



NORTHERN DISTRICTS MODEL ENGINEERING SOCIETY (PERTH) INC.

November — December 2020

Acquaintances renewed at the reunion ‘we had to have’

TO paraphrase something former Australian Prime Minister Paul Keating said when he was Treasurer many years ago: It was the reunion we had to have! Such was the success of our “reunion” on August 30.

Over 50 past and present members came together at Balcatta for our first organised event this year and put our post-COVID organisational abilities to the test. This was helped by an increasing number of members who have successfully completed the AHA COVID hygiene course.

The idea behind the day, approved at the July 26 members’ meeting, was to welcome back past and present members who had made a significant contribution to the club over the past 35 years and who we had not seen recently. We used the occasion to kick-start our activities again in preparation for a resumption of public running in post-COVID times.

A feature of the day was a display of model engineering projects undertaken by members — some projects were operational and others under construction. Over a dozen items were displayed.

Those present were treated to a BBQ lunch with gourmet sandwiches and salads, during which our past members were welcomed back by president Geoff Wilkinson.

Among the visitors was our second president Bill Marshall, who served three years as president in 1988-91 and then seven years as treasurer from 1991 to 1998. Also back with us were Noelene Langford and Maxine Adams, widows of former presidents Dick Langford and Lindsay Adams (*photo below*).



An interesting display of models greeted visitors when entering the grounds.



Above: Members and guests enjoying lunch, with chefs Clive Chapman (at left) and Andy Davies taking a well-earned break.

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The day saw some new locos on the track, with Bill Wall’s just completed “Speedy” and Fraser Vernon’s bright red Polly. Rides were also available to anybody wanting to inspect our track, although most visitors seemed content to renew old acquaintances and chat in perfect weather on the patio.

All elements of our activities were featured, with a number of locos also operating on the Gauge 1 garden railway layout. Some pictures taken on the day are featured here and also on pages 4 and 5.

President's Report for October 2020 and AGM

THE year 2020 has been a year of difference and of opportunity for NDMES. It has provided us with an opportunity to sit back and take stock of who we are and what we're trying to achieve.

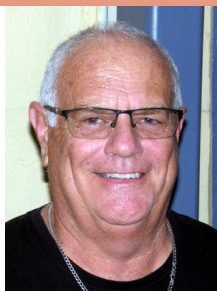
It has also provided us with the opportunity to launch a number of projects and initiatives that would have been almost impossible to achieve in previous times. I want to thank all members for their contributions of time and effort, as we all know that what you get out of a club is directly proportional to what you put in. Many people have contributed to various projects as well as to countless other jobs like pruning, weeding, reticulation, re-stocking the canteen, coal supplies and general maintenance. All of these efforts have kept us going during a very slow period in our history and everyone should be congratulated for what they have achieved at the club and, of course, in their own workshops!

The online accounting system has worked well for us. Sue Smith and I have spent time teaching ourselves how to do things (neither of us are bookkeepers) and the membership can rest assured that two pairs of eyes have been over every detail. The books all balance and most of our expenditure has gone against maintenance items and upgrades. We believe that next year the system will run even more smoothly.

The limestone cladding to the tunnel portals has been a project that we would have had a lot of difficulty completing had we been running regular public run days. Joel Bacich has done a wonderful job on these portals, one of our most important assets, which should now stand the test of time. He has completed this work by working almost every Saturday for the last couple of months, so hats off to a really good tradesman who knows his stuff! Just for a bit of further information about Joel, when he's not erecting stonework, he is actively involved in a Koi club here in Perth.

In re-opening to the public, we set up an on-line booking system, which has worked very well for our first run day, and it will probably remain our main method of receiving bookings and payments. One of the big benefits of this system is that it tells us exactly who has signed into the grounds and provides us with their contact details. Now... to find something suitable for members when signing in!

The upgrade to the club rooms has been an ongoing activity over the past year with a re-vamp to the upstairs area now being followed by improving the workshop area. The new kitchen access is under way and once this is completed, the workshop will be a much more functional space.



