

Aliso

Sydney Live Steam Locomotive Society

Anthony Road, West Ryde, N.S.W.

Coop. Ltd.

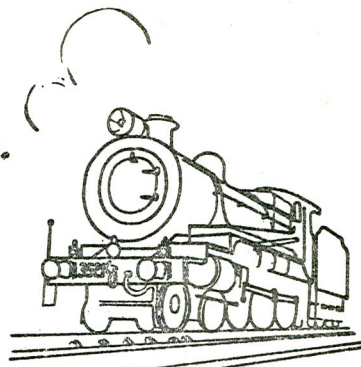
Newsletter
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1978 Annual General Meeting.

The Annual General Meeting of the Society was held on June 6th. The results of the election of Officers of the Society are as follows. President Bill Richards and Vice President Graham Sharp were both returned un-opposed. Mike Tyson did not seek re-election to the position of Secretary and after a number of members declined to accept nomination Don Jones agreed to accept nomination for the position if he could relinquish his post on the Club House committee.

Five members accepted nomination for Director of the Society, they were, Cec. Gunning, Maurie Haynes, Peter Dunn, Paul Brotchie and Ron Larkin. The members elected to fill the three positions were, Maurie Haynes, Peter Dunn and Ron Larkin

John Hurst continues as Treasurer and John Davies will act as Auditor for the Society.

Bill Richards thanked those members who retired from or were not re-elected to the executive for the work they had done in bringing the Society through its first year as a Coop.

The meeting some what lapsed after it was discovered that many of the cars had been broken into. Some things had been taken but at least Mike Tyson was able to put his waggon together again to drive home.

The First Thirty Years.

The S.L.S.L.S. was inaugurated on 13th July 1948 with fifteen members. The site the Society occupies was negotiated prior to the inauguration and finalised immediately after.

The grounds were originally nothing more than a rubbish dump so considerable cleaning up and clearing was necessary. The terrain was extremely rough but we were fortunate in receiving several hundred tons of filling from the widening of the railway cutting at West Ryde, donated by the N.S.W.G.R. This enabled us to produce a reasonable surface at the top end of the ground. While levelling was going on, the boundary fences were erected.

The track was next erected, 400ft. of 2½" and 3½" gauge elevated. The grounds were officially opened by the Mayor of Ryde Ald. K. Anderson on 22nd October 1949 and the track officially opened by Mr. Garside, Commissioner of the N.S.W.G.R. on the same afternoon.

The facilities at this time were almost non-existent, no water supply, no storage and no toilets. Two of our neighbours were most helpful, Mr. Goddard, provided us with a water supply by extending a pipe line from his property to just outside his back fence, and Mr. Murton gave us storage space at the rear of his property. Both would not hear of payment so the Society presented their wives with a pair of stockings each Christmas. This continued for several years and it was not until 1955 that our own service was connected to the mains supply in Anthony Rd.

Our original toilets consisted of two hessian enclosures to be serviced by Ryde Council. Unfortunately the "mens" was burnt to the ground within a fortnight although the "womens" survived.

Fires were a constant threat for some years due to our lack of an efficient water service, as well as the dense growth which covered quite an area of the grounds. At one stage one of the members who had access to quantities of old sump oil thought a solution to these fires might be to spray all around the track to kill off the grass. (The 925ft. track was completed at this time.) The end result of this exercise was that on the next running day ash out of one of the locos set the oiled grass alight and we had the worst grass fire in our history.

cont. page 2.

The First Thirty Years. cont.

Our income in that first year of operation was \$63 (£31.10.0) from subscriptions plus \$150 (£75) in debentures, \$10 (£5) per member. Our expenditure was several times that amount what with fencing, brass track, timber for sleepers etc., as well as a mower, but numerous accounts for purchases were never presented for payment, settled anonymously.

The first Charity Day was held the year following our opening, it went from 2.00pm to 10.00pm. Our only lighting was a couple of tilley lamps and two or three hurricane lamps tied to posts, imagin the consternation when a derailment occurred at night and tore up several feet of track. Undaunted the members set to and repaired the track in quick time and running continued.

Our first 5" gauge track was a 360ft. oval laid inside the 400ft. elevated track. This track was officially opened in October 1952 by the Mayor of Ryde Ald. H.Mitchell on a Charity Day for Legacy.

A new elevated track was commenced with a length of 925ft. for 2½" and 3½" gauges. This track was officially opened by Mr.Armstrong, C.M.E. of the N.S.W.G.R. in May 1954.

At a Charity Day in October 1954 one of the members raised steam in his 2½" gauge 4-6-0 at mid day and did not drop his fire till 10.00pm. During that time he did not leave the main line once, quite an effort.

1955 saw the construction of the amenities block as well as our water supply connected to the mains. The cost was \$980 (£490), Ryde Council gave permission to hold a special day to raise funds to help offset the cost and a sum of approximately \$200 (£100) was raised.

Easter 1956 saw the first Convention held at our grounds. This was the start of the Conventions in Australia.

Looking for further expansion of our facilities application was made to Ryde Council to extend our southern boundary. This was granted, the extension enabling the elevated track to be increased in length to 1320ft. This was completed in time for the 1959 Convention.

The limitations of the 5" gauge ground level track were by now showing up. A programme of expansion of the ground level track was undertaken and this formed the basis of our present 5" gauge operations.

