

# NDMES to co-host the 2018 AALS convention

IN my running sheet for this edition of Steam Lines, I had ear-marked two pages for a report on the 60<sup>th</sup> AALS convention at Cobden. But as most of you would know by now, the unforeseen occurred – SWMEA at Bunbury and NDMES pitched to jointly host the 62<sup>nd</sup> convention in April, 2018.

This all came about because the club at Warner, Queensland, pulled out of 2018 and opted to hold the convention in 2019 because of the unusually early dates for the Easter holiday in 2018. With the 2018 convention starting on Thursday, March 29, and running through to Easter Monday, April 2, Warner considered it would be too hot at that time of the year for “southern” members of our fraternity.

So, with Lake Macquarie (NSW) slated for 2017 and Warner for 2019, this left a gap in convention planning.

As I have indicated in a circular to all members before the April club meeting, I floated the idea of Bunbury and Balcatta co-hosting the 2018 gathering at Bunbury with AALS supremo David Proctor on the Friday before the following evening’s AALS AGM and he thought it could work, with Bunbury looking after the ground infrastructure and Balcatta organising the event. The following morning I put the idea to Bunbury president Jeff Clifton and he also agreed it could work, subject to the backing of members of our respective societies. We couldn’t officially pitch for the convention at the AALS AGM on the Saturday because we had no mandate from our members to do so, but David Proctor spoke of the possibility and asked for a show of hands from those who would be willing to make the trip west – and about three-quarters of those present



NDMES member Noel Outram with his battery-powered, diesel outline loco (with sound card!) at the Cobden convention.

(between 80 and 100) indicated their willingness to do so. This was followed up by support from many delegates who did not attend the AGM.

The NDMES committee was quick to endorse the proposal on April 1 and the members’ meeting on April 8 backed the move. A meeting of SWMEA on April 16 also endorsed the proposal.

While the main event will be at Bunbury, we are planning to have a post-convention run at Balcatta on Easter Monday, April 2, and Easter Tuesday, with other post/pre-convention runs being offered to CMR, Toodyay, Katanning and Batavia Coast (Geraldton).

Two sub-committees, one each from Balcatta and Bunbury, will now start to plan the event and I will take on the role of convention secretary/organiser. The two sub-committees will first meet at Bunbury on May 21.

From our perspective, there will be little preparation of our grounds and facilities needed (other than clean-ups) for our post-convention run, although many hands will be needed on the actual days.

Inside this Issue:	
President’s report	2
Garden Railway	3
Your first loco	4
AALS Convention	6
Show & Tell	8
Run days	10
Margate train	12

## All's well on the ME front

THERE appears to be much activity in home workshops at present with several locos nearing completion.<sup>1</sup>

As a model engineering society, this is what we should be all about. One project that is nearing the end of a two-decade labour of love is Richard Turner's exquisite 2" scale traction engine, which attracted plenty of attention when displayed at the Hare & Forbes sale from April 7 to 9.

Built to a Reeves' Lincolnshire Lad design, it has run on air and will be steamed soon.

Phill Gibbons has just about completed his 7¼" Juliet and it is ready to steam, with only small things to finish off, such as safety chains etc. It is one of three Juliets being built conjointly with Steve Reeves and Rob Otway. Steve expects to have his loco running by the end of the year while Rob's loco is not far behind.

Gilbert Ness is adding to his stable of locos with a new 5" LMS Duchess pacific, before he recently relocated to Tasmania to take up a new senior appointment with TasRail. He has also received a boiler certificate for his 5" King 4-6-0 following a test run at Sandgropers and is now making a new drain cock system for the four cylinders and mechanical lubricators to replace the displacement ones. A new axle pump is also being installed. A test steaming of his 5" BR 2-6-4T has been completed and a boiler certificate issued by Phill, while steady progress is being made on the tender of his BR 5" 9F 2-10-0. What a pity he is leaving us for an extended spell!