**President's Report
By Geoff Wilkinson**

There are two main drivers to the selection of projects and the way we have gone about them:

Firstly, we set up a Compliance Committee that has since prepared a number of recommendations. We are addressing these by re-assessing the subject as raised, and by eliminating any hazard as a first option. For example, this has led to contactless bookings and payments and also to the new kitchen access and workshop improvements.

Secondly, is the need to attract new and younger members. We will only do this by being able to communicate with people on platforms that they use and understand. I know we all build and run "old" machinery, but our administration, communication and club facilities must keep up with the times.

Moving forward, it is our intention to modify our Saturday morning activities to allow working people better access to make use of our facilities.

Having re-established a way that we can hold public run days, I am confident that we will be able to continue doing so, engaging with the public and making the most use of the facility that we have all worked so hard to develop.

Don't forget that we have our Annual General Meeting on Sunday 25 October, starting at 10:00am. Please try and attend if you are able, so that you can be a part of selecting the new Committee for the coming year.

I am looking forward to a very productive 2021!

Geoff Wilkinson, president



Above: Stonemason Joel Bacich puts the finishing touches to one of the new tunnel portals.



Left: Yet another "COVID" project — this time new wooden treads have been fitted on the station stairway.

Photos: Geoff Wilkinson

Rubbish removal at our club

AS you may be aware, there have been some changes at the club. At the beginning of the COVID crisis, as an economy measure, it was decided to have the big blue skip bin at our front gate removed. This saves about \$1,200 per year. So, as a trial we have put the following measures in place:

The City has agreed to remove green waste free of charge provided it is **not** contaminated with glass, plastics, etc. Any waste coal and ash should be bagged and will be disposed of privately.

The Yellow top MGBs are for 'Containers for Change', which take plastic water bottles, aluminium cans, glass beer bottles, and basically any container with the 10 cent refund logo on it. Steve Briggs has volunteered to take these to the local refund point and the cash generated will go directly into our club account at delivery. Please feel free to deposit your empty beer cans at the club.

The Red top MGBs are for general household waste, food and kitchen scraps and other non-recyclable waste.



New disposal arrangements — please read labels before depositing!

Charles Coppack has volunteered to drop off full Red top bins at the tip, at a cost of \$11 each.

Any other waste, such as broken chairs, rubble, etc. should be put in a pile at back of the carriage shed and a volunteer could take it to the tip at a cost of \$60 a load. Hopefully, with your co-operation, we can keep rubbish removal costs down to around \$100 a year.

Thank you — Housekeeping.

Calendar of Events for 2020

Annual General Meeting

Sunday 25 October 10:00am

General Meeting will follow immediately afterwards

Sandgroppers 2020

Sat-Sun 7-8 November

Event at Forrest Park, Bunbury

Other member's days and activities are now happening — details will be updated by email, or contact Geoff Wilkinson (see below).

NOTE: As the COVID crisis continues worldwide, the situation regarding what events we can hold and when we might hold them remains somewhat uncertain. Therefore, rather than publishing a fully detailed Calendar of Events which could change unexpectedly, we will notify members by email of arrangements for further run days and club gatherings shortly before they occur.

Know your Society

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The reunion we had to have (cont...)

Continued from page 1...



Phil Hartley unloads his smart green BR Standard 2-6-4 tank "Theodore", named after a grandson.



Above: Alan and Lesley Hodges and Stan and Sue Armstrong.

Right: Ray and Jeanette Shersby.



Gray Slade, John Martin, Ian Allison, Bill Marshall, Ken Greene and Marvine Wucherpennig.



Right: Claudia and Ken Cooper.



Left: New member Fraser Vernon, who got to know a lot more about his new Polly loco at the reunion.

Right: New member Peter McMurray brought along his 5" gauge 'Flying Scotsman' which is currently under construction.



The reunion we had to have (cont...)



Bill Wall with his new "Speedy", which is based on a GWR 1500 tank, unusual for a Pannier tank because of its outside Walschaerts valve gear.



Plenty of action on the garden railway: Garth Caesar prepares his Garratt for its next run as Laurie Morgan's LNER A4 Pacific "Bittern" rests in the preparation yard. Neil Blinco's streamlined LMS Coronation Pacific rushes by hauling 12 carriages.

