

STEAM



LINES

NORTHERN DISTRICTS MODEL ENGINEERING SOCIETY (PERTH) INC.

November—December 2017

September public run raises funds for cancer research



Inside this issue:

President's report	2
Technical matters	4
Boiler Group	6
Hotham Valley	8
Railfest 2017	9
Phill Gibbons profile	10
September run days	11

A GIANT cheque with a face value of \$3,000 was presented to the Cancer Council of WA following the public run on September 24.

The original idea was that we would present the proceeds of the day to help fight cancer, but because we needed to have the big cheque made out beforehand, we decided to make the amount \$3,000, being an average sort of income for a run day. In the event, rain intervened and we took considerably

less than that, so the amount was topped up as a charitable donation!

The concept was proposed and orchestrated by our treasurer David Edmunds and he had no qualms about donating the extra money – now, hasn't that got to be a "first" for a treasurer?!

The day was promoted and supported by the Cancer Council. Our picture shows some of those present on the day.

Consideration is being given to this charity run becoming an annual event.

The changing face of Vasto Place

SO, what have we achieved in the past two months? Look around the grounds and the answer is “plenty”.

The most obvious is the extension of the patio roof to the front entrance gate – just in time for the Sandgropers dinner on November 11.

Then we have the new toilets, which have been worth the wait and inconvenience (pun intended!). The space and facilities are far superior to what we had before and, thank God, we no longer have those Portaloos!

The station and entrance “races” now have lighting, which will allow us to have night running as and when, starting with the Saturday night of Sandgropers.

The steam-up shed support posts and trusses have been painted, as has part of the picnic ground fencing.

There is a new storage shed with roller door just off the picnic grounds for storing our ride-on mower and sweeper trailer. Take a walk up the back of our block and you will see the terraced flower beds being created by Peter Maschette on the west side of the tunnel, with the tunnel top yet to be developed into a public viewing area (*see photo below*).



New track points have been made for the exit from the station and were due to be installed between the October public run and Sandgropers, while the new signalling system is slowly taking shape, with less confusing signals on approach to the station.

The new dual gauge GLT storage line at the approach to the station is now in use and proving very beneficial. The garden railway is being used on a regular basis and now has a second circuit, allowing contra-running.

President's Report



by Tom Winterbourn

And while all of this has been going on, regular maintenance has been carried out.

In readiness for Sandgropers, most parts of the grounds have been hit with weed killer, the back of the block is being cleaned up to provide as much space as possible for the traction engines, a 10hp compressor is being hired for the steam-up shed and the 12/24v outlets for blowers are being updated.

We are also planning a big working bee on Saturday, November 4 (with BBQ lunch), to clean up the grounds and steam-up shed (after the October public run). This is a chance for

those members who, for whatever reason, don't get to the grounds all that often to do their bit for the society.

Members will also be called upon to act as marshals at the Sandgropers Gathering, so please give freely of your time.

It is also planned to have a display of locos of varying gauges, both completed or under construction.

And any help you can provide in providing cakes, cookies, biscuits, etc. for morning and afternoon teas on both days will be greatly appreciated.

Finally, if you haven't got your Sandgropers registration in, please do so without delay, as the deadline was at the end of October! You can download the form from the website www.sandgropers-ndmes.org.au or pick up a form from the clubhouse.

Just in time for Sandgropers, Prestige Coal and Bennett Brook Railway have provided us with about 1.5 tonnes of high grade coal. It was mined from the centre of the seam at Collie and was part of a much bigger allocation to BBR.

But with the railway's steam season now over, we were allowed to pick up the left-over coal. Thanks to Scott Andrews for arranging the “donation” and helping to pick it up on October 24.



The patio roof extension during construction.

Photos: Tom Winterbourn

Behold: The Quartermaster's Dart!

FOURTEEN months ago, the “quartermaster” joined our ranks, looking for something meaningful to do when he is not keeping tabs on the City of Swan’s stores or, closer to home, looking after stock on acreage at Gidgegannup and obeying the wishes of his “commander in chief”.

Charles Coppack’s first involvement at Balcatta was the fledgling garden railway and he has been a consistent member of the project team since. But he wanted more out of his involvement with the project than laying track. So he bought a Gauge 1 steam-powered BR standard 2-6-4 tank engine from the UK, which he has run over the track many times. In fact, it has the distinction of being the first loco to use the garden railway track.

But that didn’t quite fulfil his appetite either. He wanted something bigger. So again he turned to the UK and bought a 7¼” gauge Dart (*see photo at right*).