Ed Brown had his new WAGR Es pacific in steam at the March public run and it appears the bugs are being ironed out. It will be by far the biggest 5" loco to use the ground level track.

Laurie Morgan now has a new project to tackle, after being the successful bidder for the part-built Speedy 0-6-0T, which has been on display in the club rooms.

In the Chapman workshop, Clive and Tony Green are completing a rebuild of a 7¼" Tich. Hopefully it will hit the rails by mid-May. Clive is also reassembling his 5" Torquay Manor 4-6-0 after a successful boiler test.

To further the ME culture of our society, Phill has

### President's Report



by Tom Winterbourn

given Show and Tell presentations at recent members' meetings.

The increased interest in Show and Tell has been a feature of our recent meetings, with presentations on a range of subjects. It is a sure sign that we are continuing with our model engineering heritage. This has been further borne out by the increased participation in club runs.

Phill is also writing a series of technical articles for Steam Lines to further engender interest in model engineering — see page 4.

Some of our newer members have also been asking about using club machinery and equipment to further their projects — and we encourage them to do that.

On other non-ME fronts, Paul James and Charles Coppack have reinforced with concrete four stanchions in the steam-up bay which were succumbing to rust.

Ron Cassotti is laying the groundwork for the new integrated signalling system, although he has been hampered by a lack of diagrams indicating just where cables are laid.

Another triple turnout has been made by the "fab four" and laid in the approach track to the 7¼" rolling stock shed, to provide another two storage lines — see photo.



On the operational side, the first night run on March 12 was a big success, with a number of steam and diesel outline locos in use. More of these runs are planned.

<sup>1</sup> *In the next edition of Steam Lines, we hope to present some pictures of locos under construction or being rebuilt, as referred to above.*

**Tom Winterbourn**

## Calendar of Forthcoming Events

<b>General Meeting</b>	Friday	13 May	8:00 pm	
<b>Club Run Day</b>	Sunday	15 May	9:00 am — 2:00 pm	
<b>Public Run Day</b>	Sunday	29 May	10:00 am — 2:00 pm	
<b>AMRA</b>	Saturday-Monday	4—6 June	9:30 am — 4:30 pm	Claremont Showgrounds
<b>General Meeting</b>	Friday	10 June	8:00 pm	
<b>Club Run Day</b>	Sunday	12 June	9:00 am — 2:00 pm	
<b>Public Run Day</b>	Sunday	26 June	10:00 am — 2:00 pm	



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## Some UK garden railway advice

AT the well-attended March members' meeting, John Turney did a good job in trying to debunk the myth that garden railways are not model engineering.

He told the 27 members present the same level of engineering skills were required to build a gauge 1 locomotive, be it steam or diesel outline – and produced magazines containing technical articles on loco construction.

He pleaded with members to get behind the project and help provide another facet of our operations.

As if on cue, the day after this meeting the president received an email from an English visitor, who dropped in on us in early 2016, waxing lyrical about our club, its members and the prospects of a garden railway being established.

He is Neil Madden, who also offered us some advice on a garden railway project and some pics of garden railway construction at his home club, Vale of Aylesbury.

He started off by saying: "What a great club you have. I would come every week if I could! Many thanks for making me so welcome. I left your place green with envy."

Neil then goes on to talk about the garden railway at his home club.

"We used salvaged aluminium for our base board superstructure," he said. "This worked perfectly although there were three problem areas.

"Setting the legs in the concrete is not a good idea as there is potential for corrosion. This reaction would be worse if you had any other metals present. Our resident structural engineer insisted on coating the legs with bitumen. We heated the legs with a blow torch and dipped them in a tub of bitumen.

"Fixing the top boards to the aluminium support beams required either self-tapping screws or a high glue content silicon. We tested a number of these and finally settled on Dow Corning Sealant 12 x Geocel 796 PVCU UPVC Alum Wood Door Weather Silicone.

"Differential expansion between the boards and the aluminium support: We have about 30 degrees centigrade temperature range, giving us about 2mm movement over 8ft, but the silicon has coped with it very well. The boards were laid in the autumn, giving us the best possible situation."

