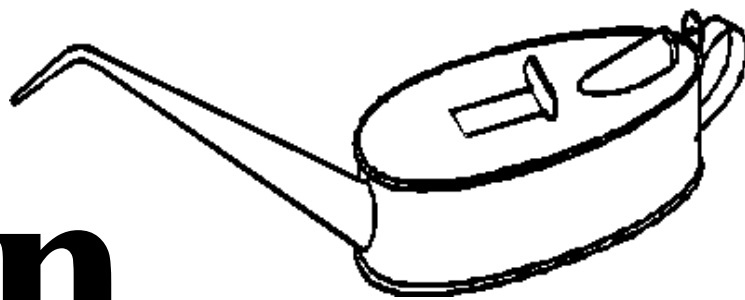


# The Oilcan.



Autumn 2004



## WHAT A DIFFERENCE A YEAR MAKES

The two photographs on this page of Roundhouse Siding were taken one year apart, the top one in October 2002, and the lower one in October 2003. The station and siding were built by the dedicated 'Wednesday' group and is a credit to their efforts. Harry Nilsen looks the same in both photographs. There are some more improvements still to come for the area that includes a picket fence and installation of an additional set of points to convert the siding into a passing loop.

A number of other projects have also shown significant progress during the past year.

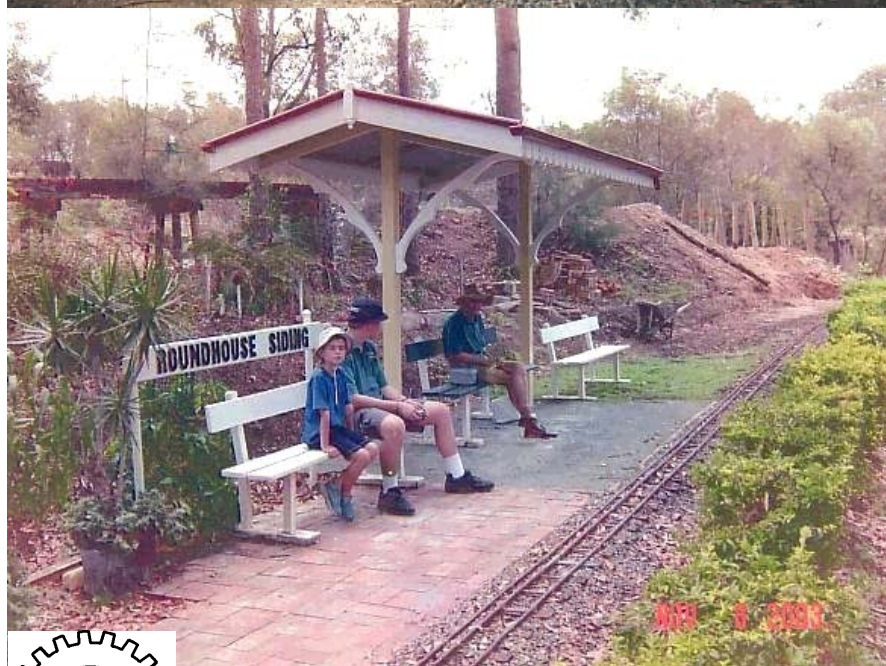
## ROUNDHOUSE

Progress on the Roundhouse has advanced to the stage where the roof will be fitted on the April workday. During the past year the roof trusses have been erected and the purlins fitted. Neil Dannenberg has been busy constructing the exterior brick walls, with the rear wall completed and end walls extending to two thirds height. These will be completed after the roof is fitted. Eight solid metal doors have been fitted to the front of the structure.

## TRACK EXTENSIONS

The Wednesday group has also been busy constructing two timber trestle bridges for the track extension. Construction is similar to the prototype Queensland Railways timber trestle bridge. Bridge No.1 is substantially complete, awaiting for the track to be laid before handrails will be fitted for safety. Number 2 bridge progresses steadily, with main girders currently being placed in position. Track laying has recommenced and is rapidly advancing to No.1 bridge.

All projects are on track for completion in time for the 2005 convention, just a year away.



Newsletter of the Queensland Society of Model and Experimental Engineers Inc., Brisbane, Australia.

