



October 2002

## President's Annual Report

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### Your Committee

President Ron Date	9246 2835
Vice President Ian Allison	9490 2381
Secretary Andrew Manning	9446 4825
Treasurer John Martin	9448 8843
<b>Committee Members</b>	
Doug Baker	9341 1630
Jim Crawford Publicity & Events	9276 5464
Phil Gibbons	9390 4390
Dick Langford	9342 8049
David Naeser Safety Officer	9375 7785
Steve Reeves	9354 1395
John Shugg	9246 9549
<b>Newsletter</b>	
Jim Clark	9446 5870

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

With a good 'Steamlines' each month, members should be up to date, so a summary report should suffice.

Financially, we are in the black to an amount roughly equalling our AMRA and Run Day profits minus maintenance and insurance outgoings.

Public Run Days seem popular with the members and the public alike, and once we got into the swing of it, running for the public is not a lot more work. In my opinion, the Run Days are becoming better and more interesting as we go.

General Meetings were better attended this year as were the working bees (both Saturday and mid-week), which were naturally mainly directed to Priority One — the new Club House. During the year we have endeavoured to acknowledge individual efforts and contributions monthly. To anyone who has been inadvertently missed either in Steamlines or in personal thanks by the Committee, thank you for your efforts.

I think your Committee has done well—perhaps not perfectly, but satisfactory to most, especially as your Secretary, Treasurer, myself and other Committee members such as John Shugg and Dick Langford have been more than a little active on the building, as well as trying to keep the track site in a reasonable shape during the construction.

To focus on the mid-week workers, all of whom are retired, should make you have a good look at what I think we are about. These older blokes may have all their bits and pieces but they don't work all the time nor that well. BUT they do go home, covered in paint, dust and other mysterious substances, HAPPY!

Why are they doing it? Well it beats wandering around a supermarket or visiting mother-in-law, or perhaps they like the company or just want to contribute something. They just get on with it, and we are all going to benefit,

*(Continued on page 2)*

### CALENDAR OF EVENTS

<b>Annual General Meeting</b>	Laurie Strutt Park Elvire St, Waterman	7:30 pm	Friday 11 October
<b>Members Only Fun-Run Day</b>	Club Track Site Vasto PI, Balcatta	12:00—4:00 pm	Sunday 13 October
<b>Club Run Day and Public Run Day</b>	Club Track Site Vasto PI, Balcatta	11:00am—3:00 pm	Sunday 27 October
<b>General Meeting</b>	Club Meeting Room Vasto PI, Balcatta	8:00 pm	Friday 8 November

**LATE CHANGE:** The AGM will be held at the **Museum Meeting Room, Elvire St, Waterman**, and not at the new Club Room as previously advertised. See page 3.

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

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## September General Meeting minutes of meeting by Andrew Manning

The September General Meeting opened with 25 members and 3 visitors present.

**MATTERS ARISING FROM MINUTES**— Naming of new building – No further nominations.

**BUILDING REPORT**— Flooring installation now complete, ceiling support structure being installed, hand rails near completion. Fiora Machinery Sales has donated a used pedestal drill to the Society.

**COMMITTEE MEETING** — No items raised.

**GENERAL BUSINESS**— Application for membership received from **Albert Wood**, introduced by Steve Reeves. Albert has built two 7.25" locos.

**Steve Reeves** asked if the Ground Level track jig could be put in the new workshop. He would arrange evening working bees to start fabricating track. Agreed.

**Ian Allison** reminded members that the AGM would be held in the new Society building.

**John Shugg** moved that the NDMES participate in the Singleton model display. Seconded I. Allison. Carried. **Doug Baker** is coordinating.

**John Shugg** moved that annual subscriptions be increased to \$84 pa. Seconded by E. Brown. Carried.

**Steve Reeves** explained that the increase was necessary to ensure that subscriptions covered the basic operating costs of the Society such as insurance, affiliation fees, rates and power.

**Ian Allison** moved that the General Meeting start time be changed back to 8.00 pm from November meeting onwards. Seconded T. Kain. Carried.

**MODEL ENGINEERING** — **Jim Clark** showed examples of the use of AutoCAD to develop sheets for his boiler. Full-scale prints can also be used as templates for cutting out pieces and as drilling templates. Jim also used Jarrah tube plate formers with 3mm copper with total success.

**Dick Langford** dispelled rumours he had closed his workshop to work as a feature writer. Dick showed a range of parts he has completed for his Simplex.

