

NORTHERN DISTRICTS MODEL ENGINEERING SOCIETY
Vasto Place Balcatta Western Australia **PO Box 681 Balcatta 6022**

STEAMLINES

September 1999

Your Committee

President	Doug Baker	9341 1630	Vice Pres	Ian Allison	9490 2381
Secretary	John Shugg	9246 9549	Treasurer	John Martin	9448 8843
Committee	Lindsay Adams	9447 4646	Committee	Jim Clark	58709446
Committee	Jim Crawford	9276 5464	Committee	Ron Date	9246 1415
Committee	Gavin Gooch		Committee	Dick Langford	9342 8049
Committee	David Naser		Committee	Ernie Redman	

STEAMLINES Editor: **Dick Langford**

Coming events

Annual General Meeting	Laurie Strutt Park	8.00 pm Friday 8 October 1999
<i>Club run day</i> <i>Halloween theme</i>	<i>Balcatta track site</i>	<i>2.00 pm to late</i> <i>Sunday 31 October 1999</i>
General meeting	Laurie Strutt Park	8.00 pm Friday 12 November 1999
<i>Club run day</i>	<i>Balcatta track site</i>	<i>10.00 am to 4.00 pm</i> <i>Sunday 28 November 1999</i>
<i>Club run day</i>	<i>Balcatta track site</i>	<i>10.00 am to 4.00 pm</i> <i>Sunday 28 November 1999</i>
Christmas Dinner	Marmion Yacht Club	Date to be advised
<i>Club run day</i>	<i>Balcatta track site</i>	<i>10.00 am to 4.00 pm</i> <i>Sunday 26 December 1999</i>
<i>Club run day</i> <i>Bring your breakfast!</i>	<i>Balcatta track site</i>	<i>7.00 am to whenever</i> <i>Saturday 1 January 2000</i>

STEAMLINES has a new editor: Dick Langford has taken on this role for your Society. Lindsay Adams has edited ***STEAMLINES*** for many years. Let

me thank him on behalf of all our members for his efforts as our editor over this period. He has done a great job keeping us informed of our Society's activities.

1999 Annual General Meeting

The most important event for our Society in the next few months is our 1999 Annual General Meeting. This meeting will be held at the Museum building in Laurie Strutt Park Elvira Street, Waterman, commencing at 7.45 pm. The formal notice and agenda for this meeting is enclosed. Please come along and have your say in who leads your Society into the next century.

Do not forget that you must pay your subscription of \$60.00 for the coming year at or before this meeting if you wish to vote.

This will be a great night to share your model engineering activities with your fellow members. Please bring something you have done or made, no matter how small or insignificant it may seem to you, and share it with us all.

Other NDMES news

On Saturday 11 and Sunday 12 September, Barry Glover, President of the Australian Association of Live Steamers, Dave Merrifield, Chairman of the Australian Miniature Boiler Safety Committee and Warwick Allison, AALS Insurance Officer, met with members of the six Western Australian societies affiliated with the AALS to discuss a range of issues. The key issues discussed were boiler testing and safe operation of boilers, public liability insurance and the impact of Worksafe WA requirements on the way in which we undertake our activities. Duty of care to our fellow members, their visitors to our activities and members of the public who join us at our Balcatta track site or wherever we may be operating a portable track or holding a model engineering display is a very important issue which we cannot ignore.

Shortly your society will be providing training sessions for you on the safe operation of our railway. Your participation in these training sessions is a vital link in the Society's ability to satisfy Worksafe WA and our public liability insurers that we are conducting our activities in a safe and responsible manner. This training is essential whether or not we start public running at our Balcatta site.

Ask Lindsay Adams about his latest antique internal combustion engine restoration project. The engine he has begun to restore develops 8 horsepower and must weigh about half a tonne. Compare this with a modern lawn mower engine: 4 horsepower and a weight of about 10 kilograms!! Lindsay and Doug ran it at Doug's place a little while ago. Lindsay said it sounded "fantastic". I wonder what that meant – perhaps everyone in Scarborough also heard it running!

What is happening at our Balcatta site?

Jim Crawford has finished painting the access ramp to the centre of the track. A mighty achievement, Jim. Well done, it looks terrific and provides safe access to the new barbecue area in the centre of the track. I guess it will be like all bridges – when the painting is finished, its almost time to start again.

The bridge where the track crosses needs painting. John Shugg has started on this task and would love some help. If we do it now, it will be a fairly easy job. It is showing a little rust in places. If we leave it, the rust will increase and the painting task will be much more difficult.

Your Committee has decided to install an independent bore on our site to ensure that adequate water is available through the coming summers. Our track site was greatly admired by Barry Glover, Dave Merrifield and Warwick Allison during their visit to Western Australia earlier this month. More trench digging for electrical cables and water pipes. What fun!!

The steaming bay building needs some maintenance. Some of the steelwork is showing a bit of rust and needs to have a close encounter with some fishoil and paint. Like to help?

The track itself is also showing rust and needs treatment with fishoil to preserve it. This is another project which would benefit from your help.

