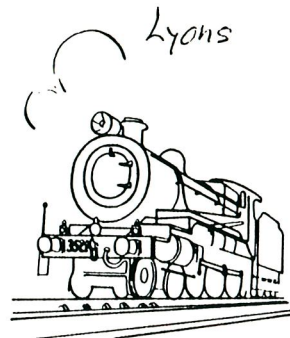


Sydney Live Steam Locomotive Society
Anthony Road, West Ryde, N.S.W.

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20 Woodville Street,
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'Newsletter'

Vol. 3 No. 2 Price 10c



April 1975

Editorial:

Easter has come and gone and with it another convention goes on record - the 19th annual Live Steam Convention like those before it was a resounding success and a tremendous credit to the host club Lake Macquarie Live Steamers who undertook the job at less than twelve months notice and only some four and a half years after taking over an area of virgin scrub. I have always believed that there is 'to use a new fangled phrase' considerable "Spin-off" from undertaking this very considerable job, this was very evident at Edgeworth, the improvements achieved during the preceding months are truly amazing and a great credit to the efforts of the always valiant minority who do 90% of the work, to mention a few of these items, the very nice picnic tables and seats, the barbecues, garden and rockery plots, garden seats, semaphore signals with oil lights, flagpole with weathervane in loco motif, station buildings and environs and a vast area of well mown grass which made our perambulations so pleasant - Lake Macquarie we salute you for a job so well done. The roll call of locos was I think a record at 63 and though I do not have actual attendance figures for members this too must have been quite considerable, most clubs were represented. Among the locos not previously seen at a convention the narrow gauge Mt Gretna 4 - 4 - 0 by Eric Evans from Queensland was probably the most outstanding. There were in evidence a number of petrol/diesel devices running which I feel tended to detract from the scene, I who am also building a Diesel must be the last to decry the construction of such but I do believe that these should be in the best tradition of "Model Engineering" and not be animated lawn mowers on four wheels just to get something on which to belt around a track. I think that club officials while not discouraging mechanical ingenuity especially in the young should strive to bring this inevitable phase of our hobby up to standard. Among a lot of interesting details on all types of locomotives one of the most original was the steam operated hydraulic braking system on John Wakefields Caribou tender, having personally driven this engine and also ridden on a well loaded train I can vouch for the effectiveness of this device, using the Martin Evans drivers brake valve excellent train control is obtained, from gentle restraint to a full stop. The bronze couplings produced by Morie Turner were also of considerable interest being much stronger than the zinc-base die-cast couplings from Nelson Gray, more information as to availability and cost of castings is expected in due course. The most exciting event of the four days was the "Edgeworth Daylight Special", this was a triple headed train with Mories Britannia as pilot, my consolidation in the middle and Ray Lees 59 class 'Pressure Cooker' as train engine, seventeen passenger vehicles and 101 passengers, the train just failed to make the curving 1-50 gradient and John Hurst had to bank the train over the hump, the load was estimated at 3 tons and was hauled by Nelso Gray couplers so they are not too bad are they. By the way if anyone has a black and white photograph of the event I would greatly appreciate a loan of the negative or a print. Well there were many other events and interesting happenings too numerous to mention, some not generally appreciated such as the blokes who kept the track in use from 5am to 2am the next day, pity the poor campers?. To try to mention any of the 200 odd club members present would certainly result in some noteworthy omissions so I will not start. Margaret and I left after lunch on the Sunday but many batted on, on Tuesday there was a gathering at West Ryde followed by Glenbrook on Wednesday then Ross Styles on Thursday and finally the hardy South Australians payed a call to Colo Vale on Friday on their way back home, makes me wish I was young again, well it was a great show and now we look forward again to next Easter 1976 at Ryde.

Reg. Wood.

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Sunday morning Convention Meeting:

The meeting was well attended and most clubs were represented, for the first time we had present a representative from Diamond Valley Railway Ltd who have indicated their intention to join with us and adopt our Boiler codes. Wheel standards received a lot of attention but it was decided not to name the S.L.S.L.S. standard as a National Standard but only to "strongly recommend its use for passenger carrying trucks" and in regard to ground level tracks that clubs should ensure that their point work etc. is capable of handling the various existing wheel forms. The motion put by myself to constitute a national association was unanimously adopted, it was decided that it should be named 'Australian Association of Live Steamers', Ken Tinkler of S.L.S. of Victoria was appointed Secretary, all clubs will shortly receive full information from Ken. The initial Test Pressure for copper boilers is reverted to P x 2 as per the existing code, it is intended to approach departments in all states and if general agreement is obtained then a change may be made next year. The convention for 1976 will be hosted by S.L.S.L.S. at West Ryde (That means a lot of work for ALL members so back up fellows and do your bit - dont leave it to the to the ever present few. Ed.)

