



Model engineers abroad

TUESDAY 21st August saw a group of eight steam enthusiast members from three different model engineering societies depart on the evening Singapore Airlines flight to the UK. Planning had started more than ten months earlier and we were finally on our way.

The group consisted of four members from Northern Districts Model Engineering Society, three from the South West Model Engineers' Association and one member (Nigel Alexander) from Bluescope Steel Western Port Railway Society on the Eastern seaboard — see photo.

Following a short connecting stop in Singapore we arrived in London early next morning and proceeded to pick up three hire cars for the trip south. Our accommodation was dormitory style, which had a previous life as a skittles alley and was located in the small country village of Stourton Coundle near Sherborne, around 14 miles from the fair ground. The Trooper Bunkhouse consisted of the old

skittle alley with eight bunks, a small dining, kitchen and lounge area and of course some adjoining ablutions.

I think we all wondered how the close quarters accommodation would go but it turned out to be great.

After an early 8:00am breakfast the next morning

we headed to the fairgrounds, only to be caught in a traffic jam for the final three and a half miles. We made entry to the fair at around 10:30am after a rather long walk from the nearest car park. What a huge set up, absolutely amazing, the fairground covering a huge area and surrounded by hundreds and hundreds of campers in caravans and motor homes. This makeshift fair is spread over several hundred acres and is truly a sight to see.

The first day was used to have a look around and to familiarise ourselves. At the Dorset Steam Fair one can see everything from fairground rides to all types of vintage machinery, tractor pulls, horse events, working dogs, junk stalls, a World War One display and, of course, a huge main arena with live events, to name just a few of the attractions.

(Continued on page 3)



At the Dorset Steam Fair L-R: Alan Holt, Lindsay Lockhart, Nigel Alexander, Graham Pailthorpe, Clive Chapman, Paul James, Steve Reeves and Keith de Graauw. Photo: Steve Reeves

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New faces on the Committee

Another busy couple of months, with the most important event being our Annual General Meeting on 12 October with well-known members coming and going from the Committee.

Tom Winterbourn has achieved his wish to take a back step, but we can all reflect on the structural work he accomplished during his years as President and Vice President, and also the wonderful social gatherings he organised.

We also say farewell to David Robinson, who has been advising on the Committee for several years, but he will continue to support the Club, as he always has done in the past, by driving his yellow loco, and loaning his carriages to the club on public run days. He and Harry Roser are still playing a vital role in advising on braking systems for our new carriages and both are stalwarts of the club. I also thank Tania Mackellar for her work as secretary, a vital role in club matters throughout the year.

Congratulations go to our new committee members: Andrew Manning, our new vice-president, Paul James as secretary, Peter and Suzanne Smith as new committee members, and to Charles Coppack and David Naeser, who were re-elected to the committee.

Andrew Manning is a long-term member of the club who, along with Paul James, brings past committee experience to future meetings. Charles and David make a formidable team on all things concerned with safety. Of course, Peter and Suzanne will bring a fresh perspective to committee matters for the new club year.



New Committee members Peter and Suzanne Smith at the October public run day. Photo: Steve Briggs

Many of you will be aware of the drive to record our club history on our new website, ndmes.org.au. Recently, thanks to Jim Clark, my wife has been able

President's Report



By
Steve Briggs

to upload copies of *Steamlines* going back as far as 2001. We hope to go even further back following promised donations, which may even include the first copy of the newsletter.

These, once received, will have to be scanned and prepared for the web, so keep checking out the website for these artefacts. We have also had many photo contributions, which will be appearing soon.

Once again, I would like to thank the members who regularly turn up on Tuesday mornings for all their work around the club, and I would love to see some new faces there.

In particular, I would like to mention an unsung hero, John Martin, who works hard collating all of our books and magazines and items that have been donated over the years. He has done this for many years.

Another well thought-of and founder member, Jim Crawford, paid us a visit on the October public run day. It was good to see him on the road to recovery from a long illness and we wish him a speedy recovery.

And last but not least, you may be reading this edition of *Steamlines* while at this year's Sandgropers, which is on the 10th and 11th November at Forrest Park, Bunbury. I look forward to seeing you all there.

