



**SUPPORT STEAM**

**PUBLIC RUNNING 1ST SUNDAY EVERY MONTH**

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# The First Edition - Editorial

Welcome to the return of the club Newsletter. Normally you would not expect to see the editorial on the first page and after this edition it will be relegated to second or maybe even the third page.

You will note of course that there is a new banner—after much thought and consideration I decided on a new name—mainly because I have no intention of trying to keep up with the previous editor in chief—still don't know how she managed to produce one every month.

Why "The Main Line" well for many years the line from Brisbane to Toowoomba was always called "the Main Line" even when I started in the railways in the 1970's this was still the case and apart from that of course each edition will be the main line of discussion or at least I hope it will.

This will be a quarterly publication or maybe a bi monthly or perhaps even a sporadically—it will depend to a cer-

tain extent on how much input I get from you the members, but I will do my best.

I have decided to keep the concept of the previous newsletter going in that each edition will give the President an opportunity to have his say—and totally unedited I might add—and it is his column—"From the Footplate" which will normally appear in this space—for this edition though he has been relegated to the second page.

There will be other regular columns from some club contributors, we will have regular tips from our boiler inspector and hopefully some regular safety tips and reminders if we ever get a regular safety officer.

There is no way I am going to try and produce this document on my own so I will be seeking input from time to time from all and sundry. If you are part of a project such as the Bridge or building points or any thing else I will be looking for up-

dates from time to time, So don't be shy it is your chance to get published. If you have an interesting photo you would like to share— if appropriate and we have the space I will include it. There will also be space if you want to advertise some thing for sale or something you need.

If you need help with part of a project or have a question you would like answered pass it on and we will print it.

Please don't take anything the wrong way—nothing is intended to offend anyone—if it does I apologise now, if you see a tip from the Safety Officer or Boiler Inspector which you think is so basic to as to be insulting try and remember that perhaps not everyone knows as much as you and if the information provided is of interest to even one reader then somebody has got something from it .

So I hope you enjoy the read and if you want to see something added—let me know.

## Got a Problem—Well Build a Bridge and Get Over It.

That's exactly what quite a few of our members have been focusing on for some time. The PROBLEM - there is this gully right through the middle of our block—so after a couple of false starts—even a relocation from the original site—and a few setbacks here and there they got over it — well sort of — although still quite a way off from carrying traffic, there are approaches to be constructed, decking and arches to be put in place and of course track to be laid but a bridge now spans that gully, it is a testament to what can be achieved when you have the passion and commitment of our members combined with the necessary skill and just a little bit of persistence. On Aug 29 2009 the main beams were lifted into place—maybe there should have been some fire works. There are far too many to thank individually since work began so to everyone who has given a little bit of themselves to this project, Well done—you deserve it.



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## From the Footplate— with Dudley



Welcome to the renewed Club Newsletter, when Peter told me he was ready to restart the newsletter I was delighted but when he said he would be looking for plenty of input from the club Members, well yes I was still delighted as I think the club newsletter is a terrific media for sharing the clubs successes and keeping all the members in contact with what is going on within the club, with our projects, how they are progressing and anything

new which may be coming up. If anyone wants to volunteer items I'm sure Peter will squeeze them in. So lets get behind the Editor in chief and if Peter asks for some input do your best to provide him with something usable.

Well that's the advert, we have had another busy, and successful year and much of that success was as a result of the efforts of my predecessor so I say thank you to Roy and his fellow committee members for leaving me a Club in a healthy financial situation. Also of course all the club members who have worked so hard again this year, thank you.

But of course the year is not yet over we still have a busy period coming up with the lead up to the Christmas period, there is a list of what's coming up on the

back page, so mark the dates on your calendar and continue to support the club.

Coming up in October is the annual QRI run and I would like to see as many people as possible on the day to help make it a success after last years mishap. Then we have Movember a very worthy cause in support of men's health there may be an opportunity to do some fund raising and perhaps some PR by doing a reverse mo grow and having our moes removed in public. For the right bribe both Peter and I have put up our hands for this. So any one else willing to lose the beer strainer for a good cause? It will grow back!

