Good day fellow members, we have a couple of events so far this year, anybody needing more information on the rally at Biloela just let us know. Also at the last meeting we discussed the importance of members keeping up to date with information sent to us by the NHMA. So we decided to send any information to out of town members with the newsletter.

Still not a lot of activity going in the club although Ian W has been pretty busy, just finished overhauling a Fairmont engine as a spare, it looks a million dollars and has set it up as a stationary exhibit complete with an electric fan driven from the alternator to keep it cool.

Malcolm has completely stripped down his ST2 section car and is rebuilding it. I installed the engine into the tractor and managed to get it going for about a minute as it had no water in it. The carby was no good and Malcolm gave me two more to try.

The last installment of the trip to the table land starts on page two.

Keith
Our Trip to the Tableland continued
By K Hendrick

Last month saw us pulled up at a bridge with a waterfall coming over a high rock face. After we left the waterfall it was all down hill with a couple more road crossings, as it started to level out the rain was still coming down in buckets and we came across a lot of water hens running across the line, I told Malcolm they were standing on the line as they were sick of the water.

The rain eased off to a stop as we motored in to Atherton. Waiting at the station was an old steam locomotive that RAILCO use to take tourists up to Herberton.

At this point some of our passengers decided to leave us and head back to the Motel so we turned our section cars around on a portable turn table we found near the steam engine. The rain had completely stopped by this time so we cranked up and headed back up the range to Herberton.

I thought this will test the motor but it never missed a beat. Trevor was leading and Ian was bringing up the rear, I used to let Trevor get a little ahead then I would open the throttle right out and was able to catch up easily.

A couple of small generating sets that Ian Williams recently restored

WANTED
Sell—Buy—Swap—Info

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

Give Away Merve has some
Ronnie parts left over.
Contact Merve Carey on 47731260

Bill Osborne & Staff of BP Dalrymple
Pilkinson st
Sponsor North Queensland Machinery Preservationists by donating fuel
By this time I was pretty impressed with it’s performance and I thoroughly enjoyed the trip back to Herberton.

We arrived at Herberton late in the afternoon but still daylight. That night we left the section cars on the line at Herberton ready for the next day.

A diesel locomotive was gathering rust in the yard at Herberton, I for get it’s number but it was a 1170 class locomotive used for shunting.

They were also used where ever the line was to light to carry the heavier loco’s. I worked on them quite a bit until the railway took them out service.

They had two nick names the Pawpaw or the Pup, they were a six cylinder version of the twelve cylinder locomotive that the railway first bought, it’s nick name was the Yank. because it was Assembled by Walkers of Maryborough using General Electric parts from America.

The Gonnins built 2800 class still uses similar parts, in fact I think some relays are identical, any way the bloke at Herberton says the engine up there still goes.

That afternoon we headed back to Atherton on a high, it made the year I took to rebuild the section car worth while. After dinner we all had a fairly early night and I slept like a baby even though there was the loudest Possum activity I have ever heard, it seemed like they were in our ceiling. Checking with everybody the next day nobody heard them.

Next morning it was back to Herberton after a light breakfast. We soon had the Motors ready to go, this time we had nearly every body on board and Ian and his family led the way, Trevor’s wife Carol came with Malcolm and I,(I think she wanted to see what a real Fairmont section car was like), we were followed by Trevor and the exchange students.

When we arrived at the water fall we were in for a surprise, there way up on the rock face was a family of goats. The rest of the trip was pleasant but uneventful and we had smoko at a picnic area at the Atherton Railway station. I was looking forward to the trip back up the range so that I could open it up again.

We hadn’t gone far when my engine started to miss and this time wouldn’t you know it we were last in line and I could see Trevor disappearing up ahead. It wasn’t long before we stopped altogether, we had an extra passenger on board as well. Ian’s daughter in law Olivia. I could see her thinking, I got drowned on the trip down the first day, now I am stranded in the middle of nowhere the next trip. Worse was to follow, Malcolm left the tool box back at the Motel and we had nothing, with Trevor already out of sight it was not looking good, but Carol saved the day she was able to get Trevor on the mobile.

Wasn’t long before Trevor had us under tow, I was pretty disappointed as I wanted to see how mine would perform under the extra load. I think Trevor had a bit of a smile on his face as he towed us up the hill. I was hoping Ian would be waiting for us at the waterfall but he wasn’t, even the goats were gone. We didn’t catch up with Ian until the road crossing where he was waiting for us, it didn’t take long to insert a new plug and we were on our way again.

When we arrived at Herberton the storm clouds were gathering and we just got the section cars loaded and under way for Ravenshoe when down she came, it rained heavily practically all the way to Ravenshoe. We were in luck again the rain had cleared up by the time we arrived at Ravenshoe.

For all your insulating requirements on roofs, mobile homes, caravans etc see the new space age Thermashield from Jesse’s Quality Paints - Your One Stop Paint Store - 14 Carlton St Kirwan.
There was a blue steam engine with steam up when we pulled into the station, it was almost ready to take tourists for a ride out to the first section, Tumoulin, and we were going to follow it out. The trip was not as good as the range but was still enjoyable, it was a short trip around 10 or 15Km.

When we arrived at Tumoulin, we waited while the steam engine was turned at the angle, while the engine backed on to it’s carriages we had our turn on the angle and turned our motors, then we followed the train back to Ravenshoe. If we had more time I would have liked to explore the line as far as we could.

We loaded the motors and headed back to the Motel at Tolga. We left the others at the Motel and Malcolm and I went to visit a fellow club member, John Taylor. I wish I had written this news letter when I got back to Townsville as I have forgotten the names of most of his engines, but I was impressed as I had not heard of most of them. Particularly impressed with the big Gardner, John went to a lot of trouble installing it on a cement slab and lining up the outer bearing on the flywheel. Both Malcolm and I would have liked hear it running.

Everybody enjoyed the weekend and we will be making plans to do it again.

Keith