Good day fellow members, well the end of the year is almost upon us, and we have decided to have our end of year dinner on Saturday night the 29th of November, we haven’t decided where yet. We will decide at the next meeting which is our second last for the year.

Last Friday the 24th of September we had a tour of the railway diesel shed where I work. Several members came up from the Burdekin club, along with eight of our own club plus two work mates (I have been trying to get them to join the club for a couple of years) made up 17 all told.

We had a good night, after an induction movie, Russell gave us a good talk on the Tilt Train. The talk generated a lot of interest and eventually we had to cut it short and move on. After a rundown on the controls and systems found on the diesel electric locomotives we broke into 3 groups and checked out the loco’s in the shed.

There were 3 types in the shed that night the smallest was the 2600 class of around 2000 hp, there are only 13 of these loco’s built around 15 years ago by Goninan and were used on the Collinsville line up until a few years ago.
North Queensland Machinery Preservationists

WANTED
Sell—Buy—Swap—Info

Wanted Your stories
Contact Keith Hendrick on 47888551 or mail to
23 Flagstone Av Rangewood
Thuringowa 4817

If anyone is wanting any Kelly and Lewis bits I have a few left over with the completion of mine.
RAY BLAIN
rayandlyn@ledanet.com.au

Wanted A fuel filter end plate for a 'YB' Southern Cross Diesel part number 29B
Ian Matthews 07 4773 1563
Email ianm01@hotkey.net.au

Wanted Conrod, sleeve, for a 3hp 'YB' Southern Cross Diesel
Ian Matthews 07 4773 1563
Email ianm01@hotkey.net.au

Sell Southern Cross Farm Pumper. Contact Russell Spence on 47888135

Wanted updraught carby for Bristol 20 tractor. Manifold Size 41.5mm. Stud size 3/8” at 71mm centers and at right angles to the engine. According to the manual the original was a Zenith 30VEA.
Contact K Hendrick on 788551 keithfh1@ballyhoo.com.au

The loco’s were then upgraded by Goninan’s and a new cab fitted and a new control system installed. The controls are now driven by a single computer making it one of the simpler loco’s we have. These loco’s are now used on the Mt Isa line.

The next loco was the 2600’s big brother the 2800 class, weighing in at 3000 hp. This loco is driven by three computers and is far more complex than the 2600. Both have the same GE four stroke 12 cylinder engine, the difference in hp comes about with the difference in the turbo’s.

The last loco was the 3000hp 4000 class, this loco is by far the most complex that we have. Computer driven with a TV screen up front for the driver to monitor the systems and operate many of the controls.

An alternator attached to the 12 cylinder two stroke GM diesel produces an AC voltage ranging from a few volts to over 2000V AC this out put is rectified to DC and passed on to 2 computer controlled inverters, one for each bogie where once again the DC supply converted to AC, where it is used to power the six traction motors.

They have gone to this trouble using AC traction as AC motors are cheaper to build give very little trouble so maintenance is practically non existent. This has only been made possible because of major advances with electronics.

After looking over the loco’s we finished the night with a cup of tea and a biscuit. It was quite late when we finished and I did not get home till midnight.

Thanks go to Russell and Bob for giving up their time to help us out. Next year we will do it again but it will be hard to top this years tour.

The end of month meeting was held the next afternoon at my place and we finished it up with a sausage sizzle. We had a good roll up and I think everyone enjoyed themselves.

We have two displays left this year plus the end off season dinner. The school show is 2 weeks away and we are still negotiating with the council over a space at Rollingstone's NQ Wheels day.

Once again the club is able to welcome new members. Three joined this month. Noel Akers from Atherton.

Bill Osborne & Staff of BP Dalrymple
Pilkington St
Sponsor North Queensland Machinery Preservationists by donating fuel
Les McPherson of Julatten and Aaron Coad of Thuringowa. I don’t know much about them but I hope they make use of the Newsletter and let us know what they are up to.

Not a lot happening around the sheds. Ian Williams has been knocking up hand rails (to his usual standard) for his front verandah and is itching to get back into a motor.

Ian Matthews has just finished a tandem trailer. Looks good I can picture the Bristol on board.

Aaron Coad is about to get his teeth into a Moffit.

While my Bristol is on the move again. For an arm and a leg Repco were able to get a gasket set and a set of rings for me, but the ring grooves will have to be deepened. And for another arm and a leg I have had most of the tin ware panel beaten, only the mud guards to go.

Merve let slip the other night that some parts that had been missing for some time turned up in the bottom of his parts wash tray. I seem to remember that has happened to him before.

I have been attending the Queensland Railway Heritage workshop every Monday that I have not been working and we have just completed rebuilding a three wheel hand trike. There were a lot around when I was a kid but they are hard to find now.

The railway heritage mob in Brisbane sent up a heap of sad parts, bits of five trikes in all and the group that I am in were given the task to get one going for the railways contribution for a council celebration.

Working from plans of 1915 vintage we were able to knock up the missing parts. The wheels were another thing they have wooden spokes, or had.

A retired plumber with the help of his neighbor made new spokes for the three wheels. They made them from silky oak, when painting time came they looked to good to paint so we varnished them. They may not look original but they certainly look good.

When it was finished I took it for a test run. It was un real, just to think men pushed these things for miles and then did a days work before pumping them home.
The Calvary Temple Display
By Ian Matthews

The display at the Calvary Temple went of well with Ian W 2 engines, Ian M 1 engine & Merve 2 engines all engines started well first time except one of Merve's he was happily cranking it over a number of times with no result so it is out with the plug give it a clean and try again still no result so was out with the plug again and check the carby settings and again he was happily cranking it over with no result, another member decided to give him a hand, out with the plug check for spark and again Merve was happily cranking the engine and again no result and a comment was made the 'you are not getting any fuel to the carby' so the fuel tank was checked and you guessed it Merve didn't put any fuel in the fuel tank. I think we will have get Merve a warning sign " WARNING THIS ENGINE DOES NOT WORK ON AIR" also we will have to call Merve 'The happy cranker'

* by The Spy *
Ian Matthews