

The Whistle Blower -

News of the Canberra Society of Model and Experimental Engineers July 2012

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What's been Going On

CMR WORK ACTIVITIES

Work has progressed steadily during the month of June. The weather has been fairly kind with a few wet days for the month. Water is a problem with the watercourses being very wet and boggy. Just how soft the watercourses are was demonstrated last week when a delivery truck got bogged while delivering materials to the site.

Work on the workshop is almost completed with a couple of tasks still to be done. Most of the electrical work which can be completed is now complete. Work has commenced on leveling the oval for the 71/4 track and an emergency gate has been cut into the fence near the steaming bay.

We have now spent the last of the ACT Government grant with the remainder of the monies going towards the construction of the basic road works and drainage works, materials to complete the signal box, cable and conduit for the control of points and signals

One of the conditions of the construction of the basic road works and drainage works is that there will be a requirement for a working bee of club members to assist with the fine trimming around sheds and obstacles.

The framing for the signal box has now been constructed. This work was completed by Les Mouat and Peter Cole not Peter Hateley as previously stated.

Mowing is still a problem and takes up time which can be used more productively elsewhere. So if you have some time and can come and sit on a ride-on mower, please contact John Oliver on 0406 206 113 or the Secretary on 0412 179 899 or by email if you would like to help out.

While the main thrust of the Wednesday work party is at CMR there is still work to be performed at the KMR site. Thanks to Graeme

Belcher for keeping the grass mown however there are always small jobs to be done at the KMR site.

MONTHLY MEETING

The Member's meeting for June saw a reduction in members attending. This was attributed to the cold weather. The meeting again was held in the newly completed workshop. The night was well attended with 14 members turning out and 4 apologies.

Bits and Pieces for the night were provided by Greg Peters with water cut equalizer beams for his 38 class tender. The equalizer beams were cut by PTR Waterjet cutting in Hume at a cost of \$20.00 each. Chris Grallelis bought along his stand for small Locomotives and Les Mouat bought along shoulder bolts \$2.50 and a jig he made for machining the cast iron brake shoes for this riding truck.

There was no raffle and Members badge draw for the night due to the absence of our raffle master.

COMING EVENTS

Monthly meeting 19th July 2012

Meeting will be held at Symonston.

Entertainment to be advised.

MONTHLY RUNNING DAYS

The June mid-month run was held on the Queens Birthday long weekend. There was only one party booked for the day and it was thought that the day may not prove to be productive. However we were soon to be proven wrong. The public started to turn up at around 10:30 so a decision was made to start running early. This decision proved to be the correct, as over \$300.00 was taken in the first couple of hours. The rest of the day continued along the same vein with approximately

\$1,100.00 taken for the day. The party turned up at around 13:00 but contributed very little to the days takings.

The end of month running day started off cold but fine. There were 4 parties booked for the day and it was hoped that we would see good walk in traffic similar to the mid-month run. However the wind came up mid-morning which kept temperatures down. The day was not overly busy with business dropping off around 14:00.

Events Calendar 2012

Attached to the Whistleblower is a printable calendar for those of you, like me who cannot remember what is going on from one week to the next.

KMR CLEAN UP ROSTER

July Saturday 28th 2012

John Wood	6288 7209
John Cameron	0418 203950
Mike Cammell	6249 7605
David Foote	6292 3778 (Team Leader)

August Saturday 26th 2012

Colin Fuller	6251 1779
Chris Grallelis	6231 5981
Paul Gugger	6281 1849
Peter Hateley	6254 7229 (Team Leader)

If you cannot attend your designated place in the clean up roster, please find another member to take your place. Do not leave it up to your committee.

BOILER MATTERS

There have been no boiler matters reported for the month.

MONEY MATTERS

The weather has continued to be kind for our running days at the KMR and takings have been generally good. The mid-month run on the Queen's Birthday weekend was very successful, with just over \$1,100 taken, mostly from walk in traffic. The end month run was not as good by

comparison with only just over \$1,300, largely due to the small number of parties.

Although the end of our financial year has not yet arrived as I write this, most of the major items for the year are in and our situation for the end of the year is almost settled. We will end the year with a small surplus of just over \$400, after allowing for tax, against a budgeted result of \$1,300.

This lower than budgeted result is largely a result of the Committee's decision in June to increase the amount we have been putting aside from the KMR takings for our move to Symonston. With the government not making a further grant to us at this time, we needed to increase our level of specific funding for the move. This change has seen us set aside almost \$7,000 more than last year so that our provision for the Symonston move, after the years expenses, stands at just over \$34,000. The ACT Government Grant has now been spent.

COMMITTEE REPORT

The June committee meeting was a quiet affair with three committee members absent on the night. With The Treasurer away overseas, the treasurer's report was confined to the monthly cheques. Work at CMR is progressing with the signal box in the process of construction and several tasks coming to a close. An emergency gate has been installed in the fence near the steaming bay and the steps for the toilet completed.

