue we will hopefully have a good coverage

from the AALS Convention and associated runs, so if you are going to one of the pre- or post-Convention runs, how about letting me have a few photos and some notes about what you saw or how you enjoyed the event. Don't forget some notes with captions for the photos.

Also anything steam or model engineering related that you might be doing, building or thinking about could make an interesting article to share with other members.

Please let me have your article, photos, thoughts or comments — email jimclark@hardwareandsoftware.com.au

The LMS trainspotter

Member profile No 5, Tom Winterbourn

MY interest in railways was sparked way back in Birmingham, UK, when, as an eight-year-old, I was startled by a Great Western Railway Castle or King blowing off on Snow Hill station while it was waiting for the right-away on a Paddington-Birkenhead express.

I was waiting on an adjoining platform for a train to Worcester en route to my new home in Leominster, Herefordshire. This sparked my interest and I soon joined thousands of boys (and some girls) in the ranks of “train spotters”.

Leominster was on the “North and West”, the then main line between the industrial north of England and South Wales seaside resorts and the West of England.

I was particularly interested in the Stanier types, such as the Royal Scots and Black 5s, the latter operating local trains which stopped at Leominster and also express services and this started my love affair with Black 5s. The local Black 5s were shedded at Shrewsbury and my 7¼” version is numbered after one of these, 5283.

I came to Australia as a “ten pound Pom” at age 26 and continued my interest in railways here. In early 1973, I joined the Tullamarine Live Steam Society, then at its original site near Melbourne airport. My first loco was a 5” Springbok which, incidentally, is now on the NDMES list of locos, after being sold initially to Andrew Manning and subsequently to Steve Briggs.

In the late ‘70s, I came across a Black 5 rolling chassis and castings for sale for 600 pounds and I talked my friend Bill Belton into jointly buying it. We started work on the chassis, correcting a number of construction errors, but then a work opportunity with BHP in Port Hedland was too good to miss, so the project was put on ice “until I returned”. I never did!

A new work opportunity with Qantas took me to Sydney and a new home in Woy Woy. I joined the Central Coast Steam Model Co-op Ltd and subsequently became its president for three years.

It was at this time that I bought Bill’s share in the loco and enlisted in an engineering course at Gosford TAFE, where I built the tender. Meanwhile, my friend Lindsay Brack started on the boiler and so when I eventually drove over to Perth with my family “to retire” in early 2001, there was a 5” Springbok and a part-built 7¼” Black 5 in the trailer.

I joined CMR and then president Rod Pitt offered to help me complete the loco and a little over 11 years ago it received its boiler certificate.

A pointer to its pulling power was evident soon after when, hauling two loaded carriages, I came across Rod

Pitt’s big yellow Beechina (Rod was not driving) with no steam on a loaded six-car train in the station at Wilson. What an opportunity to test my loco’s strength! I backed on to the front of the train and then hauled eight loaded carriages plus the “dead” Beechina back to Niana station, with all and sundry watching to see if I could get up the bank at the back of the steam shed and into the station. Mission accomplished!

But I was not totally happy. The steaming was not right and the loco’s outline is not what Sir William Stanier would have appreciated! That was all rectified late last year thanks to the efforts of Phill Gibbons, Ron Collins, Noel Outram and Clive Jarman. The loco is now running better than ever.

I have been a member of CMR since 2001 and during that time, served as vice-president for three years and organised the 2009 AALS national Convention there.

I joined NDMES about six years ago and liked what I saw. I was subsequently elected to the committee and then the presidency in October 2014. I did not seek re-election in February.

Although not a model engineer in the strictest sense, I have enjoyed the mix of model engineering and the miniature railway side of our operations. The railway has been invaluable in raising funds to support much of what model engineering is all about and we now have an increasing number of new locomotives on our books. Pleasing aspects of my presidency have been the support of the Tuesday working days (with regularly up to 20 people attending), the success of the Wednesday boiler group and the growth in membership to its highest level ever, at 82.

