



November 2002

## Waratah Runs Again

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### Your Committee

President  
Ron Date 9246 2835

Vice President  
Dick Langford 9408 0081

Secretary  
Andrew Manning 9446 4825

Treasurer  
John Martin 9448 8843

### Committee Members

Doug Baker 9341 1630

Phil Gibbons 9390 4390

Steve Reeves 9354 1395

John Shugg 9246 9549

### Safety Officer

David Naeser 9375 7785

### Publicity & Events

Jim Crawford 9276 5464

### Newsletter

Jim Clark 9446 5870

**NDMES**  
PO Box 681  
Balcatta 6021  
Western Australia



Photo:  
John  
Shugg

Mrs. Maxine Adams wished to see Lindsay's Waratah back in steam, so Jim Crawford offered to prepare and run the engine on the Fun-Run Day held on Sunday 13th October 2002.

After a light service to unstick the clack valves, and a polish, Waratah was ready for its run. It looked magnificent too. Jim Crawford and Maxine circuited the

track many times. John Shugg also drove quite a few laps with Maxine as passenger. Needless to say Waratah performed faultlessly, as always.

Maxine has advised that Waratah will never again run in "revenue service" to haul members of the public. The wear

*(Continued on page 3)*

### CALENDAR OF EVENTS

General Meeting	Club Meeting Room Vasto PI, Balcatta	8:00 pm	Friday 8 November
Club Run Day and Public Run Day	Club Track Site Vasto PI, Balcatta	11:00am—3:00 pm	Sunday 24 November
General Meeting (last one this year)	Club Meeting Room Vasto PI, Balcatta	8:00 pm	Friday 13 December
Christmas BBQ	Club Track Site Vasto PI, Balcatta		Saturday 14 December

**Note:** General Meetings will again start at 8:00 pm as from November Meeting Run Days — Grounds open to the public at 10:00 am, running starts at 11:00 am.

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## Annual & General Meetings

minutes of meeting by Andrew Manning

The combined Annual General Meeting and October General Meeting opened at 8:05pm with 26 members and one visitor (Chris Holland) present.

**MINUTES of the AGM** held on 12 October 2001 were read. With the correction recording that a General Meeting followed the AGM, accepted. Moved: D. Langford Seconded: I. Allison. Carried.

Steve Reeves moved a vote of thanks and appreciation to the Committee for the great year's work. Seconded by the members at the meeting with applause.

**SPECIAL GENERAL MEETING** — Called to approve or otherwise amendments to the Constitution as detailed in the notice of Special General Meeting.

**Amendment 3** — Delete existing paragraph 20 and insert paragraph below:

20. Subject to the prior approval of the Australian Miniature Boiler Safety Committee to whom the Society's committee recommendation will be made in writing, boiler inspectors shall be appointed by the general committee. A full member who has built miniature boilers or who is deemed capable to carry out the duties of boiler inspector may be nominated for the position. Moved: A. Manning Seconded: J. Shugg.

Some discussion followed and Dick Langford moved "The last sentence of the new paragraph be removed" Seconded: S. Reeves. The amendment now reads:-

*Subject to the prior approval of the Australian Miniature Boiler Safety Committee to whom the Society's committee recommendation will be made in writing, boiler inspectors shall be appointed by the general committee.*

Amendment to motion carried. Amended motion seconded: A. Manning. Amended motion then carried.

**Amendment 4** — That the addition proposed at paragraph 19(c) be added to the Constitution:

19. The committee shall: -

(c) Ensure that all inward correspondence pertaining to boiler matters is distributed to all the boiler inspectors.

Moved: D. Baker Seconded: I. Allison. Carried.

**Amendment 5** — Amend paragraph 22 as follows:

22. *The Annual General Meeting shall be held in the month of October each year with a minimum of five General Meetings per annum.*

Moved: A. Manning Seconded: R. Dunn. Carried.

Special General Meeting closed at 8:20pm.

**ANNUAL GENERAL MEETING** – continued.

The President and Secretary expanded on their respective reports as presented in **Steamlines**.

Andrew Manning read out the Treasurer's report. Copies of the balance sheet were circulated to members. As there was no discussion following these reports, the President declared all positions vacant.