What’s a Dart, I hear you ask? It is the popular name for the GWR-designed and built 0-4-2T locos fitted with auto-train equipment. They were built from 1932 for branch line passenger work.

All 75 members of the “1400” class (previously “4800” class) were fitted with auto-train equipment, which allowed the driver to drive the loco from the cab of the specially adapted push-pull coach when running coach-first. A further 20 “5800” class locos were built and although similar to the “1400s”, they were not fitted with auto-train equipment.

These diminutive little tanks also had a fair turn of speed, with their 5ft 2in driving wheels capable of pushing the loco to over 70mph (112kph) when running along main lines. To put that into perspective, that is slightly faster than the top speed of the current “A” series electric trains running along Perth’s Midland, Armadale and Fremantle rail lines!

Charles took delivery of his new pride and joy in mid-September and had it at the club run day on September 17 for a closer look in the steam-up bay. He has a few minor things to fabricate before he tries to steam up the loco, such as a handle for the hand-pump and some valve levers.

The full size lightweight locos could run anywhere on the Great Western system because of their light axle loading.



The “1400’s” main claim to fame was in the 1953 classic British film “The Titfield Thunderbolt”. Loco 1401 starred as the main loco until deliberately derailed and damaged beyond repair. No. 1450 doubled as 1401 in some scenes to speed-up filming.

Charles’ new loco bears the number 1466 which, by coincidence (or not!) is the same as one of the four preserved 0-4-2s in the UK. This loco is based at the Great Western Society at Didcot and while non-operational at present, it is hoped to have it running again in time for the 60th anniversary of the Great Western Society’s formation in 2021.

And coincidences don’t stop there. The other loco which starred in “The Titfield Thunderbolt” was the 0-4-2 “Lion”, built for the Liverpool and Manchester Railway in 1838. A 5” gauge model of this loco is currently being built by NDMES member Bill Walker. The original “Lion” is now displayed in the Museum of Liverpool. **Note:** While the loco appears almost identical to the Kingscale 0-4-2 being made commercially in the UK, and also bears the same number, Charles’ loco was made by a model engineer in the UK.

Tom Winterbourn

A ‘classic’ ready for steaming

HE may be on the other side of the world, far, far away from the boiler group and his model engineering friends at Balcatta, but that doesn’t mean Doug Pitney hasn’t been pursuing his hobby.

We have just received this pic all the way from Canada (!) of Doug’s 3½” gauge classic American 4-4-0 ready for steaming! Unfortunately Doug won’t be back for Sandgropers this time,. He is due back in Australia for his summer sojourn in early December. But don’t be surprised to see him with a little bundle of model engineering joy under his armpit when he arrives back at the NDMES clubhouse!



Be a Boy Scout and 'be prepared'

IF you want your steam-operated equipment to perform consistently well, you must undertake regular maintenance and preparation.

Before a run, I load my loco on a Saturday afternoon, check to see if I have steam oil, soluble oil (oil that mixes with water), machine coolant, lubricating oil (car engine oil), CRC and degreaser, a brush and a few rags, my loco tool box and a blower.

Before I leave home the loco is filled with water and coal is crushed to size, so when I arrive at the track, all there is to do is steam up and play.

The real work starts at the end of the day. Any faults on the run are logged, the fire is burned out before loading and the cylinders are given a generous dose of soluble oil. The loco is then loaded on to the trailer or vehicle and unloaded at home.

Either before you leave the track or soon after you arrive home, you should also oil the cylinders, starting by squirting oil down the blast pipe and then putting the loco in forward gear and pushing it backwards. This causes the oil to be sucked down deep into the cylinders.

The next day, the loco should be pulled out of the shed, the ash pan and grate removed along with the smokebox door. First, the tubes are cleaned (I clean



Engineering Matters
with boiler inspector
Phill Gibbons

mine with a stainless steel brush in an electric drill) and the smokebox is vacuumed out. The smokebox door is replaced, grate and ash pan are cleaned and replaced and the boiler is emptied.

Finally, the loco chassis is sprayed with degreaser and hosed off and then sprayed with CRC. The loco is then left out in the sun (hopefully there's one around!) to dry off completely.

If any faults need repairing or modifications need to be made, now is the time to do it.