The feedback from the day was all positive, with a number of complimentary emails also received.

Article and photos by Tom Winterbourn

The garden railway comes alive!

WITH the biggest line-up of Gauge 1 locos yet seen at the club, the garden railway open day on Wednesday, October 21, could only be described as a resounding success.

In fact, locos outnumbered members, with 18 on display. They ranged from small tank engines made by the owners to much bigger locos commercially made. These included two Aster Great Western King 4-6-0s, an American Berkshire 2-8-4, a Garratt, a Japanese 4-6-4, a Shay and two LMS Black 5s (one steam, the other battery-powered).

The photo call of locos was impressive (see photo above right). The weather and camaraderie weren't bad, either!

The day started early for some, with breakfast at 7am on the clubhouse patio, courtesy of the organiser Charles Coppack. This was followed up with a BBQ lunch prepared by serial burger-flippers Clive Chapman and Andy Davies. In between there was plenty of activity on the track.

The general consensus was that this must be the first of many similar events centred on the garden railway.

There was also much chatter around the table and track on what's next for the garden railway as the Gauge 1 fraternity in the club looks to further develop its infrastructure.

Article and photos by Tom Winterbourn



Above: Some of those present with 17 of the 18 engines lined up.



Laurie Morgan with his Southern Railway tank loco and three vintage carriages.



Dave Barlow and Charles Coppack divvy up the cake.

Speaking of clocks...

SEVERAL years ago when my wife and I were travelling in Canada, I came across what is supposedly the world's first steam clock in the wonderful city of Vancouver.

The story goes that following public protests about the then Mayor Tom Campbell's plan to build a freeway through the Gastown, Chinatown and Strathcona areas in the mid 1970s, the city decided to invest in revitalising the area instead.

In 1977, the Gastown Steam Clock was commissioned to mark the completion of this revitalisation program. Built by Canadian clockmaker Raymond Saunders, the gravity-driven "falling ball" drive was engineered by Douglas L. Smith.

The clock incorporates a small steam engine around the size of a Stuart Turner No.5A and some electric motors. The function of the steam engine is to raise individual large steel balls via a chain to the top of the clock. Once every four and a half minutes a ball is released and its weight drives the clock mechanism.

Steam is provided to the clock from an underground network of over 10km of steam pipes owned by Central Heat Distributors Ltd., a company that provides steam for building heating in the Vancouver downtown area.

As can be seen from the photos, the clock, which stands 4.8m (16 feet) tall, has four faces. It sounds the Westminster chimes on the quarter and half hours through several variously sized steam whistles mounted on the clock top. The large steam whistle sounds once per hour.

Made mostly from bronze castings, the clock makes for quite a spectacle and is located on a street corner close by the waterfront and main tourist information bureau. I would highly recommend a visit if you are ever in Vancouver.

Article and photos by Paul James

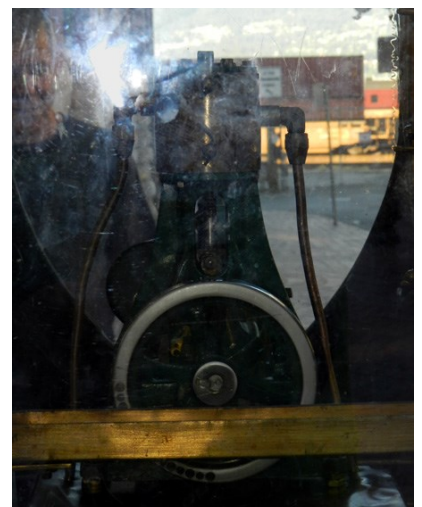


Above: Paul James next to the Gastown Steam Clock.



Left: Another view of the clock on a busy street corner.

Below: The array of steam whistles used to sound the hour and the quarters.



The steam engine that lifts the balls to drive the clock. (It is mounted inside the case and hard to photograph through the glass)

We've changed the way we operate!

OUR first post-COVID public run of the year incorporated several new ideas which may well become standard practice at future public runs. Our new tunnel portals saw their first public hauling passenger trains.

