

STEAM**LINES**

NORTHERN DISTRICTS MODEL ENGINEERING SOCIETY INC.

September 2003

August Run Day

by Ron Date

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Your Committee

President Ron Date	9246 2835
Vice President Dick Langford	9408 0081
Secretary Andrew Manning	9446 4825
Treasurer John Martin	9448 8843

Committee Members

Doug Baker	9341 1630
Phil Gibbons	9390 4390
Steve Reeves	9354 1395
John Shugg	9246 9549

Safety Officer

TBA

Publicity & Events

Jim Crawford 9276 5464

Newsletter

Jim Clark 9446 5870

NDMES
PO Box 681
Balcatta 6021
Western Australia



Tim Haldane from Diamond Valley Railway in Victoria was a visitor at the July and August Run Days, seen here riding with John Shugg behind 'Waratah'.

Photo: Dick Langford

A beautiful day saw our third best result since the advent of the public running. It also saw Mike Rogers return looking quite well after his big operation. He put "George" to work and by all accounts both had a good day. Welcome back Mike!

Tony Jones and Brian Lawrie both put in an appearance after spells in Royal Perth Hospital — welcome back to them too.

(Continued on page 4)

CALENDAR OF EVENTS

General Meeting	Club Meeting Room Vasto PI, Balcatta	8:00 pm	Friday 12 September
Club Run Day	Club Track Site Vasto PI, Balcatta	11:00 am—3:00 pm	Sunday 14 September
Public Run Day	Club Track Site Vasto PI, Balcatta	11:00 am—3:00 pm	Sunday 28 September
Annual General Meeting	Club Meeting Room Vasto PI, Balcatta	8:00 pm	Friday 10 October
Club Run Day	Club Track Site Vasto PI, Balcatta	11:00 am—3:00 pm	Sunday 12 October

Minutes of August General Meeting

by Andrew Manning

The August General Meeting opened at 8:00 pm with Dick Langford in the Chair. There were 20 members present and 2 visitors— Jim Parker and Bill Butzelaar.

Apologies — R. Date, J. Martin, B. Brown, E. Brown, J. Crawford and R. Dunn.

Applications for membership were received from Clive Jarman and Jim Parker.

The Chairman reminded members that the meeting was to be an informal meeting, however there were some items of business that needed to be addressed:

GENERAL BUSINESS — Sale of 51xx loco. Approval of the members was sought for the sale of the 51xx. Doug Baker moved that the matter be referred back to committee. Seconded Phil Gibbons. Agreed.

Meeting was advised that previous member Clive Jarman had reapplied for membership. Doug Baker moved that Clive be immediately elected to membership. Seconded Milton Smith. Carried.

David Naeser had formally resigned position of Safety Officer as he has moved interstate. Nominations were sought from members interested in filling the position.

The position needs to be filled by a competent person approved by the ALSC. It is necessary for the Society to fill this position as defined by AALS as a prerequisite to

Committee Items

From the Committee:

As a result of some issues arising at the Birthday function on 9th August, the Committee will work towards implementing the following:

- Minimum of 6 members available for birthday runs.
- Relief driver to be available at the station to secure engine and train if driver needs a short break.
- Duty Officer must pass duty to another member if he is to drive a loco.
- Driver log to be positioned at the station for drivers to sign on and off. Station Master will monitor.

Club Run Days — It was agreed that there would be no commercial runs on Club Run Days. We would continue to accept bookings for birthday/private runs provided that members were available to operate the track safely. It was agreed that it was far less hassle to accommodate private bookings vs. operating the portable track.

Safety Officer — In the absence of another volunteer Doug Baker will fill the role on an interim basis.

Andrew Manning

the insurance cover we enjoy. A CV detailing relevant experience should accompany nominations.

Phil Gibbons discussed the role of Duty Officer. He feels that the documentation required is too much for one person if he is to supervise the day's operations and walk the track. Referred to Committee.

Doug Baker volunteered to be Duty Officer on Sunday for the Club run day/birthday party.

Andrew Manning advised that the AGM would be upon us soon. Fees will be due next month. Committee nomination forms will be attached to a forthcoming Steamlines.

MODEL ENGINEERING — Ken Austin displayed a large model beam engine. Ken was not happy with the quality of castings and had to fabricate several parts. Ken has mounted the engine on a limestone plinth that provides great stability.

Ken Austin also donated a set of Quorn grinder castings to the Society for auction to raise funds to buy a container for storage. Phil Gibbons will add to the castings with some completed parts he has spare.

Steve Reeves showed the tender for Brunswick, a WA class PR loco. Steve is restoring the loco which was started some 50 years ago. It is to be completed as a fine scale model.