I will talk a little about correct lubrication on different parts of the loco next issue. **Phill Gibbons**



Phill Gibbons preparing his O&K loco. Photo: John Shugg

Know your Society

President	Tom Winterbourn	0415 682 931	twinterbourn@ozemail.com.au
Vice President	John Shugg	9304 0338	jshugg@bigpond.net.au
Secretary	Steve Briggs	0400 691 864	epsbriggs@yahoo.co.uk
Treasurer	Dave Edmunds	0432 426 891	
Committee Members	David Naeser	9276 8709	dnaeser@iinet.net.au
	Dave Robinson	0417 943 678	dave.robinson10@bigpond.com
	Harry Roser	9525 2125	harryroser@hotmail.com
	Allen Ward	0412 310 852	walker1234@hotmail.com
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	
Safety Compliance Officer	David Naeser	9276 8709	
Newsletter Editor	Jim Clark	0407 988 746	jimclark@hardwareandsoftware.com.au
Website			www.ndmes.net
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		

A 'PURFECT' DAY ALL ROUND!

THE club run day on October 15 was one of the best for some time, with about 25 members present and no fewer than eight locos either being driven or worked on.

In addition, two new members were given driving experience.

Boiler inspector Phill Gibbons was much in demand throughout the day, helping at least three members with their locos.

Locos present were Wayne Dunn's 3½" 'Maisie', Clive Jarman's new 3½" Juliet named 'Romeo' (Will Shakespeare would no doubt have raised a wry smile here) and his 3½" 'Acton Burnell Hall', Tanya and Scott's 'Heidi' and 'Black Betty', Peter and Suzanne Smith's new battery loco, Richard Turner's 'Suzanne' and Geoff Wilkinson's Natal GR 4-6-0T (completed by his father when Geoff was eight and having its first steaming at Balcatta).

In addition, Laurie Morgan tested the new garden railway with his big German and UK Bullied locos.

New members Gary Clarke and Alan Hodges were also given driving experience on the club's orange diesel loco under the watchful eye of 13-year-old Mark Bowring.

Phill fired up the BBQ to provide all present with lunch. And to make the day, the weather was perfect.

Tom Winterbourn



Suzanne Smith drives her (and hubby Peter's) new battery loco while undergoing a driving exam by driver examiner Phill Gibbons.

All photos: Tom Winterbourn



Geoff Wilkinson works to free a stiff regulator on his 3½" Natal GR 4-6-0T.



Right: Clive Jarman with 'Romeo', his new 3½" Juliet.



Right: Peekaboo! Tanya Mackellar peers through the cab of her pink Heidi.

Calendar of Forthcoming Events

General Meeting	Friday	10 November	Cancelled	
Sandgropers Weekend	Saturday-Sunday	11-12 November	Daily Saturday night dinner	NDMES track site, Balcatta
Public Run Day	Sunday	26 November	10:00 am — 2:00 pm	
General Meeting	Friday	8 December	7:30 pm	
Members' Christmas party	Sunday	10 December	9:00 am — 2:00 pm	

Notes from the Boiler Group

LATE August saw the Wednesday Boiler Group exploring another area of the Dark Arts — this time the hardening and tempering of springs, at the instigation of Paul James.

Material for making leaf springs is readily available and is supplied in the annealed state so it can be cut, drilled and bent to shape quite easily. Then comes the heat treatment stage to harden it and increase its “springiness”.

Hardening the spring steel is easily achieved by heating it to cherry red (800-850°C) then quenching it in water. In its fully hardened state the spring is very brittle and will easily fracture or break — so correct tempering is essential to remove the brittleness but retain a sufficient level of hardness. This is much more difficult to achieve, as it requires heating to the correct temperature throughout the whole spring without over- or under-heating any part of it.

The traditional visual tempering method would be to polish the hardened steel, then heat it gently and uniformly until the required colour appears on the metal (in this case a dark blue). This is quite difficult to achieve and not very precise, especially on long, thin items.

Another method is to temper the spring by immersing it in a bath of molten lead for about 30 seconds to allow the spring to stabilise at the correct temperature for a dark blue temper (lead melts at 327°C), then quench in a light oil (in our case vegetable oil). This was the method we used.

Initial tests on some spring samples dipped into a ceramic crucible full of molten lead gave good results — hard and springy, but not brittle. No lead remained adhering to the steel after it was dipped in the oil.

Ron Collins then quickly made up a small bath-shaped steel crucible into which springs can easily be dipped. So yet another technique is now available to members!

The techniques we have tried so far are quite “rough and ready”. However, the heat treatment of steel is a surprisingly complex and technical subject, so if you are interested in more detail, then booklet No.1 in the Workshop Practice Series: “Hardening, Tempering and Heat Treatment” by ‘Tubal Cain’ gives a good description of the theory and practice.