Allan Mathie and Bob Tanner were invited to act as Returning Officers. The Secretary passed on 18 sealed absentee votes that had been received. In accordance with the Constitution of the Society, formal nominations in writing were received for all positions except Vice President. Both Doug Baker and Ron Date had nominated for the position of President. The ballot resulted in Ron Date being elected President.

Two nominations were received on the night for Vice President – Doug Baker and Dick Langford. Dick Langford was elected Vice President.

There was only one nomination for each of the positions of Secretary and Treasurer — being Andrew Manning and John Martin respectively.

Following the election of Ron Date and Dick Langford there remained three nominations for the four Committee positions. Nominations were received from the floor to fill the 4th position: Ian Allison and Steve Reeves. Steve Reeves was elected to the Committee.

The Society's Executive and Committee for 2002-3 is now as shown on Page 1 of this issue of **Steamlines**.

Prior to the ballot for the Committee members there was a challenge on the meaning of the Constitution with respect to the number of Committee members. The President stated, and a confirmatory show of hands clarified, that Paragraph 10 of the Constitution, which says in part, "...there shall be ... 4 General Committee members" means exactly that.

Allan and Bob were thanked for conducting the ballots.

**MONTHLY GENERAL MEETING** — Allan Mathie moved that the NDMES Committee form a Marine subcommittee with a member representing Marine interests on the parent NDMES Committee. Bob Tanner seconded the proposal. Allan made the following points in support of the motion. The immediate benefits without cost or change to us would be:

- 1) Attract a progressive and positive public image.
- 2) Increase our contribution to the Community.
- 3) New membership seeking our guidance in their projects.
- 4) Gain accreditation and acceptance of our Steam Codes.
- 5) Attract funding for development from Government and business sources to achieve our objectives.
- 6) Broaden the scope of involvement and interests of the members.

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## Annual & General Meetings

minutes continued....

The background to this is that over the next 12 months various steamboat projects will become waterborne. At the latest count we have the following Society members involved in steamboat projects: Doug Baker, Terry Kain, Allan Mathie and Bob Tanner.

Unattached to any other club or society there are "up and steaming" another 5 steamboats owned by: Mike Adams, Dennis Baker, Peter Michelides, Peter Smith and Wally Swift. This is a lot of intellectual (marine) Steam knowledge, which could come to us.

At this point no-one in WA WorkSafe or the Department of Transport has any idea of what might be needed to operate steamboats on our waterways. Except for WA Boat Safe that run a small boat handling course designed around power and sailboats, there is no source of guidance or Codes within the State.

By taking this initiative we in NDMES would be in a position to have one voice in promoting all future WA Steam-Safe (waterborne) decisions.

Allan Mathie has offered his free time and use of the steamboat to the child wards of the Variety Club, and would intend having Steamboat children charity run days as scheduled by the proposed NDMES Committee if it goes ahead. He hopes that other Steamboat owners would join in and the rest of those NDMES members that have the time and interest would join him.

Discussion – Concern at setting up a special interest group. The group would generally have their "Run Days" on the river, rather than activities at Vasto Place.

- Concern with respect to insurance and the Society's liability. D. Baker has already raised this with AALS.

- Generally the members were supportive of actively embracing the Steamboat fraternity.

- Allan Mathie explained that respective boat owners presently covered all insurance requirements.

The motion was carried. The Committee is to investigate, with the marine group, the implications for the Society. Steve Reeves suggested that a set of "Recommended Safe Operating Procedures be presented to the Society".

**BUILDING REPORT**— Letter received from Burdett and Associates, consulting engineers, confirming satisfactory completion of the building structure to drawings and required standards.

**GENERAL BUSINESS**— Ron Date — On Sunday club Run Days we need members to open up and lock up the grounds. Need a Duty Officer for next public Run Day. Next meeting will be at the Society building.

Bruce Weir-Smith will need other members to take responsibility for signal system while away.

Jim Crawford – Bassendean Fair- set up of circular track Sat. 2 Nov. Public running on the Sunday. Pack up that night.

D Naeser advised that there were now a significant number of members with various grades of driver's licenses.

**MODEL ENGINEERING** — Andrew Manning displayed 3 small stationary engines built by his father. The engines were run in turn on compressed air supplied by a garden spray pack. It was suggested that this would be a more sensible means of powering small engines at AMRA that the use of an electric compressor.

Chris Holland – Showed the highly detailed brass front end of the loco he is building including air compressors.