Firstly, it was an all-ticket affair, with entrance fees paid in advance. This gave us a clear picture of numbers expected. We also trialled two sessions with a one-hour break in between, from 10am to 12 noon and from 1pm to 3pm. As expected, most visitors attended the morning session by about two to one.

From all accounts, the initiatives were well-received by the public with no problems.

The new stone-faced tunnel facades were completed by stonemason Joel Bacich only the day before the run and feedback from both members and the public was extremely positive. As the tunnel is perhaps the railway's biggest asset, the new stonework at the entrance and exit will be a welcome addition to our public offering.

In this post-COVID environment, all carriages at the public run were sanitised after each load of passengers alighted. This work was undertaken by Rob Gleave and Bill Beattie. Russell Williams was the stationmaster.

We had three GLT locos, Phill Gibbons' "Ima", Tom Winterbourn's Black 5 and John Jenkin's battery loco "Jumbuck", and two on the raised track: Bill Wall's new "Speedy" and Steve Reeves' "Blowfly".

Local Balcatta MLA David Michael also dropped in to say hello and was impressed with our operation.

Lunch was provided and served by Andy Davies and Clive Chapman.

Article and photos by Tom Winterbourn



Right: Phill Gibbons and "Ima" prepare to leave the station.

Left: Stationmaster Russell Williams and COVID "cleaners" Bill Beattie and Rob Gleave.



Right: Rob Gleave and Bill Beattie sanitise carriages behind the Black 5.



Above: Steve Briggs brings the Black 5 out of the gloom of the tunnel with some smiling punters behind.



David Michael, state parliamentary representative for Balcatta (centre), pictured with NDMES president Geoff Wilkinson and visitors Kylie, her mom Bev and son Cooper (18 months).

Cromford & High Peak Railway

Continued from the September-October issue...

THE Peak District, in the Pennines in England, is one of Britain's prime beauty districts. Beautiful and bracing in the summer, ideal countryside for climbing, hiking and painting. Extremely cold and bleak in the winter when it is difficult to travel around and harsh to work in.

If snow falls in England, it always snows in the Peak District. The Cromford & High Peak Railway (C&HP) is situated in this district and in the 1960s it was a difficult railway to visit. Luckily I had a footplate pass that allowed me to ride on any locomotive in my district.

I had some responsibilities on the C&HP, so I often visited the section between Buxton and the Brick Works at Friden, where the locomotive crew had permission to use the works canteen so we could get a warm meal. Sometimes I would go through to the Hopton Incline.

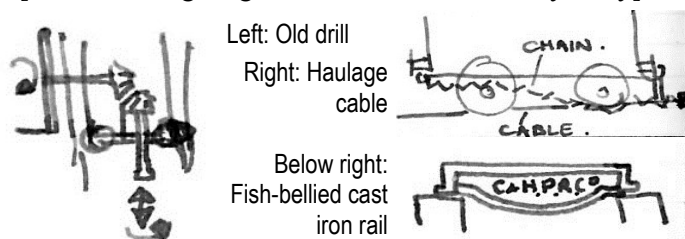
There were also good walks on the abandoned sections of the railway between Ladmanlow and Whaley Bridge.

In 1963, I decided to visit the workshop and inclines on the railway and organised a visit on May 2, 1963.

Even riding on locomotives it was difficult to travel the length of the railway. My work diary records:-

"Travelled on the 7.50 am train from Buxton to Matlock, J. Smith met me with a car and took me to Filter Beds at Cromford. Walked around shed (workshop) with Charge-hand Ron, he showed me an old drill in the shed and an old rail in an inspection pit in the shed."

[The following diagrams are scanned from my diary]:



The local shunter met me in the shed and took me to the yard to show me how the wagons were secured to the steel cable using a tapered steel chain and leather straps, and explained we would be going up the Sheep Pasture Incline in the wagon, attached to another empty wagon and a filled water tanker which was a converted retired locomotive tender. This rake would be balanced by a loaded rake coming down. It was not a smooth trip. The diary continues:-

"Then went up Sheep Pasture Incline with Shunter, Ray. The incline 3/4 mile long at 1 in 8. We had to stop twice so the rope could be put back on the pulleys and I had a look at the catch pit."