## Club Timetable

### APRIL 2004

Working Bee	Sunday 4
<b>AALS Convention Bunbury WA</b>	
<b>Friday 9 to Monday 12</b>	
Track Day	Sunday 11
Committee Meeting	Monday 19
Seniors Day	Wednesday 21
Gathering	Monday 26

### MAY 2004

<b>AMRA</b>	<b>Saturday 1 - Monday 3</b>
Working Bee	Sunday 2
Track Day	Sunday 9
Committee Meeting	Monday 17
Seniors Day	Wednesday 19
<b>Club visit to Bob White's Parramatta Line</b>	
<b>Saturday 22 - Sunday 23</b>	
Gathering	Monday 24

### JUNE 2004

Working Bee	Sunday 6
Track Day	Sunday 13
Seniors Day	Wednesday 16
Committee Meeting	Monday 21
Gathering *	Monday 26
* Show & Tell night	

### JULY 2004

Working Bee	Sunday 4
Track Day	Sunday 11
Committee Meeting	Monday 19
Seniors Day	Wednesday 21
Gathering	Monday 26

## 2004 ANNUAL GENERAL MEETING

Held at the East Brisbane State School on 23/02/2004

The Presidents, Secretary's, and Treasurer's reports were presented before the election of office bearers took place. This year no ballot was required for any of the council positions.

Committee for the year 2004 is

President: Don Bell  
Vice President: Noel Eberhardt  
Secretary: Don Hutchison  
Treasurer: John Andrews

Max Faulkner, Harry Beauchamp, Rhys Jones, Barry Coster, and Col Whatley were elected as committee members. Graham Dowding has agreed to act as club Auditor for another year.

## PRESIDENTS REPORT

At times during the last twelve months, after a hard days work, members have been known to gather in a shady spot and discuss how good it will be when all the current projects are completed and we can take it easy and just potter about with a few maintenance jobs. I must confess that I have had these thoughts myself. It was during one of these moments of bliss that one of our members spoilt the relaxing end to our day by pointing out that perhaps the reason the club has such a high level of participation in working bees is that members actually enjoy working on new and challenging projects. After giving this some thought I came to the conclusion that he was right. I guess the secret is to strike the correct balance between maintenance and new projects.

Good steady progress has been made in the last year on the roundhouse and the ground level track extension. By concentrating the majority of our efforts on these projects, particularly on the track extension, we can ensure that the club will be in a good position to host the 2005 AALS Convention. Further significant reduction in stockpiled building materials and a thorough general tidy up combined with the constantly improving landscape gardens and new perimeter fence should ensure that the site is looking at its best for Easter 2005.

The annual AMRA Brisbane Miniature Train Show continues to play a very important role in the clubs success. The train rides are proving to be very popular with the public and many people have told us they came to the show again last year because their children wanted to have another ride on our train. This is obviously good for us and good for AMRA. Running the train rides requires a big effort from a lot of members over the 3 days. However, the income it provides is most welcome and the members who give their time find a good deal of satisfaction is derived from the successful operation of the train rides. The display of members models inside the pavilion is also important as it is a golden opportunity to show the public what model engineering is all about. Many new & valued members have joined our society after being inspired by the efforts on display. Please continue to support your

club by helping where you can on this years long weekend in May.

Once again it is the committees intention to organise a range of activities over the coming year to provide a balance between work and play.

**Track & Tent** - Last years inaugural invitation run was declared a success and we hope to build on this success when holding it again this year.

**Trophy Day** - Lets make a special effort to get into our workshops more this year and bring along something finished or not to show others what we have been doing. Members enjoy this day and quite often get new ideas and inspiration from what they see.

**Visits to Members Tracks** - Bob White's Parramatta Line in May; Springbrook Mountain Railway in September.

**Annual Dinner** - Hopefully this popular night will continue in a similar format to previous years although this is going to be a hard act to follow. After several years of skilled organising by Anita McDicken we are looking for a new organiser or organisers.

Below: During his holiday visit to Queensland in December 2003, Andrew Sturmey took the opportunity to clear the canteen roof of leaves and bark.

(Photo: S Ferris)



**Xmas Break Up Running Day** – It is planned to follow a similar format to the last few years with a BBQ & Sweets organised by members and their wives.

The news that the Society was to receive a grant of \$23,553 from the Gaming Fund to construct a man-proof fence around our property came as a very pleasant surprise. The lions share of the credit for this is owed to the clubs resident optimist Bill Williams who prepared the submission. The value of this fence to the club in future years can't be overestimated.

In finishing I would like to thank all members of the club and their wives & friends who have helped in many ways to run the club and its activities. All these efforts both big & small have helped to spread the workload and made it possible for us to enjoy our hobby. I look forward to this next year, which promises so much, and I trust we will once again have a high level of volunteer assistance to help us achieve our goals.

Don Bell

*The Society's web pages can be found at:*

**[www.tracksandtrains.com/qsmee](http://www.tracksandtrains.com/qsmee)**

Below: Work has resumed on the track extension with the present railhead situated at the level crossing. The track will sweep left onto the first of two bridges just out of camera shot. (Photo: S Ferris)



## SECRETARYS REPORT

It seems like yesterday when I was appointed your secretary and it sure has been a learning curve for me and continues to be so. I must first thank the committee and those others in the society who have helped me and offered or given advice. It certainly helps.