Andrew Manning showed progress on two Titch chassis. He queried members on how they machined eccentric grooves to ensure that the journal was parallel. Several members described their methods - A great discussion.

Jim Clark showed progress on his Britannia boiler and described the use of AutoCAD patterns and cardboard mockups.

David Hunter displayed fabrication of the crankshaft and quartering of wheels for his 4 cylinder loco.

Nigel Mammat displayed his large RC model aircraft — an excellent paint job.

Doug Baker related his experiences in trying to build a small rotary oil pump for his marine engine.

Ernie Redford had CNC punched Aluminium signal brackets to replace castings and showed a complete set of chassis components for a 5''G fat car in 2mm steel. The punching out took some 7 minutes including centre punching the rivet holes.

There being no further business the Meeting was closed at 10:00 pm.

Andrew Manning

Notice of Annual General Meeting

The Annual General Meeting of the Society will be held at the Society's Club Rooms, Vasto Place, Balcatta, Western Australia on **Friday 10 October 2003**, commencing at 8:00pm.

Positions on the Committee and Executive

All positions will be up for election at the AGM. Current President Ron Date and Treasurer John Martin have announced that they will not be standing for re-election. Each having completed several years' service to the Society in their respective positions, they feel it is now time for others to take a turn in the management roles.

The membership would like to thank them for their dedicated efforts during the especially difficult time of implementing the Society's largest building project to date, the new Club Rooms and Workshop.

Nominations Requested

Please think about nominations for the positions of Society office bearers and Committee members. Could you contribute to the ongoing running and development of your Society by taking up one of the positions? New blood and new ideas are most welcome.

Nominations need to be signed by a proposer, a seconder and the nominee themselves. Nominations should be lodged with the Secretary Andrew Manning by 20 September 2003, so that ballot papers can be published for those who wish to submit a postal vote.

President's Report by Ron Date

The building is starting to look like the finished article at last — Dick Langford, John Shugg and John Hudson put in extra time on the job to catch the right weather conditions and time frame to apply the Estapol finish.

Putting the stain on first was a 'b---r' of a job to get reasonably even, so what you see is what you get — it was a beast of a job on that type of surface. John Martin is back from England and is getting on with the library, so welcome back John.

On another note, it is rumoured that one of the boat enthusiasts is a bit keen to make a "Sweet Pea". Must be fed up with getting wet!

Don't forget the October meeting is the AGM and time for you to get involved. It's "Power Ball" time for me, so it's going to mean some new people on the Committee and/or other jobs within the Society. Please give your serious consideration to nominating for the various Committee positions. Don't leave it to the other bloke all the time or you'll wear him out!

Ron Date

Annual Subscriptions

NDMES annual subscriptions are now due. To be able to vote at the forthcoming AGM in October, members must be financial. Please pay at or before the meeting.

The amount of the coming years' proposed subscription will be put to the September General Meeting and will be published in next month's SteamLines.

Please contact **Andrew Manning** for more details.

Urgent Need to Raise Funds

The stairlift that the Society procured at the beginning of the building project, in order to provide disabled access to the first floor of our new Club Rooms, does not meet the legal requirements for the building. The Society will need to purchase an appropriate lift at an estimated cost, installed and certified, of **\$27,000**.

It will be necessary for the Society to find all of this money as we have already received grant funds from the City of Stirling for the purchase of a wheelchair lift. It is also necessary that we have the wheelchair lift installed as a precondition to the formal opening and handover of the building to the NDMES.

I will present full details of this at the September General Meeting. In the meantime, I ask members to start developing ideas to raise some \$20,000!

Andrew Manning

Duty Roster

Duty Roster for the next 3 months is as follows:

September Duty Officer — R. Langford

Saturday cleanup — P. Gibbons,
D. Brennan, B. Lawrie.

Sunday Run Day support — A. Manning,
K. Bradney, K. Cooper

October Duty Officer — A. Manning.

Saturday cleanup — I. Allison, T. Jones,
R. Jowitt

Sunday Run Day support — K. Austin,
J. Shugg, N. Merchant.

November Duty Officer — P. Gibbons

Saturday cleanup — T. Kain, S. Reeves,
K. Lord

Sunday Run Day support — N. Mammatt,
D. Langford, J. Hudson

If you are unable to participate on the day rostered please arrange a stand-in.

Andrew Manning



Northern Districts Model Engineering Society Inc.

Track Site:
Vasto Place
Belconnen
Western Australia

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

August Run Day Report

by Ron Date

As usual "Blowfly" led the way all day followed by "Helen", the mighty blue diesel, "Speedie", and the C32, that is six locos in all. If all of them had two carriages each, we would have shortened the queues a bit, but we didn't. The matter will be looked into.