On inclined planes there was always the danger that a rake of wagons would become detached from the steel haulage cable and run down the incline. This happened a number of times on this incline. The catch pit was



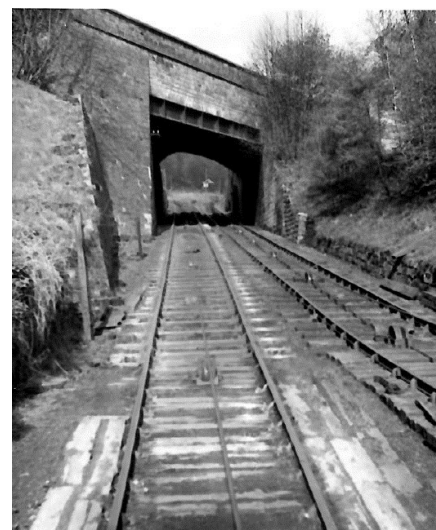
A train going around Gotham Curve — this curve was the sharpest main line curve on British Rail at a radius of 55 yards.

installed after a serious accident occurred on the 1st of March, 1888. A. Rimmer in his book "Cromford & High Peak Railway" described the accident when two vehicles became detached near the top of the incline and ran down to the bottom. He wrote:

"By the time they reached the bottom, they were moving very fast and failed to negotiate the curve into the goods yard at Cromford Wharf. Instead they leapt across the Cromford Canal, cleared the two tracks (main line) of the Midland Railway, which at this point are some fifteen or twenty feet below the level of the canal, and finally came to rest in a field, completely wrecked."

One of the vehicles was a wagon loaded with limestone from Hurdlow Top and the other was a brake van with a guard and passenger. They jumped clear and were uninjured.

When we started Ray had told me about this accident and others when the wagons were smashed to pieces in the catch pit. We then climbed into the wagon. He did not give me a safety talk — my understanding, unstated, was that should Ray jump from the wagon then I should be right behind him!



Sheep Pasture incline with catch pit through bridge.

Cromford & High Peak Railway (cont...)

(Continued from page 8)

My diary continued: *"Looked in Sheep Pasture engine house. Soon to be electric. Old Crewe steam engine driving huge pulley. Rotary disc shows where wagons are and pointer and bells are used for signals."*

I was surprised to see the stationary engine at Sheep Pasture. It was built in 1883 using components from a standard LNWR freight locomotive. It used the frame and cylinders of an inside two cylinder engine 17 inch bore by 24 inch stroke. The boiler was from a Ramsbottom DX goods locomotive operating at 80 psi. It was similar to many engines that I had worked on.

I then continued my journey to Middleton Top Incline (see photo at top right). At the incline I again rode in the wagon. The incline rose 1 in $8\frac{1}{4}$ for 708 yards. The haulage engine, a beam engine, was the sole survivor of eight built for the C&HP and was built in 1825 at the Butterley Iron Works at Butterley in Derbyshire. It was a two cylinder low pressure condensing engine, steam distribution by slide valves using fixed eccentrics, the valves could be moved by hand. The engine operated at a steam pressure of 5 psi, the bore of the cylinders was 25 inch with a 60 inch stroke. It was not in good condition and in my diary I noted:-

"The beam engine at Middleton is not being used much.



Middleton Top beam engine.

The down load is used to operate the incline."

Overall at this time was the spectre of the Beeching Report with its wholesale closures and nobody knew how it would impact anyone.

In my work diary for 1963 I noted that I was on a diesel course at the Derby School of Transport on Monday, March 25, and we were assembled on March 27 with people from

an operating course for a presentation on the Beeching Report and my diary notes our consternation and my astonishment that the Report had the passenger service Buxton—Manchester Piccadilly down for closure.

So it was not a surprise when the Engineering News on the June 13, 1963, reported "The world's oldest railway engine (at Middleton Top), which was working before George Stephenson's "Rocket" hauled its first passengers, is a victim of British Railways' economy drive."



