North Queensland Machinery Preservationists
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TIRED IRON

DATE CLAIMERS

NEXT MEETING
Sunday 29 July
at Train Park

15 July 2018
Combined Swap Meet
Townsville Showgrounds

29 July 2018
Display/Meeting

20-22 July 2018
QHR Biloela

26 August 2018
Inter Club Rally at
Townsville

8 September 2018
Giru Show

6 October 2018
Ravenswood 150 festival and engine run

13 October 2018
Babinda Harvest Festival
(TBC)

10 November 2018
Home Hill Harvest Festival

Family enjoys
May Display

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Electricity generation

Before mains electricity and the formation of nationwide power grids, stationary engines were widely used for small-scale electricity generation. Whilst large power stations in cities used steam turbines or high-speed reciprocating steam engines, in rural areas petrol/gasoline, paraffin/kerosene or fuel oil powered internal combustion engines were cheaper to buy, install and operate, since they could be started and stopped quickly to meet demand, left running unattended for long periods of time and did not require a large dedicated engineering staff to operate and maintain. Due to their simplicity and economy, hot bulb engines were popular for high-power applications until the diesel engine took their place from the 1920s. Smaller units were generally powered by spark-ignition engines, which were cheaper to buy and required less space to install.
Charters Towers Swap Meet Draws a Crowd

One member of the Club who visited the Charters Towers Swap Meet on 10 June 2018 was Ian Matthews. Ian showed great restraint and walked away with just one purchase. He said that the meet seemed bigger to him than the last time he went, which was about ten years ago. There was a lot of cool stuff and he could have bought more, but he's keeping in mind that he needs to downsize!! *Thanks Ian for pics and info, Ed.*

Lalley Light gets its first outing

*by Keith Hendrick*

I took it to the Train Park on the last Sunday of June and then to the Dam Fine Rally on the last Saturday of June. It has been a long winded exercise as I have been working on it for almost two years.

Took a fair bit of coaxing from Ian Williams before we had it running reasonably well. I had Ian's load tank which consisted of a twenty litre bucket in which he had built two spades that could be raised or lowered in salty water and so vary the current accordingly. We ran it in the full current position an I varied the current with a rheostat on the switchboard.

We found that we had to load the engine down by setting the current to 20 amps to get the engine to run smooth which it would for several minutes then there would be misfire and it would run rough for a time before it would stabilise again.

I was fairly happy with the engine, but the cooling system was a failure. I built the tank way too small and the water would boil within 30 minutes. The next weekend I took it to the Dam Fine Rally and I tried slowly draining water out as I filled with cold fresh water. This worked ok, but what a mess.

Ah well back to the drawing board.
For a recent restoration of a Billabong Double Action Piston Pump, Rupps Plumbing & Hardware at Halifax was a great source of all manner of fittings, including leather piston cups. These are not easy to get and to find them locally was a bonus. Rupps is a well established local business with great customer service - Steve Reeves.

I have just found this website in my search for cork to use as a seal on the glass oil drip of the Sundial which is now running.

It comes in three different thicknesses and not very expensive. Hasn't arrived as yet and will let you know if it's good or not - Steve.

https://www.swiftsupplies.com.au