



NORTHERN DISTRICTS MODEL ENGINEERING SOCIETY (PERTH) INC.

September—October 2014

A railway in our 'garden' gets closer

A GARDEN railway, a long-held project on our “wish list”, moved a step closer to realisation in July following a specially convened meeting of interested members.

No fewer than 14 members attended and after Tom Winterbourn, who convened the meeting, gave an overview with costings, availability of locos and rolling stock etc, the meeting formed a sub-committee to make a concrete proposal to the committee.

This sub-committee is initially made up of John Turney (who provided much of the costings), Laurie Morgan (who provided suggested plans for a limestone base for the track) and Steve Reeves, who was unable to attend the meeting but subsequently accepted an invitation to join the sub-committee. Clive Jarman also provided some drawings on track construction.

The latest push for a garden railway emanated from a conversation on regeneration of clubs between Steve, Tom and AALS president David Proctor at the Melbourne convention at Easter. It was considered a garden railway would be a good means of getting younger people interested in model engineering. However, it was generally agreed before and during the meeting that this method of regeneration would not work in our case, especially if we were successful in applying for a Lotterywest community grant, which would

require us to open up for public access.

However, a garden railway was considered another element within the club which could attract new members.



It's now much yet, but watch this space! Club president Paul James and sub-committee mover and shaker John Turney at the preferred site for the garden railway. If this site is finally agreed on, the plan is to move the fence a little way into the picnic grounds, build a retaining wall or barrier alongside the raised 5" track and clean-up the area, including removing lower limbs on the tree. Photo: Tom Winterbourn

The sub-committee will now look at ways of developing the identified site, track layout, track formation/base, gauge, track requirements and costings.

At this stage, it was agreed that Gauge 1 was the way to go, although it was considered fairly easy to upgrade to dual Gauge 1 and 0.

The July 11 meeting was told it could cost in the region of \$10,000 to provide the garden railway. A report on the special meeting was presented to the monthly club meeting later that evening.

At a meeting of the club committee on July 26, the sub-committee was given the go-ahead to develop the railway.

The preferred site is to the west of the garden shed on the picnic oval to a point adjacent to the steps down to the track near the tunnel entrance.

If this site is finally approved, the area between the present fence line and track will be cleaned up, a retaining wall or barrier built alongside the 5" raised track and the proposed garden railway track laid around the trees.

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Presidential Report

Since reporting that the May public run day was well attended, we went on to break all attendance records in June.

Although patrons were lined up over the walk bridge waiting for rides, there was not one single complaint and the day went remarkably well, thanks to members who attended.

The July run day was a little easier going, with members having more time to socialise and take turns to drive and help out where necessary, such as on station duty and with general operations. I think the general comment from members was that this was the sort of day we all like, with patronage at a manageable level all day.

Prior to our last general meeting, Tom Winterbourn chaired a meeting of members interested in the possibility of establishing a garden railway. I might add that this venture has been on the books for many moons and has been discussed many times in the past. Following the meeting, a small sub-committee was formed to look at design, cost and a site where the garden railway could be established. This group will report back to members as information becomes available.

More work is underway on the club grounds with the realigning of the main track and provision of storage access to the shed for ground level riding cars.



At this stage several lengths of track have been made and are ready for painting.

Other projects nearing completion are the gazebo refurbishment and additional steaming bay track and general tidying up of that area. Finally, another task that has recently been accomplished is the tagging, inspection and

upgrading of the raised track riding and driving cars. I would like to acknowledge Dave Naeser and Steve Reeves for their input in this matter.

In preparation for the September 13 invitation run, there are a few items the committee feels should be attended to. These include the fencing off at the rear of the block, the provision of tank water to that area and the cleaning up of the steam traction engine track. Andrew Manning is preparing a position for the water tank next to the new shed.

Hopefully we will see some road vehicles in steam on September 13. A revised registration form giving more details on loco restrictions, etc, has been sent out to invited clubs and a list of members planning to attend will be needed to assist with catering and operational requirements.

In conclusion, I would like to thank members for their help, wish them happy steaming and remind them once again that the society is only as strong as its members' participation.

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Please don't forget October 10

The NDMES AGM will be held on Friday, October 10, and the society hopes more people than in recent years will put their names forward for a committee position.

All positions will be declared vacant, so voting will take place for a President, Vice-President, Secretary, Treasurer and four Committee members, unless there is only one nomination for each of the office holders and four for the Committee.