The President extended a vote of thanks to Bob Hesse, Ian Smith, John Oliver and Geoff Ross for their efforts with the visit by the staff from the Tourist Bureau.

The only business conducted was a motion to cancel the mid-month running day on the Mothers day weekend.

The training day is scheduled for Saturday 16th June.

Signal Box Naming competition

A competition for members to come up with a name for the new Signal Box is now on. So put on your thinking caps because there will be a prize of two bottles of wine for the best entry. Judging of the signal box name will be held after the AGM in August.

The competition will close at the Annual General Meeting in August. Send in your entry by email (csmee@grapevine.com.au), letter or come along to the AGM in August.

Members Play Day

From all reports the play day at the beginning of each month remains popular with a good attendance of members and their locomotives.

Hot Pot Run - June Long Weekend Wollongong

By Melanie Dennis

What a great weekend it turned out to be, especially as the weather forecast before the event was, shall we say, not bright. However the foul weather stayed away (until Sunday afternoon) and everybody who attended had a great time indeed. There were many trains and some with long rakes of goods rolling stock and they looked great just steaming around the tracks. There was also a good collection of 'prototype' locomotives attending the event, which was pleasing to see. Our happy camper, John Oliver, set up camp with a nice green mat laid out in front of his van. All it needed was a few pot plants to make it more homely. He must have known someone because he scored a great position near the track for his van.

He soon had his 12 Class locomotive in steam and out on the track for a spin. Not to be outdone, Paul Gugger turned up with his Stirling Single and he too was soon pursuing John out on the track. Paul only stayed for the day because he didn't book any accommodation for the event!!!

Another Canberra member, Les Mouat came down for the day to attend both the AME AGM meeting and to enjoy the day. He was soon seen on the Queensland PB15 leading Melanie Dennis on the A10 and a short goods train. He seemed to be having a bit of trouble with his aching bones, because it took him a long time to vacate the driver's seat!!! Les really enjoyed the long runs through the bush setting and he reckons that each year the track gets longer... David Foote also attended and enjoyed the trains while his son was out playing footsall on the sporting fields nearby.

By Sunday lunchtime, the cool breeze started to come up and a decision was made to bring the two QR locos into loco for a blowdown. Over the ash pit, the ash pan with grate was dropped into the pit but the fire stayed inside the firebox. A good poke with the pricker soon had the heavily clinkered fire follow the ash pan. As it turned out, a number of locomotives were having trouble with clinker and that seems to be the problem with the new char. I was told that you can buy the char in different sizes and the Illawarra people had some about $\frac{3}{4}$ " inch in diameter, just right for the size of our fireboxes, as well as the usual stuff. Anyway, we loaded the car early in the afternoon and as we left the grounds, it started to spit with rain. While driving up Mount Ousley we looked towards Sydney and all we could see was a wall of water heading towards the Illawarra. We left just in time and the drive home was very pleasant especially after spending a great weekend with fellow model engineers.



John Oliver's 12 Class in the bays



Les Mouat leading Melanie into the station



Paul Gugger enjoying the run



Bob White's new 30 class tank loco



Phil Milbourne from Gippsland

PORTOLA, CA

By Kevin Olds

So you want to drive a full size loco? That's what we wanted to do so here we were at the Western Pacific Railroad Museum (www.WPlives.org), Portola CA in May ready to do just that. We had made our booking way back in December 2011 and now it was time to get into the cab. We had booked for both the yard engine (EMD TR6A) and the mainline engine (EMD GP9) so had two hours of operation ahead of us. A range of engines are available to choose from, depending on maintenance and other requirements. We had wanted the EMD F7A but it hadn't wintered well and had cracked air hoses. The Museum has a semi-circular track within their yard about ¾ mile long which is used for these sessions. In one direction it is mostly up a small incline, and down when running reverse.



Steam stops for steam at the level crossing

Craig was our instructor/supervisor. It was interesting to look over his shoulder as the loco was started up, quite a process and then time to get in the cab. Craig took the controls initially, showing us what to do, going over the operation of lights, bell, horn, reverser, throttle and brake. As we went over the route for the first time, Craig explained how, what and when to signal with the horn and bell, especially at the one level crossing and how to brake to stop at the mark without any jerking.



A different model

Once the demonstration run was done, it was our turn. Craig initially looks over your shoulder but once happy you know what you are doing moves back and lets you go to it. Speed limit is only 7mph in the yard, so its mostly first notch or idle on the throttle, with two notches to get underway. Coming down the slope the loco can build up speed very quickly if you aren't careful.

It's surprising how much you have to do in the short time it takes to cover the ¾ mile, and more than once the bell was left on for a while after moving off. Stopping on the mark without undue jerking can be a challenge, especially in the GP9. Barbara and I split the time between us in each of the locos. If you have a larger party then everyone can have a chance to drive.

We had a good time driving both locos, and both found the GP9 a nicer ride than the TR6A (I swear it had square wheels), although its visibility is terrible compared to the TR6A. We both have our certificates proving that we drove both engines.