**VALE** We have had a lot of happiness in 2003 but tinged with sadness with the passing in April of long time stalwarts Jean, wife of Pat Weaver, Atholie (life member), wife of Jim Jackson and Roy Skyring (life member) and later the passing of Jim Palmer who joined us in 1982 and was known to the longer serving members of the Society. Their contribution to the hobby and to life at Warner will be sorely missed. Barry Coster also lost his mother. Long time auditor and past secretary, Norrie Buckle, passed away suddenly in February, 2004.

**AALS INSURANCE** This continues to be a hot potato with many clubs and a large amount of correspondence was written throughout 2003 on this subject. You will by now know that the hike in our fees this year was entirely due to the rise in AALS insurance. As it stands at present, the smaller clubs are being heavily subsidised by the larger clubs like us. As there are many more small clubs than larger clubs and all clubs get one vote, at our last convention in 2000 a per capita amount covering total AALS insurance was voted in. What this means is that a small club of 12 members pay only 32% of their insurance costs while a club with 181 members pay 273% of their insurance costs. As the cost per member of a small club becomes too large, what Barry Glover is trying to do is to equalise the amounts all clubs and members pay by having a base premium fee all clubs pay topped up with a per capita amount. The smaller clubs are opposing this as it will mean that their costs will need to rise to cover this base cost insurance. The larger clubs will still subsidise the smaller clubs but will get a reduction on what they currently are required to pay. If these proposals are not successful then we may well see the larger clubs, like ourselves, being forced to seek alternate insurance. This would tend to fragment the hobby which all are trying hard not to do.

**MILESTONE** In January, Jim Jackson achieved 50 years continuous membership with our Society. Congratulations Jim, that's a milestone that will be hard to beat.

**VISITS** The May run weekend at Bob Whites property proved to be a memorable experience. Bob is a meticulous and skilful modeler and it was a pleasure to visit and to participate in the hobby at his place. A return visit is being planned for the weekend of the 22<sup>nd</sup> and 23 May this year so put a note into your diaries.

**SPECIAL EVENTS** The first Track and Tent weekend last August was voted such a success that we have decided to make it an annual event. Thanks to Hugh Elsol, John Andrews and Noel Eberhardt for organising the event and members, remember to support the event this year in August.

**SAFETY** The closed footwear rule for any person (member or public) who wants to ride on our trains and traction engines was further enforced. Our climate dictates that people prefer to wear open footwear, especially the ladies, so that enforcing the rules is not an easy task. Remember it is up to **all** the members to enforce the safety rules, not left to the stationmaster or the committee. No closed footwear, no ride. Another rule that needs to be enforced is that only members are allowed into the steaming bays. A safety rail has been installed at the canteen to overcome the potential to trip at the concrete step. While we are on safety, all passenger-riding trucks must be designed so that no feet are able to contact the track, supports on the elevated track, or wheels. Any trucks not complying with this ruling will not run.

We have just received the annual Safety Inspection report (machinery and grounds). Some jobs have already been completed while others will be addressed on a priority basis.

**REVISED BYLAWS** By now most of you will know that the revised by-laws, guard procedures and safety guide were passed and registered with the authorities.

**ENCOURAGE JUNIOR MEMBERSHIP** We would like to find a way of encouraging younger members of our community to take an interest in our hobby and you, the members are encouraged to offer any



Above: A number of potted plants adorn the remaining stump of the gum tree removed from beside the Canteen. This tree was removed as it was dangerous and posed a risk of falling onto the Canteen causing considerable damage. (Photo: S. Ferris)

suggestions to the committee for consideration.

**ENTERTAINMENT** We have been entertained at our gatherings with slides of the Hot Pot run, USA train visits and videos of plasma cutting and laser heat treatment. Eric Evans has also given us some very informative talks, one on safety valves and the latest in regard to a train he is refurbishing for a deceased estate of a past member on behalf of the family. It was interesting that the boiler conformed to the code even though it was designed and built before the code came into existence.

**TREE REMOVAL** From time to time we will need to remove trees that are considered to be dangerous or contribute to litter causing a serious fire hazard. It is our intention wherever possible to replace the removed trees with more suitable ones. One of the first to go was the large gum tree near the door to the canteen. The experts told us that the tree was very dangerous and could fall at any time.

**VANDALISM** As a result of the vandalism a decision has been made to completely

fence our property with a two metre high, black plastic covered chain wire fence topped with three strands of barbed wire. Through the efforts of Bill Williams (thanks Bill) we have been granted Gaming Board funding for this project and the amount received almost covers the costs.