**Milton Smith** showed the progress on his tender for a modified Simplex.

**Bruce Weir-Smith** showed and discussed the progress on the chassis and smokebox of his loco.

**Tony Jones** had a saddle, cross slide and top slide for a lathe that he is building.

**Doug Baker** showed a DC motor speed controller available as kit from Dick Smith's for \$25. Progress on the valve assembly for his compound marine engines. Doug also discussed the design of the boiler he proposes to steam the engine – a novel design.

**RAFFLE**— was won by **Steve Briggs**, a book of great train crashes.

Andrew Manning

## President's Annual Report

by Ron Date

*(Continued from page 1)*

especially new members joining in the future.

That's what I think the Society is all about: most of you will be at that age yourselves soon enough. Let's have more of this great team spirit and keep going forward.

I will mention two new members and one of our original members who have done outstanding maintenance work at the track site through their own initiative — Ray Shersby, Brian Lawrie and the quiet man, Jim Crawford. A top effort to be appreciated by all, and they were all well involved on Run Days too.

You all know that a hobby is "something you do in your spare time to amuse yourself", so a special thank you to those that gave up time that wasn't really spare for the overall benefit of everyone else in the Society.

There is some business still on the table policy-wise, and this was not finalised due to (a) not urgent (b) new information received and (c) erratic meeting attendance

by some members of the management Committee. The items still outstanding are the Ground Level Track, the signalling system, and a New Members policy.

A lot of this kerfuffle is due to the reluctance of people to get away from this "consensus of opinion" business and not using some positive and more formal procedure of handling the meeting business. With the increased membership, I think we have to attend to this or else get bogged down with endless discussions and vague resolutions. We are not BHP or some gigantic corporation with thousands of shareholders, so it does not need to be complicated to the extent we need a Q.C. to unravel it, just some basic KISS principles.

As last word (I promise), our relations with the BMX Club are now good, we have a good relationship with the City of Stirling, and we have a great Society with every prospect of continuing to improve, so let's do it.

Ron Date  
President NDMES

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## Secretary's Report for 2002

by Andrew Manning

This report is perhaps a health check of the Society from my perspective as Secretary and as a relatively new member. There are also a few personal observations and ideas to be progressed next year.

**Membership** — The Society is in a quite healthy state, membership has grown by 6 to a total of 57.

The regular activities at the track site including building construction, grounds maintenance and public running have been reasonably well supported by members. As with most Societies like ours, there is a dedicated core group that keeps the Society functioning.

**Meetings** — The Society held 11 General Meetings with an average attendance of 20 members. The lowest attendance was 13 members and the best 29.

The Committee held a similar number of meetings and covered a wide range of topics from fencing, the building, to membership and track safety. Sometimes, as at the general meetings, the discussion became lively, but everybody has been able to make a contribution.

There is still a need for a better balance between the free flowing discussion that currently dominates our meetings and the formal quite restricted debate. A few times during the year I have been distressed at the lack of respect shown by some members to others during discussions. This is quite unnecessary - we are not MPs.

**The Building** — The outstanding feature of the year for me has been the progress on the new club building. I didn't think we would ever get to the stage that we are now. I expect that by the time you receive this newsletter that we will have formal occupancy of the building. The construction of the building has been one of the best team efforts I have experienced. Everyone on the job has pulled together, providing input to solve problems as they have arisen, different people taking the lead at different times to maintain the energy and progress. The leadership of Ron Date, his drive and dedication to the task has been the inspiration that has kept a good number of us turning up twice a week for the last 12 months.

**Insurance** — We have been very fortunate that our activities are well regulated under the umbrella of the AALS. The high safety standards expected of AALS member clubs and the consequent low number of injuries has so far ensured that our insurance has not increased too dramatically.

The Society is progressing from a small, close-knit group of enthusiasts to a somewhat larger group with more diverse interests and needs. The Committee needs to ensure that it keeps pace with the changing nature of the Society.

The Society's Constitution needs a bit of a tidy up, we need to have a clear, simple set of standing orders and operating procedures put in place and then reduce the formality. I would suggest that we have fewer General Meetings during the year and have more Model Engineering meetings / training sessions / technical talks / demonstrations. The latter are now possible with the new building.

**Please let the Committee know what you would like to get out of the Society.**

**Privacy of Information** — In the next month or so you will be asked to complete a personal details update sheet and a personal and a privacy of information form.

This is necessary so that we know what information about you we can freely include in newsletters, on our web site, and exchange between each other.

