



A good report card as we look back on the year that was

A SURGE in memberships, new projects completed, increased involvement by members in all activities, great camaraderie, a resurrected garden railway project and continued good support from the public for our monthly runs indicates an excellent health card as we prepare for our AGM on October 9.

As we approach the end of the year in which we celebrated our 30th birthday, treasurer Damien Outram puts our paid-up membership at 65 – higher than it has been for a number of years.

There is also valuable regeneration with younger enthusiasts joining our ranks, as evidenced at our latest public run on August 30.

John Turney is back from overseas with renewed vigour for our on-again, off-again—and now on-again garden railway project, influenced no doubt by his purchase of three gauge 1 steam locos! It looks increasingly likely that this project will be centred on the “triangle” at the rear of our site.

The patio awning is up and has attracted only positive responses and the preparation for Sandgropers has resulted in the heavy concrete table and benches being relocated to near the entrance gate, providing a new focal point on public run days.

Lighting has been a big issue and here Jaco De Lange has installed 10 new fluoros in the steam-up shed and has started on the installation of another five under the patio awning.

Track improvements continue under the guidance of Ken Cooper and the latest addition is a new storage siding alongside Vasto Place, due to be completed by the end of September.

We now have three club locos, two diesel outline and one steam, and extra carriages.

And then we have Sandgropers in early November, which will put our society on show to the rest of WA.

A week later, we will be flipping burgers and again displaying our wares at the Hare & Forbes sale, where Ron Collins and Paul Costall will have their relatively new steam traction engines on show – and in steam – along with Andrew Manning’s Foden steam truck.

Where do we go from here? There are plans for a new bridge to get passengers back into the picnic grounds without the crush on the existing bridge on busy days, a new signalling system and the possible expansion of our track by bringing into permanent use the “back straight”.

And while all this has and is going on, members beaver away on their labours of love in their workshops, with up to a dozen big loco construction projects under way, some of which will be detailed in future issues.

So, all-in-all, a good report card as we head into a new year with a new committee.

Dave and Tony act out their fantasy!



WHEN members entered Scitech for the July meeting, it was something akin to entering a fantasy world and Dave “Biggles” Robinson wasted no time in living the dream! With Tony Green ready to crank the engine, Dave prepares for “take-off” in the vintage bi-plane (he didn’t get very far!).

More pictures of men being boys in the Discovery Centre, plus a report on the meeting, are on Pages 6 and 7.

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Many expert hands make light work!

ANOTHER newsletter and another two months of positive action.

The patio awning is up with the soak wells to be installed shortly, the new turnout from the station to the big workshop is in and the new storage line alongside Vasto Place is well under way, thanks to Ken, Andy and Ian.

Jaco has completed the new lighting in the steam-up shed (on display for all to see at the August general meeting), the clubhouse patio will soon have new fencing and we have three new members. Jaco and Geoff have also been working on two new carriages at Ken's Austin's workshops on alternate Fridays.

The container has been moved back into the corner of the block (thanks to Richard and his friends at Universal Crane Hire), providing about 30 square metres of extra space, which will prove invaluable for traction engines come the Sandgropers Gathering in November.

Andrew Manning still has the shakes after consolidating the area in and around the shed with the re-engined "whacker" and Clive Chapman has been busy making up more concrete sleepers

Between overseas jaunts, Paul James has managed the patio awning project, soak wells and many other jobs that just need doing.

There are many other members who have shown equal

President's Report



by Tom Winterbourn

commitment, some behind the scenes, and, if I haven't mentioned you by name, we know who you are!

The July members' meeting was hosted by Scitech (thanks Bill Wall) and the August meeting was attended by no fewer than 33 members. We have another change of venue for the September meeting, at SMC Pneumatics at Ascot.

CMR vice-president Mike Crean, who has master-minded his club's new automated

signalling system, gave a presentation to the committee in August on the way ahead for our signalling system.

And while all this has been going on, we have had two very successful public running days and members' club run days and positive plans are afoot for a garden railway.

The Sandgropers Gathering is well on track, with registrations now being received, with the additional offer by two ladies to look after the catering (other than the Saturday evening meal).

With all the rain we have had recently, the grounds will soon be looking 100 per cent after a few days of sunshine.

So, in a nutshell, there we are. Enjoy your club and the camaraderie it provides.

Tom Winterbourn



The ambience of the patio in front of the clubrooms has changed forever with the removal of the decaying jarrah tree and installation of an awning over the area. Tuesday crew enjoying morning tea.