I now plan to pull back somewhat from my leadership role, allowing me more time to drive my rejuvenated Black 5. I am sure Sir William would now have been very proud!

Tom Winterbourn



Tom Winterbourn on his rejuvenated Black 5 at Sandgroppers 2017.
Photo supplied by Tom Winterbourn

NDMES Stock Cupboard

The club maintains a small stock of materials available for members to purchase. These lists show current stocked items as at February 2018 — the stock is slowly growing. Other sizes and items can be purchased in at your request, and if anyone has surplus materials they are always welcome.

To use this facility, please contact Andrew Manning at a.manning@westnet.com.au with your requirements or suggestions for additional stock.

ROUND BRASS BAR		
SIZE	PER 600mm	STOCK
1/8"	\$1.00	2
3/16"	\$2.00	6
1/4"	\$2.50	5
5/16"	\$4.00	6
3/8"	\$4.50	8
7/16"	\$6.00	3
1/2"	\$8.00	5
9/16"	\$11.00	7

HEX BRASS BAR		
SIZE	PER 600mm	STOCK
3/16"	\$2.00	1
1/4"	\$4.00	9
3/8"	\$5.00	8
7/16"	\$7.00	4
1/2"	\$9.00	4
9/16"	\$11.00	2
7/8"	\$13.50	1

BRASS SQUARE		
SIZE	PER 600mm	STOCK
1/4"	\$7.00	5
3/8"	\$11.00	4

304 STAINLESS ROUND BAR		
SIZE	PER 600mm	STOCK
1/8"	\$1.00	10
5/32"	\$1.00	9
3/16"	\$1.00	4
1/4"	\$1.50	8
5/16"	\$2.50	2
3/8"	\$3.50	8
1/2"	\$6.00	4
5mm	\$1.00	5
6mm	\$1.50	5
8mm	\$2.50	4
10mm	\$4.00	5
12mm	\$5.50	5

4140 STEEL ROUND BAR		
SIZE	PER 600mm	STOCK
11/32"	\$2.00	9
7/16"	\$2.00	9
9/16"	\$3.00	9

STAINLESS STEEL BALLS		
SIZE	EACH	STOCK
1/8"	\$0.30	26

SILVER SOLDER		
TYPE	PER STICK	STOCK
P15 15%	\$4.00	17
SB45% 1.6mm	\$26.00	10
SB45% 2.4mm	\$22.00	17

NOTE: There are also tools and facilities available for the use of Club members.

SILVER STEEL ROUND BAR		
SIZE	PER 300mm	STOCK
1/8"	\$2.00	20
3/32"	\$1.50	5
2mm	\$1.50	4
3/16"	\$4.00	3
5/32"	\$3.50	1.5
7/32"	\$5.00	1.5
1/4"	\$6.00	1.5
5/16"	\$10.00	1

E.&O.E. - prices and stock may vary.

KEY STEEL		
SIZE	EACH	STOCK
3/16" x 3/16" x 2"	\$1.00	6
3/16" x 3/16" x 12"	\$5.00	5
5/16" x 5/16" x 12"	\$2.00	8

SMALL COPPER TUBE		
O.D. x Gauge	PER 600mm	STOCK
1/4" x 21G	\$10.00	1
3/16" x 22G	\$20.00	2.5
5/32" x 22G	\$18.00	3
1/8" x 24G	\$18.00	3

LARGE COPPER TUBE		
O.D. x thickness	PER 300mm	STOCK
25mm dia. x 1.2mm	\$5.00	1000mm
35mm dia. x 1.2mm	\$7.00	1300mm
2.5" dia. x 1/8"	\$15.00	900mm
3" dia. x 1/8"	\$15.00	1200mm

SHEET COPPER		
Size x thickness	EACH	STOCK
300mm x 700mm x 3mm	1.00	1



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