



NORTHERN DISTRICTS MODEL ENGINEERING SOCIETY (PERTH) INC.

November — December 2019

# Build it and they will come

ON Sunday morning September 15, I arrived in Dwellingup at 6:30am to find the town shrouded in a thin layer of mist. I had three marquees and a list of ten names confirming who was coming to the Hotham Valley Railway Steam Festival. I spoke with the HVR guys Brett and Henry, and checked out the site that had been selected for us. It wasn't what had been previously discussed, it was better. Hmm... I thought — I can do this!

Paul James arrived as I was assembling the last of the marquees and he had brought the steaming bench and display tables to set up. Then other members started arriving with models and display items, each adding to the patchwork of our site.

Henry, the HVR organiser, kept coming over to say there was another vehicle waiting to come in and unload. "How many more?" asked Henry. "I don't know Henry, I just invited everyone," I said.

Safe to say, the day was a great success. A total of 27 members signed in on the day but I think there were a few others. There were also a couple of potential new membership enquiries.

A total of six traction engines kept circulating through the festival grounds offering free rides for all. On the display stands, Jim Clark fired up his amazing beam engine and it ran faultlessly the whole day. Laurie Morgan displayed his equally impressive miniature Allchin traction engine which ran on compressed air. One of our newer members,

Tom Hardy, was there to talk about his scale model of a threshing machine.

These machines were built to process the harvested sheaves into grain and straw and were in use long before combine harvesters were invented. Several visitors to the display



Above: Starting to build the display — our stand as it was by 7:30am  
Below: A little bit later, as more members arrived with their exhibits.

Photos: Allen Ward, Jim Clark



*More details and photos on page 4...*

were able to share their own memories from childhood of similar machines on family farms.

Peter Smith's new Wombat locomotive took front row position and drew a lot of attention. Bob Brown would have been proud. The question was always: How much and how long to build? It all comes down to skills and passion. Skills you can learn but passion comes from the heart.

Finally, the day drew to a close. The Forest Ranger Train returned back to the Dwellingup station and the crowds drifted away. Members packed away their models and everything found its way back into the vehicles from which they came. The Hotham Valley Steam Festival was over for another year.

*Article by Allen Ward*

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## President's Report

IT is indeed with some trepidation that I step into the fairly large boots of erstwhile presidents of this club – a club made up of exceptionally and variously talented people. I am looking forward to the challenges and hope that I will be able to make a successful contribution to the club as others have done before.

One of the immediate difficulties to be faced by the club is that there were no nominations for secretary. I have found in these early weeks of trying to fulfill both roles that it is too much work for one person. Fortunately, David Naeser has put up his hand to take over some of the secretarial duties in addition to his already busy schedule. This will mean that David will require some assistance in his other duties and any volunteers in this respect will be most welcome.

We are looking forward to a successful Sandgropers Weekend in early November and thank Peter and Sue Smith for their efforts in organising and co-ordinating this event. We have signed a rental agreement with City of Stirling (CoS) for hire of the oval for the event so that road vehicles can steam up and use the rear Men's Shed entrance to our grounds. We look forward to seeing as many members as possible at the Saturday evening dinner.

The committee and I will continue to lobby the City of Stirling council in regard to access to the rear of our site, and we will attempt to reach some sort of resolution with the BMX club in the near future. We are also awaiting the CoS response to our queries in relation to our lease agreement renewal.

A late update on rear gate access: Charles, Andy and I met with a representative from City of Stirling on Wednesday 30 October at the club and outlined again the safety concerns in not having rear gate access. The City is preparing a response to Andrew's earlier letter and they now have a very clear understanding of the



**President's Report**  
By Geoff Wilkinson

problems. Other matters relating to our club facilities were also discussed.

The club enters this year in good shape financially and that position will be built on with a move to a cloud-based accounting system that is accessible from any location and can have more than one user. The system also links directly with the bank account to make reconciliation a simpler task. We have also installed a cash register in the kiosk, which will improve cash security and make life easier for the ladies in the kiosk. It will also provide us with accurate figures of run day attendances and popularity of kiosk items sold. It is anticipated that the new accounting system will be up and running by the end of November.

