North Queensland Machinery Preservationists
NQMP Inc PO Box 11, DC AITKENVALE, TOWNSVILLE, QLD, 4814
May 2016

NEXT MEETING FRIDAY, May 27th at Brian Pumps at 60 Coates st MtLouisa

Smoko at the Train Park.
Merve, Glen, Andy, Ian, John and Jacko.
Hi all, it’s starting get busy in respect to events with three this month. Also the middle of the year will be on us shortly which means getting our renewals in order.

Have enclosed the renewal forms with the posted newsletters and Glen will send out an electronic version after the electronic newsletters. Make sure everybody enter all personal details on the form and return them so that I can update your details on my spreadsheet.

We are trying move as many members as we can to receiving the newsletter by email, if you agree to receiving your newsletter that way please indicate on the renewal form.

Last Sunday in March, once again we displayed down at the Train Park but the number of visitors who came to see us was still down a bit. The crew at the Train Park say that visitor numbers get higher as winter progresses.

Sunday the 1st of May, saw a group of us heading up to Ravenswood on our yearly pilgrimage to service and run their engines. Ian W and I went up with Tony, when we arrived there around 9am we found Glen and Andy already turning over the smaller Hornsby, Merve and Rod arrived shortly after we did. It didn't take long and all three were running.

After running for around an hour we shut them down and headed down for a top BBQ put on by the Ravenswood group. The BBQ over we headed for home, I was glad I was a passenger as I slept most of the way.

Next Sunday we are heading for the West End park for the TCC Council Heritage Day. We have been put in a different place this time, right up against the cemetery fence at the left hand side of the Park. We have had, quite a few changes since we first started displaying there. The Park is open at 7am and we must have all vehicles out 8.45am. Vehicles must stick to the roadway and bring something to place under the engines.

The following Wednesday it is out to the Field Day with setup Tuesday afternoon the 17th.

Keith.
My Ronnie CR
Continued

The diameter of the valve head was a few thou to large so in order to save a great deal of grinding I turned the excess off while I was about it. Next I took the head and valves over to lan Williams to get the valve seats dressed and the valves ground.

It was time to start reassembling the engine. The crank case was setup on the end of the bench under the chain block and the crank shaft was fitted. In the mean time I had cut all the gaskets that I would need. A set of new rings were fitted to the piston and the piston was fitted to the barrel, the barrel and piston was then lowered by chain block onto the crankcase. When the head was installed I then lifted the engine off the bench on to the floor. The engine and trolley were given a coat of paint and the engine was bolted onto the trolley.
For cooling I cut the top out of an old air tank that fitted in quite well, a piece of pipe that I had cut up for wheels was pushed into the hole and welded in place. A larger ring was cleaned up and welded onto the base, then a ball valve was screwed in to the bottom.

Keith.

Below. The painted engine is mounted onto the trolley.

Right. A piece of pipe is set into the tank and welded in position.

Below Right. A larger ring is welded to the bottom and a ball valve fitted to drain the tank.