Andrew Manning MIEAust. CP Eng.  
Secretary NDMES

## Subscriptions Are Now Due

NDMES annual subscriptions are now due. The annual subscription has been raised from \$60, at which it has been held for some time, to **\$84**, in order to cover each member's basic costs, in particular the insurance cost.

Remember, to be able to vote at the forthcoming AGM on 11 October, you must be a financial member. Please pay your annual subscription at or before the meeting.

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

## Annual General Meeting

Although the new Club Rooms are technically ready for our use, the Committee has decided not to hold the Annual General Meeting there pending final approvals by the City of Stirling, due to insurance concerns.

The AGM is to be held at 7:30pm on Friday 11 October 2002, in the old venue of the **Museum Meeting Room, Laurie Strutt Park, Elvire St, Waterman.**

All members should have received a Postal Voting form either by email or through the post. If not, please contact Andrew Manning as soon as possible. Please make the effort to return your Postal Vote if you are unable to attend the AGM — it is your Society and this is your opportunity to have your say in how it is run.

If you have any queries relating to the forthcoming AGM, please contact the Secretary Andrew Manning.



Northern Districts Model  
Engineering Society Inc.

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Western Australia

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PO Box 881  
Balcatta  
Western Australia 6021

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

## Run Day Report by Ron Date

September Run Day was well attended by members again, with four in steam and the Diesel. We were OK as the public attendance was moderate, probably due to the Show, however it was a reasonable boost to our funds.

Ed Brown's beautiful WAGR loco reappeared but bad luck struck again with a sheared taper pin on the piston rod/crosshead assembly. A quick dash home and back got him on the road again, but a bit late for a real run. These things are sent to try us Ed, but better than having to pull your boiler off I reckon!

Ed also produced a Rolls Royce class bum truck — some blokes set a very high standard to try us all out.

Jean Crawford and Noelene Langford put in a hard day on the feature garden and in fact Jean was still going at 4pm. If only we had a few blokes with that kind of gardening tenacity! Thank you ladies.

A couple more members got valuable hours in for their full Driver's Licences. I'm sure there will be a lot of opportunity for some more driving at Bassendean and Victoria Park (see Forthcoming Events below), so please come along.

The reliability of Blowfly, beautifully presented by Ernie Redford, is setting a standard for us to aspire to. It takes a lot of time to do this, as I now know myself from this year's running of my own bucket of bolts!

Ron Date

## Building Report

by Ron Date

We are now working on the walls upstairs — frames are in place and being sheeted with Hardiflex donated by Ernie Redford. Ceiling supports by Dick Langford. Handrails are in and being painted, with some modification to the fire stairs to be added. It's all go!

I have acquired some more chairs and a photocopier for the library. The 'divine Devine' has donated a 6' x 3' steel table for a reading table, possibly to be installed in the library area.

Doug Baker has offered carpet minus underfelt, but until we find out about carpet fire ratings (yes, they require that too), the walls are treated and the ceiling installed, we have to wait and see. Thank you Doug.

There is really not a long way to go now. Recently a mountain of rubbish, rubble and scrap metal has gone to the tip. Well done all concerned — however there is still more to rubbish go to the tip (see Wanted below).

Our thanks to everyone who has contributed in any way to this mammoth Society project.

## WANTED

Do you live in the City of Stirling? If so, and you have a spare Tip Pass or two for Balcatta Tip, please help us to get rid of some of the rubbish from the track site.

## MISSING BATTERY LOCO

The Society's battery electric 0-4-0 locomotive is missing - does any one know its whereabouts?

Please contact Andrew Manning on 9446 4825.

## FORTHCOMING EVENTS

**Birthday Run** — Two separate Birthday Runs are booked for Saturday 19 October at the track site. The first one starts at 11:00am, the second at 1:45pm and runs to 4:00pm. If you can help out, please come along.

**Bassendean** — Run the portable track on Saturday 2 November, set up track on Friday 1 November.

**Victoria Park Family Fun Day** — Portable track will be set up and run on Sunday 10 November.

**Bunbury club's 20th Anniversary Run** — Saturday and Sunday 16—17 November at Bunbury.

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

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

## POSITIONS VACANT

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

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

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# Boiler Matters

Article & drawings by Bob Brown

One of my workshop projects at the moment is to complete a "Speedy" boiler, started some years ago by the late Ted Sturjion. Ted was a fine Model Engineer, his passion being small IC engines, model boats and single malt whiskey!