Jaco De Lange and Geoff Wilkinson work on the two new carriages at Ken Austin's workshops in Malaga.

Calendar of Forthcoming Events

General Meeting	Friday	11 September	7:00 pm	SMC Pneumatics — see page 7
Club Run Day	Sunday	13 September	9:00 am — 2:00 pm	
Public Run Day	Sunday	27 September	10:00 am — 2:00 pm	
Annual General Meeting	Friday	9 October	8:00 pm	Followed by General Meeting
Club Run Day	Sunday	11 October	9:00 am — 2:00 pm	
Public Run Day	Sunday	25 October	10:00 am — 2:00 pm	

Dennis clocks up a great mileage

OUR “father of the house”, Dennis Lord, recently celebrated his 94th birthday and the Tuesday work crew, of which Dennis is a regular member, was not prepared to let this pass without due recognition.

So 16 members gathered in the upstairs meeting room on August 10 for a special morning tea.

Sue Armstrong (Stan’s wife), who regularly makes cakes, scones or muffins for the Tuesday “Dad’s Army” retirees, made a special cake for the occasion, complete with train and track.

As big as the cake was, there was insufficient space for 94 candles – even though we had them on stand-by – so two figure candles, a “9” and a “4”, were used.

Dennis had no trouble blowing them out! Then followed the customary “Happy birthday...”

Dennis also celebrated his birthday two days earlier with family and friends.

Despite his age, the retired electrical engineer is very much an active member at Tuesday work days and at public run days, where he is often to be seen driving the club battery loco. He also looks after the 12/24v signalling system (with John Martin) and recently upgraded the power supply in the steam-up shed.



Dennis cuts the cake watched by Tuesday crew members. Apologies to Jean Crawford for being partly cut off at left.



The birthday cake made by Sue Armstrong.

Know your Society

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Thirty-three members at August meeting

THERE was an excellent roll-up at the August members' meeting on August 14, with 33 present.

Among matters discussed and decided on were a \$20 Sandgropers registration for visitors and members alike, suggested changes to the society's rules and constitution (to be referred to a special general meeting), installation of patio awning, plans for new patio fencing and a new computer acquired for John Martin to catalogue library items.

At the start of the meeting, president Tom Winterbourn welcomed our newest member, 18-year-old Arron Nash, one of the youngest commercial helicopter pilots in Australia.

Before the meeting, Castledare Miniature Railway vice-president Mike Crean gave a presentation to the committee on signals and the totally automated system now introduced at CMR and offered advice on the implementation of a new system at Balcatta.

There were three "Show and Tell" presentations: by Ken Austin (braking system on new carriages being made at his factory), Bill Wall (new track system) and David Naeser (loco number and builders plates).



Top left: Ken Austin explains the working of the new bogie brake mechanism being fitted to the two new carriages being made at his workshop for the society. *Top right:* David Naeser showed his engine name plates and number plates. They were drawn in AutoCad and then given to Print and Etch in Balcatta, which engraved the plate of brass. David then had to bandsaw the name plates out and finish them off.



Left: Bill Wall shows track he made from plastic extrusion bought from Bunnings with hollow section rails. The sleepers and rail were jig drilled and then pop riveted together. This gave a lightweight portable rail length which can be clipped together. Bill has the drill jig if any member would like to borrow it.

Sandgropers: Don't forget to register

AS this edition of Steam Lines may well be the last one before the 11th annual Sandgropers Gathering – certainly the last before the deadline for registrations – members are urged to register and book their meals if they intend being part of the biggest event we have yet staged.

It will be held on Saturday and Sunday, November 7 and 8, with a fully catered evening meal on the Saturday night.

As this is the first time we have staged this state-wide mini-convention, it is hoped as many members as possible, with or without locos and traction engines, will participate.

Judging by previous Sandgropers at Bunbury, we can expect visitors from most, if not all, AALS-affiliated clubs in WA.

We also expect a strong roll-up of visitors with traction engines, as the event incorporates the 6th Miniature Traction Rally, a highlight of which will be the "tractor pull". Traction engines will also chug on to the adjoining Rickman Delawney Reserve through the top double gates.

Andrew Manning and others have done much recently

to provide a hard surface for the traction engines and also increased space for steaming up, servicing and parking in the area adjoining the container. By relocating the container to fit tightly into the corner adjacent to the BMX club's car park, more space has been provided.

