Glen and I set up on the bank of Ross Creek behind the Townsville Museum.
Hi all, a couple of weeks ago the club was invited to display at the Museum to complement their “I’ve been working on the Railroad” theme that they put on to co-inside with the school holidays.

The Museum collected exhibits from several places. A couple of truck loads from the Queensland Rail Heritage, of which I am a member, exhibits from the Australian Rail Heritage, from the Model Train group and a large exhibit from Ipswich as well as other exhibits.

Glen Harris and I represented the NQMP and we set on the bank of the Ross Creek in the breeze way at the entrance of the Museum.

It was a terrific spot overlooking all the boats anchored in the creek.

Glen had three engines and I had my pedal Lathe at the Museum but as we had only Glen’s Sundial and my Lathe out front, we were able to have them under the tent, so we then wrapped the fence around the tent posts.

It was a good pleasant set up but we didn’t get a lot of interest. The younger generation don’t seem much interested old machinery.

We have two events left this year, the Home Hill Harvest Festival and our end of year break up. This year a BBQ will be held at Shane and Maria O’Carroll’s place. Originally the date for the break up was the 9th of November but this happens to be the date of the Harvest Festival so the date for the BBQ was shifted one week to the 16th of November.

Glen’s Power Hacksaw

WANTED

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Wanted Your stories

Wanted 1 Magneto RSI.
In usable condition.

2 Magneto Sprocket and chain to suit Lister D.

Contact Merve on 4773 1260
The Root & VanDervoort restoration continued

The bigend bearing had to be scraped a little to get a good fit.

The more I pulled the engine down the more I found to do. The cam was very loose on its shaft so it had to be bushed.

With the bush pressed in, I bored it out in the lathe. The shaft was then turned down to fit the new bush. I made this a neat fit.

You can see the oil hole for lubrication in the face of the cam. I decided to change this so I drilled a hole up the center of the shaft then drilled a hole to locate inside the bush to meet up with the center hole. The center hole was tapped and a grease nipple was fitted.

Because of the tight fit with the cam I had trouble getting grease to go in, but after running for three days the cam has loosened up a bit and I have no trouble greasing it now.
At this point time I belatedly pulled the rest of the engine down and put the parts through the electrolys drum for cleaning.

It was soon evident that the push rod assembly would need a lot of attention.

There was a large amount of play in the push rod guide and the cam follower roller.

Several shims had already been fitted between the push rod and the engine and it was still loose. The shims were in front of the oil hole so they restricted the lubrication of the push rod.

I decided to replace the plate that held the push rod in the guide. A new plate was clamped to a milling attachment mounted on the crossed slide of my lathe and using an end mill clamped in the three jaw I proceeded to mill 1.5mm step in the plate. This 60 thou step took the place of the shims and was on the outside of the push rod and not restricting the lubrication. This took care of the side play in the pushrod, but there was around 1mm of wear on the top edge of the pushrod.

I could not afford any play in this area as I wanted to mount a cam on the pushrod to operate the ignition points.

A trip into Ian Williams soon had a 3mm bead of brass along the top edge of the pushrod. So it was back to the milling attachment and the end-mill cut off the excess making the pushrod parallel in that area.

To be continued. Keith.

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A step is milled on the mounting plate.

The top edge of the push rod is milled parallel to the bottom.