All in all a great way to spend the day.



At the controls of the GP9



The TR6A



One of the stopping points

NOTICES

Thanks to all those who contributed to this edition of the Whistleblower by sending photo's and text for inclusion in this issue.

If you have photos and/or articles you would like put into the Whistleblower please send them to the secretary at the following email address csmee@grapevine.com.au

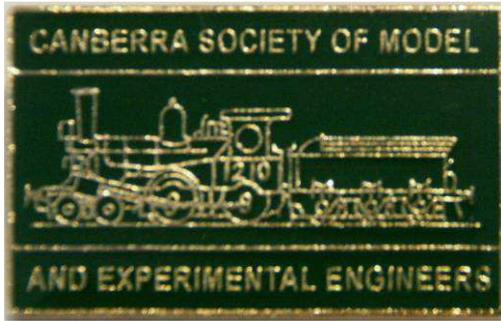
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Don't forget Members Fun Day on the first Sunday of each month and the Mid month running day on the second Sunday of each month. All welcome. Please come along and join in.

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The GP9



Club badges are now available from the Canteen on running days or by requesting then through the secretary by email or letter. Cost is \$5.00 each

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Please Note Membership fees are due by the Annual General Meeting in August. Remember you must be financial to be able to vote. Avoid the rush and get in early. Fees remain at \$70.00 for an Individual, \$90.00 for Family (2 Members) + \$20.00 each additional member after that.

Malkara 4th and 5th August

Don't forget Malkara is coming up at the beginning of August. It is now time to get out your projects completed or not or models, dust them off and enter then for the exhibition.

We will need volunteers for the following duties over the weekend:

Ticket sellers for Saturday and Sunday
Volunteers to help with the running of the raised level track on both days.

Volunteers to help with the manning of the indoor display on both days

Don't forget that exhibits will be judged and awards given for the two categories:

Best item of rolling stock

Best non railway model engineering

PLEASE SPARE A FEW HOURS TO HELP.

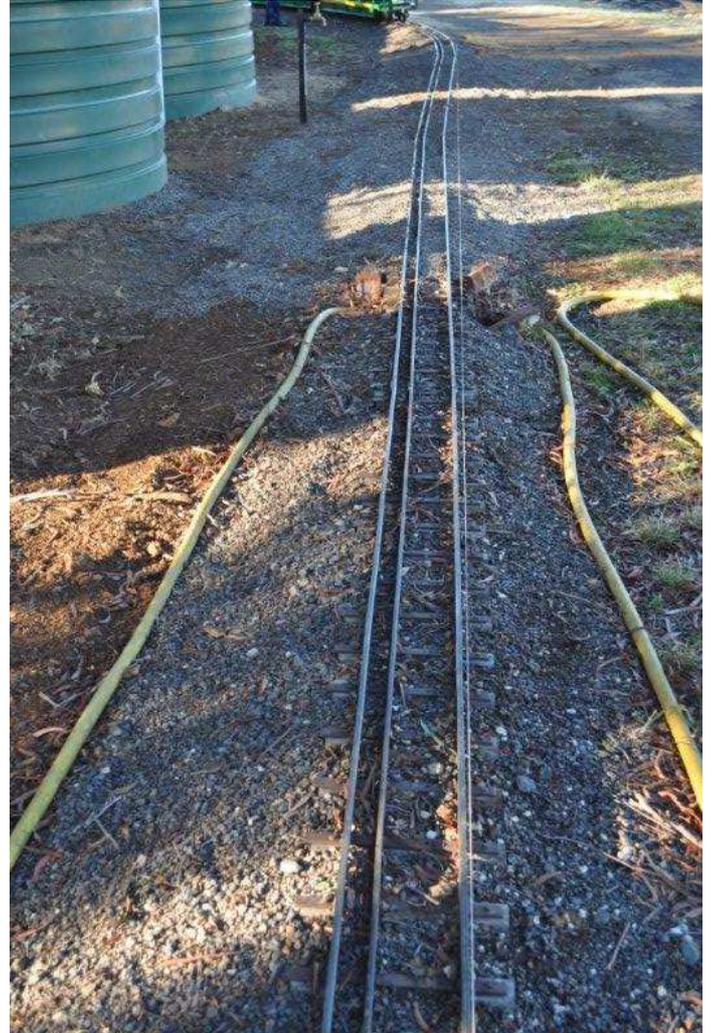
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Last Saturday at the clean up it was discovered that the damage to the track caused when the tanks were piped up had not been repaired. The track was kinked at an expansion joint and was 4 inches out of alignment. Unfortunately it was left until Sunday morning before the running day started to be repaired. This was mainly due

to only one person turning up for the monthly clean up.

Please ensure if you are rostered on for the monthly clean up, you attend or if you cannot attend please find a replacement to take your place and let the Team Leader know.

See photo's of track damage below.



Fortunately the track was straightened before the run but more work is needed. There will be a working bee at KMR for track work before the Invitation run. Please make an effort and attend.