Continuing with my trip, I went on from Middleton Top towards Friden on a locomotive. The next feature on the line was the Hopton Incline, which was the steepest gradient on British Rail worked by adhesion locomotives, modified in 1877 from a chain incline. It was 457 yards long and began at 1 in 60, 1 in 30, then 1 in 20 and gradually reduced. Drivers found it a challenge and even before 1937 they were allowed to split their train and take it up in two parts, but many preferred to leave the train complete and take a run at the incline. In 1937 a major derailment occurred when a train running at speed derailed and a locomotive (27521) and its train rolled down the embankment, killing the driver. The Buxton men in 1963 still talked about the derailment. After the derailment a speed limit of 40mph was placed on the incline.

The next feature on the line was Gotham Curve, 165 feet in radius that turned the line through 80 degrees. When I was snowploughing in January, my greatest fear was accidentally taking the snowploughs into Gotham curve. In thick snow the railway could not be seen and while we had a Ganger on the locomotive to help us identify our location, without landmarks it was difficult to know our location.

When we finally arrived at Friden I was able to get a locomotive home to Buxton.

Looking back I am surprised how quickly railways disappeared. Britain lost an extensive transport network that was only appreciated after it had gone.

Article and photos by Bill Walker, former BR shedmaster at Buxton

2-stroke mower to 4-cylinder King

LAST issue we started the story of Clayton Austin's interest in all things steam. Clayton recalled that his father Lyall Austin found his old Hornby Flying Scotsman set and gave it a service. He concluded:

"Forty years later, it still runs very nicely and is now set up in my home office. The steam train bug and nostalgia was itching again!"

His story continues...

"Next thing I know I'm at the AMRA Expo to see Dad's steam plant on show at the NDMES stand and I was fascinated by the other live steam displays. My previous hands-on experience had only been with internal combustion engines, which were fun to work on but are inherently uneventful to watch.

"Then there's live steam – which is like watching a living, breathing metal creature come to life!"

While at the exhibition, he noticed AMRA's Gauge 1 track with some impressive models running. "That was it... I had to have one!"

Clayton said he took a punt on an obscure eBay auction and landed a very nice Aster PLM 231A, unsteamed from 1977. From there, some astute (and lucky) searching has seen his collection grow considerably.

"All but one of the models were made by Aster in Japan, with the collection consisting of American, French, Japanese and British models," he said.

"I also have a Canadian model (Royal Hudson) by Accucraft. Some models required work and replacement parts, others ran beautifully on arrival.

"But running on the test rollers was now not enough! I had seen many YouTube videos of awesome Gauge 1 layouts in the UK and USA and I spent hours watching these little engines run around some very scenic tracks."

After visiting NDMES a few times and spending time chatting with "very welcoming" members, he submitted his application to join.

"Since then I have run a few of my models on the Gauge 1 track and Lyall has also added a few more Gauge 1 models to the Austin collection.



Clayton's Aster PLM 231A, which he took a "punt" on buying, as it hadn't been steamed since 1977.

The loco is based on the French PLM (Chemins de fer de Paris à Lyon et à la Méditerranée) Pacific loco. *Photos: Clayton Austin*

"To those members who put work into the design and construction of the NDMES garden railway, a big thank-you! I look forward to contributing towards its maintenance and further development."

As a licensed surveyor with a keen eye for levels, Clayton recently brought some high-tech gadgetry to the club and ran an automated precision survey over the Gauge 1 track to model the track's geometry and provide some suggestions for adjustments to correct a few grade irregularities.

Currently, these irregularities make using the track a bit hectic for those running without radio control, due to the need to use a set regulator position with uneven grades, causing trains to overspeed and under-speed.

"From my many hours spent viewing Gauge 1 footage and talking with Gauge 1 enthusiasts from around the world (including developing a great relationship with Aster personnel in Japan), the strong consensus is that a smooth, level track, conducive to manual running, is their preferred experience," he said.

"Their steam-ups all attract good numbers and show a very relaxed running atmosphere, with plenty of tea and coffee being consumed whilst admiring the steam plumage.

"I think it would be great to see the NDMES Gauge 1 layout enhanced to provide a true "garden railway" aesthetic environment. It could also be a drawcard for the public run days, as evidenced a few months back when Lyall and I were running the C57, PLM 231A and Royal Hudson. The parents of the BMX kids couldn't drag themselves away from the fence!