The new owner brought the boiler over to my place for an inspection, and after some discussion I agreed to have a go at completing it for him.

Working on the boiler during the completion stage I came to form the opinion that the design for Speedy's boiler is a little out of date - put simply, there are one or two points in the design that do not quite meet the requirements of the A.M.B.S.C. Code of Practice. I am not saying that the boiler is unsafe, certainly not, there have been too many Speedys built over the past 50 years for that. My view is that where anybody is building a model where the boiler pre-dates the Code, then the necessary modifications should be done so that it will conform with the current Code. It really is a matter of "when in Rome..."

In view of the above remarks and for the benefit of members building the Speedy boiler, or any other boiler for that matter, I offer the following information, which I am sure you will find helpful.

## Speedy

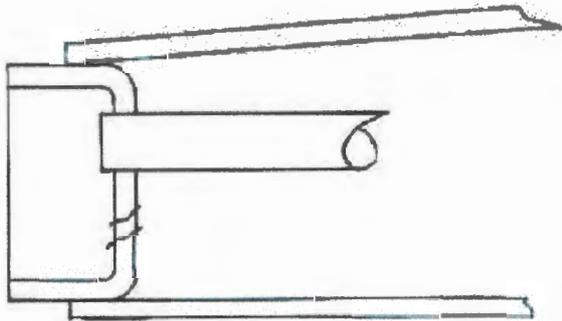
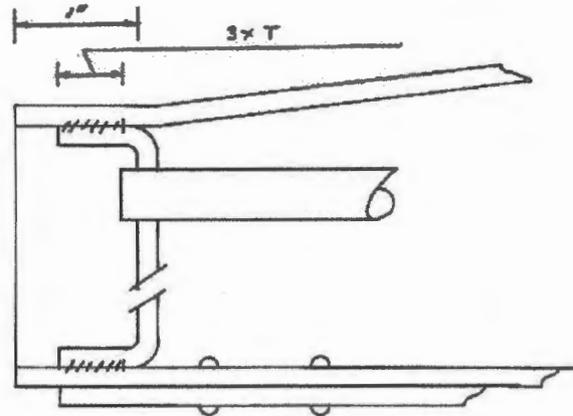


FIG 1

Figure 1 shows a diagram of the smoke box end of the "Speedy" boiler as in the published design. This was LBSC's favourite method of fitting the tube plate into a tapered barrel, and while has stood the test of time, it does not in fact comply with our A.M.B.S.C. Code of Practice.

Rule 3.5.1 states that flanged plates in a boiler must be held by 3 x the thickness of the plate by the brazing material.

If I was building the speedy boiler, then I would adopt the method as shown in Figure 2. Note that the first 25mm of the barrel is a parallel cylinder and the tube plate that is brazed into it will now meet the requirements of Rule 3.5.1



BARREL SEAM

FIG 2

Note also in Figure 2 the method of joining the barrel seam. The design features a butt strap covering the joint held with rivets all brazed together, the width of the strap being 10 x the thickness. A tip when fitting the strap, put it on the outside and you will find it much easier to braze into place.

When constructing the smokebox end of the boiler as in Figure 2, then an acceptable method would be to first anneal the copper on the top of the boiler at the smoke box end, and gently dress the copper down with light blows using a mallet and a couple of wood formers, the lower former held in the bench vice. See Figure 3 (overleaf on page ii).

Using the method as shown in Figure 3, you will find it is not difficult to dress the top of the barrel down to fit the tube plate for brazing

(to be continued...)

Bob Brown

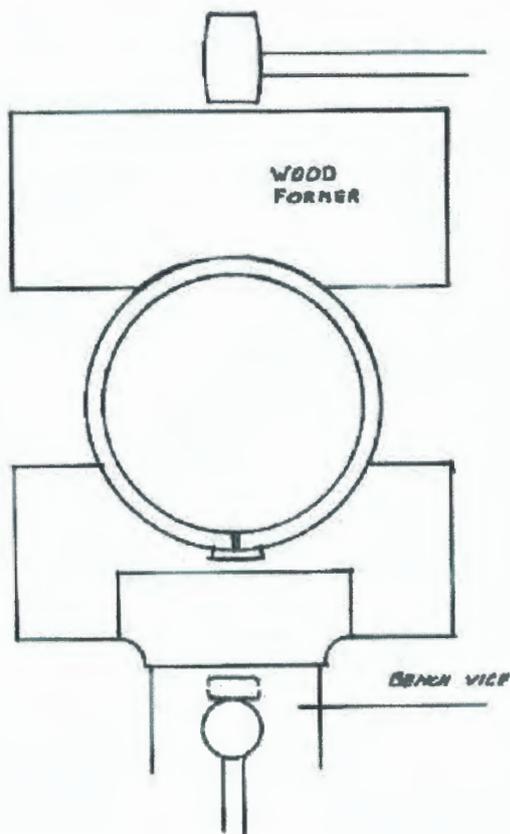


FIG 3

(see Boiler Matters article on page i)