Steve

Annual birthday run

NEXT year will see a new annual invitation run added to the club's calendar of events. At its last meeting before the AGM on October 5, the outgoing committee approved the inclusion of an annual gathering of like-minded enthusiasts to help us celebrate our annual birthday.

The society was inaugurated at a meeting at the home of Doug and Sue Baker on February 9, 1985, so it is planned the celebrations will be held annually on the second Sunday in February, which is a nominated club run day.

It is planned the day will feature miniature railway locomotives, steam traction engines and a display of model engineering, plus, of course, good food and a taste of your choice brew or vintage.

Almost four years ago we had a big celebration for our 30th birthday, with then mayor Giovanni Italiano, patron George Strickland and other dignitaries, plus members of other WA AALS-affiliated societies joining us for a day-long celebration. Also present were our current founder members Steve Reeves and Jim Crawford, plus Doug and Sue Baker, as well as former presidents and members.

Our 34th birthday will be celebrated on Sunday, February 10 — a day after the actual anniversary date, so please make a note in your diary and plan to bring along family members and friends to help make it a truly memorable occasion.

Tom Winterbourn

Model engineers abroad — Dorset Steam Fair

(Continued from page 1)

There were in fact in excess of 2,500 exhibits and 750 stands, including many food vans and marquees.

This year's fair certainly lived up to our expectations with over 500 full size steam engines on display. The list of engines below gives one some idea of the magnitude of this fair, considered to be the largest in Europe:

Showman's engines	104
Road locomotives	59
Steam tractors	51
Road rollers	90
General purpose engines	113
Ploughing engines	19
Portable engines	24
Electric light engines	2
Lorries and buses	46



Traction engines were mostly in steam and were mainly presented in rows as shown above, but also scattered throughout the grounds. The organisers wished to have in excess of 500 full size engines in steam at once on the Sunday of the fair.

Engines were from as far away as New Zealand, Canada, USA, Europe and Ireland to mention a few. All in all it was a magnificent sight. There was also a large contingent of miniature steam engines of all scales. The arena was busy throughout the day with heavy haulage displays using multiple engines linked and showing off the many steam vehicles in all their glory.

The first day's exit was rather interesting as it took us the best part of an hour to exit the car park. We certainly enjoyed some refreshment and a meal at a pub on the way home. Typical country pub — the cook stops work at 8:30pm so we only just managed the meal. Day two saw us leave our accommodation by 7:00am and this

proved worthwhile as we were at the fair early, avoiding most of the early morning traffic. We did, however, park in two different car parks, one of which was only a short distance from one of the fair entry points.

Although we left to go home at the same time, the group who parked nearest the entry took almost two and a half hours to exit their car park. As a consequence Clive, Nigel, Keith and I had made it to the pub, had our meal and played a couple of rounds of skittles before pre-ordering dinner for the others and heading home.

Having familiarised ourselves with the traffic, parking and route, we seemed to have it all sorted on our third day at the fair. Yes, we drove almost straight there, entered nice and early, had a great but exhausting day and made our way home with ease, stopping for the usual meal and refreshments. I think the soles of our feet were probably the worse for wear from walking over hard uneven ground for the past three days.

All in all, a great experience was had by all, although I must admit we were ready for a quiet drink and meal at a village pub on our way home each night. I think it would be fair to say we all had a great time and would have no hesitation in recommending a visit to the Great Dorset Steam Fair, if the chance ever arises.

Article and photos by Paul James—more on page 12



Above: Action in the main arena — note the fields full of caravans and motor homes in the background.

Below: Ploughing engine demonstrations in surrounding fields.



Railfest 2018

SEVEN members attended this event. Ron Collins and Paul Costall took their traction engines, while Steve Reeves took a small Model Engineering display.

Bruce Keay spent the day acting as guide, showing the public the traction engines, which did a short tour every half hour or so. Clive Chapman did the same with the Model Engineering display, despite the sun!

Article and photos by Steve Reeves



Fresh from the Collins Foundry is this cast brass Fowler plate on Paul's engine.

Right: Clive supervised the Model Engineering display, watching out for inquisitive small fingers!



