North Queensland Machinery Preservationists
NQMP Inc PO Box 11, DC AITKENVALE, TOWNSVILLE, QLD, 4814
March 2017

NEXT MEETING Sunday, March 26th at the Train Park
North Queensland Machinery Preservationists

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Coming Events

Train Park on
Sunday 26/3/17.

Interclub Rally at
Mackay on

Field Day at
Mareeba on
24-26/5/17.

Dam Fine Rally at
Ross Dam on
1/7/17.

Hi all, well we had our first display and first meeting at our new shed, unfortunately it was a bit quiet and hot. There were not a lot of people on the trains, we might be better starting our year there at the last Sunday in March.

Any way it is on again this Sunday, a display and meeting. We hope to have the access door replaced with a stronger one this Wednesday.

I have no new news, so its back to the Lalley Light saga. Its coming on alright and have had it running a fair bit. Thanks to Jeff Ryan I now have an owners handbook.

Keith.

WANTED
Sell—Buy—Swap—Info

Wanted Your stories

Wanted Moffit Virtue V3 flat belt pulley.
Contact Andy on rustyiron1@bigpond.com or Ph 47841171

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Above. Our first meeting in the new shed, at least we have a table for the next one.

Front Cover. Malcolm Dunn, Russell Spence and Ian Williams beside a Steam Portable at the 2009 Walkman Field Day.
Lalley Light 32V DC Lighting Plant

(Cont.) By Keith Hendrick

The engine was now at a stage that I could try to start it. With Ian Williams on board, fuel in the bowl, a temporary ignition set up and a socket attached to a 1/2 inch electrical drill we were ready to try.

The electric drill easily spun the motor and almost immediately the engine fired. I don’t know how long ago the engine last ran but it was a good feeling to see it run again. It wasn't running very well and we were topping the fuel bowl as it ran but when we put a load on it with a rag on the flywheel it settled down not to bad. As it had no coolant hooked up, It only ran for less than a couple of minutes before we shut it down.

I needed to obtain a generator to put more load on the engine so I put the feelers out for a 32v generator. We were limited by the height of the engine coupling how big the generator could be. Consequently we had no luck obtaining one, so I started looking around for a 32v motor with immediate results. Ian Williams had one that he obtained from Nev Woods of the Burdekin club.

It was a bit small but it was a compound wound motor which meant that I could use the series winding for starting and the shunt winding for a generator.

A coupling was made to carry a socket to fit the flywheel bolt and then was grub screwed onto the motor shaft.

The motor was engaged with the flywheel, packed with timber and held there with a tie down strap. It was all a bit dodgy but it did the job and the engine was soon running again with temporary water hooked up. The motor ran a little better but needed more load. I removed the electric motor and after checking that it would charge, I started to make permanent attachments.

First of all the electric motor was wired up with a multimeter set on volts, an ammeter, a 100 watt 12v light and the shunt winding.
across the armature while the series winding was disconnected. An electric drill was connected to the shaft and the motor was slowly brought to a speed when the light was bright and the voltmeter read 12v, the ammeter read about 8 amps. This was not enough load, but indicated that the electric motor would act as a generator. On no load I could easily take it up over 40v. Next task was to overhaul the generator then mount it.

The generator was dismantled and the field poles were removed. I had trouble with the bottom pole, it looks like it sat in water for some time and I could not budge the counter sink screws holding the pole in, so the heads were drilled off.

To get the bolts out of the pole shoe I tried to weld nuts on the small amount that was sticking out but nuts just broke off, I could not get a good enough weld inside the 5/16” nut so I tried a piece off 2mm bar and I was able to get a good weld around the bolt. The bolt unscrewed so easy, in a matter of minutes both bolts were out. All the parts were cleaned up and the bearings regreased but the fields needed more attention.

On removing the old tape I found that the series winding with the thicker wire and wound on the outside of the thinner shunt winding was an older cotton covered wire making this a very old motor. After retaping the coils, I gave them a good soaking with insulating paint.

Keith.