certainly not in any way artistic – drawing stick figures are about my limit. I have seen models finished to a wide range of standards – some beautifully detailed well beyond my expertise and equipment, others being pretty agricultural in finish.

However, after much thought I decided that I would be satisfied if I could achieve the best finish possible within my own abilities, with simple equipment, and without getting someone else to do the work.

For the painting I used the Watty! Kill Rust range of epoxy paints in spray packs – convenient, easy to apply to each individual part as it was completed, and best of all no cleaning up spray guns afterwards! I found that by following the instructions on the cans, scrupulous cleaning and wire brushing of the surfaces, and use of etching primer on all brass parts, a good finish could be obtained - not as durable as powder coating or baked enamel, but serviceable.

I did the lining with some old drafting pens – I removed the fine wire insert and diluted Humbrol enamel by about 20% to give a consistent flow of paint. Careful use of a ruler and a drawing stencil for the curves produced an acceptable result.

I made my own BR bgo transfers using iron-on T-shirt transfer sheets printed with a standard bubble-jet printer. I downloaded the correct logo image from a web site of BR memorabilia, scaled it and touched it up on my computer. Some care is required with ironing the transfer onto the tender (especially round the rivets!), but it definitely looks the part.

## Detailing a Britannia Tender

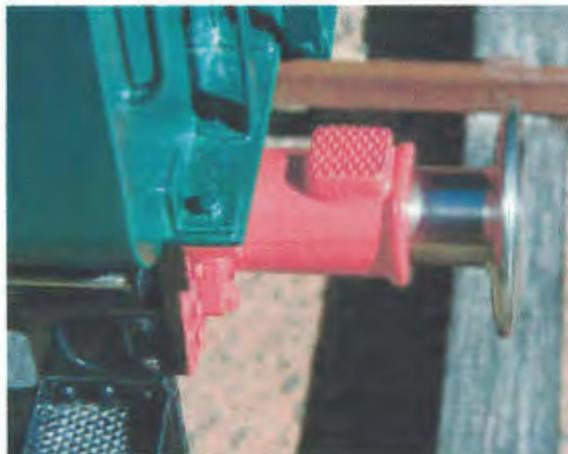
Article & photos by Jim Clark

As several people showed an interest in the brief description I gave at a recent General Meeting about detailing the Britannia tender I am building, I thought I would write up a few notes on the subject.

I found the painting and especially the lining of the model to be one of the most daunting tasks as I am

Another trick I discovered was to use an aluminium mesh sold in hobby shops as an 'architectural material'. Cut up and Araldited onto foot steps and buffer steps, it gives an excellent impersonation of chequer plate, as you can see from the photo below.

The photo at left shows a detailed side view.



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## A Tribute to Ron The Builder and Team by Doug Baker



A clubroom has always been at the top of the wish list as place that we can call "home", a place that would service all the wants and needs of a Model Engineering Society. A workshop with machinery that members can use, a meeting hall that is capable of servicing our meeting needs, a purpose built library, and a canteen that could earn a few shackles for us on public run days

Over the past twelve months or so you have been reading about the construction progress of the future clubroom that is slowly taking shape and inching its way closer to completion. The construction of this clubroom is a huge project even for a qualified all singing and dancing builder. When a group of rank amateurs undertakes such a project it becomes daunting. Despite the enormity of the task that was set to break the spirit of those at the front line, the tenacity of the team has won through.

It took me two years of demanding work setting in place the paperwork, sourcing the materials, and overseeing the drawings and all those sort of things, yet what Ron Date has done with his team pales my own effort into insignificance.