Paul Costall and Peter Smith take a tour.

Calendar of Forthcoming Events

General Meeting	Friday	9 November	7:30 pm	
Sandgroppers Weekend	Sat -Sun	10-11 November	Daily, dinner Saturday	SWMEA, Bunbury
Club Run Day	Sunday	11 November	9:00 am — 2:00 pm	
Public Run Day	Sunday	25 November	10:00 am — 2:00 pm	
General Meeting	Friday	14 December	7:30 pm	
Club Run Day	Sunday	16 December	9:00 am — 2:00 pm	(No public run in December)
General Meeting	Friday	11 January 2019	7:30 pm	

Know your Society

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	John Martin	9206 2325	
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Birthday Bookings	Phill Gibbons	9390 4390	
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Building a steel boiler at home

WELL, here we go on the first of several articles on how I build steel boilers in an amateur home workshop.

First, you will need a drawing — not elaborate, indeed myself and old Bob Brown only needed to do sketches with references to the AMBSC Boiler Code, as we had built a few between us. I have been lucky to have Ron Collins do my drawing this time. I owe him for that one!

The barrel steel will be available from Van Leeuwen Pipe & Tube Pty Ltd, Vulcan Road, Canning Vale. Get it cut to the exact length as saws today are very good.

Next, the marking out. You will need a paint pen, available from Bunnings for about \$3, to mark out four lines on the barrel longitudinally as shown in the photo:



Using the square, measure across one end half the diameter of the pipe, mark the end with two paint pen dots top and bottom, ditto the other end. Without moving the pipe, measure up each side half the diameter and put two more dots on the sides at both ends. Now with a long steel rule, run the four lines parallel to the barrel length.

Then mark out all the openings and write on them what size they must be cut or drilled. When you have someone check your work, mark the scrap areas with “XXXX” so it is clear what parts need to be cut out.

To do my holes I use hole saws up to about 1.25", any larger and I will oxy cut them. All the holes need centre punching and when you have marked out the diameter they are centre punched all around the diameter line.

Pilot drill the centres of all the holes you are hole sawing, using the same size as the pilot drill on your hole saws. Do NOT centre drill the holes you are oxy cutting — they just get one small hole on the diameter you are cutting to ease the starting of the oxy cutter.

Avoid at all costs cheap hole saws! Mine are Starrett and I have had them for 40 years and they are still



Engineering Matters
with boiler inspector
Phill Gibbons

My own circle cutter is a home made job around 50 years old and still works well.

The first cut of the firebox cut-out is done on a bandsaw — see photo below.



Then I run a 4" angle grinder fitted with a thin slitting saw along the two longitudinal lines.

Make sure it is the piece with the “XXXX” on it that ends up on the floor!

Today I bought all my thick walled sockets with a plug for each one from Couplers in Carson Road, Malaga, all up \$24. The material for the stays can be bought from the Steel Store (Bohler Uddeholm) in Beete Street, Welshpool. What you need is about 3 metres of CS1020 for about \$20. Ask for a certificate to identify same.

To be continued next issue...

Article by Phill Gibbons, photos by Jim Clark



Another big crowd, handled with steam to spare!

TO the relief of many, there was not the same level of intensity as the previous record-breaking run when we again entertained the public on October 28. That said, it was still a busy day with the number of visitors near the top echelon of the attendance chart. There was a continual stream of visitors throughout the operating period and trains were required right up to the 2pm close time.

Again, the station staff did an excellent job, as did Leslie and Sue Smith's sister in the ticket office/kiosk. Five trains operated on the GLT with a steady flow through the station with no hold-ups, such was the efficiency of the day.

On the raised track, it was good to see Damien Outram back again with his battery loco, which performed perfectly throughout the day.

The general opinion among members was that it was a most enjoyable day, with "steam in reserve" while handling the big number of visitors and demand for rides. Again, the picnic grounds were alive with a big number of excited young children.

Thanks to Clive Chapman and Andy Davies for again organising the BBQ food and cooking and also to those unsung heroes who started early by putting out the tables and chairs in the picnic grounds and then putting them away at the end of the run.

The fenced-off area for members on the patio in front of the clubhouse again worked well, providing a relaxed seating area for members between duties.