Apart from that don't let your fire go out and keep on steaming on.

Dudley Pannell  
Club President.

## Don't Bust Your Boiler—by Greg Loseby

Water-gauge mountings are fitted to boilers to indicate the level of water in the boiler above the vital part. In locomotive boilers this is the firebox crown sheet. The A.M.B.S.C. Boiler code calls for at least one gauge glass although it is preferable to have two so that one can be checked against the other. Blockages do occur which can give a false water level reading in the glass. The code also states that water-gauges shall be fitted with a blowdown cock and cleaning out plugs opposite each passage into the boiler to allow the passages to be cleaned and proved clear.

If the water level in the gauge glass is still and not moving even when you rock the loco on its springs there possibly is a blockage. To check open and close the blowdown cock, the water should drop out of site and then return promptly to the previous level. If it doesn't there is definitely a blockage. In the event of a blockage the loco should be stopped, the blower shut-off and the fire dropped or smothered.

This is not as critical if you have two gauge glasses. If you have only one gauge glass do not add water to the boiler until the fire is all gone and the pressure has started to drop, because you do not know how low the water level was. If you add water too soon you can damage over heated parts of the boiler. The boiler inspector should be notified before the loco is fired next.

*Club Boiler Inspector  
Greg Loseby Talks  
about Gauge Glasses.*

## Rosewood Festival Parade

Back in April out of the fertile mind of Frank ably assisted by Bruce came the float named Pahlke's Puffer. While it steamed majestically through Ipswich with bells ringing and whistles tooting and though it was well received by the public and did receive a special commendation real success eluded this engineering marvel. So the float was resurrected for the Rosewood festival, this time with more success with the

float taking out the trophy for the Best community Group.

Well done to Frank and his co workers.

Personally I think it was more to do with how well the float was handled by the driver.

*The Award Winning Float*



# Ask the Experts—or The Idiots Guide to Machining

We hope to make this a regular column in future editions so if you have something you would like to know don't be afraid to ask.

I have tentatively titled this section the;

## IDIOTS GUIDE TO MACHINING,

so if you have a question you would like answered or maybe on the other side you have something that you would like to share—some special tip that will help others then let me know..

To kick off this edition Dudley has volunteered the following tip.

First tip : Tools which are meant to remove metal won't even feel flesh and bone so **KEEP YOUR BODY PARTS OUT OF THE WAY** and you will keep your body parts.

One of the most asked questions when machining is "how fast do I run it?". There are a number of variables involved, the type of tool, type of metal, coolant or not etc. etc

The rule of thumb I work with is Mild steel using high speed steel tool 300

RPM per inch of diameter, times three for tungsten carbide then allow for the relative hardness of the material being used— if you are burning out the tool slow down or if you are getting a rough finish speed it up.

It is hard to pass on so many years of practice so this is good starting point I will point out that the diameter is of the spinning bit, so in a lathe (spinning job) the diameter of the job but on a mill or drill (spinning tool) the diameter of the tool. Hope this helps to get you going. And remember that if you have not "stuffed up" a job you most likely have not done a job. So AVAGO

## Are You an Active Member

I was recently flicking through a few back issues of the AME when I came across the following offering, reprinted with the kind permission of the AME—if anyone out there has some hidden talent and would like to share a verse or two just send me a copy.

### Are You an Active Member

Are you an active member  
The kind that would be missed  
Or are you just content  
That your name is on the list.