Open day at the Southern Highlands Transport Museum, Colo Vale March 1 & 2

Reported by Ray Lee:

Although the weather looked very bleak especially when thinking of going to the southern highlands a number of brave souls headed off for the annual visit to Colo Vale.

Upon arriving at the grounds all out thoughts of us being the only rat-bags out that day were thrown aside as several locos were already running and the car park held some 20 - 30 cars. The day was interrupted once or twice by light five minute showers but Sunday made up for all of Saturdays misgivings by dawning overcast but with many sunny breaks.

John Logan, Jim Ranford, Maurie Haynes, Geoff and families were the first there and after setting up camp for the weekend in their caravans etc., were also first on the track and 'Netta' did'nt have a spell for the next 14 hours until 12.15 am. Sunday morning.

After unloading and having a hurried lunch Ron Larkin, Warick Sandberg and myself were soon eating the miles and ran until Bar-B-Q time at about 6.30pm. Other clubs represented were Illawarra, Blue Mtns. and Western Districts.

Although Sunday was not advertised as a public day people seemed to come from nowhere and it was nearly as crowded as Saturday, some locos had departed on Saturday but others were to arrive on Sunday among those were Reg. Wood with his 'Consolidation' plus two extra drivers, all from the Wood family, Terry had his electric box and Neil Campbell his 'Springbok'.

A lot of work had been put into the track since our last visit and it is a real credit to the Colo Vale boys, noticeable improvements were fences around the station and steaming bays, station lighting, releveling and realignment of the track with the addition of 30 tons of road base and metal.

The traction engines, steam rollers, fire engines and stationary engine display provided plenty of entertainment for everybody and several grand parades were held during the two days. A special thanks from all the S.L.S.L.S. members present, and the Colo Vale members, must go to Les Thompson for transporting all the rolling stock from West Ryde and its return. It is planned to arrange another visit later in the year around August or September and I would recommend to all those who havn't been before to try and make a day of it as the track is very interesting to drive on and the surroundings leave nothing more to be desired.

Once again we would like to thank our host Dave Thurlow and the boys for a very enjoyable weekend and we hope we can be up at Windy Ridge again in the not far distant future.

Notes from the March monthly meeting:

Notices of Motion as below were received, moved and seconded and were adopted:

- (1) "That on the Society's tracks the paying public is to be carried on 5" gauge trucks only, where such trucks are trailing trucks."
- (2) "That in respect to Rule 7 the word 'elevation' be deleted and the word 'transfer' be inserted in its place."
- (3) "That in respect to Rule 11 the word 'elevation' be deleted and the word 'transfer' be inserted in its place; and that the figure '18' be deleted and the figure '6' be inserted in its place."
- (4) "That Members/Drivers operating locomotives on S.L.S.L.S. rail tracks on Public Running Days must at all times ride with and be in full control of the engine."

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New Members: A elected A were ele

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Notes from the March monthly meeting: contd.

Membership: The committee under Rule 7 submitted that Mr Bill Edgecombe be transferred to Full Membership as from 4 March 1975, voting by secret ballot confirmed the submission.

New Members: At the March meeting Messrs John Esdaile and Donald Jones were elected as Associate Members.

At the April meeting Messrs. Ronald Moffett and Michael Tyson were elected as Associate Members.

ROSTERS:

Garden Roster:

May '75	J.Hurst snr. J.Davies. R.Lee. N.Campbell. K.Gapes. M.Tyson.
June	B.Hurst. B.Tulloch. T.Eyre. L.Thompson. J.Lyons. J.Hyde.
July	W.Edgecombe. P.Brotchie. S.Childs. D.Cross. G.Floyd. R.Bremner.
Aug	T.Arney. C.Gunning. R.Wood snr. R.Wood jnr. G.Singline. J.Esdaile.
Sept	W.Richards. I.Ramsay. C.Hazelwood. J.Ranford. T.Geraghty. D.Jones.
Oct	G.Sharp. B.Kilgour. R.Larkin. P.Hinkley. J.Hurst jnr. R.Moffett.

Gate Roster: Please refer to your copy of the last issue of 'Newsletter'

A DATE TO REMEMBER:

Will members please note that the next Interclub Meet will be hosted by the Bankstown Live Steamers starting at 10am. on May 31st next.

***** WITH APOLOGIES TO THE ORIGINAL ARTIST *****



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OIL FIRING: ::::: By Ray Lee

We have all stood by and watched with admiration while Ray Lee fires up the "Pressure Cooker", in no time flat obtaining working pressure, and then the effortless drive for hour after hour well, here is the secret formula as disclosed by Ray himself. (Ed.)