Bob Green – donated a small pedestal drill to the Society. Thanks Bob.

Steve Reeves – Progress on the Garrett and some discussion on machining processes.

**RAFFLE** — No raffle this month.

Meeting closed at 10:20.

Andrew Manning

## Subscriptions Are Now Due

NDMES annual subscriptions are now due. The annual subscription is \$84 per member.

You need to be a Financial Member to be covered by the Society's AALS insurance.

If you are having any difficulty making the payment, please contact the Treasurer or President and come to a suitable payment arrangement.

## Waratah Runs Again...

*(Continued from page 1)*

and tear is considered too drastic. In fact Lindsay had already contemplated retiring Waratah for that very reason. The Society's main revenue earner for 11 years, the club owes much to Lindsay's Waratah.

Other locomotives present at the Fun Run day were Clive Chapman's Butch, Ron Date's NSWGR 32 Class, and Dennis Lord's XPT. George Palmer's 38 Class had a run on Saturday 12th October and went very well too, until George applied the steam brakes. George has most efficient brakes on his locomotive, but releasing them is a bit of a problem, just for now!

John Shugg



Northern Districts Model  
Engineering Society Inc.

Track Site:-  
Vestio Place  
Balcatta  
Western Australia

All correspondence to:-  
PO Box 881  
Balcatta  
Western Australia 6021

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

## Run Day Report

After Saturday preparations for the Sunday run we were faced with another dismal day weather-wise, which is of course disappointing.

Even more disappointing was the discovery that another 30 metres of fencing was demolished by vandals.

However, Blowfly and Mike Rogers' George chugged

around in the rain directed by Ernie Redford. Just about everyone there with a licence had a good drive with the trickle of patrons also having an enjoyable day.

An incident occurred towards the close of the run which caused some heated conversation. A member of the public and spouse had seen the street signs and wished to have a look at our activities. That was fine, until David Hunter observed that said spouse was not wearing appropriate footwear and therefore could not be admitted. This prompted her other half to become quite agitated, stating that he knew all about AALS insurance and there was no requirement for non-train-riding patrons to wear enclosed footwear. He went on to say that our Society had no right to refuse entry on the basis of an insurance requirement that did not exist, i.e.-covered shoes for all.

In a purely insurance context, he was correct. The matter was explained to him and entry was still denied. Following that event, everyone should be aware of the Society's position in this matter. AALS insurance has a requirement that all those intending to ride trains shall wear covered footwear. Our Committee has decided to extend this rule to encompass anyone, member or not, entering the site at any time. This is to protect both members and the public against injury not only while riding trains, but from broken glass, needles, etc.

## FORTHCOMING EVENTS

**Bassendean Fair** is CANCELLED due to insurance problems that could not be resolved with the Council.

**Victoria Park Family Fun Day** — Portable track will be set up and run on Sunday 10 November. Contact Doug Baker if you can help.

**Bunbury club's 20th Anniversary Run** — Saturday and Sunday 23—24 November at Bunbury. Please contact Ian Morrison on 9721 2034 and let them know if you are planning to attend.

**Kids Street Party** — Saturday 1 December, with the portable track operating in Subiaco.

**Meetings Next Year** — The first General Meeting next year will be on Friday 14 February 2003.

For more details on the above events, contact Jim Crawford- 9276 5464 or Andrew Manning- 9446 4825.

## WANTED

**6" to 8" dia rotary table** for milling machine. Contact Dave Finnie 9332 7753 (home) or 9381 1436 (work).

**Replacement Fridge** for the Society. The current fridge is very inefficient, it seems to run all of the time. If anyone has a fridge they would like to donate please contact Andrew Manning on 9446 4825. He will arrange collection if necessary.

## FOR SALE

**10" Douglas Shaper** in very good condition complete with cast iron stand and a few cutters. It has a single phase motor and I am asking \$900 for it.  
Dave Finnie 9332 7753 (home) 9381 1436 (work).

**10" Douglas Shaper** good condition 3 ph complete with machine vice. \$800. Andrew Manning 9446 4825.

## Building Report

We are now officially able to use our new Club House so all meetings will now be held there. If you have a tender behind (and I'm not referring to your loco) bring a cushion to the meeting, as we don't have any yet.