Much work has been undertaken this year to prepare for Sandgropers, including triple points into the 7¼" shed, new turnout to the shed just west of the station, a new "roof" over the patio, completely new lighting in the steam-up shed, improved lighting in the station and, hopefully, two new 2 m carriages.

Registration forms will be available in the clubhouse and on-line and must be completed and returned by Friday, October 30.

The Sandgropers Gathering was first staged in 2005 as a joint venture between NDMES and the SWMEA at Bunbury. It has since been staged at Bunbury, with great success, but a decade on, SWMEA approached us to see if we would stage the event on alternate years from this year. This we agreed to do, so next year's event will be back at Bunbury.

Lighting up – size IS important!

By JIM CRAWFORD

WE need broad bean-size charcoal to set the fire—at least in the smaller of our gauges. Larger pieces can be used, but to begin with, smaller charcoal offers a much larger surface area to an equivalent weight of larger sizes.

This simply means that the fire will take hold faster and with less difficulty.

Experiment with your own loco to find the best balance; they are all different.

Smaller fuel is less likely to form holes in the fire bed, whereas larger pieces can allow too much cold air through the fire grate and stifle enthusiasm. Mind you, too much finer fuel can block the grate airflow, too. It's all a question of balance.

We spread a layer of kero-soaked charcoal to cover the grate and then perhaps a little more, ensuring the firebox sides are not directly exposed to cold incoming air.

Start the fire-raising fan at a slow rate so that the embryo fire is not “sucked-out”. A roaring gale of wind is not required to light up, just sufficient to draw the hot gases through the fire tubes.

A variable speed fan is most useful. Then is the time, if all clear around, to drop in the match, be it a normal type or a gas lighter. Allow the fire to become established and then feed more charcoal on top. Once a hot coal bed is established, small amounts of real coal/char can be added.

As fire intensity grows, it may be necessary to adjust the fan speed to clear exhaust gases and allow further fresh air to enter via the grate. Incidentally, once lit, the firehole door should remain closed, except when feeding the fire or checking proceedings. Cold air over the fire will not help.

Assuming all other driver-related duties have been attended to, we wait until the steam pressure reaches 20 to 30 psi, at which stage we can open the loco's own blower and remove the fan.

Continue to check the state of the fire and add fuel as required. Eventually, pressure will reach the point where the safety valves should lift and release excess steam. From then on, the whole fire management aspect will be dictated by conditions.

It is sometimes said that when raising steam in a copper boiler, it doesn't matter how fast this is done. If you think about it, you are raising the temperature of the material from the firebox progressively towards the other end. So in the early stages there is unequal expansion, despite copper being a good conductor of heat.

This puts unnecessary stresses on boiler components

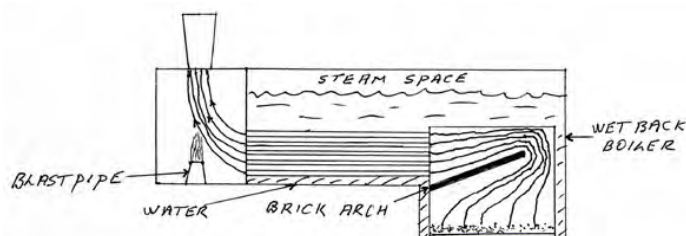


In the second part of his article on combustion in the last edition of Steam Lines, JIM CRAWFORD dealt with thermal efficiency. Now he moves on to deal with setting the fire in this, the third and last segment..

and can lead to a shortening of boiler life.

So, take good time to raise steam. It also gives you a chance to check for leaks.

As with so many things in life, size probably doesn't matter as much as how things are handled. A wise man said to me recently that a long, narrow firebox containing a roaring white-hot fire was a far better performer than a large wide firebox containing a moderate fire. The difference? Production of heat energy in the narrow box is so much higher under its operating conditions. The “wise man”? None other than our own Phil Gibbons!



A BASIC FIRETUBE BOILER, SHOWING GAS FLOW WITH A “BRICK ARCH”

Boiler cross section and gas flow with a “brick arch”

The arch extends from below the lower row of tubes, diagonally upwards towards the rear boiler waterleg. It stops at a point chosen by the designer, to affect maximum gas flow distance before entering the tubes. This is intended to allow the most time for complete combustion of the burning fuel particles whilst still in the firebox. It also allows the gases to transfer more heat to the boiler plates as it circulates and minimises the entry of unburnt fuel into the fire tubes.