**AMRA** This continues to be a successful event and to provide us with well needed income that is reflected in the continuation of costly projects and the resultant enhancement of the site. Please give Don Bell and his team your time and support on the May Day weekend.

**CLUB LOCO** The club loco was placed into service for the AMRA show and continues to run faultlessly. On busy days it has helped cope with the demand for rides. Thanks Jeff Murdoch for your efforts.

**CLUBMAN for 2004.** Congratulations to Geoff Murdoch for being selected as Clubman for 2004.

**OILCAN MAGAZINE and the WEB.** Several people have contributed to the obvious success of the magazine over the past year. I believe it fitting to single out Bruce Rae, Shane Ferris, Noel Eberhardt and Peter Fordyce in particular for the splendid work they have done with the magazine, and for Barry Coster who has been generous in providing QSMEE with a web site on which to display our society. It can be accessed via

[www.tracksandtrains.com](http://www.tracksandtrains.com). Remember, if you are able to receive the "Oilcan" via E Mail would you please let Noel Eberhardt know. But if you are unable to visit our site or meetings due to ill health or distance would you also let Noel know (and the reason) so that you can be placed on the mailing out list. I think the world exposure, via the web, to our hobby and to QSMEE in particular is commendable and must be encouraged. In October, as a result of seeing us on the web, we had our first known visitors Andrew and Sandra Mottram from the Netherlands.

**RUNNING DAY CHORES (CANTEEN DUTIES, STALL, TOILET CLEANING etc)** It seems that the committee are considered by many to be the only ones to do all the chores for the Society. For too long we have been spoilt by a handful of wives and partners who have "manned" the tasks of canteen running including it's stocking, stalls and toilet cleaning. Now that their tour of duty has come to an end and they are able to relax and enjoy the other aspects of the hobby we are left with a void that to date has mainly been filled with committee members. They, like the others in the society, are entitled to socialise, run trains, ride trains etc and not be tied to the chores. So how about it, can we have some volunteers to do these tasks other than the committee? A roster system for the staffing of the canteen has been trialled by the committee and found to work well, mixing duty time with hobby time under a time structured system. It is the best of both worlds.

See you all on my return from holidays.

Thanks and regards Don Hutchison. Hon. Secretary.

**QSMEE DALBY VISIT, 22-23<sup>rd</sup>  
MAY, 2004**

**What to do**

1. Everyone is to bring food for morning/afternoon tea;
2. BYO lunch;
3. Pay John Andrews or Noel Eberhardt \$7 for the Saturday evening barbeque (sausages, onion, and salad with bread; dessert);
4. Camping on site is OK;

**BRING YOUR BOILER CERTIFICATE.**

Two stalwarts of the model engineering and live steam movement passed away recently.

**Norrie Buckle** unexpectedly passed away on Sunday 8<sup>th</sup> February. Norrie was a long-standing member of our society and became our Secretary in 1970, a position he held until 1980. During this time we were establishing ourselves at Strathpine, and also organised and held the first Queensland Convention, (1978) a very busy time for the club and in particular for the secretary.

At this time, Norrie worked in administration at the Royal Brisbane Hospital, was studying at night to further his education and also raising a family. As a consequence of his qualifications, Norrie, after relinquishing the Secretaries job, agreed to annually audit our books, even after his retirement from the RBH and a family shift from Brisbane to Harvey Bay.

A quiet and unassuming person, Norrie helped the society to the best of his ability whenever the occasion arose. He will be missed. Our sympathy is extended to Lysbeth and their family.

**Merv Brookfield** from Rockhampton died suddenly in January at the age of 74. Merv was widely known for his enthusiasm for all things railways, particularly Queensland Railways and for the last 20 years or so, his involvement in the live steam movement. Merv's home, in Kent Street, Rockhampton, just a stone throw away from Rockhampton's live steam track, which he helped establish, was full of railway memorabilia gathered throughout the years. His collection, although varied, reflected his love for Central Queensland.

Merv ran and enjoyed his 5" PB15 at many tracks throughout Australia and was an eager participant in the annual North Queensland live steam safari. Merv, a modest bachelor, made many friends within our hobby who will miss him dearly.

John Elsol

## TREASURER'S REPORT

There is an old saying that states that, "Expenditure rises to meet Income".

Over the last several years we in QSMEE have seen a perfect example of this phenomenon.

It might be thought that with all of the improvements occurring (Roundhouse, Ground level track, Club Diesel, Pergola, Bridges, etc) that our expenditure is increasing because we are spending more on Capital Works. This is not so. Most of our extra spending has gone on Insurance.