Existing Committee members can seek re-election – and in several cases have indicated they will do just that. So, now's the time to step up to the plate and take on a leadership role within YOUR society.

This year, nominations are being sought ahead of the AGM. They close on Friday, September 12 – the day before we host our Invitation Run. The AGM will be held in the clubrooms, starting at 8pm, followed by a general meeting of members.

Committee Decisions

The following items were discussed at the July committee meeting:

Loco and riding car register being undertaken by David Naeser and Steve Reeves. Most cars are now tagged, although the process is on-going.

Signage on the clubhouse wall has been undertaken by Les Harris and son Richard.

Steaming-up shed upgrade almost completed with new dual-gauge and 7¼" bays installed.

NDMES invitation run on Saturday, September 13. An updated application form and information fliers have been sent out.

Tom and Jenny have offered to take care of catering. Closing date for registration is September 8. Member numbers will need to be received for catering purposes.

Track modifications and layout to new shed. Stage 1—realign mainline, with track nearing completion. Stage 2—tracks into shed and stage 3—passing loop.

Paul has received another 50 driver's licence blanks from the printer. Steve Reeves has offered to assist Jim Crawford with licence training and the issuing of licences.

Project schedule. This has now been updated and reviewed. Coatings need to be added and projects prioritised.

Three quotes for fencing at the rear of the block were received. Damien Outram proposed the club go ahead with the quote for \$2,500. Accepted.

Site access. After discussion it was agreed a combination lock will be put on the front road gate and a key box with combination lock be placed on the clubhouse wall with one key, giving limited access to members. Recommendation will be put to members.

BMX building and junior track update. The president of the BMX club will attend the next NDMES club general meeting to update members of the BMX club's plans.

John Martin tabled quotes for the upgrade to the tunnel façade. The committee thought \$10,000 was too expensive and decided to look at alternatives.

Steve Reeves requested the club again approach Noel Outram to see if he would take on the role of a third boiler inspector.

Station Signaling modification proposed by Mike Crean and Dennis Lord will be put on hold for now, but club to ensure points work properly.

Committee nomination deadline for the coming AGM will be September 12.

Andrew Manning suggested sub-committees be formed so members can take on a specific role, such as track maintenance, ground maintenance etc. This will be put to the next general meeting.

Damien Outram suggested the club purchase a pallet lifter. The committee decided to wait until the workshop is finished to see if it is needed.

Andrew Manning suggested the club ask for volunteers from the public to help out with ground maintenance. Posters will be made up for the next run day.

Paul Costall tabled costs for char from Cooper Minerals, supplied in 800 kg bags, at \$480/ bag. If the club buys three bags, freight costs will be \$1,700, making a total cost of \$3,454. It was decided to approach other clubs to see if they are interested in buying a bag, as NDMES does not need 2,400kg.

Paul Costall informed the committee that group entry costs will be \$6 per person from next run day.

Calendar of Forthcoming Events

General Meeting	Friday	September 12	8:00 pm	
Invitation Run Day	Saturday	September 13	8:00 am — until late	(see page 5 for details)
Public Run Day	Sunday	September 28	10:00 am — 2:00 pm	
Annual General Meeting	Friday	October 10	8:00 pm	(Followed by General Meeting)
Public Run Day	Sunday	October 26	10:00 am — 2:00 pm	

Marcus only gives half the story

MARCUS Jones' "show and tell" presentation to the July club meeting was unusual in two ways: It was his farewell meeting before leaving to live in the UK on July 28—and he only gave half the story!

Marcus explained how he had adapted a British rail mail van to carry a propane gas canister to power his new Fyvie Castle gauge 1 loco. The real story is how this supposedly Great Western model turned out to look more like a Black 5, albeit with brass GWR bonnet safety valves and chimney top.

Marcus explained later he started building a GWR Castle with oscillating valve gear, but found this very complex and although the finished gear seemed to work, it was losing a fair bit of steam from the ports. So he decided to change to Walschearts valve gear. Then he encountered problems fitting the propane gas cylinder into the Castle's Collett tender, which was 3mm too narrow. So he then decided to switch to an LMS Stanier tender. With the engine now looking more like a Black 5 than a Castle, he agonised over a name for it. He had heard of a Fyvie Castle in Scotland, so decided that's it, with this play on a name embracing both engine types!