Stage 2 of the project is now under way, which involves a fire resistant ceiling in the kitchen, plumbing and a ceiling upstairs. We were fortunate in having a complete kitchen donated by a neighbour of Andrew Manning. Andrew undid everything so that John Shugg and Brian Lawrie and myself could pull it all out one recent Sunday morning. It should be enough for all our needs—lucky us!

Ron Date

## POSITIONS VACANT

**Multi-skilled People** — Lots of finishing work still needs to be done on the interior of the building, you would surely have a skill that's in need — carpentry, painting, fitting, joining, whatever...

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

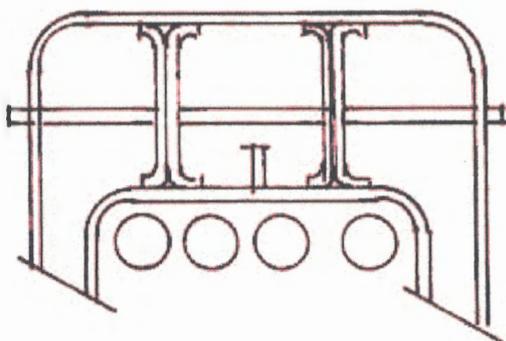
# Boiler Matters – Part II

Article & drawings by Bob Brown

(Speedy - continued from Part I in October 2002 Steamlines Supplement)

**Staying the Crown** – I think that most boiler builders would agree that the staying of the crown is one of the most important aspects of building the boiler.

The method used on Speedy is the traditional girder stay using copper plate (see Figure 1 below).



TRADITIONAL GIRDER STAYS SPEEDY

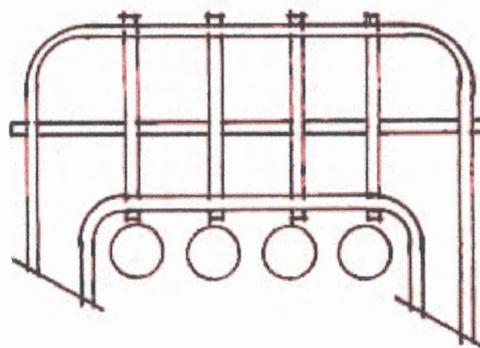
Figure 1

Although this method has stood the test of time, it is in fact only recommended by the AMBSC for small locomotive boilers, e.g. 2½" and 3½" Gauge.

The reason for this is that the beginner, when brazing a boiler for the first time, would find brazing the girder stays to the wrapper somewhat difficult to do.

For boilers the size of Speedy and up to the 25 litre capacity, the AMBSC recommendation is to use rod stays - Rule 3.4.B (See Figure 2).

When it comes to making and fitting rod stays, it is my experience that they are twice as easy to make and fit into the boiler, and more importantly, twice as easy to braze them in place – believe me!



ROD STAYS TO CROWN  
AMBSC RECOMMENDATION  
RULE 3.4.B

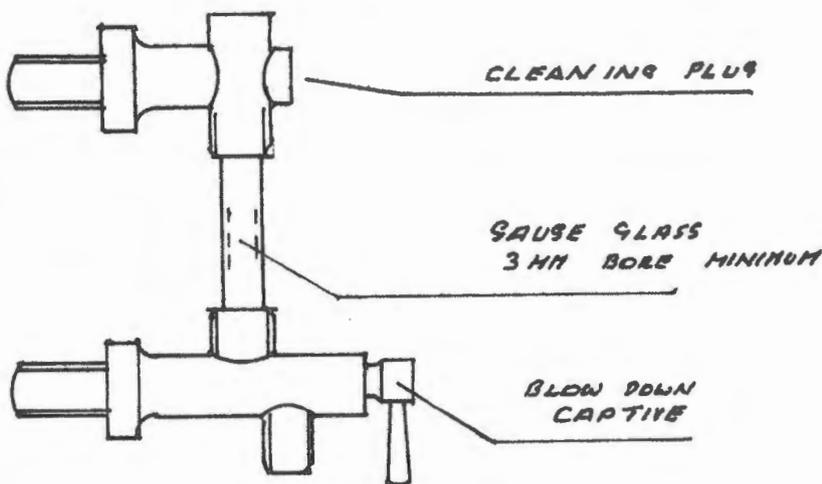
Figure 2

**Boiler Fittings** – Most of the boiler fittings on Speedy need to be brought up to date, i.e. the gauge glass fitting requires a glass tube with a clear bore of 3mm minimum.