Jim Clark

Heating the spring sample to cherry red (top left) while melting the lead in a crucible (right).

Photos: Jim Clark



Paul James dips the hardened spring into the molten lead to temper it.



Ron's “lead bath” - a more convenient shape and size for tempering springs in molten lead.



“Well, there it is!”

Paul James steamed his new vertical boiler for the first time at Ron Collins' workshop on October 18.

Right: The boiler steamed very well and ran a ‘Sirius’ engine owned by Clive Chapman.



OH DEAR... WAS THAT YOU?

THEIR introduction to each other at the Wednesday Boiler Group meeting on August 30 was very amiable and they went on to share a joke or three – but it probably wasn't always this way!

It transpired that NDMES member Bill Walker and UK visitor David Burman had met before, over half a century ago, but that meeting had long been forgotten by both in the mists of time.

When introducing Bill to David, president Tom Winterbourn mentioned that Bill was once shedmaster at the Buxton loco shed in Derbyshire, whereupon David said he had been thrown out of that shed by the then shedmaster after being caught “bunking” the shed (on the shed without a permit).

Bill questioned the date and when David said it was in the early '60s, Bill realised he was shedmaster at that time!

But time is a good healer and the pair continued to chat (amiably!) for the rest of their time at Ron Collins' workshop.

Bill started his railway career as an apprentice at the LMS Crewe workshops. He is now building a 5”



Bill Walker meets David Burman... 50+ years on! Photo: Jim Clark

gauge replica of the historic steam locomotive ‘Lion’, which was built in 1838.

David, from Ilketshall St Margaret in Suffolk, is a member of the Halesworth District Model Engineering Society.

Fabricating crankshafts

EARLY October saw the Boiler Group involved in yet another heat-related activity — fabricating the crankshaft for Noel Outram's “Maid of Kent” loco. Noel has also started building the boiler for his new loco, which brings the total number of boilers built or modified in Boiler Group sessions up to 28.

The crank webs were silver brazed on to the axle in stages, allowing the previous stage to cool first. It is quite tricky to get good penetration of the silver solder without overheating the steel and there is really only one chance to get it right while the flux is still viable. Otherwise it is necessary to let it cool completely, clean and re-flux it.

The final step was to mill out the sections of axle shaft from between the crank webs, producing the completed crankshaft. Noel was very pleased with the result.



Noel Outram (left) silver brazing the crankshaft assembly, with some assistance from Phill Gibbons. Photo: Jim Clark



Left: This photo shows the milling out of the axle shaft in between the crank webs.

Right: The almost finished product. Just some “buffing” of the bearing surfaces to be done.

Photos: Noel Outram



Hotham Valley open day

ABOUT 15 members attended the Hotham Valley Railway anniversary celebrations on September 17.

The club's portable track was used to provide train rides and there was a modest Model Engineering display. Five traction engines were in steam (three from NDMES) with some taking the public for rides.

We are not sure how much money was collected for HVR but the money tin was heavy!

Hotham Valley reported it was a successful day, with all four "main line" trains booked out.

The society thanked us for our participation and invited us to attend again next year. **Steve Reeves**



Hotham Valley's ex-WAGR W Class loco W920 about to take out the first full-size train of the day. All photos: Steve Reeves



Ron Collins giving rides to the public with his Fowler traction engine pulling his "Mt Helena Heavy Haulage" trailer.



Right: Allen Ward hard at work providing miniature train rides on the portable track.



John Jenkin's 2" scale Fowler ploughing engine.



Right: Some of the models on the NDMES Model Engineering display stand.



Right: Laurie Morgan's 1 1/2" scale Allchin with his Gauge 1 Shay behind.

Railfest 2017

THE 2017 Railfest at the Bassendean Railway Museum, organised by Rail Heritage WA saw a good turnout of interested people of all ages, despite the slightly damp early start (*photo at right*).

There is a good collection of preserved locomotives and rolling stock at the museum, as well as interesting historical exhibits and the model railway club hall.

NDMES was represented with a working traction engine display put on by Paul Costall and Ron Collins, who paraded their Fowler engines along the main platform every half hour or so, much to the amazement of many members of the public, some of whom clearly had never seen or heard of such things — especially Paul's siren-style steam whistle.

The turn at the far end of the platform was quite a challenge, particularly for Paul's Showman's engine with its long overhanging canopy. He described it as being "a bit like turning an aircraft carrier".

An enjoyable day out for all those who attended this annual event. **Jim Clark**



Paul: Will it fit round the corner... ??



