

# The Main Line

Volume 1 Issue 2 Summer 2009 – 2010

Grandchester Model Live Steam, 2 Ipswich Street Grandchester.

## From the Footplate



With Dudley Pannell

Time to again offer up my thoughts on the club and how we are going.

Since the last Main Line we have been rather busy but I can see good progress being made in most areas of the club. The October running day went very well with a fair attendance by the public and very few problems on the day. Well done all who put in the needed effort. Then we had a very poor turn out for the working bee on the eleventh (only the two bridge builders and yours truly with a short visit from Steve Wilson and later Peter who came for the meeting, which we could not have due to such small numbers.

The next weekend saw a small but hard working crew run the portable track for QRI. Having had both the booked steamers pull out caused some headaches for the organisers.

Thanks to the extra efforts of the Warwick boys I had the cane train and "Tweety" to do the work but still had to get the yellow thing certified inside a week. Thanks again to an extra effort by our boiler inspector and some help from a non member (Warren Starr) we got there. After all the running around and hair pulling the day went very well indeed with Mal, Ron and I doing the driving and the rest of the crew working well together to ensure that the day did go well. Thanks to the members who did such a great job.

That afternoon saw a meeting held at my place with, finally, enough committee members to hold a meeting, thanks to Jake and Cath coming out of holiday mode early and Jan driving an only just recovering George. The records show a number of other members who put themselves out to attend as well. The meeting saw three new members voted in. Welcome to Mal Boswell, Mervyn Osborne and Edgar Wilhelm I hope you stay long and prosper in your club. November the first and another good running day, even if I did get picked up by the fuzz for having, in there opinion, the best mo at our mo contest to raise funds for the Rosewood cops Movember (we donated \$300 being the proceeds of the raffle and the takings for rides) Thank you Peter for your help in making men's health problems more visible.

The working bee on November fifteen saw a great turn out of willing hands and therefore a lot of jobs done and some more started. Steve Hennessey has been, for some time, putting together all of the paper work we, as a club, need to keep so please try to help us to implement these changes to our record keeping. You can view the folders that Steve has created in the ticket office and we welcome any input that you may have on them.

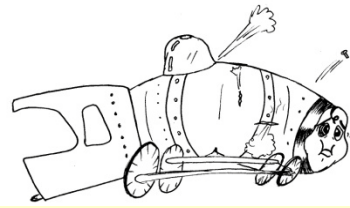
In closing it would be remiss of me not to mention all of the members who continue to give up their time to do jobs for the club at other than official working bee times.

If not for these members putting in the extra yards the progress we can all see would take a lot longer. Give yourselves a big pat on the back. It makes me proud to see how well things a going so keep up the good work.

### INSIDE THIS ISSUE

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Yours in steam - Dudley



## Don't Bust Your Boiler by Greg Loseby- Boiler Inspector

Last edition Greg wrote about the reason for Gauge glasses and how to use them and get the most from having them on your loco – this edition Greg continues with Gauge glasses and shares a little more on how to identify and rectify problems that may occur.

### Water-Gauge Mounts - Continued

The best and safest type of water-gauge mounts have a steam way isolating cock, a water way isolating cock and a drain cock. The A.M.B.S.C. code does not require the isolating cocks.

If you have a blockage and your mounts are the type with isolating cocks it can be cleared with pressure still in the boiler. To find out which passage is blocked, first open the drain cock, close the steam way cock, water should blow through indicating that the water way passage is clear. Then open the steam way cock and close the water way cock, steam should blow through indicating that the steam way passage is clear. Open the water way cock and close the drain cock, the water should return smartly in the glass showing the height of water in the boiler. Should the water return slowly then the water way passage is partially blocked. Should the water return to the top of the glass, and then gradually recede to the correct level, the steam way passage is partially blocked.

To clear a blockage in this type of mount, first isolate the gauge glass by closing the steam and water way cocks and opening the drain. Carefully remove the cleaning plug opposite the blocked passage. Insert a piece of wire, bent at right angles to keep your hand out of the way, as far as the cock. Then open the cock and push the wire right through. Withdraw the wire smartly and close the cock. Replace the cleaning plug and then open the steam way cock and water way cock and close the drain. The water should return smartly in the glass to the correct level indicating that the blockage has been cleared.

Of course the safest way to clear a blockage in all types of gauge glass mounts is with no pressure in the boiler.