Do you attend club functions  
And mingle with the crowd  
Or would you rather stay at home  
And complain both long and loud

Do you give a little time  
And help to make things click  
Or leave the work to just a few  
and whinge about the clique

There's quite a program schedule  
Which means success if done  
and it can be accomplished  
With help from everyone-

So think it over members-  
Are you right or wrong?  
Are you an active member  
Or do you just belong

Author Unknown

## Amazing Feat

*Remember back when roads were dirt and milk came from cows and every train had a steam engine on the front -no of course not none of us are that old. But anyway back then they built proper cars that could handle the dirt roads and would last forever. Well recently Brett and Amanda Wilson joined a bunch of intrepid motorists in their Austin 7 and travelled to Longreach and back . In all 10 Austin Sevens made the trip - the cars that went ranged from 77 to 80 years old . Only 2 played up & had to spend an afternoon on a trailer in order to get to the evening stop) but with the help of the other club members they were fixed & back on the road in time to depart again the next morning. – a tribute to how good those old cars really were.*



*"Austin 7's in Longreach—see Brett?"*

*Well since returning Brett has encountered a few health problems and could now use our help, so lets get behind the Movember concept and see how much we can contribute towards the Movember run – funds raised go towards the Australian Prostrate Foundation. Support this event and it may help the many others like Brett who suffer from this problem every day, maybe even yourself in the future.*

## Buy, Swap, Sell.

Have something that you would like to get rid of, it maybe something that is of use to another member, it may be a piece of equipment, some tools or maybe some plans, sketches or diagrams, tell us about it and it will be advertised for free—that's right—no charge for advertising here and the people who get to see the ad are people who have similar interests to yourself so you have a better chance of finding someone who wants what you have to sell.

*"Just remember—One mans trash is another mans treasure !*

Have something special that you are looking for, same comment, the best place to find something to do with building a loco or some other type of project you may be working on is to ask the people who have a similar interest, they won't necessarily have it but they may know someone who does or they may know where you can get it.



**PUBLIC RUNNING 1ST SUNDAY EVERY MONTH**

Non Members are welcome at the Club Grounds 2 Ipswich Street

Grandchester Queensland 4305 on the 1st Sunday every month from 10.00am to 3.00pm

Come along—bring a picnic lunch or enjoy the offerings from our well equipped canteen at very reasonable rates. If you like what you see—why not ask about membership.

*Enjoy a nostalgic trip back to where it all began and Keep on steaming.*



## Coming Up

**October 4th** Public Running Day at the Club Grounds

**October 11th** Working B and Monthly Meeting at the club Grounds

**October 18th** Outside run—QR Family Day Chelmer—all hands on deck

**November 1st**—Public Running—Club Grounds

**November 14**—Working B and Monthly Meeting

**November 28th**—End of Year Function

**December 6th**—Christmas Run

**December 20th**—Working B and Monthly meeting.

**January 4th**—Happy New Year Public Running Day

**January 18th**—Working B and Monthly Meeting

*Remember the commitment you made when you joined the club, the commitment regarding attendance—we do need your help on all of these days.*

## Getting to know the club members—Profiling the President

I asked Dudley if he was prepared to share a little bit of himself with us and when he said yes I asked him a few questions and here is what he said.

Name: **Dudley Ian Pannell**

Date and place of Birth; **03/03/1947 Brisbane**

Nickname? **NIL**

Joined the Club : **Early 2004—I think.**

Why did you Join? **I needed a hobby as I was no longer working and George asked me to come up to the club and there you go.**

Best Part about being in the club? **Fellowship of like minded people.**

Worst part about being in the club? **Like all clubs I have been involved in there is a clash of egos which causes tension within the club. We need to chill it!**

Most embarrassing moment at the club ? **I was driving Spookies Diesel while eating a cup of hot chips and having a failure of the Bum car bearings thereby tossing me to the ground beside two riding cars full of people and then having to chase down the train to stop it.**

If you could have any loco you wanted what would it be ? **5” C17 (Brown**



A Regular Size C17 at Grandchester

**Bomber).**

What would be the next major project you would like the club undertake? **Turntable to put loco into the shade shelter and allow egress to the picnic circle track.**

Anything else that may be of interest that you would like to share? **I am a fitter and Turner by trade having worked on maintenance and production, my main hobby is engineering and I would like to pass on my engineering skills to others and machining skills in particular.**

Thank You Dudley for sharing with us—we may have to do something about the nickname though.

Are there any volunteers for the next edition or should I just pick someone?