...Whew! Yes it will!



Not so tricky for "Roundabout Ron" who could at least see his front wheels...



"Wake up you lot!" Ron lets fly with his whistle as he runs down the platform.



Lots of interest was shown by members of the public in the workings of the two traction engines. All photos: Jim Clark

Phill Gibbons — the ‘go-to’ man on boiler matters

AFTER almost half-a-century in model engineering, Phill Gibbons can legitimately be referred to as an elder statesman by any yardstick. During this time, he has built or been involved in the construction of over 20 steam locos of varying gauges and offered his advice and experience to many in the model engineering fraternity.

He has also shouldered the responsibilities of boiler inspector with enthusiasm and is never too busy to help those less proficient than himself (almost all of us!).

He has also been the “go to” man on any boiler matters and has been instrumental in the success of the weekly Boiler Group meetings at Ron Collins’ Parkerville workshop.

Phill trained as a fitter and turner and completed a welding course in BHP’s Port Kembla Steelworks where he mainly worked on Porter class locomotives.

He was in his early 20s when he literally walked into model engineering by visiting a ME exhibition in Wollongong. He soon joined a club and embarked on building his first steam loco, a 3½” gauge Juliet. Ironically, his latest build was a 7¼” gauge version of the same loco.

But his first loco wasn’t the success he had hoped for, although that had little to do with its design and construction.

“It never ran well – that is until I visited the Moorabbin club in Melbourne, where a couple of young guys lit up (the loco) on char and roared around the track,” he said. “It was a fuel problem!”

“I subsequently visited the Footscray gas works and brought home four large sacks of char.”

Having tasted success, Phill then stepped up to 5 inch gauge, building a NSWGR 50 class. He ran this loco all over NSW and had a great time. In its day, this was a big loco.

Having been bitten by the “bug”, Phill next turned his attention to a 3½” gauge NSWGR P class.

“This is a sweet little loco and ran as sweet as it looked,” he said.

“Onwards and upwards, a little more difficult project was a 5” NSWGR C36. This turned out to be a powerful passenger hauler and, with its big eight-wheel tender, could lap any track I visited without the need for constant stopping.”

Now seeking something different, a friend showed Phill an article by WA miniature railway doyen Keith Watson in Live Steam Magazine on his 7¼” No. 9 loco.

Phill contacted Keith and soon had a full set of castings and flame cut frames on a truck from WA.

“Keith visited me in NSW a few months later and we have had a firm friendship ever since,” he said.

“The loco is named ‘Thunderchild’ and, nearly 40 years on, it still works hard at a Victorian track.”

After being retrenched by BHP, Phill decided to build a quick project for sale to help him move, as he had looked at a map and Perth was as far away from Sydney as it was possible to get — and there was a good railway at Castledare!



“Thunderchild”, one of Phill’s earlier locos made from castings and flame-cut frames provided by Keith Watson. This loco is still in excellent working condition in the eastern states after 40 years.

So, with all his worldly possessions on the back of a truck, he drove to Perth over seven days and bought a house, as home prices here were a fraction of Sydney prices. Wife Vicki and their two children flew to Perth a week later.

He then sold the truck and bought a car, borrowed a few thousand dollars from the bank and built his workshop. But as soon as he had the workshop running, he received a phone call from Willis Light Engineering asking if he could start work ASAP!

He worked at Willis’ for nine years and “Enjoyed every minute I was there. We built some of the very best 7¼” gauge locos in the country and one was exported to the USA,” he said.

After leaving Willis’, Phill worked full-time for 18 years manufacturing mining implements.

“At my home workshop, I built seven 7¼” locos (including a Derby 2P and the recently completed O&K), two 2½” gauge, two 3½” locos, a 5” and then there were the three 7¼” Juliets with Baker valve gear, built in conjunction with Steve Reeves and Rob Otway. Last but not least, there was a pretty fair WAGR ‘G’ class,” he said.

“There were a few here and there that I can’t remember and also at least 10 I made commercially while working at Willis Engineering.

“At this point I have a Tich, Pug and O&K Mallett to fill in the spare time, and I have been project manager for a 12” gauge private railway with four 3ft 6in prototypes.

“A few people ask why I keep racing along, but I say one day I will not be able to do this, so I’ll keep up this pace until I’m forced to stop — and when that happens I will make sure I annoy you all by telling you what to do to make your models better!”

September public run day

AS noted on page 1, this event went well with a large turnout of members, but the rain cut short the day with an early finish.

