

The Main Line

Volume 1 Issue 3 Autumn 2010

Grandchester Model Live Steam, 2 Ipswich Street Grandchester.

From the Footplate with Dudley Pannell



Greetings Fellow members - Well what do you think of the finished bridge? Yes the main structure is done. Many thanks, mainly to Frank and Edgar, but also to everyone, too many to list, who have put in all that work over the last six years. Well done.

Now onto the next phase, tracks and points. The track welding jig is almost there and the sleepers are well under way. There is a lot of milling work to be done and, as I find myself getting taken away to oversee other things on working bees, there is an opening for a greenhorn mill operator to do some simple work.

So anybody want some practice on the machining side? And I do mean anybody.

George or yours truly will be able to give you the basics and a hand if you get stuck. If it ever dries out enough we can soon start on track work MMM. The last two fun days have been a bit of a flop (I got a bit lonely last time). I hope the next ones get busier.

In closing I wish Mervyn Meier a long and happy stay as our new committee member (replacing Brett Wilson. Who is concentrating on his recovery. - Yours in steam -- Dudley

IN THIS ISSUE	1	FROM THE FOOTPLATE	1	BIGGES CAMP BRIDGE
	2	APRIL, EASTER & THE AALS.	2	ASK THE EXPERTS
	3	SO YOU WANT TO BUILD A BOILER	3	EDITORIAL & PHOTO COMP
	4	COMING EVENTS	4	MEMBER PROFILE
	5 & 6	POST CONVENTION PHOTO ALBUM		



That's right as mentioned in the 'from the footplate' the bridge is now ready for track and what an outstanding feature it is on the site. We need to get all the information we can about the building of the bridge while the memories are still fresh so that it can be recorded as part of the club history.

To help try and jog memories I have listed a few of the steps that were taken along the way – I so if anyone has any information or stories amusing or not please pass them on.

The Bridge arches were picked up and delivered to the site in 2005, this was before council approval had even been received. In 2006 Council approval for the bridge was finally given and the real work could commence. The footings were dug and 6 metres of concrete for the footings was poured in September of that year. In 2007 as well as extending the canteen and laying pavers and all the regular work and events welding of bridge girders commenced and the piers were concreted in place. The following year was the 10th anniversary of running and the bridge went into hibernation for a while but then in 2009 through the enthusiasm of a couple of new members Frank and Edgar supported by a few of the older members (George, Steve and Jake just to mention a few) and the odd outsider (Paul) things really took off and the result is there for all to see. A magnificent monument to all involved.



Edgar, Dudley, George, Jake, Paul and Frank with arches finally placed, Jan 24 2010.

April, Easter and the AALS.

What a busy month April has been so far for the Club. With the AALS convention Hosted by QSMEE this year many of the members made the trip to Warner on easter Saturday to check out what was on display, anyone who didn't make the trip certainly missed out.

Then it was back to Grandchester on Sunday for our regular run on the first Sunday of the month which just happened to be easter Sunday. Another very busy day with plenty of activity, easter eggs to give out, a colouring competition and face painting and what a canteen crew, 3 generations of one family and a ring in.

Then it seems with barely a moment to catch our breath we hosted a post convention run on Thursday straight after easter, another great day at the club with 22 visiting locos running on the track and over 50 visitors enjoying perfect weather and the company of so many others with a common interest. A very sincere thank you to everyone who came along to help on the day and especially to Shirley and Gloria.

There are a couple photos of just some of the attending locos on page 5 and 6, See how many familiar faces you can pick out or how many you remember..



Ask the Experts or The Idiots Guide to machining

Dudley has again provided this section for us.

On tool sharpening

Drills are the most difficult to regrind. The text books say an included angle of 115 degrees for the cutting edges. Don't matter that much but the outside points must be the same distance from



Ideal Cutting Edge Angle

the bottom of the drill and the cutting edges must be equal in length. The only other thing to get right is the clearance angle behind the cutting edges. If you look down on the pointy end and place the cutting edges at 12 o'clock and 6 o'clock then, if your clearance angle is right, the web (thats the little bit in the middle of the drill) will be at 4 o'clock. If the thing cuts over size then you have got one of the above wrong.

Lathe tools etc. only need to have enough clearance to not rub on the job. That is front and side clearances. Too much angle and you weaken the tool and it could snap under machining pressures or it could just go blunt very quickly. Top rake on a tool depends on the metal being cut, the harder the job the less top rake you will need.

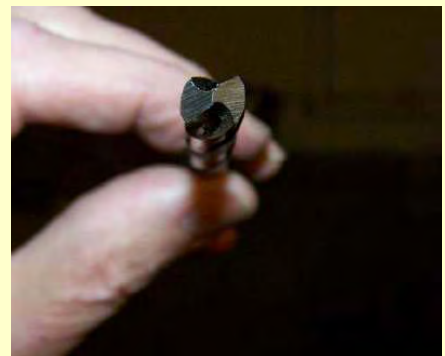
Milling cutters are very seldom a success using a hand grind. Leave them to an expert with a tool and cutter grinder or just replace the worn ones.

Tungsten carbide tips require a silicon carbide stone in your grinder (thats the green one) do not use this stone for any other tool as they tend to become choked up which builds up heat in the stone and can cause them to go boom.

The white stones are aluminium oxide and are meant for grinding high speed steel only. If used for that ugly great lump of angle iron they will wear away at a great rate.