Marcus' last hurrah was to a full clubroom, with about 30 members present.



Above: Marcus during his "show and tell" presentation with his modified mail van on the table.



Left: The finished Fyvie Castle, more Black 5 than a Castle as originally intended.

A little bit of hot air

by Jim Clark

My wife has thoughtfully bought me a hot air engine kit from Ausee Machines & Tools (as advertised in AME) for my birthday. This looks like a fairly quick and fun project and a bit of relaxation from building heavy-duty steam stuff, so I thought I would share my impressions of the kit and my build experiences with you over the next few issues.

The kit comes well packaged with most of the bits laboriously numbered with small sticky labels—see photo. There is a comprehensive booklet of build plans, but don't expect any detailed instructions which is probably just as well, because it has obviously been translated from another language and reads a bit like "Chinglish".

I chose to start on one of the radiator fins. The first challenge is figuring out how to hold the work as there is very little spare material supplied (about 1-2 mm oversize), so I made a mandrel to hold it while cutting the slots, which I did with a parting-off tool. A little tricky due to the deep cuts, but it turned out OK!



Photos: Jim Clark

To be continued...

There's a hole in my boiler....

LOOK, it works! With steam coming out of the chimney, eh pipe, Richard Turner has that satisfied look on his face while Clive Chapman looks almost in disbelief as the donkey engine roars into life.

The little steam engine belongs to Warwick Senior High School and was brought to the club by science lab technician Lena Durbridge in late June with a plea for help. It didn't work.

A hole in the boiler was soon seen as the reason why. So Richard took on the challenge of trying to find a new boiler, which he surprisingly did at QC Technologies in Guildford Road, Bayswater, for \$50 (about half the price of a new boiler from the UK).

He diagnosed the cause of the original problem as the fuel system, with the meths burner providing too much heat.

Richard used a diffuser to try to reduce the heat, but that was also unsatisfactory so he made a burner to take Esbit solid fuel. And this worked fine.

The little steam engine will be used as an introduction to physics in the school's science lab.



Richard Turner, Clive Chapman along with Andy Davies and Paul James had a little play at the start of the work day on July 22 to ensure it was working OK before it was handed back to Lena Durbridge at Warwick Senior High School the following week.

Photo: Tom Winterbourn

Richard suggested that “payment” for the project could be by way of a class outing to one of our run days, which Lena has already suggested to the school principal!

September 13 invitation run

NOMINATIONS are now being received for our Invitation Run on Saturday, September 13.

AALS-affiliated clubs from throughout WA, along with Bennett Brook Railway at Whiteman Park, have been invited.

Much work in preparation for the run has been carried out, principally in the steam-up shed, where two new bays have been provided, including a dual gauge bay catering for ground-level 5” locos.

While the number of visiting locos will be limited to some extent by the size of our hydraulic unloader, there should be plenty of visitors with whom you can “chew the fat”.

Free lunch and evening meal will be provided, with tea and coffee available throughout the day.

While NDMES members do not have to register, an email has been sent out to all members to notify Tom Winterbourn of their intention to attend for catering purposes.

A duty roster will also be drawn up to ensure things go smoothly on the day. These rostered positions include boiler inspectors, traffic/track marshals to keep trains moving, people to supervise the unloading and

loading of locos to cause minimum interference to locos running round the ground level track, parking of cars and trailers and help with the provision of lunch and evening meal (being organised by Tom and Jenny).

In addition, it would be appreciated if as many members as possible could be at the Saturday and Tuesday working bees before the event to help ensure the track and grounds are in a presentable condition.

Final details on the invitation run will be available at the members’ general meeting on the day before, Friday, September 12.

It is anticipated the club grounds will be opened around 8am to allow early-birds with locos to access the steam-up bays, thus allowing this “bottleneck” to be spread over a wider timeframe.

Lighting will be available in both the steaming-up shed and the station area for those attracted to a little night running (white front lights and red rear lights compulsory).

At some stage during the morning, club president Paul James will officially welcome visitors and explain a little about our club and its history.

Hope to see you there!

June Public Run Day

We've not seen a day like it before: an excellent day weather-wise, seven birthday parties, the picnic grounds full and the queue for rides stretching back up to the overbridge down the ramp and well into the oval. Such was the June run day, when a record amount was taken "at the gate".

To say it was a busy day could be something of an understatement, but not one complaint was received from patrons about having to wait for a ride.

