Good day fellow members, once again the end of the year is upon us and this is the last newsletter for the year.

The only thing left this year is our club dinner and Trevor, Carol and I are going down to Stanthorpe to run on the line between Warwick and Wallangarra.

This year we are going to hold the club dinner at the Centenary Hotel in French street on Saturday the 2nd of December at 6.30pm. We have to get there early as they have a few functions on that night. If you are going, let John Moody know so that he knows how many to cater for.
The Normanton trip was a big success although a bit hectic. The Brisbane contingent sent their cars on a semi trailer while they flew to Cairns and hired a Van to follow their cars.

Four of the Townsville members, Ian W, Malcolm, John and my self traveled up with our section cars a few days later and met the rest of the crew Monday afternoon at Mt Surprise.

Tuesday saw us on some of the roughest line I have been on, heading for Einasleigh. When we returned, we traveled to Forsayth once again on some of the roughest road I have been on in a long time.

Wednesday we were heading for Einasleigh from the other direction, returning to Forsayth that afternoon.

Thursday saw us on the road again heading for Croydon, in preparation for our Friday trip to Normanton. Friday proved to be a long, hot, rough day, the distance we traveled was around 150k. When we arrived in Normanton the railway safe worker who traveled with us took all of us for a short ride on the oldest rail motor. We traveled back to Croydon the next day.

Malcolm blew his main crankcase seal on this trip.

We have a new sponsor, Ron Ostrenski of Budget Colour Copies, 48 Thuringowa dr Kirwan.

Ron has given us a good deal to print the newsletters for us and we are getting better photos. This is because the newsletter is printed direct from a CD, not photocopied from an original like I did.

I have enclosed a leaflet advertising his business. You can see from the leaflet there is not much that he can’t do.
he was able to get it back in and traveled some distance before blowing it out again. John’s battery packed it in on the rough road to Forsayth. We traveled home on Sunday, not without some drama, Malcolm was completely off the road while passing an oncoming three trailer ore truck and as the last trailer was almost level it slewed right across the road almost cleaning Malcolm up, that was the second I saw that trip but the first was not nearly so bad as the second. In my opinion they should not be on the road if they cannot be controlled.

Keith.

Willows State School Fete
Last month saw Russell, Ian Williams, Ian Matthew, Brian, John, Rod and myself on display at the Willows State School.

There were quite a few people there, but not a lot checked out our display.
Still there was plenty for the kids to do, from jumping castles to mini motorcycles, electric cars and even baby farm animals.
As the fete was on the last Friday of the month we held our monthly meeting at the fete.

Delta Iron Works Centenary
By Pat O’Brien
23rd September 2006

My wife Carmen started work for Delta Iron Works in December 1952 so the centenary was of great interest to us.
Third Green Generation, Keith Green was her boss and also recorded our wedding on 8mm film in 1957. The film now reproduced to DVD shows all the Green family attending including the founder Alf. J. Green.
Carmen was able to re-meet with the family and work friends.
Many of our club members were able to hear and see the model HS, 10H Gardner running and powering the lineshafts with a 10 inch belt.
It also, at an early stage, powered the blower for
the furnace and an alternator generating 110
volts.
A part of this history was compiled from a mini-
recording when I interviewed Charles Green and
his brother-in-law Tom Bonding in the foundry
office in 1987 with the Gardner beat over-riding
the conversation.
The crude oil engine of 45 hp, number 27977
was purchased for less than £500 from L. Gard-
ner & Sons, Patricroft, Manchester and shipped
from Southampton to Brisbane and then by a
smaller coastal boat to Townsville.
The engine arrived in Brandon in 1928 in 4 cases
plus the muffler and flywheel for an all up weight
of 6 ½ tons.
Apparently the Delta Iron Works were the area
agent for Gardner engines.
I was later able procure maker’s details from the
British Gardner Register along with the original
test document signed by Tom Gardner.
The engine was made to burn crude oil with pro-
vision for starting on light fuel such as paraffin.
The engine started life running on furnace oil that
was purchased cheaper in large amounts that in
1929 sold for £5 per ton, a full 2240 pounds.
During oil shortages the engine burnt new motor
oil from 44 gallon drums and during the war peri-
od burnt filtered sump oil.
Surplus crankpin lubricating oil was settled in a
filter and also fed to combustion.
The air starting tank (tested to 1,000 psi) contains
250 psi and was believed to be the type of air
storage in WW1 submarines to fire torpedoes.
If the engine was out of air pressure a plug was
removed from the cylinder head and heated red
hot in a forge, smartly reinserted and 4 workers
on hand to turn the flywheel over.
The air tank was replenished from the Gardner
compression with the fuel cut.

This was the regular way of charging the air
tank until the original head pulled over the head
bolts.
Tom Bonding made a pattern for an improved
head he designed and cast, the improved head
that required longer head bolts.
The modified head did not feature facilities for
recharging the air reservoir so Tom removed
the two cylinder vertical engine with cone
clutch from the 1910/20 Marshall tractor that
was abandoned on the premises. The Marshall
Tractor had been purchased by Pioneer Estates
for use on the sugar fields and was found to be
unable to pull implements.
The Marshall engine with modified heads and
connected to the Gardner crankshaft acted as
the recharge compressor. The Marshall engine
was removed about the year 2,000 when the
Marshall Tractor was sold and removed.
The Gardner worked from 1929 until 1990 ex-
cept for a short period during WW2 when fuel
was unavailable. During this period the 1918
Kynock suction gas engine came to the rescue
and burnt charcoal.
Economy was a proven part of the Gardner and
the 1927 brochure quotes the fuel burnt for a 48
hour week as costing £1.16.10, unbelievable.
Part of the economy can be attributed to the
Ricardo head design.

Pat.

This is the last newsletter for the year so I
would like to wish you all a **Merry Christmas**
and a **Happy New Year**.

Keith.