Article by Tom Winterbourn, photos by David Naeser



Top: Steve Reeves driving Phill's 'Irma'.

Above: Damien Outram with the battery loco.

Left: Ed Brown driving the Heidi round the back of the sheds.



Above: The Garden Railway was also in action.



Don't forget Sandgropers' weekend!

SATURDAY 10 and Sunday 11 November will be the 15th annual Sandgropers' Gathering and the 9th WA Miniature Traction Engine Rally at SWMEA's Forrest Park Railway in Bunbury.

The concept of an annual gathering with invitations to all model engineering societies in WA was originated by the late Dick Langford, then NDMES president, and Jeff Clifton, president of the South West Model Engineers Association. It has always been a most enjoyable event.

With encouragement from David Proctor of AME and others, the Sandgropers' Gathering was expanded to include WA's own Miniature Traction Engine Rally. The Forrest Park site is particularly well-suited to traction engine operations and there you will find the biggest turnout of traction engines (usually more than a dozen) this side of the South Australian border.

In recent years Sandgropers has been alternately hosted at the NDMES in Balcatta and at SWMEA in Bunbury. This year it is Bunbury's turn, and with good weather it should once again be a memorable event with many visiting and local locomotives of all gauges and a large number of traction engines expected.

If you haven't already registered it may be a bit late now to arrange for the Saturday night dinner and possibly to find accommodation, but Bunbury is only a two hour drive from Perth, so why not come down just for the day?

More information and registration forms are available at the following website:

www.forrestparkrailway.com/special-events

The end of steam — but not of steam locomotives

Member profile No 8, Bill Walker

(continued from September-October issue)

After my training was completed I was appointed locomotive shed master at Oxenholme Motive Power Depot, a banking shed with local passenger and freight on the West Coast main line. It was sink or swim, I was 23, in charge of 12 steam locomotives and 50 people and my boss was miles away in Carlisle. I had trained to run a big shed with railway experts, now I was in charge of a small shed and I was the railway expert!

My next position was locomotive shed master at Buxton MPD, (two sheds), in the Peak District, in charge of 35 Leyland Diesel Multiple Units and 34 steam locomotives with 200 people. This was very different. It was a mixed traffic shed — we ran passenger trains into Manchester Piccadilly Station and Manchester Central Station, mineral and freight trains in all directions and provided motive power to the “Cromford and High Peak” line. (C&HP).

As I was the junior shed master in Manchester South I was used as acting shed master at four different sheds. the largest was Gorton MPD in Manchester.

The duties of a shed master were to provide train crews, engines and DMUs in good order, run trains to time, maintain safety and re-rail any derailments in the area. In Buxton I found a new responsibility: the Shed Master kept the tracks clear of snow using two snow ploughs. They were on locomotives 44339 and 44315.

The winter of 1962/3 was the worst since 1947. The men of Buxton knew what to do when snow fell and so passenger lines were kept open. The roads were soon blocked and the only way in and out of the town was by train. Control told me that villages were isolated on the Buxton to Ashbourne and the Cromford and High Peak line and asked me to clear the line. I took the snow ploughs out and cleared the line to Ashbourne and I was pleased I had cleared a line on my first day of snow ploughing, but then we got a call from Control that a



train following us, taking food to Hartington village and to pick up stranded hikers, was stuck in a snow drift just outside the Hindlow tunnel. It was double headed with a banking locomotive on the back. Control asked me to take 500 loaves on the snow plough train from Ashbourne to Hartington. We carried the loaves on the footplate and after leaving them at Hartington continued on to Hindlow. The train was rescued by the banking engine, but the front engines were still stuck in the drift. I now learned snow ploughing the hard way. In a very short time all five locomotives were stuck in the drift. We got four out and dropped the fire on the last locomotive. A very long and hard day and this was just the start of the snow plough season.

In this winter the DMUs were also in trouble, as their windows were being smashed by icicles as the carriages swayed sideways while running through tunnels. As the snow froze we had numerous derailments as the wheels ran up the snow and over the rails.