Neil said his club ground moved considerably during the year, so it built a T-slot into the support structure on all legs and milled slots on cross beams. This gave full adjustment up, down and sideways.

The top boards were phenolic-coated birch plywood sheets 22mm thick 8X4 ft. This is the same kind of board used on scaffolding towers.



Neil Madden pictured (left) with his first garden railway loco, a Great Western small prairie 2-6-2T.

The boards came coated on both sides and all edges. Many of the boards needed to be cut, which immediately destroyed the water proof properties. They were sealed with a two-pot chemical wood sealant. All boards were sealed to each other with the same 796 sealant used to fix the boards to the aluminium.

"We are now laying 12mm concrete exterior boards on top of the base board," he said. "These are free to move independently of the base board, thereby eliminating any expansion stresses from the aluminium. We have laid a polythene sheet between the boards, the top boards are also bonded to each other with 796 sealant.

"Our situation is clearly different to yours, with more rain, smaller temperature differential, free aluminium, etc. The concrete boards are the only boards we are going to fix anything to, thereby leaving the bottom boards water-tight."

Neil said the UK Gauge 1 Society website was very useful for track spacing, minimum curves etc. "Our old track got widened a number of times over the years with other gauges, electric only lines etc, so maybe you should keep some future capacity in mind."

See Show and Tell, page 8.

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## Winning bid for Speedy

THE part-completed Speedy 0-6-0 tank loco which was put out to tender recently is now in the ownership of Laurie Morgan.

The loco had been on display in the clubrooms for several weeks.

Laurie plans to complete the loco with his son, Piers, a former CNC machinist and now a Transperth train driver.

## Getting started on your first loco

GETTING started on a locomotive construction project can sometimes be as daunting as some of the more complex issues you will face along the way. But before you go head-long into a project, ask yourself one question: Do you enjoy running a steam loco or traction engine ... or do you want to be a model engineer?



by Phill Gibbons

There is a big difference. If you enjoy playing trains, then you will be better off buying something and playing to your hearts content. But if you want to be a model engineer, then read on! At NDMES, you will have access to dozens of members with hundreds of years of engineering knowledge and experience — and they will be only too willing to share this knowledge and offer advice.

Now, having decided you want to be a model engineer, there is the dilemma of what type of loco to build — what project best suits your level of expertise and which best matches the tooling and equipment you have at your disposal.

In making this first step, I suggest you follow one very simple guide: Go for the smallest loco in the biggest gauge, which in our case would be an 0-4-0 tank loco in either 5 inch or 7¼ inch. After you have given this due consideration and sought the guidance of more experienced model engineers, source an appropriate set

of plans and castings. I suggest a published design, such as a Blowfly, Tich or Juliet, plans for which can be obtained from Reeves in the UK, Ernie Winter in NSW or Wayne Roberts in Victoria, among others.

Then plan to get as much of your framework as possible laser-cut. This would include the frames, buffer beams, horn blocks, coupling and connecting rods and crossheads. All valve gear and expansion links can also be cut by laser.

Depending on your selected design, you may also have the option of purchasing a completed boiler, usually from the UK. Freight costs are quite reasonable.

Or, another option is to follow the lead of Richard Turner and buy a loco in kit form, from Polly Model Engineering in Nottingham, England. Polly can provide all materials, castings, fittings, accessories, tools, books, stationary engines, machined parts etc. Check them out on the Internet. In fact, you can get as much as 90 per cent of your loco commercially made. With the commercial services available today, your first project can be a lot easier than you think!

And another tip is to attend our monthly meetings and listen to what other members have to say about their projects in the Show and Tell segments.

In the next article in this series, we will look at loco main frames.