(While this pic ran in the second part of Jim's article last edition, we feel the “brick arch” diagram also has relevance in this third and final part.)

Brick arches: Do you need them? You need to make your own mind up on this subject, as the use of an arch can be a bit contentious in our scales. Some say they are effective; others say they are not.

May your thermal efficiency continue to rise!

Planes, (no) trains and automobiles

CHICKENS, planes, bees, air balls, plasma balls, hovercraft, a two-wheel human transporter, talking robots... not the normal fare at a NDMES members' meeting.

But such was the case when we met at Scitech on July 10. It was certainly a meeting with a difference for the 26 members present, who enjoyed the hospitality of NDMES member and Scitech technician Bill Wall and colleague Jocelyn Withers.

For an hour before the meeting, members literally played around with all the scientific challenges and gadgets for which Scitech is world-renowned.

Many tried their hand at riding the Segway "human transporter", a self-balancing, battery-powered two-wheel electric scooter, operated simply by weight transference and arm movements.

Bill started the tour by showing members around the workshops, not normally accessible to the public. After an hour in a time warp—back to their childhood days and forward to the future—our "young at hearts" got down to more serious business at the members' meeting in the canteen area.

This was the second "off-campus" meeting in recent months, following the May meeting at Ken Austin's Kentin Engineering workshop in Malaga, and there's another trip away from home planned for September, at the workshops of SMC Pneumatics (Australia) Pty Ltd, in Ascot.

SMC regional sales manager David Greene delivered the official invite at the start of the July 10 meeting. SMC is a supplier of pneumatic equipment to Scitech.



David Edmunds, Harry Rosser, Andy Davies (partly hidden) and Andrew Manning converse with the robot..



Gilbert Ness has his hand on the plasma ball, watched by Paul James.



Phil Gibbons with the air ball (Bernoulli blower).



Geoff Wilkinson keeps an eye on the chickens in the incubator.



What a hoot! Alan Ward had a ball with this magnetic display.

Pictured on this and the following page are members re-living their school days in the science lab.

All photos: Tom Winterbourn



Wayne Dunn tries his hand at the maze.

Planes, (no) trains and automobiles (cont...)



Left: Linda Jennings gets driving instructions on the Segway from Jocelyn Withers.
Centre: Steve Briggs on the Segway. Right: Pete Harding on the Segway.



Back to their childhood days: John Shugg and Steve Briggs play with the building blocks!

The look says it all! Paul James is more than a little apprehensive as Les Harris tries to guide an out-of-control "hovercraft".



Bill Wall finds time for a bit of socialising, with Ed Brown.

A study in concentration: Richard Turner on the Segway.

Right: Waxing lyrical about honey: Jim Clark and Ron Collins at the bee hive.



Get started with a Titch

FREE to good home: 3½" Titch chassis, wheels, pistons, brakes and boiler parts.

Contact Ed Brown (phone 9295 2261) for more details.

September Meeting

THE club meeting on Friday 11 September will be another 'away' meeting, this time at the workshops of SMC Pneumatics (Australia) Pty Ltd, starting at 7:00 pm. Address is: 63-69 Daly Street, Ascot.

Another interesting day on several fronts

OUR club runs are continuing their renaissance, with yet another good roll-up of members and locos on July 12.

We even had an interstate visitor, with Miles Ponsonby from Ulverstone, on the north-west coast of Tasmania, dropping in for a look-see and a chat. Miles is a member of the North-West Model Engineers' Association (Tasmania).

Among the locos running were the new club yellow diesel loco with riding car, Richard Turner's Polly, Clive Chapman's Great Western 2-4-0, Laurie Morgan's Mountaineer and Bill Wall's Minion.

The day provided plenty of opportunity for driver training, with Alan Ward coming to grips with the GW 2-4-0 and Bill's grandson, Kane (11), getting some time behind Minion.

And there was the somewhat unusual sight of Ian Huxtable driving, trying his hand behind the club diesel with two carriages. By all accounts, the loco was well up to the task and, together with our other diesel-outline loco, Harry Rosser's Westrail, should provide a valuable back-up to member-owned locos on public run days.

And while some members were enjoying themselves on the track, Gilbert Ness and Ron Collins fitted copper piping in the station area for the compressed air system. They were joined later in the day by Steve Reeves, whose first priority was to ensure everything was in order with the club loco and the driver riding car he assembled. The verdict: Everything is OK and Jim approved it for public running.



