North Queensland Machinery Preservationists
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Web page: nqmp.org Facebook: facebook.com/nqmp.org/

Tired Iron

Next Meeting
AGM - 31 August 7.00pm at Tony’s place

26 August 2018
Inter Club Rally at Lou Lister Park

8 September 2018
Giru Show

6 October 2018
Ravenswood 150 festival and engine run

13 October 2018
Babinda Harvest Festival

10 November 2018
Home Hill Harvest Festival

11 November 2018
BMP Open Day

Wanted
Sell—Swap—Buy—Info

Share Your Story
Email the Editor

TOWNSVILLE INTER CLUB RALLY
26 August 2018
Where? Lou Lister Park, opposite the Civic Centre
Set-up time from 7.30am

Mephisto Tank

See Graham Gow’s Article Page 3

Any idea what this is?
You’ll be flushed with success if you do.
Answer - Page 4
The National Steam Centre Collection at Scoresby, Victoria is a treasure trove of machinery from another era. Among the collection is a steam engine used by Bundaberg Sugar.

The Melbourne Steam Traction Engine Club Inc. was established in 1963, by a group of people who had an interest in engineering heritage, predominantly associated with steam traction engines and allied vintage machinery. Initially club meetings were at different homes, and later at a scout hall.

MSTEC has collected engineering related items since its foundation in 1963, with the objective of maintaining and displaying these in operating condition. The collection has a strong industrial heritage focus, with engines collected from a range of industries represented.

Stationary Steam Engines & Turbines Collection

The stationary steam engine collection comprises approximately 50 engines acquired from a range of industries in Melbourne, Geelong, and one from Maryborough, Queensland.

This engine was donated in 2009 by Bundaberg Sugar from their Millaquin sugar mill, Bundaberg, Qld. It was built by Walkers Ltd. in 1964 as part of an expansion of the mill, and drove the No. 1 crushing mill. A second engine of the same design was supplied by Walkers Ltd. in 1965 and this was installed on the No.3 mill. The engine is the largest stationary engine in the collection. Horizontal steam engines were widely used through Qld and Northern New South Wales to power the crushing rolls at sugar cane mills from the beginning of the industry. The engine is significant because of its Australian manufacture, and is representative of the Australian engineering industry which supports the sugar industry and of the sugar cane industry in northern Australia. Walkers Ltd. have a long history associated with building machinery for sugar mills, and it was the second last steam engine built by them, with a very late construction date for a steam engine. This period marked the change in technology for driving crushing mills from reciprocating steam engines to either steam turbines or electric motors.
Mephisto Tank - The First and the Last

Redcliffe Library, 476 Oxley Avenue, Tues 31 July from 10 to 11.30am
Talk—Rarest Tank in the World

Moving Mephisto tank by 2 Steamrollers to Queensland Museum, Bowen Hills, 22 August 1919
Photo: State Library of Qld—John Oxley Library

In 1918 a German tank called Mephisto was found stranded in a shell hole. It was claimed by a detachment of Australian Imperial Force (AIF) soldiers as a war trophy and eventually shipped home to Queensland in 1919 where it took up residence in the Queensland Museum grounds at Bowen Hills.

This A7V model tank which weighed 33 tonne is the only survivor of only 18 made 100 years ago. After 67 years on show at Bowen Hills, it was then moved to the Queensland Museum’s new location at South Bank. Its next move was to the Canberra War Memorial for 2 years, returning to the Railway Workshops at Ipswich to have some metal conservation work carried out. On completion it was moved back to South Bank in 2018 to feature in the new Anzac Legacy Gallery.

Amazingly, an exact replica of an A7V tank was constructed in Germany after 3 years of research and intensive studies involving more than 20 German firms – VDO, Man, Magirus, Porsche etc. Fortunately, the original blue prints and numerous photographs were discovered enabling the tank to be made. Powered by 2 Daimler 4 cylinder petrol motors - these were copied by Mercedes Benz. The hull and undercarriage were assembled by the firm that made the Leopard tank. Some of the driving controls were replicated based on those of Mephisto’s from which castings were made. Bosch even found some original parts for the electrical and ignition system.

By 1990 the replica A7V had been named Wotan and is now the world’s sole complete example of the first German tank in history.

G. GOW. Thank you Graham for your contribution, Ed.
Did you know? Glass toilet floats were hand blown from the late 1800s until some time after World War I. You can expect to pay anywhere from $15 to $200 for a good one. Which means, alas, that you won’t become suddenly rich if you check your old toilet’s tank and find a glass float back there. Don’t quit that day job just yet. Glassmaking was quite common at the turn of the century. Kimble, Owens-Corning, and others made glass floats all the way up until the 1950s, but metal and plastic eventually took over. Kimble was about the last glass holdout. Some toilet floats may not have been designed for, or used in, toilets at all. There were many industrial applications for floats, so there’s no guarantee that these things were originally sold for use in a toilets. Metal was introduced somewhere between the turn of the century and the 1920s.

13 miles - the length of the world’s biggest train set, which is in Hamburg, Germany.

FOR SALE

TIRFOR WINCH - Needs handle and probably cable. $80. Phone Dorothy on mobile 0428 717 889

April 3, 1933 - two pilots successfully made the first flight over the summit of Mount Everest in a flimsy biplane with an open cockpit!