### Know your Society

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<b>Boiler Inspectors</b>	Phill Gibbons	9390 4390	
	Steve Reeves	9354 1395	
	Noel Outram	9525 1234	
<b>Librarian</b>	John Martin	9300 2180	
<b>Birthday Bookings</b>	Paul Costall	9572 1385	
<b>Driver Training</b>	Phill Gibbons	9390 4390	
<b>Safety Officer</b>	David Naeser	9276 8709	
<b>Newsletter Editor</b>	Tom Winterbourn	0415 682 931	
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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

## Richard's new traction engine debuts at H&F sale

A feature of the Hare & Forbes sale from April 7-9 was the "public debut" of Richard Turner's new 2" scale traction engine.

The engine, built to the Reeves Lincolnshire Lad design, proved a big attraction and talking point.

Our picture, taken by Steve Reeves, shows Richard (centre) discussing his latest project with Paul Costall (left) and Steve Briggs.

Other display items at the sale included Ron Collins' Fowler traction engine, some laser-cut coupling rods and a complete cylinder from Phill Gibbons and a model engineering display put together by Steve Reeves.

As usual, our team of expert snag flippers manning the BBQ kept sale visitors and staff supplied with plenty of food, although once again the sale was relatively quiet at times.

This was the last sale to be held at this venue, with the next sale to be held at H&F's much bigger new premises nearby.

Again members were able to buy bits and pieces at better than the advertised sale prices.



## Batavia Coast 10<sup>th</sup> anniversary invitation

THE Batavia Coast Miniature Railway Society at Geraldton is hosting a special 10<sup>th</sup> anniversary invitation run from May 13 to 15 – and we're invited. Sadly, there are no facilities for 5 inch locos as the track is 7¼ inch ground level only.

Lunches can be pre-ordered and an evening meal on the Saturday (\$10 a head) will be available, again pre-ordered. There are also BBQ facilities available plus coffee and tea all day.

The track is in Spalding Park, Geraldton, and there are limited camping facilities available.

If you're thinking of taking your steam locos up, a boiler certificate and spark arrestor are mandatory.

As this issue of Steam Lines is being published in early May and the deadline for bookings is May 4, if you want to attend it is suggested that you contact immediately one of the following:

Lewis Roffey on 9964 8638 or email [lbroffey@aapt.net.au](mailto:lbroffey@aapt.net.au), Phil Mellings at [djuki@westnet.com.au](mailto:djuki@westnet.com.au) or Jane Whiteacre on 9923 2207 or email [whiteakerjd@bigpond.com](mailto:whiteakerjd@bigpond.com).

## Steve Briggs co-opted on to committee

STEVE Briggs has been co-opted on to the NDMES committee following the resignation in late March of Gilbert Ness.

Gilbert has been appointed to a senior position with TasRail, the former Tasmanian Government Railways now absorbed into the Australian National Railways Commission.

Gilbert's resignation was accepted at the April 1 committee meeting shortly



before he relocated to Tasmania and thanked for his past services, although he will maintain his membership.

Steve (pictured) is a regular member of the Tuesday's Dad's Army work crew and is using his welding skills as a member of the "fab four" track fabrication team.

He unsuccessfully sought election to the committee at the last AGM.



## Almost 400 delegates ...

THE 60<sup>th</sup> AALS annual convention was held at Cobden, Victoria, over the Easter long weekend (March 24-28) and was a resounding success. With just under 400 registered delegates and about 130 visiting locos, the miniature railway was a hive of activity for the first three days, although this dropped off fairly markedly on the Monday.

All those things we like to talk about, such as camaraderie, the food, etc, were excellent. NDMES was represented by myself and partner Jenny and boiler inspector Noel Outram and wife Barbara. Noel also took over his battery-powered diesel outline loco.

Although the event was well-organised, the only sad part for me was that the South-Western Model Engineers (Vic) seemed to have little actual involvement in organising the event, with the Rotary Club of Cobden seemingly in charge. Having said that, I guess it worked, as there wouldn't have been a convention in Cobden but for the Rotarians.

The only downside, track-wise, was a number of derailments and a section of track widening to out-of-gauge in the tunnel just after leaving the station. This caused some derailments and some hurried track work.