Light railways in Australia

Have you seen the journal "Light Railways" recently? It's a wonderful journal, published six times a year, and reporting on all aspects of narrow gauge and industrial railways in Australia.

The following snippets of interest have come from "Light Railways".

The largest railway network in Australia is a two foot gauge system. There are thousands of kilometres of two foot gauge track through the Queensland sugar cane fields. Originally steam engines operated these cane trains but now diesel electric, diesel mechanical and diesel hydraulic locomotives are used. Some of these diesel engines are large; up to 800 kilowatts. They have been converted from three foot six inch gauge locomotives in some cases.

The 7 ¼ inch gauge "Bunyip" being built by Ernie Redman is a model based on the two foot gauge Bundaberg Fowler locomotives built in the early 1950s by the Bundaberg Foundry to a Fowler of England design for the sugar cane tramways.

Do you know how many rack railways have operated in Australia? Three. The three foot six inch gauge railway built between 1893 and 1897 to carry copper from Queenstown to the port of Strahan in Tasmania was the first. Some four and a half miles of this twenty one mile long line had grades of 1 in 16 and 1 in 20 and used the Abt rack system. Then came another very similar three foot six inch gauge line in Queensland. An Abt rack section about one and a half miles in length was included in the Queensland Government Railways line between Rockhampton and Mount Morgan. This line was opened in 1898. And in recent years the

third rack railway has been built in the Snowy Mountains to carry skiers and tourists into the snow country. This railway uses electrically powered passenger cars. The Queenstown and Mount Morgan lines used steam engines built by Dubbs and Co of Glasgow. They had four cylinders, two outside the frames driving the flanged rail wheels and two inside the frames driving the gears which engaged the rack. Walschaerts valve gear was used on the outside cylinders and Stephenson or Hackworth valve gear was used on the inside cylinders. Five virtually identical locomotives operated the Tasmanian line. They were 0-4-2 tank locomotives and weighed 24 tonnes. Four of these five locomotives still exist at Queenstown, Zeehan and Hobart in Tasmania and at the Puffing Billy railway museum in Melbourne. Eight locomotives operated in Queensland. Two of these were 0-4-2 tank locomotives of similar weight to the Tasmanian locomotives. The other six were heavier, 35 tonne, 0-6-0 tank locomotives. The Queensland rack section was eliminated by track relocation in 1952 and the Tasmanian line closed in 1963. The Tasmanian line is now being rebuilt as a tourist attraction.

The Hobart Miniature Steam Locomotive Society celebrates its twenty fifth anniversary in November of this year. Jim Crawford and your Steamlines Editor were both members of this Society before we moved to Western Australia. My first real introduction to miniature steam engines was at the Hobart Society's

In the 1890s a railway attempted to play a part in Perth's sewage disposal problems. Perth's sewerage scheme was started in 1907 and the city as it was was substantially sewered by 1914. Before this, there were many problems disposing of the city's waste. Originally, horse drawn wagons were used to cart the waste to dumps out of town. Then a very light railway was built from near the Perth railway yards to a site near the corner of Fitzgerald and Walcott Streets, North Perth. Apparently this railway was a dismal failure. During its first test run the horse drawn wagon tipped over, spilling its load. The railway was never used again after this and a pumping station and pipeline was built to replace it. This too had problems, resulting in severe health and pollution problems in the city. There are no limits to what can be carried by rail!!

The gold mines of Kalgoorlie and Boulder ran on firewood from 1893 until about 1960. During this period about 350 000 tonnes of firewood was burned annually to power the mines, the water pumping stations and provide energy for residential use. A total of about 25 million tonnes of firewood was burnt. The eight pumping stations on the Goldfields Water Supply pipeline used about 12 000 tonnes of firewood annually to provide water for gold mining. Our conservation values have certainly changed since this time. Hundreds of kilometres of railways radiated from Kalgoorlie to bring firewood to the city. These three foot six inch gauge railways extended up to 200 kilometres from Kalgoorlie and Boulder.

Your chance to be in print

Do you have any news you wish to share with other members of your Society? Please let your Editor know so it can be included in future editions of **STEAMLINES** Short articles on things you have done will also be welcomed for publication.

Happy reading. See you at our Annual General Meeting on Friday 8 October 1999.

Dick Langford – Editor

NOTICE OF ANNUAL GENERAL MEETING

The 1999 Annual General Meeting of the Northern Districts Model Engineering Society Inc will be held at the Museum building in Laurie Strutt Park, Elvira Street, Waterman, on Friday 8 October 1999, commencing at 7.45 pm

MEETING AGENDA

Apologies

Minutes of 1998 Annual General Meeting

President's Report

Election of Office Bearers for 1999 – 2000

Remember you must pay your subscription (\$60.00) for the next twelve months before the Annual General Meeting

A normal general meeting will follow.

This will be a great night to share your model engineering activities with your fellow members. Please bring something you have done or made, no matter how small or insignificant it may seem to you, and share it with us all.