A very busy Duty Officer—Jim Crawford—saw that things went off according to rule and smoothly. Ray Shersby's little creatures quite intrigued

the children on their way around the circuit, I think Ray ought to keep an eye on them as they seem to be increasing in number.

Our visitors went away happy and that is important as well as the good turn-out of members having a good day.

The "Foden" did a lot of work up down the internal road adding enjoyment to the day for everybody.

Ron Date



Ron Date prepares his C32 at the August Run Day. Photo: John Martin

HANDY HINT

To those who use liquid Solvol for their hand cleaning, before you throw the 250ml empty container away, cut the pump open, as hiding inside is a 316 stainless steel ball ideally suited for check valves and a stainless steel spring.

Doug Baker

FOR SALE

I have a quantity of the following screws and nuts for sale (prices are subject to exchange rate fluctuations):

4BA x 1/2"	Steel Hex	\$1.80 per 10
4BA x 7/16"	Steel Csk	\$1.60 per 10
8BA x 1/2"	Steel Hex	\$1.80 per 10
8BA x 7/16"	Steel Csk	\$1.20 per 10
8BA x 1/2"	Brass Ch	\$1.20 per 10
8BA x 1/2"	Brass Csk	\$1.30 per 10
8BA x 1/4"	Brass Csk	\$1.50 per 10
8BA	Steel nuts	\$0.80 per 10
10BA x 3/8"	Steel Hex	\$1.75 per 10
10BA x 3/8"	Brass Ch	\$1.40 per 10
10BA	Steel nuts	\$1.20 per 10

Please contact Dennis Lord on 9445 3424.

WANTED

6" or heavier bench vice - prefer old 'DAWN' or 'RECORD' make, but if solid/robust then any will do.

Please contact Terry Kain on 9582 3880.

Thanks...

Thanks to Brian Lawrie for his kind donation of paper stock and envelopes to help with the printed editions of SteamLines.

POSITIONS VACANT

With the resignation of David Naeser, the Committee are looking for an appropriately qualified member to nominate for the position of:

Safety Officer/Inspector of Non-Boiler Plant and Equipment (refer Appendix 8 AALS Code of Practice).

This is a Committee appointed position required as part of our affiliation with the AALS and is the equivalent of the AMBSC boiler inspectors. The Committee will need to submit the CV of the nominated person to the ALSSC for approval.

The Safety Officer/Inspector is required to carry out regular inspections of rolling stock, tracks and club facilities and to certify that they comply with respective standards and are safe to operate. The Inspector will, when required, arrange for risk analysis to be carried out where a potential hazard has been identified.

The competent person should be fully conversant with the AALS Code of Practice, and have technical qualifications and experience related to the building and maintaining of mechanical equipment.

If you would like to take up this important role, please contact the President or Secretary and put forward your CV for consideration.

A Trip Down Memory Lane on P.S. *Waverley* by Bob Tanner



A highlight of my recent trip to the U.K. was to catch up with an old school chum whom I had not seen for some 40 years, now residing near Dunoon on the Clyde's Cowal peninsula in Scotland. The reunion was great as I had anticipated, the flavour of the occasion enhanced with much fine Scottish ale and venison steak!

However, Imagine my delight and almost disbelief when an advertisement in the local newspaper caught my eye advertising "Celebration Cruises" on none other than that famous Old Lady of the Clyde - P.S. 'Waverley'!!! And, furthermore she was operating out of Glasgow, not far away! Here was another 'highlight' and an opportunity definitely not to be missed!

It transpired that this famous vessel had made a triumphant return to Clyde cruising only a week or so before, following a multi-million pound (mega \$'s!) refit. A variety of destinations were offered, and we elected to travel on a Saturday cruise to Tighnabruach and Rothesay on the Isle of Bute - sailing from Dunoon pier.

Unfortunately, this cruise was cancelled (due to reasons beyond the control of 'Waverley's' operators), but on the Sunday it all happened! She steamed around from Glasgow right on time, her twin raked funnels and bow wave unmistakable as

she raced down the Clyde. A rapid approach to the pier was followed by a sharp astern movement to manoeuvre alongside. Paddle steamers have to approach piers fast as the rudder is much less effective than with a screw prop at low speed or, when going astern; however, the effective paddle wheel grip means that paddlers accelerate and stop quickly!

With a magnificent paint job, bleached timber decks, gleaming varnish, polished brass, 1940's deco of beautifully restored lounges etc., she was a fantastic sight especially framed against the magnificent Clyde scenery backdrop.