However that aside, the track is challenging with two fairly long tunnels and plenty of undulations to keep drivers on their toes. Also, on the Sunday, the convention was opened up for public running, with plenty of convention delegates participating.

Locomotives at the convention ranged from little 3½" and 5" locos to John Wakefield's massive 7¼" South African 2-10-4 "Witbank".

The West was well-presented, with 13 delegates, nine representing SWMEA at Bunbury, and two locos.

The big news for us was the decision by SWMEA president Jeff Clifton and myself to throw our hats into the ring to host the 2018 convention, subject to the backing of members of both our organisations (refer to story page 1).

*Pictures and report: Tom Winterbourn.*



Ross Walker's "green 5". Yes, this particular Black 5, No. 4763, was experimentally painted green!



WA "expatriate" Paul Sherman with Koojedda.



Allan Wallace (SA) at speed on his 7¼" Black 5.



Barry Olney (Old) and Wombat.



Steve Harris (Altona, Vic) and his 7¼" un-rebuilt Royal Scott.  
C'mon Bob Hutt, where's yours?!



## ... and 130 locos at Cobden convention



This miniature steam lorry and matching caravan/trailer attracted much attention.



A Burrell showman's steam traction engine pulled these two trailers with ease.



Brock Steadman drives his little diesel with AALS secretary Linda Hall behind and trailing ...



... these six teddy bear "hand pump" trucks. Granddad and convention stalwart John Steadman adds an extra truck every year! All the characters go up and down or backwards and forwards during motion.



Jeff Clifton (Bunbury) and John Lyas (SA) work on the American outline 2-8-4 owned by Bob Nash (SA). Jeff and wife Mary picked up Bob and his loco en route from Bunbury to Cobden.



Rod Pitt (CMR) emerges from the tunnel and into the rain driving his 4-8-2 "Beechina". Note the "for sale" sign on the smoke box!



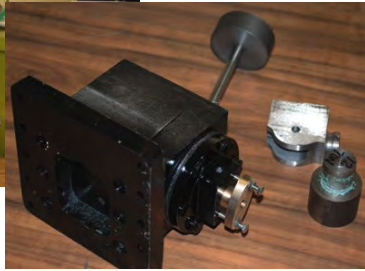
## Show and Tell alive and well

There was again some active participation in the “show and tell” segments at the March and April members’ meeting. Andrew Manning displayed an adapter he has made to grind drill bits to the correct angles at the April meeting. Unfortunately a camera malfunction prevents an accompanying photo.

The other “presenters” included the following:



Phill Gibbons gave another insight into making parts the easy way at the March meeting, with wheels fabricated and welded then machined, at a total cost of \$30 per wheel. Phill explained how to use jigs to reproduce identical parts by transferring the jig from the lathe to the mill without removing the wheel from the jig. Another trick is to use a drilling jig to spot the holes on the cylinders and covers using the same jig, instead of marking them out each time. And to also use Loctite to hold the valve chest on flat slide valves on to the cylinder to spot the bolt holes, then just tap it to release it, and do the same with the cover. At the April meeting, Phill showed how to press fit and Loctite parts together and also showed one partly-machined cylinder and parts (see inset picture).



At the March meeting, Ron Collins showed the frames for a new 7¼" riding car/tender for Wombat, which is being developed by Steve Reeves from Bob Brown drawings. Ron has auto cad drawings for the tender and is proving his drawings by making the first one. No serious changes so far! At the April meeting, Ron offered to help members buy materials, such as round bar, flat bar and sheet metal from the eastern states and locally in Kewdale at lower prices than found elsewhere. He promised to email the address of Bohlers to members as a supplier of offcuts of steel, stainless, cast iron and bronze.



John Turney outlined plans for the proposed garden railway at the western end of our block at the March meeting. He again called for more support for the project to get it off the ground.



Visitor James Giddens attended the April meeting and brought with him a chassis for a 4" scale Hunslet quarry loco, which he recently bought and is currently overhauling.