We also had a visitor from the UK and two visitors from Diamond Valley Railway in Victoria. Here are a few more pictures of the day. **Steve Reeves**



Dylan Audrain with Damien Outram's loco.



Pretty in pink — Scott Andrews and Tanya Mackellar's Heidi. Photos: Steve Reeves



Clive Woodard and another DVR visitor behind Phill Gibbons' O&K loco 'Irma'.

September club run day



Bob Hutt spent considerable time at the club run day on September 24 ironing out a couple of bugs with his Fowler "unrebuilt" Royal Scot in readiness for the Sandgropers Gathering.



Phill Gibbons spent the most of the Sept. 24 club run day entertaining members of his extended family, providing plenty of rides for his grandchildren behind his new 0-6-0 'Irma'. Photos: Tom Winterbourn

More rosettes for Harry's felines

APPEARANCES can be deceiving. Behind that somewhat brusque exterior, Harry Roser has a heart of gold when it comes to animals — cats, that is.

Since he found two "wild" kittens in a bin at the Welshpool workshop where he works six or seven years ago, Harry has been grooming his felines for greatness.

He has been showing the two original kittens, Garfield and Monkey, since 2012 then this year along came Meeka, who he also found in the workshop. He brought

her home and she is now being groomed as the next generation of champions!

This year at the Perth Royal Show, Monkey was adjudged best "purrsonality", best overall cat in ring 2 and then 2nd in best "purrsonality" in show.

Garfield was considered by the judges as the most appealing cat and new kid on the block, Meeka, came 2nd in her class and also possessed the most appealing face in her category.

Is this a full size loco or a model?

YOU would be forgiven for thinking that these are photos of the interior of the cab of a full size South African Railways Class 15F locomotive in preservation somewhere.

But no — it is actually a superb 5" gauge model, originally built in Cape Town by Jan Visagie, who worked for South African Railways and used the original works drawings to construct the loco over a period of 13 years. It was completed in 2000.

These photos and an article appear in "The Blower", the newsletter of the Grimsby and Cleethorpes MES in the UK. The loco is now owned by Andy Giffen, who bought it while he was living in Switzerland. He presently resides in the UK and runs the loco at the Grimsby and Cleethorpes track.

SAR Class 15F locomotives were built between 1938 and 1948, with 255 built in four batches. The first batch was built in Germany (2902 to 2922) but production soon moved to the North British Locomotive Company in Glasgow. Because of a desperate shortage of locomotives during World War II, a batch of 30 were built by Beyer, Peacock and Company and delivered in 1944. The final batch, fitted with mechanical stokers, were built by the North British Locomotive Company and delivered between 1946 and 1948.

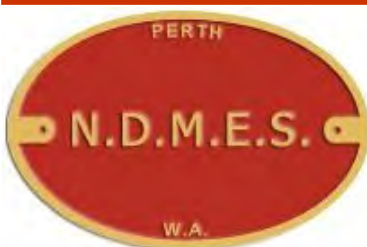
The Class 15F was a very impressive looking loco and apparently a popular and versatile workhorse on southern African railways for many years. A few still remain in preservation, in various states of repair.

NDMES member David Naeser was a member at the Western Province Live Steamers in Cape Town and he saw this particular model of the 15F after its completion on a return visit to South Africa and can vouch for its incredible authenticity.

The loco is just so good that we had to share it with you. There are also some great videos of it running on YouTube — have a look at this web address: <https://www.youtube.com/user/andrewgiffen>



Photos by Dennis Hammond, reproduced courtesy of "The Blower".



Northern Districts Model
Engineering Society (Perth) Inc.

All correspondence to:-
PO Box 681
Balcatta
Western Australia 6914
www.ndmes.net

DISCLAIMER

Steamlines is the newsletter of the Northern Districts Model Engineering Society (Perth) Inc. and is published by volunteers for the sole purpose of disseminating news and information relating to the hobby of model engineering for the personal enjoyment of interested parties.

Any statements made or information given are the personal opinions of the individuals credited and do not represent the policy, procedures or position of the Society or of any other organisations on any matter unless they are specifically identified as being formal statements on behalf of the Society or such statements are credited to an elected representative of the Society's Executive acting in their official capacity.

Any photographs published may have been taken out of context or posed or edited or modified to enhance their entertainment value or visual appeal and do not implicitly or explicitly depict the standard operating practices and safe working procedures of the Society. Copyright remains with the original authors and photographers and the content must not be reproduced in whole or part for any purpose other than the personal entertainment of the recipient.