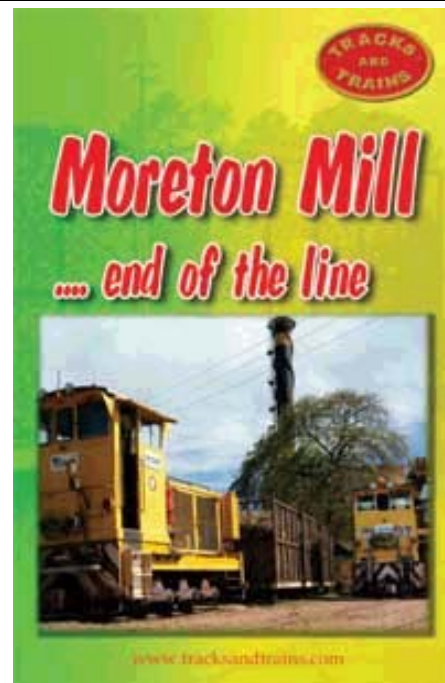
However other costs have also risen, especially Maintenance and AMRA associated expenses. Fortunately AALS has seen the folly of charging Insurance on a "per member" basis, and has reverted to a "club, plus per member" basis, in accordance with the risk levels as perceived by the Insurer.

As a result, our Club Fees for 2004 were set higher than needed to achieve the Club objective of Member's Fees covering all Regular Expenses (Rates, Electricity, Insurance, Rubbish, etc) and Operating Income covering Operating Expenses, Maintenance and Capital Expenditure.

Consequently I recommended at the AGM, and received approval from the Meeting, to divert a sum in overpaid fees to recoup underpaid insurance from 2003, and to transfer another sum to the Investment Account to be used to reduce the Members Fees in 2005.

So what are the implications for 2004? As we have virtually depleted our bank balance we need to consider the implications for this year. I believe we need to do the following:

- Agree on a BALANCED budget and stick to it. We were not very good at that last year. A budget has not yet been



Latest video release by Tracks and Trains is "Moreton Mill... end of the line" which documents the last 2 years of working on the Moreton Mill 2ft gauge system. It is available as VHS video for \$39.95 or as DVD-R for \$45.00. Copies are available from the Canteen on track days or visit [www.tracksandtrains.com](http://www.tracksandtrains.com). The society receives a percentage from all copies sold through the society.

agreed on, but hopefully next Committee meeting will see this occur.

- Pray for rain on the (AMRA) May long week-end to maximise our takings.
- Cut Maintenance expenditure to the minimum acceptable – especially, no more expensive tree lopping.
- No capital budgets to be exceeded without Committee approval, and cutting back in some other budget item.
- Encourage visitor attendance (and visitor donations).

John Andrews, Hon Treasurer

A copy of the Audited Financial Report is included with this edition of the Oilcan. Members who receive their Oilcan by Email can request a copy of the Audited Financial Report by emailing [qsmee@tracksandtrains.com](mailto:qsmee@tracksandtrains.com). This report is only available to financial members of the Queensland Society of Model and Experimental Engineers.

## GATHERINGS

Monday 26<sup>th</sup> January

Neville Robertson brought his model gas turbine (jet engine) mounted on a bench. He explained the history of them, their development, the first models (full-size was first), current model engineering of them and then demonstrated how "to light it up". A picture is worth a thousand words, so a miniature gas turbine creates a thousand decibels! Ignition is by LPG; it is fuelled by turps, a close cousin of kerosene. I'm sure the editor will be waiting for an article...

Other (more mundane) topics were: AGM nominations due; don't forget the canteen roster at track days; tee shirt orders soon; fencing commencement date should be 15<sup>th</sup> March; new ground level track construction; working bee materials; budget is tight this year; and the AMRA track etc storage in the on-site container.

Monday 23<sup>rd</sup> February

After the AGM a brief entertainment meeting was held. It was suggested that the June gathering be a Bits-n-Pieces night where members bring along their current projects for discussion. A letter is to be sent to the Mayor of Pine Rivers thanking her for her help in obtaining funding for the fence at Warner. Orders were taken for the Club T shirt (\$25.00) to be worn at society functions such as AMRA, the Convention and Track and Tent. Hugh Elsol screened some slides taken at the New Zealand Convention in January.

## WORKDAYS

Sunday 4<sup>th</sup> January

A week after the Christmas party in December, acting on advice from a professional arborist, the large gum tree beside the Canteen was removed. The section of the trunk that was closest to the canteen was in danger of falling onto the canteen and potentially causing a great deal of damage and cost to the Society. Construction of the second bridge on the main line extension continues to make steady progress. More posts have been stood and headstocks fitted to 5 piers to date. The bulk of the construction of this bridge is achieved on the Wednesday Seniors days.