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### *Ask the Experts or The Idiots Guide to machining*

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*Dudley has again provided this section for us.*

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I know that most of the following is common sense but you need to think about it for your own good. If I can stop only one injury then it was worth writing this article.

**Never** operate any machine if you are affected by drugs or booze or even if you are tired. Keeping your mind on the job is essential.

**Never** wear loose clothing when using any type of spinning machinery. In a split second you can find yourself wound around the tool or the job causing severe injury or even death. I have seen it happen.

**Never** leave a chuck key in the chuck unless your hand is on it. If you forget the key is still in there and start the machine you will create a missile.

**Never** leave anything on the headstock of a lathe if it can fall into a spinning chuck. Yup another missile.

**Never** put anything on the bed of a lathe (files, verniers etc.). They jam the movement of the saddle or the tailstock breaking whatever you left there. Ever seen a file broken like that? Talk about flying shrapnel !!

**Never** try to remove tangled swarf from a spinning job or tool. Stop the thing first and still be aware that swarf is every bit as sharp as a razor.

**Always** wear eye protection, full face shields are great. You only get two eyes to start with and hot swarf soon takes them away if it can.

That covers basic safety, next time I will talk about sharpening tools.

Happy machining



# The Year that Was.

Just a few snaps as a reminder of 2009.



New Signalling



New Paint Job



Boonah Show



A new Loco



All aboard



SM on Duty



Lets Build a Bridge



We'll cross it soon



Will it hold the weight



Lets Celebrate



Even Santa Came



Its not for them.



So that's why we built it



Keep on Steamin on



## PUBLIC RUNNING 1<sup>ST</sup> SUNDAY EVERY MONTH

Non Members are welcome at the Club  
Grounds 2 Ipswich Street  
Grandchester Queensland 4340 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.

Want to know more - check out  
our website - [GMLSA.com.au](http://GMLSA.com.au)

## Coming Up

January 3<sup>rd</sup> Public Running Day  
January 16<sup>th</sup> Working B and Monthly Meeting  
January 17<sup>th</sup> Members only running  
February 7<sup>th</sup> Public Running—Club Grounds  
February 20<sup>th</sup> Working B and Monthly Meeting  
February 21<sup>st</sup> Members only running  
March 7<sup>th</sup> Public Running Day  
March 20<sup>th</sup> Working B and Monthly meeting.  
March 21<sup>st</sup> Members only running  
April 4<sup>th</sup> Public Running day - Easter  
April 8<sup>th</sup> Post Convention Run – TBC

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

## Editorial – Peter McGovern

I don't really like starting off with an apology but that's the way it is. It has taken me a lot longer than I planned to get this second edition out, this was due in some part to technical difficulties in that a couple of months back the PC crashed and I lost all my templates but we got all that sorted and then my printer decided not to play, but that is now also so sorted.

But they were only part of the problem –I also had plenty of other things taking up my time and also apart from Dudley and Greg I didn't get too many contributions. So thanks to those guys. Some of you did supply me with photos and some of them may be included on page 3, Darryl in particular supplied quite a few and I will use some of these photos from time to time – I may even start a photo comp for next year. In fact I will, so if you have a photo that you think is worth sharing pass it on to me.

We will work out the judging of the winner and what the prize will be later. The only condition of entry is that the photo must relate to the club in some way – so even if you have something from the past – get your entries in – the winner will be announced at our 2010 breakup.

I have also been working putting together the Calendar for the coming year and it looks like being another busy year with just the regular runs, working b's and meetings, not to mention all the ongoing projects like bridges, new track work, new points, installing showers and anything else that we may think up in the meantime.

One of the issues that has come up in the past, and we have tried to organize on a couple of occasions is the opportunity for driver training, member only running and I guess just the opportunity to test out a loco under construction or some new rolling stock so at the December meeting those members present decided to try something different.

You may note that for 2010 the working b's have been changed to a Saturday with the 3<sup>rd</sup> Sunday set aside for members only running. This members run is entirely voluntary and it is up to you if you wish to attend – but I must also mention that it is for the members and it doesn't count towards required attendance at working b's and running days.

I am also still seeking contributors to add to the content of the main line. If you have a question that you would like answered by Greg or something on machining let me know. Look forward to seeing you all again – and may 2010 be a great year for each of us and the club.  
Happy New Year to All.