At the April meeting, Steve Reeves showed the cardboard pattern for the saddle tank of his Juliet project and also the new LED lighting system for Majestic.



## Garden railway– some food for thought

FORMER member Marcus Jones, now resident in the UK, continues to do the rounds of railway and steam events and his latest jaunts included a small O-gauge model railway expo in Ipswich and a nearby garden railway.

After buying a few items at the expo, he visited a local model engineering society, which had a good length 1-gauge garden railway.

While the garden railway had no fancy landscaping, there was plenty of track. But Marcus described the 5" raised track there as pretty short and boring!

"I kind of like the high level area for viewing and working on the 1-gauge, but I reckon any garden railway of mine would want to sit mostly near ground level to make it more realistic," he said.

"It seems to lose my interest a bit when an electric motor just runs around a rail -- it seems to need some scenery to add interest and realism.

"They did have some nice runs of stock, though, and a fabulous R/C working replica of a breakdown crane."

*Photos: Marcus Jones*



## AMRA – we need your help!

THE next big event on the NDMES calendar is our participation in the 2016 AMRA exhibition at Claremont Showgrounds on the June long weekend.

After a relatively light involvement in 2015, our participation this year could well be our biggest yet. We will be back with our train rides, albeit with battery-powered diesel outline locos instead of gas-powered steam, as in the past, and we will have the usual display of our model engineering expertise. But this year we will also have steam traction engine displays and rides.

The RAS of WA and the organising AMRA committee have welcomed our additional involvement and made provisions for us to operate the steam traction engines outside the front of the main Robinson pavilion, meaning part of our "display" will be the first exhibits seen by visitors as they enter the pavilion. The show will be held on Saturday, June 4, through to Monday, June 6 and will be open from 9.30am to 4.30pm on the first two days and from

9.30am to 4pm on the Monday. There will be a fair amount of work associated with our involvement and, to this end, Harry Rosser has agreed to be the co-ordinator in getting track, barriers, display tables etc. to the showgrounds and picking them up at the end of the show. As in the past, many hands will make light (or lighter) work, so please make a note in your diary to help in the transportation of the equipment to the showgrounds (Harry will have a big trailer) and set up on Friday, June 3, and then help bring it all back when the show closes after 4pm on the following Monday.

Also, we need help during the show in manning the stalls, driving and running the trains and channelling passengers on to the trains.

The president will be drawing up a roster for the four days, so please let him know of your availability to help.



## Record April run kept us all on our toes!

A RECORD number of visitors attended our public run on April 24, resulting in long queues waiting to get into the grounds and then passengers queueing for rides on the overbridge and down into the picnic grounds for the first three hours or so.

All of our 7¼" carriages were in use with three steamers and a diesel on the GLT and about six locos on the raised track.

The station staff did well in moving passengers through and on to trains, but nobody seemed to mind waiting for a ride.

Again Cathy and mom Jean did a fantastic job in the ticket office-cum-canteen and there was happily a good turn-out by members to lighten the load.

The March run on Easter Sunday was a much quieter affair by comparison.

Here are some of the pics taken at the March and April runs:



It has been a long time since we have seen a queue like this for one of our public runs. As ever, Cathy has a smile on her face at the April run!



David Naeser prepares to leave the station with his immaculate 3½" Baltic tank at the April run, with three other trains lined up behind.



Paul James gave our two junior members, Meldon Bruce-Hall and Mark Bowring, some instructions on firing up the club steamer at the April run.



Ed Brown had his Es 308 in steam at the March run, although it was not quite ready to haul passengers.



"All the world's a stage...." So said Shakespeare in his play "As You Like It" and NDMES elder statesman Jim Crawford is pictured living the dream at the March public run day. "Look Jeanie, no hands!" Now, wasn't this would-be thespian the driving examiner until recently?! Actually folks, for the record, the train was stationary at the time!



## First night run a big success

THE club broke new ground on March 11, when it staged the first night run, in lieu of the club run day the following day.

The general consensus after the run was that it was a success and that more should be placed on the calendar.