Components for the additional point at Roundhouse Siding have been

manufactured and a start was made with installing these components. The Canteen roof was swept and gutters cleared by Andrew Sturmeay. The fence around the Elevated Steaming bays has been altered. John McDicken continues to maintain the club carriages. They are washed each workday and the brakes checked and adjusted as required. Bill Compton completed the last 2 sections of fence for the portable track. A 12-metre length of track was straightened to remove some kinks that had developed. Bob Campbell on the ride on Mower undertook the ongoing chore of grass mowing. Barry Coster is undertaking an audit of the signalling cabling, noting carefully where each cable terminates. Progress on the Roundhouse continues. Doors were fitted to 2 more bays while the brick work was cleaned by Neil Dannenberg.

Sunday 1<sup>st</sup> February

The regular jobs of grass mowing and garden maintenance were performed in an effort to present the grounds in tiptop condition. Warner received some attention with some maintenance being undertaken with this locomotive.

The new main line was ballasted and levelled from the culvert at the station to a point approximately half way up the straight towards the level crossing. The boards over the culvert beside the main line at the station were lowered to remove a potential hazard. Work on the second and

largest of the two new bridges continues with another couple of headstocks fitted to the piers by the Wednesday work group. Barry Beale spent most of the day cutting corbels for the bridge. Installation of the new point on the northern end of Roundhouse Siding continues. Two more doors have been fitted to the Roundhouse leaving only two more to be fitted. Additional bricks have been delivered to complete the two end walls of this structure. Clearing along the property boundary in preparation for the erection of the new fence was carried out with the old fence removed, a number of small trees removed and some holes filled in. A number of steel fence posts still remain to be removed before fencing can begin.

Sunday 7<sup>th</sup> March

Jess Jestico completed installing the additional point at Roundhouse Siding while Barry Coster installed the point motor and associated wiring and air supply. The point can be operated by drivers from a push button station mounted on one of the piers of No.2 bridge. The hole in the formation leading onto No.1 bridge was filled with rubble and soil. An additional span will be added to No.2 bridge, which necessitated the excavation of part of the embankment between the two bridges.

Below: One of our neighbours excavates the embankment between the bridges with his excavator. An additional span is to be added to No.2 bridge (see text above).

(Photo: Barry Coster)



Excavation was carried out with the use of a small excavator kindly provided by one of our near neighbors. No.2 bridge progresses steadily, with a number of the timber beams placed. The excavator was also used to remove the remaining fence posts in preparation for the erection of the perimeter fence.

The final two doors have been fitted to the Roundhouse. Now that the remaining purlins have been fitted to the Roundhouse, fitting of the roof sheets will be the next job undertaken on this structure. New steel beams were lifted and slid into place under the original section of the trestle leading onto Missingweld Bridge. This section of the bridge still has timber beams that are fast approaching the time for replacement. Dale McLennan continues to manufacture racks for the portable track container.

Noel Eberhardt felled a tree near the Roundhouse. However, unbeknown to Noel, there was a honey bee hive in the same tree. When Noel went to cut up the tree he was attacked by a swarm of angry bees and beat a hasty retreat. As the bees were still there on the following Wednesday, a local apiarist was contacted and removed the Queen and the hive on the following Saturday. It was interesting to watch the resident Butcher Birds having a feast on the swarm of bees by swooping and plucking bees from the air on the wing.

## SEEN AT THE TRACK RECENTLY

11<sup>th</sup> January

The day started off as being rather hot and humid until around lunchtime, however things were a bit cooler after lunch. As usual for January there were no great crowds of people wanting rides.

On the ground level track could be found

7¼"G Lee Dannenberg's Diesel  
John McDicken's NSW 442  
Clarrie Hough's QR PB15  
Bill Ferris' Northumbrian  
Bill William's QR C16

Right: On the March running day, Joe Timkiv set up his beautifully detailed thrashing machine near the steaming bays. After connecting it to his Durham and North Yorkshire Traction Engine, Joe gave a working demonstration of the machine.  
(Photo: Barry Coster)

Warner  
Maurice Potrzeba's Esmeralda  
5"G Don Hinchliffe's QR DH  
Ray Parrinder's Cane Loco  
Paul Kilminster's Cane Loco  
Steve Malone's Perry  
David Carseldine's Fowler

While on the Elevated track could be found

5"G Steve Malone's Perry  
Noel Eberhardt's Blowfly  
John Elsol's Speedy  
John Andrews' Marie E  
3½"G Merv Henderson's Rob Roy

Sunday 8<sup>th</sup> February

Another exceptionally fine but hot summers day which attracted a modest crowd of visitors.