Some of the more pressing matters that we would like to address in the next few weeks include:

- ♦ Lowering the kiosk counter and window sill in order to obviate the need for shorter people to use a movable step in the kiosk
- ♦ Improving ventilation in the kiosk
- ♦ Building two new 7¼" riding cars
- ♦ Improving the BBQ facilities in the picnic grounds
- ♦ Implementing a rationalised key lock system for all facilities
- ♦ Re-decorating the upstairs area of the club room
- ♦ Creation of a comfortable Reading Room upstairs
- ♦ Installing an internet system in the club rooms

The committee is in the process of developing a new five-year plan, which will include these shorter term goals as well as some longer term more substantial items. Once properly developed, the plan will be disseminated to members for comment.

In closing, I would like to thank all those members who contribute their time and effort tirelessly to the successful running of the club. There are so many people who do so many things that it is impossible to mention them all. However, I would like to thank the outgoing president and secretary for their many years of continued effort in getting the club where it is today.

*Geoff Wilkinson, president*

## Sandgropers 2019

HOPEFULLY, you will have already registered for the 16th Sandgroper's Weekend at Balcatta. If not, you can still come down and register on the day, although the catered meals will not be available at that late stage.

Those who have booked for Saturday night please be at the club rooms by 6:00pm. Dinner will be served at 6:30pm. Pre-booked lunches will also be served and all day tea, coffee and cake will be available for everyone.

Don't forget your boiler certificate if you're running steam, bring sunscreen and a hat anyway, and join us for a fun weekend of steaming and socialising.

## Club Christmas party

THE NDMES Christmas Party event is scheduled to be held at the club grounds in Balcatta on 15 December 2019. Because of the workload on the incoming committee, it is requested that a member volunteer to take on the role of Christmas Party Co-ordinator. Please contact the president or treasurer if you wish to take on this role. Further details on this event will be emailed out to members closer to the date.



## New committee for 2020



Your new committee (left to right): president Geoff Wilkinson, vice-president Phill Gibbons, committee members Ron Casotti, Charles Coppack, David Naeser (acting secretary), Peter Smith and Sue Smith (treasurer). Photo: Jim Clark

## Calendar of Forthcoming Events

<b>Sandgroper's Weekend</b>	<b>Saturday-Sunday</b>	<b>9-10 November</b>	<b>Club track site, Balcatta</b>	<b>(No General Meeting in Nov)</b>
<b>Public Run Day</b>	Sunday	24 November	10:00 am — 2:00 pm	
<b>General Meeting</b>	Friday	13 December	8:00 pm	
<b>Club Christmas Party</b>	Sunday	15 December		<b>(Details T.B.A)</b>
<b>General Meeting</b>	Friday	10 January 2019	8:00 pm	<b>(No Public run in Dec)</b>

## Know your Society

<b>President</b>	Geoff Wilkinson	0424 080 979	<a href="mailto:president@ndmes.org.au">president@ndmes.org.au</a>
<b>Vice President</b>	Phill Gibbons	9390 4390	
<b>Secretary</b>	David Naeser (acting)	0433 088 703	<a href="mailto:secretary@ndmes.org.au">secretary@ndmes.org.au</a>
<b>Treasurer</b>	Suzanne Smith	0410 492 083	<a href="mailto:treasurer@ndmes.org.au">treasurer@ndmes.org.au</a>
<b>Committee Members</b>	Ron Casotti	0407 464 747	
	Charles Coppack	0409 044 969	
	Peter Smith	0407 472 770	
<b>Boiler Inspectors</b>	Ron Collins	0427 461 279	
	Phill Gibbons	9390 4390	
	Steve Reeves	0408 955 692	
	Noel Outram	9525 1234	
<b>Librarian</b>	John Martin	0406 509 400	
<b>Birthday Bookings, Run Days</b>	Paul Costall	0407 010 252	<a href="mailto:costall.paul@gmail.com">costall.paul@gmail.com</a>
<b>Driver Training</b>	Phill Gibbons	9390 4390	
<b>Safety Compliance Officer</b>	David Naeser	9276 8709	
<b>Newsletter Editor</b>	Jim Clark	0407 988 746	<a href="mailto:jimclark@hardwareandsoftware.com.au">jimclark@hardwareandsoftware.com.au</a>
<b>Website</b>			<a href="http://www.ndmes.org.au">www.ndmes.org.au</a>