The grey al. oxide stone is a general usage stone as it is bonded with a much more robust resin but it will not do the job as well on hss as the softer white one and will not do anything for tungsten carbide.

I hope this gives you a place to start getting your tools working a bit better.



The Finished Bit

Happy machining, Dudley

So You want to Build a Boiler by Greg Loseby

Eventually as a member of a club like ours everyone toys with the idea of their own locomotive and if you go for steam as most model engineers seem to then sooner or later you will come to the point where you need a boiler. The first step is to acquire a set of plans for the boiler and show them to the boiler inspector (that's me).

I will require a full set of detailed plans and specifications so that I can check that the specified materials and sizes conform to the code and that the stay spaces and joint types also conform to the code.

The next step, purchase a copy of the A.M.B.S.C. BOILER CODE. Part 1 Copper. Part 2 Steel. Part 3 Sub – Miniature.

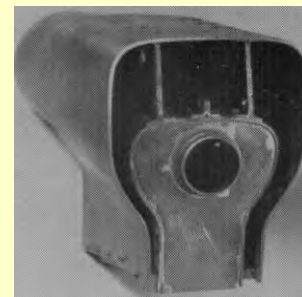
When you have obtained the materials required to build the boiler they should be shown to me before any construction is begun so that I can confirm their suitability. After all the plates have been formed or weld preps completed it should again be inspected by me before any welding or silver soldering is done.

The inspection stages vary from here on depending on the type of construction material, copper or steel.

The last inspection is when the construction of the boiler is completed.

Now we come to the testing phase.

1. Hydrostatic test. To check for leaks and distortion. This is when the boiler number is assigned and the boiler is deemed to be registered.
2. Steam test. To set the safety valves and operation of feed water pumps, injectors.
3. Check water level gauges are functioning correctly.
4. The last test is an Accumulation test. This determines the time it takes to go from a full gauge glass to empty (just visible) with the safety valves lifting all the time.



Photos from the manual for Model Steam Locomotive Construction which is held in the club library.

EDITORIAL

I could probably start off the same way as I did last time with an apology for taking so long but we would just get bored with that and I am sure we all do what we can when we can.

So we will go straight into something with a bit of fun attached. Last issue I said I was going to start a photo competition and out of the few that were passed on I have selected one of some bridge builders for this edition. Now I don't have a caption to go with this one but if someone would like to provide one before the next edition I reckon there could be a scratchie in it for the best one. We want something amusing but not insulting to subjects of the photo so get those creative juices working and see what you can come up with, and I need some entrants for the photo competition.

As is mentioned elsewhere in the news letter April has been full on already and we just get busier for the next couple of months, Boonah Show coming up and then very soon after that Toowoomba so keep them in mind as we will need all the help we can get.





PUBLIC RUNNING 1ST 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

So bring your friends along, maybe after seeing the club in action membership may be of interest to them. At the very least they will have a fun day out.

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

Coming Up

- April 17th Working B and Monthly Meeting
- April 18th Members only running
- May 2nd Public Running—Club Grounds
- May 15th Boonah Show
- May Working B and Monthly Meeting TBA
- May 16th Members only running
- June 6th Public Running Day—Qld Day
- June 19th & 20th Toowoomba Model Train Show
- June Working B and Monthly Meeting TBA
- June Members only running TBA
- July 4th Public Running day
- July 17th Working B and Monthly Meeting
- July 18th Members only fun day

Getting to know the members - Profiling out Newest Member

This edition Dudley asked Tim a few questions and here is the result. - Your date of birth: January 1978

The reason for joining our club: I have had an association with miniature live steam for as long as I can remember, through my grandfather and father and I was previously a member of both Box Hill Miniature Steam Railway and Loddon Miniature Steam Railway in Victoria. When I moved up to Ipswich mid 2004 one of the first things I did was look around for a new club to join... I just got a bit side tracked (pardon the pun) playing footy and starting a young family. It has taken me until now to get serious in the hobby again. More specifically, GMLSA was relatively close to home and I like the laid back country feel and friendly nature of the club.

The most enjoyable moment of being in the club: It's all been pretty enjoyable so far, but getting back on the saddle of my Grandfather's 5" Pacific was pretty special in a number of ways. I also enjoy having a yarn with some of the characters around the club.



← Grandfather's 5" Pacific

The most embarrassing moment : I haven't had much time to do that yet in a big way, but I suppose derauling my Grandfather's loco several times on it's first outing to the club was a bit embarrassing. Ask me the same question in a few more months and I'm sure I will have made a bigger goose of myself doing something.

Any thing you would like to share with the members: Just the enjoyment of the hobby and whatever skills and knowledge I may be able to pass on.

Your ideal loco: In miniature I'd love to one day build a 7 1/4" VR R Class (Hudson 4-6-4 tender loco). I have a half built one in 3 1/2" gauge that my grandfather has magnificently crafted to scale from. In full size I would have loved to have seen and rode behind one of the four VR S Class three cylinder pacifics that hauled the 'Spirit of Progress' between Melbourne and Albury. From all the pictures I've seen the S Class was by far I believe the most elegant locomotive built for any of the Australian railways; it's just such a shame all four loco's were scrapped (I wonder if they were doomed to that fate from the start with a name like the 'Spirit of Progress'!).