On the ground level track could be found

7¼"G Warner  
Barry Sadler's NSW 73  
John McDicken's NSW 442  
Bill Ferris' Northumbrian  
Bill Williams' QR C16  
Eric Evans' A10  
Lloyd Dannenberg's QR PB15  
Club Diesel  
5"G Don Hinchliffe's NSW XPT  
Janet Elsol's GE Tram  
Bill Ferris' GE Tram  
Ron Chiddy's 0-6-0 Blowfly  
Dale McLennan's QR PB15  
Bruce Innes' Industrial Diesel

Steam railway was John Seatonberry who brought along his 7¼"G QR Railmotor RMD74.

On the elevated track could be found

5"G Vic Lythall's Railmotor  
Hugh Elsol's Railmotor  
Paul Kilminster's Cane Loco  
John Andrews' Marie E  
John Elsol's Speedy

Sunday 14<sup>th</sup> March

A rather busy day with the visit of over 200 guests from the Bald Hills Kindergarten. While there was some showers before lunch, this did not dampen the enthusiasm for rides.

On the ground level track could be found

7¼"G Warner  
John McDicken's NSW 442  
Mike Ruska's QR "Pompey"  
Eric Evans' QR BB18¼  
Lee Dannenberg's Diesel  
Bill Ferris' Northumbrian  
Barry Sadler's NSW 73  
Club Diesel  
Bill Williams' QR C16  
Lloyd Dannenberg's QR PB15  
Max Faulkner's QR BB18¼  
5"G Terry Phillips' QR BB18¼  
Ron Abbot's Southern U class  
Janet Elsol's GE Tram  
Ron Hewitt's Nigel Gresley  
Road Joe Timkiv's Durham & North  
Yorkshire Traction Engine.

Visiting from Tweed Valley Miniature



While on the Elevated track could be found  
5" G Paul Kilminster's Cane Loco  
John Andrews' Marie E  
Noel Eberhardt's two truck shay  
3½" G Hugh Elsol's "Hardwicke"  
Ray Parinder's Atlantic

## GET WELL SOON

Barrie Hardie

Recently Barrie has had to enter shops (Wesley Hospital) for major work on the ashpan (operation). He has since been outshopped and is re-entering service. We wish him well.

## A DOOVER

By Graham Bailey

Occasionally, you might need to open out a hole in a commercial washer – holding these to drill out to the size required is a bit of a problem. A little doover to hold the washer in the lathe doesn't take long to make and make the job a breeze.

Take a small piece of scrap brass tube with an ID about the same size as the washer to be operated upon and bore it to slightly over the washer diameter so there's a step inside (see sketch). Next, cut right through the wall of the tube so you have a "C" shaped gadget.

Stick it into the three jaw and set the washer down onto the step and nip the tube in the chuck. The washer may now be drilled without difficulty.

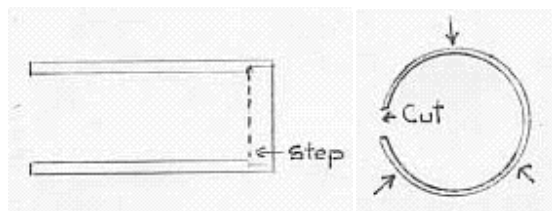
Similar devices may be used for holding other jobs too small or too delicate for the three jaw – I usually use brass as it's springy enough to give a fair bit of leeway in sizes.

## A SOJURN IN NEW ZEALAND

By Hugh Elsol

### North Island Holiday

Janet and I spent an interesting eighteen days touring the North Island in December-January. After arrival in Auckland, we travelled south to Wellington with its free museums, Swiss-designed cable car, suburban electric railways and trolley (electric) buses. Then, having collected a cheap hire car – we got what we paid for – our next destination was art deco Napier and Hawke's Bay wineries. The central plateau and mountains to walk the Tongariro Crossing, which passes beside an active crater on Mt Tongariro, followed this. In Rotorua, we did the usual tourist things: walked around geothermal mud pools, hot springs and a geyser; visited a village buried by the 1886 eruption of Mt Tarawera; and took a scenic flight over the



resultant caldera and consequent lakes in a converted crop duster, an open cockpit, Grumman biplane, which was powered by a 430 hp 8 cylinder rotary Pratt and Whitney. After driving around the Coromandel Peninsula and visiting the Driving Creek (NG mountain) Railway, we had a day at the NZ convention, rode the well-presented and organised Glenbrook Vintage Railway just south of Auckland, and ascended the 220m Auckland Skytower (the AMP in Sydney is 304m), before our return home.

### Auckland to Wellington

The only remaining long-distance North Island passenger line is Auckland to Wellington; Tranz-Rail operates it, but ownership will change during 2004. The NZ experience damns privatisation: the infrastructure has been starved of maintenance capital. Consequentially, the stock, though comfortable, is old and the track is sub-standard and run-down. With a 40km/hr limit due to "hot weather" from Hamilton to Palmerston North, our arrival into our Wellington motel was well after 2200; the scheduled train arrival time was 1930. We discovered that midnight arrivals were not uncommon. While it was a comfortable and scenic journey with friendly train crews, we were unprepared for such late running.