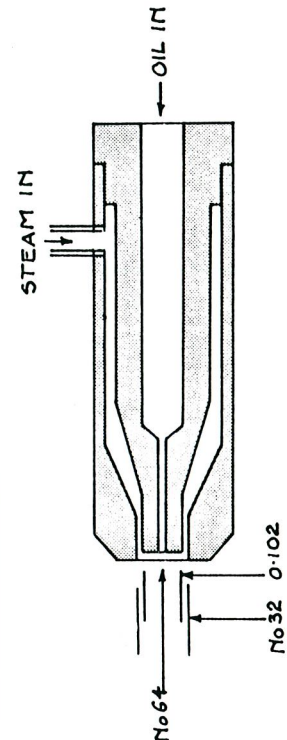
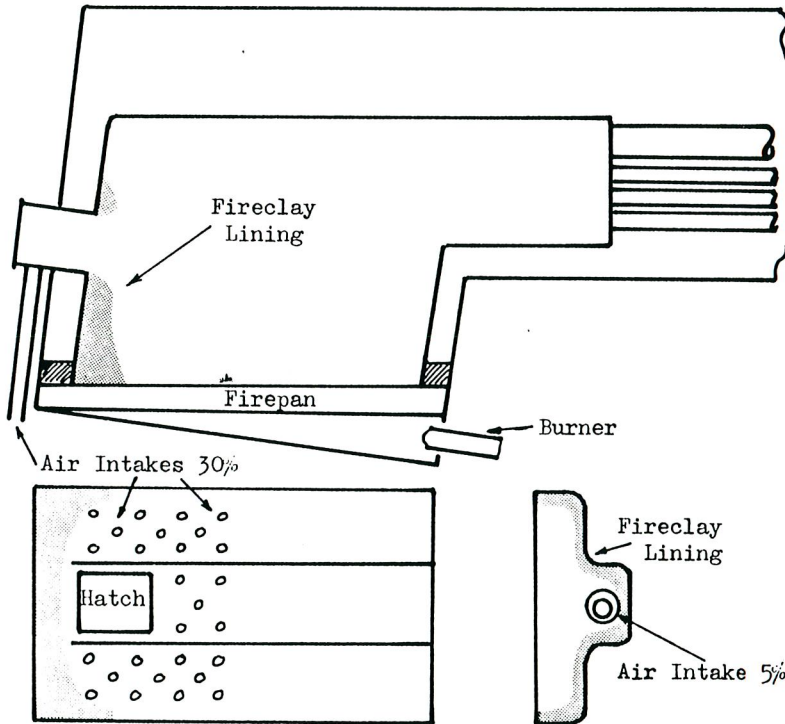
Tired of changing ash filled trailing axle boxes, cleaning out smokeboxes and blocked fire tubes, going home with a dirty engine and a face twice as bad ? then change over to oil firing.

The main problem with fitting oil burning equipment to a model loco is gaining enough flame length to allow for complete combustion in the firebox and not in the tubes and smokebox. For this reason it is better to provide the boiler with an ample combustion chamber and mount the burner as in full size practice below the throat plate. The air intake holes to the firebox through the firepan are very important as just the right amount of air is to be admitted, these holes are located in the back third of the firepan so that they tend to roll the flame over along the crown sheet, it is also preferable to have a large number of smaller holes rather than one or two big ones as the air being drawn in through small holes at a stronger force tends to break up the oil flame and spread it all over the firebox. Another air intake is usually provided below the firebox door, this also helps to roll the flame and prevents it from coming out the firehole door when open.

The air intakes through the firepan are calculated by taking 30% of the boilers total flue area minus the elements and allow 5% opening around the burner. The smokebox arrangements are the same as for coal burning but I found that by sharpening up the blast a little I can run without needing any blower to keep a clear smokeless stack.

The only extra controls needed are a steam adjusting valve and an oil control valve, the oil tank needs to be as high as possible above the burner so as to gain a good gravity feed. Some auxiliary kind of lighting up equipment has to be fitted so that you can turn off the burner when need be and be able to light up again without too much trouble, this can be achieved by fitting a pilot burner, a spark plug poking through the bottom of the firepan or a small char fire just inside the firebox door.

The most simple burner is shown in the sketch, but many experiments could be made to refine a more efficient piece of equipment, mine at present has an adjustable mixing cone screwed over the business end which gave me a more flared flame rather than a concentrated jet.



Sydney Liu
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Address all 'Newsletter' correspondence to:
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