<b>Society Grounds and Track Site</b>	Vasto Place (off Balcatta Road), Balcatta
<b>Postal Address</b>	NDMES, PO Box 681, Balcatta 6914, Western Australia



# Hotham Valley Steam Festival 2019

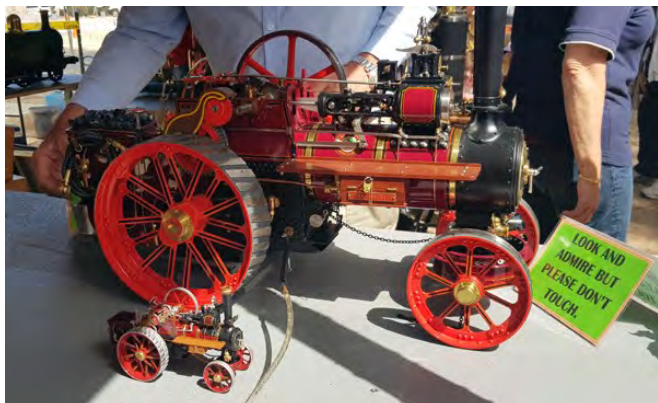
OVER 25 members came to the event, which was bigger than last year. A great model engineering display was put on with items representing all the different interests we have in the club.

The boiler group had three steam plants in operation: those of Paul James, Lyall Austin and Jim Clark.

Laurie Morgan had his Allchin traction engine running on air. It used a small air compressor powered by a camper's generating set. There was no smell and very little noise — a novel way to do things.

There were six traction engines in operation during the day, three of which were carrying passengers. Star of the show was SWME Bunbury member Graham Pailthorpe's 4" scale class B Fowler ploughing engine. This is a big engine! It features a twin cylinder compound with smoke box exhaust heater and a self-feeding cable drum. Graham has also made a 5 furrow plough to go with it.

*Article by Steve Reeves*



Above: Laurie Morgan's Allchin display. Photo: Allen Ward



Above: Graham Pailthorpe's big new Fowler ploughing engine.

Right: The self-feeding cable drum on Graham's engine.

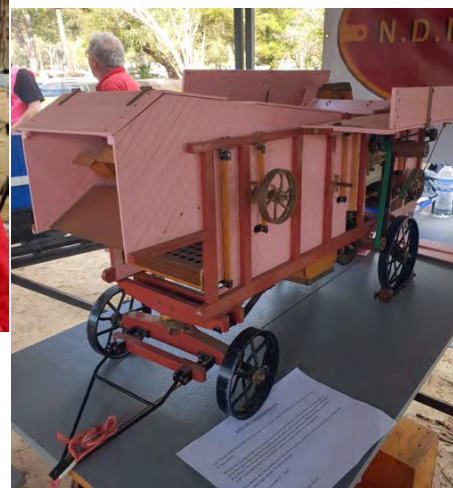
Photos: Steve Reeves



Above: Peter Smith's recently completed 7 1/4" gauge Wombat 'Billy' attracted a lot of interest out in front of the stand. Photo: Jim Clark



Above: Front view of 'Billy' showing the excellent finish. Photo: Allen Ward



Above: Tom Hardy's nicely detailed threshing machine. Photo: Steve Reeves



Would you trust any of these likely lads to sell you a good used traction engine? I don't think so! Photo: Jim Clark



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## Transportation to Tasmania

IT is nearly four years since I moved from Western Australia to Tasmania. During this period I have enjoyed hearing about how NDMES has continued to expand and thrive. My usual contacts are of course, Ron Collins and Paul Costall. One thing that I have always looked forward to is receipt of the NDMES latest edition of Steam Lines. After the last edition, I made contact with Tom Winterbourn and we brokered a deal, whereupon, my preparation of an article summarising my exploits in one of the most beautiful places on earth, would result in me continuing to receive the periodic newsletter!