For most of the drivers it was new territory, having to drive their locos with little or no vision of the track ahead, despite all locos (or drivers) being fitted with headlights. They just had to trust the track geometry!

The following pics were taken by John Shugg, unless otherwise marked.



With a giant real size red light at the rear, Bill Wall is obviously having a ball driving Minion.



Linda Jennings and Clive Jarman wait patiently for a trip into the unknown while new junior member, 12-year-old Mark Bowring, looks on!

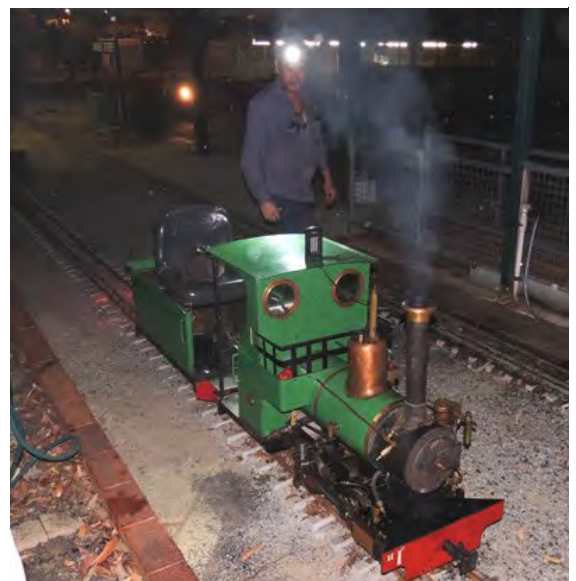


Richard Turner driving Suzanne and Bill Wall with Minion – two 5" locos on the GLT.



New junior member Mark Bowring, who came down from the other side of Northam with dad Steve for the night run, prepares to move his 5" "Planet" from the steam-up shed out on to the running line. Pic: Steve Reeves.

Dave Robinson rides on the first carriage as his yellow diesel travels through the tunnel, driven by young Mark Bowring.



With mining head light on, Scott Andrews prepares to steam into the night.



## Margate's train service that never was!

YOU never know what's around the corner! During my recent tour of Tasmania and travelling to the quaintly-named town of Snug to visit an old model engineering mate from my Central Coast (NSW) days, I came across the state's last passenger train, The Tasman Limited.

The loco and seven coaches are marooned just south of Hobart at Margate, a small seaside town which was never served by the railways.

Now known as The Margate Train, it has been converted and developed into a major tourist attraction, offering a range of retail outlets from a pancake parlour to a barber's shop and is open seven days a week.

The loco is a 3ft 6in pacific No MA3 and the train operated between Hobart and Launceston.

As was common in the early days of Australian railways, Tasmania was beset with different gauges. The first line was opened in 1871 by the Launceston and Western Railway from Launceston to Deloraine, laid to 5ft 3in gauge, followed by the Tasmanian Main Line Railway Company's 3ft 6in line from Hobart to Evandale. The TMLR later laid a third rail in an 11-mile section at the north end of the L&WR system and



The former Tasman Limited – now a retail hub in Margate.

Below left: The Margate train gift shop.

operated a dual gauge line into Launceston.

The Tasmanian Government Railways was set up in 1872 and took over the L&WR in 1888 and the TMLR in 1890 to create a public railway service. All track was then re-laid to 3ft 6in gauge.

The Tasman Limited made its final rail journey between Hobart and Launceston on July 28, 1978.

While steam and passenger services have long since disappeared from the state railway system, this bygone era can still be savoured at The Margate Train, just a 20-minute drive south of Hobart.

On board you will find a two-car pancake parlour with its extensive menu amid colonial railway splendour. Other carriages house the barber's shop, a gift shop, second-hand bookshop and a massage therapist.

The site also has two large warehouses displaying antiques, jewellery, art and collectables.

*\*NDMES member Gilbert Ness has just been appointed to a senior position with Tasmanian Railways. See story elsewhere in this edition.*

**Tom Winterbourn**



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