### Rimutuka and Featherston

In 1955, a summit tunnel replaced the Fell incline from Cross Creek to Rimutuka on the Masterton to Wellington line. The first loco, 199, is preserved in a superb undercover museum, which also features films, models of the line and samples of the Fell track system, in Featherston. It is a remarkable, but maintenance-intensive system, and does make you realise why other rack systems were superior to the Fell one for mountain railways. Not far from the



Left: The Driving Creek Railway is a 2ft gauge railway associated with a pottery concern on the Coromandel Peninsula. A unique feature of this railway is a double deck bridge that the trains pass through then over. (Photo: Hugh Elsol)



Left: Janet Elsol stands beside the Rimutuka Incline loco in the Fell Museum at Featherstone. Trains working the Rimutuka Incline often required 5 Fell type locomotives to haul a modest train up the incline. (Photo: Hugh Elsol)

town, the old permanent way has now become a walking and cycling trail. If we had had more time, we would have walked from Cross Creek to the Summit. There was only time to walk into fascinating Cross Creek, which is the abandoned depot town, with just foundations and earthworks remaining now. Well-detailed information boards tell its story.

#### Steam and Steel in Hamilton

NZ conventions are every second year, span five days and are open to the public for rides (this one was, at least). We spent the third day, the Saturday, at Hamilton's. The track is all ground level with an inner section triple gauge and the remainder dual gauge. It's 3½, 5 and 7¼". After calling at the registration point and meeting Hamilton's secretary, Valerie Clark with whom we'd spoken to on the 'phone when registering in November, a familiar voice called, "Hello" – it was Barry Glover! In the next moment we were shaking hands with David Proctor as well! Jan and Dale McLennan were there on the day before, too. Nevertheless, Kiwis outnumbered Australian visitors. 7¼ NG freelance locos predominated. Dale reports that there was a NZ prototype present on the Friday, but apart from a 7¼ 2-6-4T chassis, we saw none, which was somewhat disappointing. However, it was just as friendly as you'd expect it to be, and we caught up with Val and John Brighton whom we'd met in Invercargill a few years ago.

#### HOW TO INCREASE YOUR LOCO'S SPEED AND MILEAGE

By Bill Williams

While driving the C16 during February track day I noticed that the speed seemed higher than usual. Co driver Jessie remarked that he was approaching Cobden's fastest. Checking the Speedo after the run I noted that the distance traveled was about double the usual - 44Km against 22Km normal. It was also noted that the average speed was up.

Time to check the sensor and magnet on the tender wheel as I remembered that the tender had jumped the guides while unloading that morning. Sure enough there was the answer. The magnet had broken cleanly in two pieces, with the piece that came off attached to the wheel further

The OILCAN is published quarterly, in March, June, September, and December. Paper copies are available to non-members for \$10 per annum posted to Australian addresses.

#### EDITORIAL TEAM:

Shane Ferris, Noel Eberhardt and Peter Fordyce. Telephone (07) 3266 8536

#### All OILCAN mail to

Oilcan Editor, PO Box 322, Everton Park, 4053

Printed and distributed by Bruce Rae.

around the perimeter instead of dropping off. Because of this the Speedo was getting 2 signals per revolution instead of one effectively doubling speed and distance.

Tweed Valley Miniature Steam Railway operates a 7¼"G only track at Tropical Fruit World, Duranbah, New South Wales. Running days are the 2<sup>nd</sup> and 4<sup>th</sup> Sundays of the Month. Those who are interested in running their locos at this track will need to ring Stan on (07) 5599 5025 prior to visiting this club

#### SHOW AND TELL NIGHT – JUNE GATHERING

Members are encouraged to bring their handiwork for a "show and tell" at the June gathering. Anyone wishing to do so is asked to contact Neville Robertson.

Monthly meetings are held at 7.30pm on the 4th Monday of each month at East Brisbane State School, Wellington Road, East Brisbane. The club track is at Warner Road, Warner, Brisbane and running day is the 2nd Sunday of the month.

Please address all correspondence to the Secretary

President  
Secretary

Don Bell, (07) 3397 7820  
Don Hutchison, PO Box 322, Everton Park, 4053  
Email: qsmee@tracksandtrains.com

Treasurer

Telephone, (07) 3344 3382  
John Andrews, (07) 3345 5251

Boiler Inspectors

E. Evans, (07) 3803 1380  
R. Jones, (07) 3349 9443

L. Dannenberg, (07) 5497 9405  
B. Teasdale, (07) 5545 2201