### **The Pilbara**

So, a quick recap of how my working life developed since arriving in WA. Some of you may recall that I was one of the many who suffered the joys of “Fly In Fly Out” to the Pilbara. Back in 2010, I ventured into the Pilbara at the height of the resources boom, where each of the three top tier iron ore miners were expanding their ore production capacity. I started Pilbara life working on the contractor’s side of the house, constructing the duplicated northern portion of the BHP main line, from Newman to Port Hedland. This expansion, referred to as Rapid Growth Project 5, would take BHP’s iron ore production from 155 to 205 million tonnes per annum. Many lessons were learned over this 16 month period on how to and how not to build a new railway!

When I de-mobbed from RGP 5, I had acquired a taste for Pilbara working and secured a role with an organisation which acted as the client for the Fortescue Metals Group (FMG). FMG planned to increase their iron ore production from 45 to 155 million tonnes per annum. This entailed partial duplication of their existing main line from Christmas Creek and Cloudbreak mines to Port Hedland, together with a new spur from a mining tenement at Solomon in the Chichester Range. The timescale for the construction of this project was very ambitious and required 1.4km of railway to be completed every day. However, with a great team, the first loaded ore train departed Solomon Mine on the planned date — the absolute highlight of my career was being present watching two SD70 diesel locomotives lift a 38,000 tonne ore train bound for Port Hedland.

From the FMG expansion, I still had the Pilbara in my blood and I moved westward to the Rio Tinto network. Rio Tinto had very ambitious plans to increase their iron ore production to 353 million tonnes per annum. Whilst I did spend part of my time on the duplication of the main line to the ports at Dampier and Cape Lambert, the majority of my effort was employed at Cape Lambert. Cape Lambert was expanded to the tune of three new ore car dumpers, the provision of a new locomotive provisioning depot and the construction of some 75km of new sidings.



An additional part of Rio Tinto’s strategy to increase output was the introduction of driverless trains from the mines to the ports. So, after completion of the track works, I moved to the AutoHaul Project, which would see all 172 of Rio Tinto’s existing locomotive fleet have the very complex hardware installed which would permit them to be managed (driverless) from the main control centre near Perth airport.

### **Looking for something different**

As the part of the AutoHaul project to install the loco hardware moved towards completion, it was time to start looking for a new challenge. Initially, I saw KiwiRail as a possibility, but that did not come to anything — probably because I did not know whereabouts in the Tasman Sea fish become ‘fush’!

However, I did spot a role being advertised by TasRail, who were undertaking a significant rebuilding of their network to sort out a backlog of maintenance and capital renewals of their track and structures. This certainly attracted my attention, as I could make good use of my railway maintenance, renewal and construction experience.

So, the wheels turned and after an interview in January 2016, I agreed to commence a 3 year contract with TasRail in April 2016, when I had de-mobbed from the Pilbara.

### **The opportunity in Tasmania**

To put some context around the Tasmanian rail network, it has a rich wealth of history behind it. Once upon a time there were numerous tramways for the timber and mining industries. Indeed, the world’s first Garratt locomotive was built for the North East Dundas Tramway in the west of Tasmania. A further bit of trivia is that the first line out of Launceston was built to a broad gauge of 5’-3”.

*To be continued in future issues...*

*Article and photo by Gilbert Ness*

## Successful return of school holiday runs

THE return of the school holiday runs in October gave local parents an alternative outlet for their children during the break, as well as providing members with locos two additional days of public running.

As school holiday runs go, they were well-supported, particularly the second run on October 8, with almost 50 well-behaved children from the Play's Kool playgroup enjoying a full day on the trains.

Compared with the public run two days earlier, the first run on October 1 proved to be most enjoyable for all in a relaxed atmosphere, with perhaps numbers down due to the Perth Royal Show. The weather was perfect and a continuous trickle of guests ensured there was always a demand for rides. October 8 followed a similar pattern, with ideal weather and activities getting off fairly quickly following the arrival of the playgroup.

One guest in particular provided a poignant reminder of a departed member who put in so much for the club we have today – Tony Jones. Tony's son Christian, his wife Edisa and twin sons Liam and Ethan (8) very much enjoyed their return visit to the railway, with Christian saying it evoked strong memories of the days he would visit the club with his father. Tony, who died almost five years ago, has a lasting legacy in our clubhouse, on which he worked tirelessly, and much of the ground level track on which we now run.