The top fitting requires a removable plug for cleaning and the gauge glass blowdown spindle must be captive (see Figure 3). In fact, all steam valve spindles must be captive, that is the spindle must be prevented from being unscrewed completely from the body of the fitting.

(to be continued...)

Bob Brown



MAIN FEATURES OF  
GAUGE GLASS FITTING

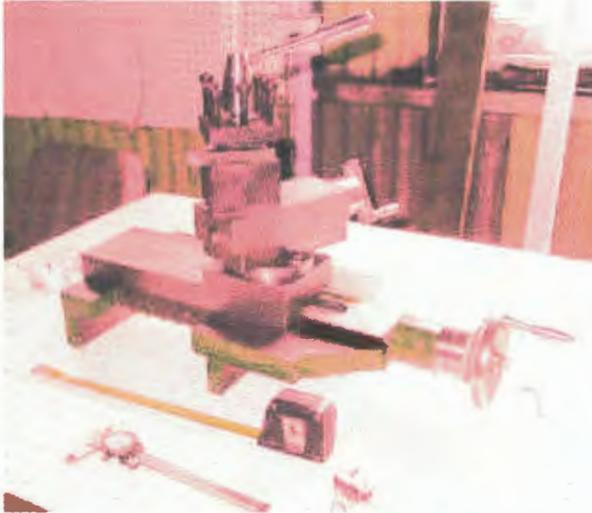
FIG. 3

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## Lathes Can Be Built

Article & photos by Tony Jones



It took just over 9 months to machine all the castings for this lathe and it is now up and running. It will be used for turning wood and metal. The photo above shows the cross-slide fully assembled.

I was talked into the project by my old friend John Caserta, who 25 years ago came to rent the property next door. He is the same vintage as myself but a darn sight fitter. He had three young children like myself, and who used to play together. John is a master cabinetmaker of the old school. When he came to WA he had high aspirations of starting his own business, so each evening he would spend up to five hours doing private jobs. He needed machinery and the first thing he needed was a saw bench – so I welded up a stand and he 'found' a spindle and away we went.

Next project was a man-sized band saw, so he looked at my big pipe bender and got me to bend up the bends for support of the wheels. We fabricated wheels from 2 layers of 16 thou. ply with a mild steel boss – anyway it must have been good as it is still in use today.

This final project (the lathe) started because his wife's heavy cast iron knitting machine was no longer a viable project so he got me to take a look at the frame, which is like a lathe bed. Yes, I had to agree, it had possibilities. The first stage, which I unwittingly thought was the last stage, was to draw on AutoCAD a 10-inch centre height headstock for turning bloody wood. To make it look the part I drew up a tailstock exactly the same as my CQ lathe. The headstock was fabricated from 3mm mild steel plate. The bearings were given to John by Northwest Engineering in Osborne Park – they were 65mm ID x 130mm OD, so I had to fabricate some large discs to form the housings.

Then I had to buy a hollow bar of 38mm bore and machine a spindle, which in itself was a work of art. For two years John turned billiard table legs, baseball bat type weapons to fit under the bed. You mention it he made it.

Bit by bit he built up ingenious pieces made from structural sections complete with small motors to automate his wood turning, and then inevitably he tried turning metal in his 8 inch chuck.

All he got was a frightening chatter. So wheedle, wheedle, and off I went to draw up castings copied from my CQ lathe.

We knocked up the patterns in one day, both now experts in our field. I took them to Eccles of Wembley who cast them for \$370. Then came the long haul of machining dovetails on my mill-drill. My arm ached from months of turning the handles.

Turning leadscrews was easy and a pleasure after all that cast iron. The trickiest job was pushing a hole through the length of the main casting to take the screw. Andrew Manning helped me out there.

However, even then I had to make a tough jig to keep the holes in line. Two hard rods of 10mm dia. were pressed into 25 x 25 square bar at centres that kept the rods snugly in the corners of the dovetails, they were indicated and drilled on the mill. The centre hole was bushed with a hard bush to guide the final drill.

The cross screw was turned from SAE 1040 bright and fitted the home-cast nut beautifully. The main hand-wheel was another posh looking relic from sewing days – it came off a Singer Sewing machine. The various other handles were turned from old hydraulic cylinder rods of stainless steel. A lot of swarf was made!

Tony Jones



Above: Exploded view of the cross-slide components