We had four "big-uns" and three 5" locos doing all the work. The ground level steamers were the club loco No. 1, Ron Collins' 0-4-0 and my Black Five, ably assisted by Harry Rosser's Westrail diesel outline, with the somewhat unusual sight of John Shugg at the controls.

The 5" locos included Steve Reeves' Blowfly, Paul Costall's Firefly, the club's battery loco with, at times, Dennis Lord driving. Bill Wall also gave his bright yellow Sweet Pea "Minion" a run, albeit without passengers.

As usual, Kathy and Jean did a great job welcoming visitors and manning (?) the canteen while Ian Huxtable was at the BBQ looking after the inner needs of those on duty. Here are some of the pics taken on the day:



Dennis Lord on the club diesel approaches the station to pick up passengers.



Damian Outram drives the Black Five over the points shortly to be removed to cut the link to the back straight, as part of the works associated with the new workshop.



Ron Collins has steam to spare as he moves his train away from the station.



Paul Costall and Firefly climb out of the station area.



John Shugg waits the right away from loco owner Harry Rosser.

June Public Run Day (cont...)



Steve Reeves and Blowfly approach the tunnel.



The queue for rides stretches across the overbridge and down into the picnic grounds.



Above: Phil Gibbons on Blowfly, which he jointly owns with Steve Reeves.

Left: Bill Wall has every reason to smile as he gives his 0-4-2 Sweet Pea "Minion" a successful workout. Note the real size lamp on the rear of the carriage (must be equal to at least a couple of passengers!).

All photos: Tom Winterbourn

Do you believe this fishy tale?

Phil Gibbons is known as a good talker – just ask the Tuesday morning work crew who holds court at the morning “smoko”?

He’s also earning a reputation as a tall story teller. Take his latest tale, for instance. It would appear that during his recent holiday in the State’s north, he travelled about 20km along a somewhat dubious road to a fishing spot on the ocean.

Phil thought this spot would be great for landing a Spanish Mackerel. So he used what bait he had and cast off into the briney. No sooner had he walked back to his chair (you know, for relaxing between catches) when the line took off and the rod smashed in to his uncovered

toe, splitting it, or so the story goes.

Out of the waves jumps this big Spanish Mackerel—how big, Phil?—trying to rid itself of a baited hook. In relating the story to members of the Tuesday morning crew on July 1, Phil said he had nothing to show for his efforts as the super-sized fish did indeed shake itself free of the hook. A tall story?

No matter what, this left Phil without a rod and reel so, thinking on his feet (with sore toe), he cast off again hoping to snare the floating equipment—and snare it he did, dragging it ashore.

And the toe? Well Phil reckons it took two weeks to heal.

Steam-up shed upgraded

The steam-up shed for ground level locos has been upgraded to provide two extra bays, one a dual-gauge to cater for 7¼" and 5" locos.

The upgrade was carried out in preparation for the invitation run to be held at the club on September 13.

The first task to be tackled was the relocation of the large track jig, which was man-handled by about eight members on to the flat car and relocated to a point adjacent to the transportable and then subsequently moved into the new 7¼" shed/workshop on its completion. The flat car was also used to relocate lengths of rail that had been stored in the area.

This work, in turn, exposed sufficient space for the extra bays. The support pylons and dual-gauge track alongside the running line were the first to be installed. While this line is slightly lower than track in the 5" bays at the other end of the shed, an access line for smaller 5"/7¼" locos from the traverser direct to the new bay is a possibility, albeit with a slight approach gradient. This would obviate the need for these locos to use the turntable.

While this trackwork was being carried out, the opportunity was taken to relocate the workbench-cum-tool store to allow easier access around the existing bays, while retaining the flat working area and vice.

The second new bay for just 7¼" locos was installed in late July/early August. Unfortunately, ash pans and fireboxes on 7¼" locos cannot be dropped through dual gauge track.



It's all systems go in the steam-up shed on July 8, as Ian Huxtable (background) and Ken Cooper weld up the new track, watched by Andy Davies.

Photo: Tom Winterbourn

Completion of the new bays will allow six ground level locos, possible eight (depending on length), to be steamed up at the same time.

Electrician Dennis Lord has provided new 12V connections to the existing two bays and the two new ones. The blue metal areas under the bays in this half of the shed have been replaced with pavers and concrete, making it easier to clean up after fires have been dropped on run days. It also makes it easier to locate nuts, washers etc that may fall from locos during maintenance and fire-dropping.