There were plenty of locos available on both days and all ran faultlessly. Locos in action were Tom's Black 5, John Jenkin's diesel outline "Jumbuck" and the club's orange diesel on the GLT and Paul Costall's Blowfly "Firefly" on the raised track.

A welcome sight was frequent UK visitor David Barlow, who arrived in Perth "permanently" six days before. He was quickly out of the blocks, helping to fire up and then driving Phill's 7¼" Juliet. Dave had previously sent in his application for membership!

The BBQ was run by Phill, ably assisted by John Martin and Geoff Wilkinson and, as usual, Lesley and Sue were in the ticket office for both runs. Also thanks to all those other members who came along to support both days, particularly those working in the station area.



Above: Paul Costall approaches the station driving his Blowfly "Firefly" on October 8 with another load of happy young campers.



Welcome back! Chris Jones returned to the track on October 1 for the first time since his father, club stalwart Tony Jones, died almost five years ago. He is seen with wife Edisa and twin sons Liam and Ethan (8) on a train hauled by John Jenkin and "Jumbuck".

*Article and photos by Tom Winterbourn*

## What? - a 7¼" loco running on the raised track!



An astonishing incident which went largely unnoticed at the October 1 school holiday run was a 7¼" loco running on the raised track!

Tom Winterbourn's Black 5 and train are seen here passing the Men's Shed.

Visitor Chris Gulland was on hand to capture this seemingly impossible pic.

And no, it has not been photo-shopped; rather it was taken at just the right angle to create the illusion.

*Photo: Chris Gulland*



## Ashley helps revise slice of club history

A BIG slice of club history was re-lived when Lesmurdie mother-of-three Ashley Reid walked into our club on July 28 for the monthly run.

Over 30 years ago, when Ashley was six, she was part of the celebrations in Esperance marking the inaugural run of what is now our club Heidi steam loco. At the time it was known as “Cecil”.

So, when walking into our club for the July run she was somewhat taken aback at the sight of the blue loco in excellent condition and hauling passengers.

Ashley remembers visiting then Esperance Miniature Railway Society member Rod Slinn who was building the loco and watching her father, Bill Affleck, building the first set of carriages. At the time, Rod had a mechanic’s business at Munglinup, between Ravensthorpe and Esperance.

The loco was subsequently bought by Paul James eight years ago and it has since been a regular fixture at Balcatta, albeit now in club ownership.

On seeing the loco again, Ashley made herself known to me and promised to get more details of its early history. Unfortunately, her father died several years ago, but her mother was able to throw some light on the loco’s early days. She said the loco was machined from scratch by Rod over a period of three to four years.

“The first time I remember meeting Rod, he was beating the copper cowl (dome) into shape with a ball peen hammer and then had to polish it to get it shiny,” she recalled.

Ashley has also provided several pics taken between 1986 and 1988 — a selection is published here.

“I was six when the track was laid in Esperance and I remember them having to go around the track and grinding divots out of it every few metres because the train ran so smoothly and they wanted it to make the clickety-clack sound!” she said.

“The members of the club that I knew of were Rod, Tony Leach (he had a smaller green loco), Lloyd Baker and my dad, Bill Affleck.

“I was the girl in a pink dress in one pic sitting on the back of the engine. My son is now the same age as I was then. We now live in Lesmurdie and were at Balcatta (for the July run) for a birthday party. We all had a great day.”

Paul James added to the story by saying when the Balcatta 7¼” track was nearing completion, the club faced the situation of having a limited number of locos and rolling stock for passenger haulage and so he decided to buy a suitable loco, if one became available.

“It just so happened that Bunbury member Rod Slinn decided to sell his Heidi. After contacting Rod and driving his loco at Bunbury, I bought it, together with the driving truck and stand in October, 2011.”



Above: The Esperance Miniature Railway in January 1988.



Left: First steaming of the Heidi in Rod Slinn’s workshop, November 1986.

Below: Rod Slinn with Ashley Affleck (in the pink dress) carrying out a test run on 10 metres of track, February 1987.