"There's also plenty of room up there for future expansion and I know a good surveyor who could come up with a site plan!"

(Continued on page 11)



The Berkshire is based on American 2-8-4 locos built at the Lima, Ohio, loco works from 1925. They were built to traverse the Berkshire Mountains, hence their name.

2-stroke mower to 4-cylinder King (cont...)

(Continued from page 10)

"The current layout features in our fledgling YouTube channel called "Austin Live Steam".

Type in: <https://www.youtube.com/channel/UCYTFCYoCWz1xzUDqKV4Z9ag>

Clayton maintains that Gauge 1 models provide a great introduction to live steam scale modelling.

"While I drool at all of the awesome 5" and 7.25" gauge models running around the NDMES site, my time as a business owner, parent and sports coach isn't conducive to building, maintaining or transporting these larger models," he said.

"The Gauge 1 option gives me the ability to take advantage of some scarce spare time, grab a model of my choice and have a quick steam-up at relatively short notice.

"With this smaller gauge option being a hands-on introduction to enjoying the NDMES site, it would seem a good way to attract new members and provide a path of natural progression to the larger models as people's interest is consolidated and their time becomes more available."

Article by Tom Winterbourn and Clayton Austin



Above: A great table-top ornament, but also a very functional Gauge 1 loco.

The British GWR 4-cylinder "King", introduced in 1927, was the most powerful 4-6-0 steam loco built anywhere in the world. It was designed to haul the heaviest trains between London Paddington and Wolverhampton, Plymouth and Bristol. No. 6000 "King George V" was the first of the class and, in preservation, it broke the British main line steam ban in 1971.

It is now housed in a museum at its birthplace in Swindon

Photo: Clayton Austin

Hotham Valley Railway Steam Day

ABOUT twelve members of NDMES attended this year's Hotham Valley Railway open day at Dwellingup.

As this was the club's first public outing post-COVID, precautions were taken to maintain social distancing. Nevertheless, it turned out to be a great day with lovely weather.

Clive Jarman and Ron Collins provided traction engine demonstrations. The look on small children's faces when the whistle was blown as the engines passed by was priceless. Although this event was organised at short notice, Harry Roser and Dave Robinson did a great job to pull things together.

Hopefully, we will be able to return to our normal format next year. *Article and photos by Steve Reeves*



Above: A group photo with the traction engines in steam.



Left: Harry and Dave's contribution to the display.

Right: A bit of social chatting beside our display table.



Railfest 2020 at Rail Heritage WA

RAILFEST 2020 took place on Sunday, October 12, at the Railway Museum in Bassendean. Bruce Keay organised the NDMES display area and with the help of around eight members, it was all set up and ready by 10am. A few other members visited during the day.

The NDMES display stand featured Ed Brown's magnificent 5" gauge models of WAGR Dd and Es locomotives plus his brake van. The full size prototypes are on display nearby in the museum area.

Also on our static display were a selection of models owned by Steve Reeves, as well as the stationary engines of Paul James, Lyall Austin and Jim Clark, which were operating in steam.

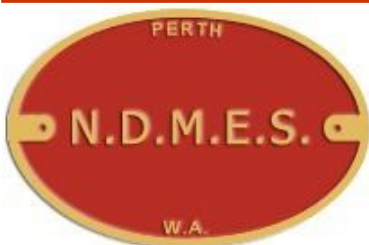
The crowd favourite was Bill Wall's 'Speedy', which he set up on a short length of portable track in front of the display (see photo at right). He was kept busy providing rides throughout the day. Steve Reeves did some relief driving and Bruce Keay acted as station master, occasionally assisted by Paul Costall.

While public numbers seemed down on previous years due to COVID limitations, there was quite a bit of interest in our displays and plenty of family groups having a good day out in the sun. Altogether a successful day! *Article and photos by Jim Clark*

Below: Steve Reeves puts the final touches to the display stand.



Above: Bill Wall takes off with another load of happy passengers.
Below: A general view of the NDMES display corner.



Northern Districts Model Engineering Society (Perth) Inc.

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