Richard Turner is somewhere under the hat working on Polly between runs.



Driver training: Bill Wall gives grandson Kane some time behind the regulator of Minion.



Left: Hats and their shadows! Laurie Morgan waits for the road through the station with his Mountaineer.



Right: Alan Ward gets instruction on driving 972 from owner Clive Chapman.



Left: Tasmanian visitor Miles Ponsonby gets a briefing on the club and track from Jim Crawford.



Right: Ian Huxtable brings the club loco with its new riding car up the bank from the tunnel, with Linda Jennings and Clive Jarman in tow.

Scouting around for new members!

IN what must be one of our best promotional activities yet with future members I mind, we played host to about 30 scouts and guides and members of their families at a private function on August 2. All up there were about 45 visitors with 15 club members attending to run the day.

According to Steve Reeves, the excellent weather contributed to a very successful day. The event was proposed at the July general members' meeting by Dave Robinson and Harry Rosser, with new member David Edmunds offering support.

Locos were provided by Paul Costall and Ron Collins (steam) and Dave Robinson and Harry Rosser (diesel outline). In addition, Andrew Manning offered rides behind his Foden steam lorry and Pete Harding displayed his Rainhill loco in a stationary display.

Harry and Dave brought along 'chopper pilot Arron Nash, who filled out a membership application form and wasted no time in starting the process of getting his steam and petrol loco tickets.

"The atmosphere was very similar to what we experience at a club member's day, which made it a very enjoyable day out," Steve said.

John Shugg later reported that he was handed an envelope containing \$215 in notes and coins, being the \$5 contributions from the visitors.

Thanks to all those members who answered the call to help Harry and Dave on the day and, by so doing, help promote the club to impressionably young people. It was an ideal initiative to help our regeneration process.

The pictures of the day on this page were taken by Steve Reeves and John Shugg.



Steve Reeves obviously has his mind on the job while driving Ron Collins' 0-4-0.



Under the watchful eye of driver trainer Jim Crawford, 18-year-old Arron gets some time up on Dave Rosser's new diesel outline loco.



The mercurial Paul Costall (our tallest member with the smallest loco!) seemingly comes out of the shrubbery driving his own Firefly.

Right: Andrew Manning finds plenty of space in which to move as he provides rides behind his Foden steam lorry.



Left: Newly qualified driver David Edmunds was loving every bit of his new found freedom!



That Harry Rosser sure has a relaxed style of driving!

'New' locos in steam at August club day

THERE was another good show of support for the club run day on August 16, with a least 17 members present and half-a-dozen or so locos.

It was good to see Wayne Dunn giving his 5" LNER apple green Atlantic 4-4-2 a workout – only the third time he has run it at the club.

The 5" Maisie was completed recently. The boiler took 2½ years to build, with Clive Jarman finishing it off and Phil Gibbons checking it out and giving it its steam ticket this year. The chassis was made by Wayne's father about 30 years ago and when his mother died four years ago he brought the chassis and tender over from New Zealand.

Jaco De Lange's beautiful little green 7¼" 0-4-2 Bridget, also made by his father but in South Africa, passed its boiler test with flying colours. It allowed Jaco to spend some time behind the regulator at long last.

Some of those present on the day are pictured here:



After a great day with his Metro tank, Clive Chapman is all smiles as he packs the loco away for the journey home.



Left: Jaco De Lange has that contented smile (yes, that's a smile!) during his first run on Bridget.

Right: New member Arron Nash got some valuable driving experience on Dave Robinson's 7¼ No. 2.



Wayne Dunn drives his Maisie for only the 3rd time at Balcatta.



Left: Graeme Wilkinson's 5in 4-6-0 in the steaming bay.

Please leave the freezer cabinet switch alone!

MEMBERS are again urged to be careful when turning off lights etc when locking up the clubhouse.

For the second time in recent months, the freezer cabinet power was turned off and went un-noticed until the August public run day, by which time the items inside had started to grow their own penicillin.

Please DO NOT touch the freezer switch or remove the plug. If members want a power outlet, there are

others in the kitchen and throughout the clubhouse.

The damage bill from the latest faux pas has been estimated by Cathy at about \$200.

Dad Jim has put some tape over the switch and some appropriate words above it.

It's sad when some of our hard-earned revenue is lost due to carelessness.