Attention will turn to tidying up the 5" section, again replacing the blue metal areas under the bays with pavers and concrete.

Early Midland Railway workshops pics



Do you recognise anyone here? These pics taken at the old Midland Railway Workshops in the '50s were provided by Stan Armstrong. While he was perhaps drawing a long bow, he just wondered whether any member recognised any of these workers heading home after the day's shift. If so, please let us know.

Red letter day trifecta

July 16 was a red letter day for NDMES when boiler inspector Phil Gibbons went out to Ron Collins' Mt Helena property to boiler test not one, not two, but **THREE** new traction engines for the club register.

They were the results of many years of dedicated work by Ron, his work associate and club secretary Paul Costall and newsletter publisher Jim Clark.

The Fowler engines of Ron and Paul are pretty well known to club members as they have been displayed at various events in their unfinished state, but Jim's Allchin has been somewhat kept under wraps.

Of course, as one would expect from these master craftsmen, all went according to plan and Mr Gibbons was happy to fill in their boiler certificates.

The winter Mt Helena weather provided the perfect atmosphere for the steam-up, with the steam from the safeties hanging around on this cold, brisk but sunny morning. The final boiler tests were followed by a drive around the adjacent paddock.

But that's not all, folks. The new boiler for Ed Brown's near-completed 5" WAGR Es Pacific also successfully passed its hydraulic test. The model of a 1902 vintage has been eight years in the making and Mr Ed just can't wait to have it steaming up at Vasto Place.

According to Richard Turner, it was a great morning all round at the Collins' workshop area.

Pictures: Richard Turner



As steam clings to the brisk morning air, Ron Collins (back to camera) "plays" with his new Fowler. Also pictured are (from left) Clive Chapman, Phil Gibbons, Paul James and (with back to camera) Ed Brown.



Jim Clark (left) works on his Allchin and Paul Costall on his Fowler showman's engine (minus the roof) while, in the background, boiler inspector Phil Gibbons and Ron Collins engage in conversation.



Hey you, come back with my engine! Paul James streaks across the paddock at the controls of Ron Collins' Fowler – but in reverse? The smoke trail indicates either a strong tail wind or Paul was having trouble finding forward gear!

... Now he's got it!



The Brits have no equal when it comes to their total devotion of anything relating to steam power—and steam locomotives in particular. In the halcyon days of steam, both before and after WW2, the devotees of steam would easily have surpassed support for any other pastime, save possibly some sporting codes.

But alas, steam was not to survive British Railway's rationalisation programme and by the end of 1968 all had gone—that is from the railways of Britain. But many found their way to, in particular, Woodham's scrap yard at Barry in South Wales awaiting the cutters' torch. Time enough, it transpired, for enthusiast groups to raise the necessary cash to purchase steam locos at little more than scrap value. This continued over many years, with hundreds of locos "rescued", with only about 70 at Barry suffering the ultimate fate of the cutter's torch.

The first major project which, at the time, was deemed “mission impossible”, was the restoration of the unique Riddles 8P pacific “Duke of Gloucester”. On withdrawal, the three cylinders and valve gear were removed for display in the Science Museum in London and the rest of the locomotive was consigned to Woodham’s Barry scrap yard.

That set the benchmark, to be followed by an even greater feat – the construction of a brand new Peppercorn A1 Pacific, Tornado, by the A1 Steam Locomotive Trust, to represent the long-gone class of 50, which were to be seen at the head of principal express trains between London Kings Cross and Edinburgh and on to Aberdeen. This loco was completed several years ago and is now regularly to be seen on the main lines of Britain and also on preserved heritage lines.

Following are brief details of the new build projects being undertaken:

GWR County 4-6-0, 1014 County of Glamorgan. The firebox has been completed and the cost of a new welded boiler barrel and smokebox has been estimated at £175,000 (about \$A329,000), although the boiler barrel has been put on

[illegible]

Gresley P2 Prince of Wales project:
A full page ad in The Railway Magazine
seeking funds for one of the two Gresley P2
projects.

If the Brits haven't got one (cont...)

by Tom Winterbourn

LET'S PUT THE INTO 82045

BOILER APPEAL

www.82045.org.uk

The steam locomotive has been described as Man's most human creation: a machine that lives and breathes and has warmth at its heart. Perhaps that is why steam locos remain so close to our hearts, so many years after BR decided their day was done and proceeded to get rid of them with such indecent haste.