The cruise was an absolute delight, with a considerable crowd enjoying the varied party atmosphere, entertainment, festivities, live folk/ceilidh music, real Scottish ale, and for me - the rhythmic beat of the engine and paddles!

Under way, she pushed along at a fair rate of knots 'doon the water' and all this combined to make for an unforgettable 'day' - the sort that lodges in the memory, not requiring a photograph to remind one!!

Of course much time was spent listening to and watching the 2100hp triple expansion, three crank diagonal engine, which as expected, ran like a sewing machine - magnificent! Also discernable to the trained ear, and located down in the engine room

was the regular 'clunk' and 'wheeze' of the boiler feed pump as the stroke changed direction – ah memories!

'Waverley' is now a registered charitable organisation, and has been the recipient of a considerable financial grant from U.K.'s Heritage Lottery Fund, with much emphasis placed on the ship's heritage and historic character in terms of propulsion, appearance and outfit, thus preserving the vessel for the benefit of future generations. And of course in Britain with their large population of enthusiasts she is well patronised.

The Paddle Steamer Preservation Society (PSPS) are always looking for volunteers to keep her and the P.S. 'Kingswear Castle' (the other steam paddler in the fleet) operating – the temptation to 'sign-on' was almost irresistible (being an ex-marine engineer with a steam ticket) – only the appearance of my partner at the end of the trip on the manoeuvring platform saved me from this fate!!

During the major refit commenced around the start of 2000, she was totally stripped of all major and auxiliary machinery – right down to the bare hull. The single Babcock boiler was replaced by two new fully automatic, horizontal, oil-fired Cochrane Thermax units. The fit inside the hull is tight, with the new units resembling two peas in a pod! The boilers are not accessible or visible by the passengers – only the main engine can be viewed. This unit received a total overhaul during the refit, and looks splendid.

The heyday of British coastal paddle steamers was from approximately 1880 to 1960. Hundreds of paddlers similar to 'Waverley' gave cruises all round the British coast, and even after WW2 there were more than 60 paddlers in active service. Their decline was however rapid, because the paddle wheel did not lend itself to the diesel engine and steam power became uneconomic. By 1970 'Waverley' had become the world's last 'sea-going' paddle steamer in operation.

'Waverley' is flagship of the PSPS. Built on the Clyde in 1947, she can carry up to 925 passengers with full catering facilities, spacious lounges and bars in classic 1940's style. She belongs to that era of ships built when quality and craftsmanship were built in to last: varnished hardwoods and bronze or brass fittings – none of your synthetics, chrome or plastic here.

She is a nostalgic journey back in time to the golden years of the Clyde passenger steamers. As they say in Scotland – she's the real McCoy!!

Bob Tanner

Gasket Making by Phil Gibbons

This is one of the most important operations in small engine manufacture, and yet probably one of the most overlooked.

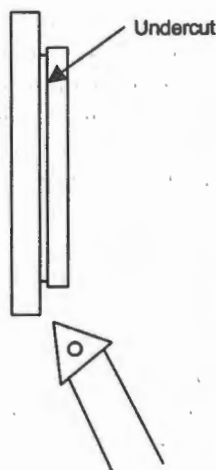
One thing I hate is unnecessary loco maintenance. One does a beautiful job on a chassis and then scrounges some brown paper or old, hard and brittle gasket material, puts it together, runs it on air and then two years later on steam. Bang goes a gasket!

You now have a failed loco to repair, and a bloody big job in the case of a rear cylinder gasket, and worse still if it's an inside cylinder job.

So, this article is about how I make and fit gaskets.

Rule No.1 - gaskets love rough surfaces, Not highly polished ones. Incidentally, so do slide valves. So when you rough up your valve faces for gasket retention, don't worry about the port faces, they will love it too (oil retention under the slide valve). It also helps the slide valve to get rid of any foreign bodies that are passed from your pipe work.

To get the right surface finish, file with a 2nd cut file and test for flatness on a surface plate, a plate of glass, anything flat, even the Myford lathe bed, using a little marking blue. Try and get a good mark up all over the faces.



Cylinder cover faces are easy to finish. A sharp tool and use of a coarse hand feed on the cross-slide are all that's needed.

Remember on cylinder covers to undercut the bore register as shown in the diagram at left, this will be useful later on.

A triangular carbide tip is perfect, only 0.010" a side.

Rule No.2 – Buy new gasket material from a reputable supplier a couple of weeks or so before you are ready to make your gaskets. I have had some lovely material from Ernie Winter (EJ Winter in NSW). Remember, it's just not worth the trouble and heartache for \$3 a square foot of new material.

Next installment we will deal with making and using a wad punch to remove the centre of the gasket.

To be continued...

Phil Gibbons