Now, an off-the-shelf 5in coal-fired loco

UK live steam manufacturer Silver Crest Models Ltd, which has produced several outstanding models in Gauge 3 under the Kingscale brand, has now entered the 5" market with a Collett 0-4-2 auto train loco.

It is the first in a new range of coal-fired 5" locos. The 45 kg loco is delivered ready to run (no kit locos), has a silver soldered copper boiler, brass body, spring axles, super heater, hand and crosshead pumps, two inside cylinders and Stephenson valve gear.

The cab is removable for ease of driving and it comes in three liveries.

Forty-nine models have been made for sale, with 30 selling in the six weeks to July 14. No more would be available until 2018.

And the price of this ready-to-run beauty in the UK? £4,995 sterling which, at today's rate of exchange, is just over \$10,000. A deposit of about \$1,000 secures an order.

However, an enquiry made to Silver Crest Models on July 14 revealed the cost to us in Australia would be £4,162 (about \$8,400) after UK VAT tax is deleted, and the air freight cost £595 (\$1,200), making the total cost £4,757 (about \$9,600).

But if one is prepared to wait on delivery by sea, the freight cost is £200 (about \$410), meaning the total cost is cut to £4,362 (about \$8,800). But 10% GST may apply!



Silver Crest Models recent Kingscale Gauge 3 offerings have been coal-fired BR Britannia and LMS Princess Coronation Pacifics.

The ubiquitous 0-4-2 was in use throughout the GWR/GW system in steam days, with its light axle loading allowing it access to all lines.

Designed by C.B. Collett, they were introduced in 1932 and came in two versions, the 1400 series for light branch work and push-and-pull equipped, and the 5800 series introduced a year later and not fitted with push-and-pull apparatus. In all, 75 locos were built. They had a tractive effort of 13,900 lb.

Collett also designed the GWR King, Castle, Hall, Grange and Manor 4-6-0s.

Any member interested in the 0-4-2 should Google kingscalelivesteam.co.uk

Container swings into new position

THIRTY square metres of extra usable space has been made available for mainly traction engines with the relocation of the storage container more neatly into its corner of the block.

The work was undertaken on Thursday, July 30, after Richard Turner contacted "friends" in the crane hire industry. Richard, who worked in the industry for many years, and Andrew Manning were on hand for the 75-minute relocation.

Richard said a 55-tonne all-terrain crane was provided by Universal Crane Hire to lift the container and contents, weighing 8 tonnes.

He said he was grateful to Daniel Block of UCH for arranging the lift at a very acceptable "mate's rate".

The job was undertaken as a "stand-by" job, with Richard being given a narrow one-hour window while the crane was on its way back to base.

"The two men, a crane driver and rigger/dogman, did such a good job at a great rate that Andrew and I decided to buy them a carton (of beer) for their efforts," Richard said.



The container is lowered gently into its final resting place, close up to the BMX fence. Picture: Andrew Manning.

The extra space should prove invaluable for the traction engines at the Sandgroppers Gathering on November 7 and 8.

All the pieces slotted into place!

WHAT a glorious day Sunday, August 30, turned out to be. Despite the best efforts of the weather forecasters, a sizeable crowd turned up after heavy rain the previous day and night.

We had over 30 members on hand to ensure the day was a great success. No pressures; just a relaxing day to enjoy, as we know best!

Even our new Kalgoorlie-based member Lindsay Wyles was there and he received valuable advice from our three boiler inspectors on how to progress his 0-4-0 Juliet. It was pleasing to see other new members out on the track after being "passed out" by driver examiner Jim Crawford.

The recent relocation of the concrete table and benches to near the entrance gate also proved popular, with the table "occupied" by members throughout the day – particularly after the sun had warmed up the benches!

And there was prospective junior member, Meldon (14), who sat behind Ed on Ron's No. 1 for most of the day and was then given the honour of driving the loco back to the steaming bay (plus an extra circuit) at the end of the day – under supervision, of course!

Here are some pics taken on the day:



Steve Briggs talks to Andy Davies as he fires up Klipspringer.



New Kalgoorlie member Lindsay Wyles discusses the Juliet he is building with boiler inspectors Noel Outram and Steve Reeves.



14-year-old Meldon Bruce-Hall gets his first driving lesson, under the watchful eye of Ron Collins.

Right: Harry Rosser, Cathy McCafferty and Paul Costall take time out for a chat.



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