The Permanent Way were supposed to clear the snow from the C&HP line. The PW Inspector asked if I would help by taking the snowploughs to clear the track. Snow ploughs did not normally do this because of the gradients and sharp curves. I agreed to take them in. On about the fourth day I derailed a snowplough and, on my return to Buxton, the mechanical foreman took great pleasure in telling me I was the first shed master to derail a snowplough. We snowploughed in turns about, and a week later, it was his turn and much to my quiet satisfaction he derailed one. He never mentioned it.

It was very cold, windy and bleak on these Pennine moors and you rarely saw any people. We had a PW ganger with us, who lived there and could warn us about dangerous curves, and one day he told us it was his birthday so we stopped to celebrate, opened the firehole door to provide some heat and light and he passed around his hip flask of whiskey so we could congratulate him and at the same time restore our spirits. An unusual birthday party!

To be continued in next issue...



The snow ploughs in action on the Cromford and High Peak Railway in 1963. Photos: Bill Walker collection

Children sought lesson on steam power

SIXTY-THREE children from the ZigZags Outside School Hours Care and their minders enjoyed a day on the miniature trains at Balcatta during the recent school holidays on October 3.

The forecast rain held off until after the scheduled close time. The group was well-behaved and well-controlled and each child wore a hi-viz vest.

Four locos were in operation, Dave Robinson's yellow diesel, Tom's Black 5 and Terry Skinner's diesel shunter (7¼") and Paul James' 5" "Bushfly".

The children were so interested in the steam loco that Tom was asked by one of the supervisors to explain to the children how his Black 5 worked! Most of the children had not seen a steam loco before.

The group offers outside school hour care at Duncraig, Glengarry, Greenwood, Hawker Park and Marangaroo primary schools. Its vision is to provide a fun place for children to grow through play and confidence-building activities. *Article and photos by Tom Winterbourn*



Interested young passengers on a "driver experience course" with Tom Winterbourn and his Black 5, arranged by one of their supervisors.



Above: Steve Briggs brings the Black 5 back to the station with 15 passengers.

Left: Dave Robinson with his ever-reliable big yellow diesel.



Need a square hole in a round bar?

CUTTING a large square hole through the centre of a round bar could involve some very heavy duty filing unless you have access to a process such as wire EDM or specialist broaches.

This simple method produces a perfectly square hole without the hard work or specialist equipment.

Start with a piece of round bar slightly larger in diameter than needed, and drill a hole through its centre, of a diameter slightly less than the across-flats dimension of the required square hole.

Then saw the piece in half lengthwise. Set up each half in the milling machine and take a light facing cut to clean up the sawn face. Mill out the square centre section profile to the required across-flats width and half of that for the depth. While each piece is set up in the mill, rebate the outer edges ready for welding, as shown in the top photo.

Now carefully set the two pieces back together (using the square shaft it is to fit on to as a jig, if it is available) and tack weld, as shown in the second photo. Check the fit once more and then do a full



Top left: Bar with hole, two halves machined. Top right: welding up. Bottom: completed job.

seam weld up both sides of the pieces to join them back together.

Finally, turn down the outside of the re-joined halves in the lathe to the finished diameter, and there it is, job done — see photo at right!

Thanks to Ken Austin for this handy hint.

Article and photos by Jim Clark



We just didn't see this coming!

DON'T always believe the weatherman. That's the message from the September public run. Sure, the BOM boys do an excellent job generally, but they got it horribly wrong on September 30. The forecast was for rain, possibly thunderstorms. But the day dawned cloudy but rainless and the weather improved as the day progressed.

Just before start time, there was nary a prospective passenger in sight, with the general opinion that the forecast of inclement weather had put the dampeners on our public run once again. But then the customers streamed in by their hundreds and the day turned out to be the busiest I can recall in my seven years with the society. The queue for rides was up the stairs, down the ramp towards the container and then along the new toilet wall! Unbelievable. And people were still coming in for rides after 1pm. At 12 noon, there was a sizeable queue lined up at the kiosk, keeping up the pressure on Lesley and Sue Smith.

The picnic grounds were full and vibrant and the demand for rides carried right through to 2pm. Maybe the public was trying to give us a message about cancelling our school holiday runs!