Paul said for the next couple of years he was driving two locos to run days and that became a little too much, so in June, 2013, he offered the loco to the club, on condition that it be taken good care of. The club took up the offer.

“Ron Collins and Paul Costall built two blue matching riding cars, which looked a treat when coupled to the loco,” he said.

Paul said Rod Slinn, the original builder, was a TAFE lecturer in Esperance and this is where the loco saw most of its run days prior to Rod moving to Bunbury and Paul purchasing the loco.

Paul said he is still maintaining and taking care of the loco, even though he no longer owns it.

*Article by Tom Winterbourn, photos courtesy Ashley Reid*



## Notes from the Boiler Group

THE 'Tale of two Cramptons' is unfolding. Those who come to the Boiler Group days will have seen Ron's magnificent green machine taking shape. But in a shed somewhere in the deep south, Lindsay Lockhart is making excellent progress on his own blue version... Watch this space — further chapters of this story are yet to be told!

Boilers are not the only things made at the Boiler Group. There is a whole range of things that people are working on and bring in for help, advice or just to chat about.

Here are a few recent projects we have seen. *Jim Clark*

Below: Andrew Manning is making good progress on this unusual gearless hit-and-miss engine.



Below: Gerard Attrill successfully finished his boiler some time ago and recently brought in his now completed traction engine.

*Photos: Jim Clark*



Above: Lindsay Lockhart with the 'other' Crampton.

Below: Jim Clark busy fluting the column for his large beam engine. *Photos: Bill Walker*



## Steam at Serpentine Airfield's annual fly-in



Around the taxiways between the hangars cruised the traction engines of Paul Costall, Ron Collins and Jim Clark. The tarmac taxiways provided a kilometre or two of good running area and kept the drivers on their toes looking out for taxiing aircraft (which not surprisingly had right of way over everything else).

Our engines attracted quite a bit of interest and favourable comment from the aircraft fraternity, many of whom also enjoy making things, just with wings.

Apart from being a bit hot, it was an unusual venue and great day out. *Article and photos by Jim Clark*

SUNDAY 27 October saw a slightly incongruous line-up of steam traction engines ready to face off against a field full of light aircraft. The event was the Sport Aircraft Builder's Club annual fly-in, held at Serpentine Airfield south of Perth. Apart from the light aircraft of all shapes and sizes which were on static display (including some very impressive gas turbine powered models), visitors were treated to aerial fly-pasts, aerobatics and demonstrations.





## The 'new' faces of our society

FIRST impressions really do count. So when our public run patrons set foot on to our premises, their first experience is lasting and could well determine the word-of-mouth feedback to the community in general.

That's just how important the role undertaken by Lesley Hodges and Sue Armstrong is. And they know it! Lesley and Sue are literally the face of our society. The service they provide will have a lasting effect on our visitors.

In addition to taking entrance fees from patrons, the ladies also sell teas and coffees, light snacks and ice creams and, at the end of the day, reconcile the takings.

Their job has been made somewhat easier over the past couple of years by the introduction of Eftpos facilities. Today, most of our revenue goes through the Eftpos machine.

Lesley and Sue are relative newcomers to the role, taking over from the long-term custodians Cathy McCafferty and her mother, Jean Crawford. These two ladies, neither of whom were actual members, excelled in this public relations field and left big shoes to fill.

There was something of a hiatus when Cathy decided she wanted a break. Several members or members' wives filled in for a while before Lesley, whose husband Alan was a new member, stepped forward about fifteen months ago.

Lesley had some help on a temporary basis before Sue offered to join her at the start of this year. Sue's husband is long-time member Stan Armstrong.



Lesley leans over to put a stamp on the hand of one of our young patrons while Sue looks on. Photo: Tom Winterbourn

For both Lesley and Sue it was a sort of “walk down the wild side”, as neither had been involved in this type of role before, although Lesley had always been front and centre when help was required at catered functions, for instance.

Sue has been actively supporting the society for years, mainly in providing morning tea (cookies, etc.) for the Tuesday crew (conveyed to the club by husband Stan) and has also willingly provided food at various catered events, such as Christmas functions and Sandgropers' Gatherings.

