TIRED IRON

North Queensland Machinery Preservationists
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NEXT MEETING FRIDAY 29th April, at Brian Pumps at 60 Coates st MtLouisa
Hi all, we had a good turn out at the Train Park last month. This time we set up under the trees and we all had a pleasant day. There wasn't a great crowd but I would say that most came to view our exhibits, probably because Jacko bribed the kids with small Easter eggs each time the train came past our display.

Gary came with a Farm Pumper and was joined by his wife Nikki and our youngest member little Annie, not yet one. I spotted them on the train later on, I don’t know who was enjoying them selves the most Annie or her dad.

We had packed up before 3pm and headed home for a shower before heading out to Shane and Marie’s place for a BBQ. Shane puts on a good show if you don’t mind his yabbering, he is a born entertainer and he kept us entertained while he cooked the BBQ. I was impressed with his large screen with his engine photos displayed on it.

There was more food than you could eat and was all well cooked, if any one went home hungry it would be there own fault.

I have started the restoration of my Ronny this month and should run for a couple of issues, unless something else comes up.

Shed Update. There is not much to report this month, its just a matter of waiting now. We have an email back saying that they have received our application and we have also received a letter of support from the state member, Aaron Harper.

Keith.

Above. About 3 trains ran around the back fence of our block all day.

Front Cover. My Ronnie CR with 32V DC
My Ronnie CR and a 32V DC Generator
By Keith Hendrick.

Early in 2000 Malcolm Dunn and I travelled around 400k out to Bill and Margret Allison’s property at McKinley. I had done some work for them some 20 years earlier, and we were on the search for some old machinery, among several things that we picked up, was an old R&T 32vdc lighting plant that was the original power supply in the fifties, for his parents property of Ivy Downs a few km north of McKinley on the main highway.

When we got it home another club member Russell Spence insisted that we try to start it before I put it away. As there was fuel in the tank I relented and after a short amount of cranking away it went, it did not run for a great length of time as we had no water in it.

The first job was to make the engine mobile so a trolley was made and the engine and generator was bolted to the trolley. The engine was then pushed under the shelving and there it stayed for several years until I dragged it out again in January 2014.

I stripped the engine down to the last nut and bolt and passed it through my electrolysis vat where years of build-up was stripped from the parts.

On close inspection we found the gudgeon was badly worn and would need replacing, so too were the valves, everything else was in pretty reasonable order.
After everything was cleaned and primed it was time to start on the gudgeon. As a mate was restoring a Ronnie at the same time and his gudgeon was also worn I turned up two oversized gudgeons from 41/40 when this was done I turned a new bush for the little end and pressed it in the conrod with a few drops of Loctite. It was then time to ream out the little end bush and the piston to suit the new oversized gudgeon.

Next came the valves, the guides were worn but I was able to find a couple of oversized valves in my junk box to suit, they needed some attention, the groove for the collet was too short so I placed them in the lathe and lengthened groove using my parting tool.

Continued next month. Keith.