Unfortunately, we didn't have Dave Robinson and his yellow diesel and four carriages, as Dave was still on Royal Show duties. So, for the first time, we had three car trains hauled by Phill's Irma and my Black 5, with guards, of course. Then, when there was a problem with

the Black 5 at about 12:30pm, quickly fixed, Irma was hauling five carriages!

Unfortunately, Allen Ward's 5" "Waterloo" was retired early after a derailment and then lack of power. But Irma, Ron Collins' Heidi (driven mostly by Arron Nash), and the Black 5 handled the GLT traffic, with the Blowflies of Paul Costall, Paul James and Steve Reeves, plus Steve's battery loco "Ocker", handling the raised track traffic.

All members on duty that day must be commended for the way they handled the extraordinary large number of visitors, especially the station staff. Despite the fairly long wait for rides, there was no negative feedback, with the public graciously accepting the unusual situation.

Article and photos by Tom Winterbourn



Above: Ron Collins relieves Paul James on Bushfly.

Below: The queue for rides stretches all the way down alongside the new toilet block!



Above: With Steve Briggs at the regulator, Tom's Black 5 lifts three fully loaded carriages up the bank out of the tunnel.



FOR SALE: 'Emily' NSWGR Class 32 locomotive

NSWGR Class 32 steam locomotive 'Emily' and tender with two ride-on carriages (built by the late Ron Date) is for sale. There is also a boiler certificate: No.03227.

Also available is a crane. Full details of the engine, riding cars and crane and the asking prices are all available upon request.

Please contact Ray Bradley on 9405 7091 for more information.



Model engineers abroad — Paris and UK

AFTER the Dorset Steam Fair, Paul, Clive and I went to Paris via the Eurostar. In places this was travelling at 296 to 298 kph! Our first visit was the Eiffel Tower. It took 2¼ hours to reach the top due to the large number of tourists attending that day. It was worth the effort as I got to see Eiffel's private room where some of the world's first radio broadcasts were made. There were also blueprints and photos showing the history and construction of the tower. Not long after those original broadcasts the military took over! Today the tower still broadcasts as there are mobile phone antenna all around it. The tower also broadcasts 50 radio channels and 30 TV channels.



The next day we visited the Paris Science Museum, the largest science museum in Europe.

This is an incredible place showing the history of humankind, technology and engineering through the use of models and full size artefacts. The photo (left) really does not do it justice but gives you an idea of what's there.

Back in the UK I teamed up with Lindsay Lockhart. On the first day we spent the day on the former Great Western Railway, taking the train from Paddington station to Didcot and Swindon. At Didcot I got to check on progress of Pendennis Castle (photo below).

Last time I saw it, it was on the seaward side of Fremantle wharf going rusty, waiting for a ship home. Now it is almost fully restored with only a few more things to do before it can be steamed again. I also saw the new build Saint loco. By the time you read this, it will have been put in steam.



Our last day was spent at the Gloucestershire & Warwickshire Railway. This is a first class railway. Not long in length, but it more than makes up for this in quality. Even the guard on our train used to live and work in Perth and helped out at Hotham Valley Railway! This was the first time I have ridden behind a three cylinder locomotive. The 6 beats per turn of the wheels is an interesting sound.

Article and photos by Steve Reeves



A Southern Railway Merchant Navy class 4-6-2, rebuilt by British Railways, at the Gloucestershire & Warwickshire Railway.

More photos from the Dorset Steam Fair



Above: Scale Foden wagon in action.



Above: USA-designed Avery undermounted traction engine giving a ploughing demonstration.
Right: Many high quality stationary and marine engine models were also on display.



Above: Steam powered carousel.
Above left: The finish and detail on many of the engines was absolutely superb.



Left: Clive Chapman with a road roller.

Right: Yours truly next to a huge Foden Showman's engine.

All photos: Paul James

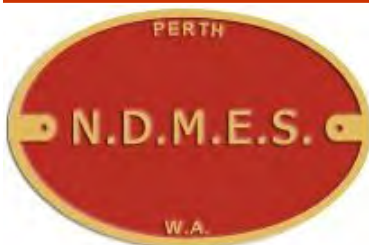


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