At Bridgnorth, the independent charitable Trust building a new steam locomotive, BR Standard Class 3MT 2-6-2 tank no 82045, is aiming to serve the day when its job will be completed. The wheels and cylinders are on the way, motion components, boiler base, and tank, cab and bunker can be fabricated relatively expensively. The main time still coming is the boiler – the very heart of the loco.

We estimate the total cost of the boiler and firebox, which are to be built to the original BR design specifications of 1948, at about £400,000. The Boiler Appeal was launched in March 2014, and within a few weeks there was already enough in the kitty to fund boiler barrel, smokebox and front tube plate. As was the case with the historically successful Wheel Appeal we seem to have hit the ground running, and we are now getting heart and soul into the job of giving 82045 its heart as soon as we possibly can. This is where you can help. If your heart hasn't yet been moved to join us, please think about it now. Donations of any amount will be gratefully received, and help us to start a monthly standing order into the Trust's dedicated Boiler Account, details of which you will find overleaf.

We have built up huge momentum over the past few years, and have every reason to hope that our task will be accomplished well before the next issue, and that 82045 will soon be taking its place as a member of Britain's steam fleet. Shining and new, in dark green livery lined out in orange and black, this modern, efficient engine will be a stunning asset to its home railways and will be in great demand from other heritage lines eager to try it out for themselves. There is a growing crisis of steam locomotive availability all over the country as existing locos rack up the years, and it would be a dream come true for us if 82045 were to prove the prototype for limited series production of this class, sometimes described as among the best locomotives the heritage railway movement never had! The engine will always remain under the control of a charity so that there is no question of its ever being the means of capital gain, whether personal or corporate.

It is not our wish that new build locomotives should supplant their older sisters. Rather, we believe that their role is to supplement them, making life easier for them – and, hopefully, keeping their warm hearts beating for many more years to come.

Thank you!

Boiler appeal: One of the many appeals for funds to build "long lost" locos, in this case BR Standard 3MT 2-6-2 82045.

GWR Saint 4-6-0, 2999 Lady of Legend. Work has started on the superheater flue tube assemblies (using newly-sourced tubes), the procurement of an original water scoop stand for the tender and work on the crinolines to support the boiler cladding. Work on the boiler is planned to involve the fitting of new tubes, followed by a hydraulic test, possibly a steam test with a major overhaul then taking place.

GWR Churchwood 2-8-0, 4709 "Night Owl". This is being built at Llangollen. Five stretchers and the rear dragbox have been fitted to the main frame plates. Some parts will be provided by ex-Barry GWR 2-6-2T big prairie 4115. The new front buffer beam has been fabricated. The cylinder block from another ex-Barry loco, 2-8-0 Churchwood heavy freight No 2861, has been earmarked for use on 4709. The majority of components for the braking system have also been recovered from 2861.

LMS Patriot 4-6-0, 45551 The Unknown Warrior. This has reached the rolling chassis stage with 6ft 9in driving wheels cast and machined and smokebox and smoke deflectors in place. The first of two outside cylinders was cast on April 16, with the second due to have been cast in May. The middle cylinder was cast last year.

Gresley P2 2-8-2, 2007 Prince of Wales. Being built by the A1 Steam Trust (builder of Tornado) in its later non-streamlined form. The 15-ton main frame plates were profiled on May 21, at a cost of £15,000 (\$A27,000). The cost of construction is estimated at £5 million (about \$A9.1m) over seven years. Pledges to date total £750,000 (\$A1.35m). The eight 6ft 2in driving wheels have been ordered and are expected to be completed by the end of the year. The trust is

hold until 2015. The frames and wheelset from Hall 7927 will be used in the construction. It was hoped to wheel the loco frames and make significant progress on the tender this year (now two years behind schedule). Work on assessing the pistons and cylinders has revealed the locomotive is expected to be 9% more powerful than planned, as the pistons are bigger than originally projected. The extreme weather conditions at the start of the year have affected the project.

now considering building a K3 2-6-0, V3 2-6-2T or V2 2-6-2 on completion of the P2!

Gresley P2 2-8-2, 2001 Cock o' the North, a streamlined version of the 2-8-2 P2, being built by the Doncaster P2 Locomotive Trust. This project has been in the making for over a decade. A few years ago it was decided to build the locomotive as re-modeled in 1938, when it was fitted with Gresley motion, Walchaerts valve gear and the streamlined A4-style 'Bugatti' front end. The main frames have been laser cut.