So, have those big shoes left by Cathy and Jean been adequately filled? Absolutely! **Tom Winterbourn**

## 30th anniversary Railfest at Bassendean

THIS year I took the traction engine, as Ron and Paul were unable to make it. It turned out to be a fantastic day out. With the full-size WAGR S class not able to steam due to it needing two new superheaters, I provided the only steam exhibit. As a result I was very well received by the museum staff.

Perhaps this event is a good opportunity for the boiler group to run some stationary steam — I am sure they would be very welcome next year. Several of our members did attend, also having a good day out looking around the exhibits.

The day was made even more enjoyable by the enthusiasm of Bruce Keay, who does a great job at public relations, showing people how the traction engine works as well as promoting our club. He had worked out a path for the traction engine to drive around, which showed off its capabilities to good effect. Bruce would lead the way ensuring no one got run over! Next year I will give him some red flags, so he can be a fully fledged flagman.

The museum had provided a history board on road steam which included pictures of several of our member's engines.

Right: Bruce explaining the workings of Steve's traction engine to some interested visitors.

Photo: Steve Reeves



Bruce would use this to explain how road steam worked for the land and transport industry, then relate this to the workings of my traction engine. It all worked out very well. **Steve Reeves**

## Missing 'Waratah' rescued and revived

OUR Facebook page is occasionally contacted for enquiries about our events, or even membership. However, one day this year my wife Eileen was contacted by the daughter of former president Lindsay Adams asking if we knew the whereabouts of her father's Simplex locomotive 'Waratah'.

She passed the request on to me and after much detective work and enquiries to members, we established its whereabouts.

Maxine Adams, Lindsay's widow, then made arrangements for the return of the loco and I was asked if I could restore it to working order, as it had been languishing unused for about 20 years. This I was more than happy to do.

The dismantled loco arrived in two boxes and so began the job of establishing what was still viable and what was missing, along with the pleasure of admiring a previous member's model engineering expertise.

The missing pieces in the jigsaw were nuts and bolts and broken cylinder drain cocks. Lindsay had constructed very complex cylinder drain cock pipework from small bore brass pipe, with the steam going to one valve and then returning to the four cylinder drain cocks, where it exited underneath the cylinders.

I decided to replace this system with new drain cocks from Polly Model Engineering in the UK and I also ordered nuts and bolts from two suppliers, Chronos Ltd in the UK and FKO in Queensland. I borrowed copies of Model Engineer 1967/8 from our library, as these covered the construction of the *Simplex*.

Now I was ready to start the reconstruction. After some assembly I took it to model engineering expert Phill Gibbons at a Wednesday boiler group session to have the boiler tested. It passed with flying colours, but highlighted some minor leaks in the pipework. So back to the workshop with the good and bad news.

A new gasket was required in the regulator and I am currently trying to get the new drain cocks to work properly. Unfortunately, the Model Engineer articles do not detail the operation of the drain cocks, so I have to create a new mechanism. Once done, I will give it an air pressure test and then try it out on a club run day.

It has been a pleasure working on Lindsay's locomotive, one of the first to undertake passenger hauling when our raised track opened. It was also used at AMRA in the 1990s.

To me, the restoration of the loco has brought back memories of Lindsay and his many contributions to the early life of the club.

*Article by Steve Briggs*



'Waratah' in its original condition. Photo: NDMES club room collection



Right: 'Waratah' as found, still showing many of the fine details, including the footplate steam pump constructed by Lindsay using castings.



Above: Some of the parts fresh from the box they came in. Ash pan, steam dome and parts, smoke box door and parts, top of side tank and Lindsay's original draincock assembly. Photos: Steve Briggs

Below: Steve giving 'Waratah' a preliminary boiler pressure check after 20 years out of service. It passed! Photo: Jim Clark





## Great support for our public runs

OUR community involvement was on show at two extremely well-supported public runs in August and September. One of the biggest shows of public support was evident on August 25 in perfect weather, while the following public run on September 29 attracted only a slightly lesser crowd.

The August run also marked the introduction into service of two new fully-braked straddle carriages built by Harry Roser. They were matched up with the club's orange diesel, which was back in operation for the first time in several years after being equipped with a new braking system.