During the construction and erection of the walls a number of jigs and labour saving devices were ingeniously designed. The expression that "necessity is the mother of invention" became paramount. Ron designed and fabricated a box with two funnels that corresponded to the cavities cast in the block. All one did was fill the box with slurry and poke it in with a stick. The block manufacturer's sound advice was: "cut the bottom off a fruit juice container then using that pour the concrete slurry in". Long before we even purchased one block it was pretty obvious to me that employing that system was not going to work very well. Owing to my apprehension I had concocted a syringe affair that would squirt the slurry down the cavity. I have no doubt it would work but it would be so slow, cumbersome and complicated. Ron employed the KISS principle and it worked well, a true stroke of cunning.

The basis of the walls being erected exactly vertical and straight is the tolerance factor of the very first

course. If this course is not set up as close to perfect as humanly possible then there will be a massive headache thereafter. The manufacturer claimed that by using wooden wedges the first course of blocks is manipulated into position by shuffling these wedges. It was recognised by the team that it simply was not going to work, given the foundations were rough poured and not trowelled off perfectly smooth and level. A total rethink was required and the team came up with a brilliant idea of lifting the first course onto a plate with jacking screws enabling the blocks to be positioned with vernier precision. This method worked and worked extremely well; in my opinion, these ideas are very marketable products.

The next problem discovered was that the slurry, when inserted into the blocks, caused the blocks to move in relation to its neighbours. That meant setting the blocks into position twice, but because there was now slurry leaking into the joint it caused the block registration to go out of tolerance and influenced their relative positions. This became an incredibly labour intensive demand on the team, and laying blocks at this rate the job would never be completed. The manufacturer, when casting these blocks, inserts a block of polystyrene foam that not only reduces the weight but adds insulation properties to the blocks. To hold the foam in place 10mm rods pass through registration holes in the block moulds that allow the foam to remain positioned while the concrete is poured.

Once again with cunning and ingenuity it was realised that all these holes should be in line. Therefore it stands to reason if one aligns the blocks up exactly, then the holes would coincide, and by inserting a 10mm diameter rod the blocks would lock together making the slurry filling a relatively simple operation.

The construction of this building has presented copious tribulations to the team who have uniformly resolved them all with ingenious cunning. While Ron has no doubt been the lynch pin behind the effort, I am of the opinion that the entire team is to be congratulated and thanked of their efforts. Winston Churchill said after WWII "Never has so many owed so much to so few."

While the referred quote is for entirely different situations the meaning is common. A sincere thanks to you all as in days to come a dream will be realised and it will be a place that we as Society will be able to call home with the utmost pride.

WELL DONE FELLAS.

- Doug Baker

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# STEAMY'S PADDLESTEAMER NIGHT

## ONBOARD P.S. DECOY

The owners of the P.S. Decoy have generously offered us the use of their authentic paddlesteamer as a venue to hold a Steamy's evening for those of us that are infatuated with all things steam, together with their partners.

It is planned to steam the "Decoy" around to near the Raffles Hotel/Canning Bridge, where the anchor will be dropped for dinner. It is planned to return to the jetty at approximately 10.00 PM. The main cost items of the evening will be the dinner and the fuel for the boiler and generator.

**WHEN** **FRIDAY 25<sup>th</sup> OCTOBER 2002**

**DEPARTING FROM** **MENDS STREET JETTY  
SOUTH PERTH**

**TIME** **7.00 for 7.30 PM Departure**

**DINNER** **FULL CARVERY**

The dinner will be prepared and presented by the Decoy's specialist Chef, Ren

Tender Roast Beef, seasoned with Mustards & Cracked Pepper  
Served with a Red Wine Beef Sauce and Condiments  
(carved by the Chef)

Rolled Roast Pork, served with Pan Gravy, Crackling & Homemade Apple Sauce

Whole Jacket Potatoes and Sour Cream

Chefs Own Garden Salad, served with a Balsamic Vinaigrette

Golden Coleslaw Served with a Tangy Dressing

Bread Rolls & Butter

Tea and Coffee

**PRICE** **\$20.00 PER HEAD (Including GST)**

**DRINKS** A bar service of draught beer, wine and soft drinks is available at reasonable prices (not included in the above price).

**PARKING** Parking is available in South Perth, within a reasonable distance of the jetty. Please be sure to park in accordance with the parking signs, as the local council inspectors are renowned for their enthusiasm.

**R.S.V.P.** Please confirm your attendance by telephoning either of the following people on any of the following numbers by Wednesday 23<sup>rd</sup> October :

**DENNIS BAKER** Tel. (H) 9330 2481 Tel. (W) 9430 8978 Mob. 0419 - 047 788

**DOUG BAKER** Tel. (H & W) 9341 1630