LNWR (LMS) 4-6-0, George the Fifth. Work has continued on the smokebox door and the group has announced a formal partnership with the Crewe Heritage Centre. While the project has funds for more components, it has held off ordering any before appropriate secure storage has been secured. This has now been arranged at Heckmondwike, in Yorkshire.

BR Standard 6MT Clan Pacific No. 72010 Hengist. The Clan project appears to be entering something of a new phase, with the completion of the final combined stretcher and the dispatch of the first components for machining. Additionally, work has started to weld the horn guides into the frames. The Clan project has embarked on a collaboration with the 5AT group to use modern steam engineering know-how to secure an improved performance from the locomotive, relative to its forebears. The exhaust system, boiler, piston valves and pistons will undergo a feasibility study.

BR Standard 3MT 2-6-2T No. 82045. Many of the major components are complete or on their way. The driving wheels have been pressed on to the axles, the pony truck wheels ordered and the cylinder castings delivered in April, ready for machining. The buffer beam has been attached to the main frame, quotes sought for the bunker and the 82045 Steam Locomotive Trust has launched an appeal to raise funds to build the boiler.

BR Standard 2MT 2-6-2T 84030. Pattern making is well under way for two substantial parts, one being the rear truck frame. A drawing for this was found in the Historical Model Railway Society's archive, illustrating how important archive research can be to new build projects. The same pattern can be used by the 3MT group in Bridgnorth. The two groups are also due to share the use of the pattern for the truck cradle.

BR Standard 3MT 77021 2-6-0. This latest of the 3MT groups has been gifted a set of buffers by
(Continued on page 12)

If the Brits haven't got one (cont...)

(Continued from page 11)

a member and has taken delivery of several parts for the smokebox door.

Maunsell L1 4-6-0. The Maunsell L1 trust has been formed with the aim of building a new 4-4-0. The proposed new loco, still in the planning stage, would be built as the 16th member of the class (rather than a replica) with the objective of main line running.

LNOR B17, 61673 "Spirit of Sandringham" 4-6-0. The B17 Steam Locomotive Trust hopes to have the main frame plates produced by the end of 2014.

LNOR B17, 4-6-0 "Manchester United". The North British Locomotive Preservation Group, which launched this project in 2008, has a tender and outline cab and efforts this year are aimed at raising funds towards the construction of the main frame plates.

GER F5 2-4-0T No, 789. The Holden F5 Locomotive Trust hopes to have the new inside cylinders cast this northern summer. The frame plates were rolled in 2012. Computer-generated drawings are almost complete ahead of pattern-making, castings and machining at the Tyseley Locomotive Works in Birmingham.

LBSC (SR) H2 4-4-2 Atlantic 32424 Beachy Head. This project is a replica of the UK's last Atlantic and will incorporate some parts from the original locomotive. The frames were lowered on to the wheels in April. Finance permitting, the boiler tubes are likely to be ordered at the end of this year with fitting starting early next year. The project team expect the loco to be running in three years.

GER M15 2-4-2T No. 67218 (LNOR Class F5). The Holden F5 Steam Locomotive Trust plans to build a working replica from the original drawings.

GCR Class 2 4-4-0 No 567 (LNOR D7). Numerous original components for use on the loco have been located, including motion parts, with the first new components, the sandboxes, manufactured. All the necessary drawings have been obtained, although the

frames are yet to be cut.

NER Class 0 (LNOR G5) Worsdell 0-4-4T. The Class G5 locomotive Co. Ltd was founded by a group of northern railway enthusiasts to design, build and operate this passenger tank loco initially on heritage railways and then on the main line. The fitting of the cylinders is in progress following completion of machining of both blocks.

GER Class H88 (LNOR Class D16/2) 4-4-0, No. 8783 Phoenix. The Claude Hamilton Locomotive Group aims to build and operate the legendary 4-4-0, primarily on heritage railways with possible mainline use. A CAD designer is working on the project's design.

Tom Winterbourn

New club signage



The club's grounds are now more identifiable for the general public.

Les Harris, with the help of a family member, had this new sign made up and he recently attached it to the east-facing wall of the clubhouse. It should make it that little bit easier for visitors to find us on running days and also give the public our website.



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