Locos in operation were the three 5" Blowflies of Paul James ('Bushfly'), Paul Costall ('Firefly') and Steve Reeves ('Blowfly'), along with Steve's 5" battery loco 'Ocker'. On the GLT were the club's Heidi steamer and the orange diesel outline, Dave Robinson's yellow diesel, Tom's Black 5 and Scott Andrews' aluminium-clad 'thingy'.

Another first was the setting up of a sausage sizzle inside the picnic grounds, operated by Ron Casotti's daughters Liz and Jade, and it apparently did brisk business.

Clive Chapman again ran the club members' BBQ assisted by John Martin while Steve Briggs was Duty Officer and Allen Ward was station master.

A new loco and an old "rebuilt" favourite were the main features of the September 29 run. The "newey" was Peter Smith's 7¼" Wombat 'Billy', which was held back until the public running was almost completed, partly because of Peter's duty officer duties. But then it sounded, steamed and pulled well.

One of the heavy hitters on the day was Ron Collins' faithful 7¼" Heidi, which emerged from the Collins' Parkerville workshops after rebuilding as an 0-4-2 (it was formerly an 0-4-0). It looked great in its new paint job and performed up to expectations.

Other locos in action were Phill's Mallet, Dave's big yellow diesel (driven by Harry as Dave was on Royal Show duties), Tom's Black 5 and Allen Ward's 5" diesel 'Waterloo' on the GLT, and the Blowflies of Paul Costall ('Firefly'), Steve Reeves ('Blowfly') and Paul James ('Bushfly'), with Steve's battery loco 'Ocker' and David Naeser's 3½" Baltic tank on the raised track.

Clive Chapman and Peter Maschette took care of the BBQ while, as usual, Lesley and Sue were in the ticket office for both run days.

The picnic grounds were again a hive of activity on both days and the queue for rides stretched back on to the bridge and down towards the picnic grounds on both days.

*Article and photos by Tom Winterbourn*



Ron Collins driving his recently overhauled Heidi looks up at the signal waiting for a "green" as he prepares to enter the tunnel on September 29.



Above: That poser again! Keith de Graauw hams it up for the camera on August 25 while waiting to leave the station driving Steve Reeves' battery loco "Ocker".



Above right : David Naeser attends to his 3½" gauge 4-6-4 tank engine in the station on September 29 before setting off with another load of passengers.

Left: Steve Reeves passes the geraniums in the garden bed at the west end of the grounds on September 29 driving "Blowfly".



## A day out with friends

ON Sunday 8 September, two locomotives, one new one and the other a major rebuild, were tested at the club track. The first locomotive, a Wombat built by Peter Smith with advice from Ron Collins, was fired up, set running and load tests were carried out. Peter provided the passengers (his family and relatives) and the testing was overseen by Sue Smith. She ran ahead of Peter using her own locomotive. The tests were successful.

The second, an old locomotive owned and rebuilt by Ron Collins, was a model of a narrow gauge locomotive with Hackworth valve gear. Again it was fired up, set running and load tests were carried out — the passengers this time were other club members. The only problems during the tests were minor water leaks which were dealt by tightening glands and pipe nuts, otherwise it was another successful test.

On completion of the running tests, it was decided to carry out fuel tests using the experimental home made coal briquettes made by Charles Coppack. They were made in concrete sleeper moulds using coal dust with small amounts of cement added. The tests were encouraging although further work is needed on mould size and the proportion of cement used in the briquettes.

Food for those present was provided by Charles Coppack and Clive Chapman. Altogether it was a good day out with friends. *Article and photos by Bill Walker*



Above: Lyall Austin taking a turn at the controls of Ron's rebuilt loco, with Ron and Charles providing the ballast...

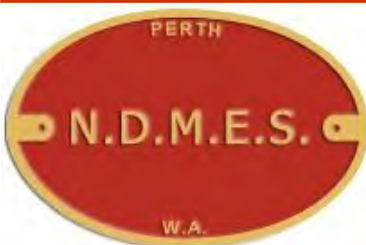


Below left: Peter Smith during his successful first test run on track with his new Wombat.



Above: Steam's up in the steaming bays — Ron and Peter firing up their locos.

Left: Sue Smith on her battery-electric loco with family members in tow.



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