The Society was by now entering a period of consolidation, improving the ground in general, round house facilities, fencing, a carriage shed, continuing maintenance etc..

In July 1965 one of our co-founders Mr.J.E.Hurst died. Eight months later the other co-founder Mr.C.S.MacKellar suffered a serious illness from which he never recovered. This closed a 17 year period in our history, an era in which our Societies foundations were well and truly laid. Over this period the guidance given the Society by our co-founders, ably supported by the President Mr.Cec.Gunning could never be fully realised, although it has been fully appreciated, I am sure.

The Boiler Code as applies to " live steam locos " was initiated by our Society and subsequently adopted by all societies in Australia, effective from 1st May 1968 and has been recognised throughout the world where " live steam " operates.

The Societies next creation was the introduction of the " inter club meets " amongst the clubs of N.S.W. This has become a regular feature of live steam society operations in N.S.W.

In 1973 the Society reached another milestone. Mr.Cec.Gunning, our President since the inauguration of the Society retired from office after holding the position for 25 years. The members showed their appreciation by making a suitable presentation.

The growth of the Society over the 30 years is amply shown by the following figures.

	Subs. for year.	Capital expenditure to date.
1949	\$ 63	\$277
1959	\$ 141	\$1040
1969	\$ 521	\$4722
1978	\$ 1430	\$10729

You do not get figures like these if you havent a Treasurer to give them.

The First Thirty Years. cont.

At this point it may be told how we came by our first Treasurer. A discussion group consisting of our two founders and some of the future foundation members met to iron out several points relating to the future operation of the Society. Everything went well until the position of a Treasurer came up, nobody present felt fitted to the position. At this point Mr. J.E. Hurst said "put John's name down" and that name has been down ever since. Thirty years as Treasurer and still going strong.

These notes only cover the main highlights over the period plus incidents mentioned in a lighter vein. Perhaps one day the full history of our Society will be written. Lets hope so.

Now to the future....

I would like to thank Alan MacKellar for compiling this report and also John Hurst and Cec. Gunning for their part.

Ed.

Editorial.

Having read what has been achieved in the last thirty years we can see that it is now up to the present membership to continue the work that started off in such a fine way in 1948. If the Society is to flourish it relies on increasing the membership with keen model engineers.

The Society is fortunate in having young members with the skills and the potential to help the Society to continue for many years to come. The work of three of these young members is covered in the article following this Editorial.

We see some new faces filling the executive ranks of the Society and while wishing them well I hope that all members will be able to give all the support they can to help the continuing growth of the Society.

John Lyons.

Three Locomotive Builders.

The young members referred to in the Editorial are Martin Yule, Jeff Sorenson and Warwick Allison.

On a number of occasions I have forgotten to mention, in the Newsletter, the progress Martin has made with his locomotive. I hope this makes up for my forgetfulness. Martin is in his second year of a Fitting and Machining apprenticeship and if the rest of his work displays the same competence as his locomotive work he will certainly make a top class tradesman.

The locomotive Martin is building is a 5" gauge N.S.W.G.R. D 50 class 2-8-0. The tender is completed and is very finely detailed. The chassis is well under way, it is sitting on its wheels and the pony truck is finished. The cylinders and covers are well in hand and the side rods have been profiled and will soon be machined. The finish is of a high standard and when completed will make a fine addition to the locomotive roster of the Society.

Jeff Sorenson has been in the Society for some time. He finished his apprenticeship with the Garden Island Naval Dockyard some eighteen months ago and is now a qualified fitter and machinist with the same establishment.

Jeff is in the process of finishing a 5" gauge N.S.W.G.R. C 30T, a 4-6-0 tender locomotive C3142. The locomotive had its steam test and maiden run a couple of running days ago and ran well till a crank pin collar worked loose. Once again a fine piece of work and it is good to see another locomotive of N.S.W.G.R. prototype. The detailing is of a high standard and when completed the loco will be worth seeing.

Warwick Allison completed his studies at Sydney University last year graduating with a Degree in Electrical Engineering. He is at present working with Signals Branch, Public Transport Commission.

To add to this Warwick is well underway with his fourth locomotive. All the locomotives Warwick has constructed have been LBSC designs with the boilers modified to suit the Australian Miniature Boiler Code. His first effort was a "Titch" 3½" gauge followed by a "Maisie" that had been started by his Father. This in turn was followed by "Mona" an 0-6-2 tank engine and the one now under construction is a 5" gauge "Lion". The completed locomotives are well finished and run well, "Maisie" is a regular revenue earner on our public running days.

With young members of this calibre the Society can look forward to a bright future.

Firstly, I must draw attention to a typographical error in part 2, in the paragraph dealing with radiation heat transfer in the firebox: "peak" temperature should read "steam" temperature; I apologise for my bad writing.

Feedwater can be supplied to the boiler by an eccentric driven pump, and by a steam feedwater injector both of which operate very satisfactorily. The water is supplied via plastic tubes from the tender, which has been made to the drawings of the "Britannia" serial.

The running boards were made also to the same serial, but are supported by integral brackets secured to the engine frames by set screws, to allow for rapid dismantling. The front section of the running boards containing the steps and the smoke deflectors were also as per "Britannia" after checking several B.R. photos. of Class 9s. The nameplate "STANRAY" (compounded from the names of myself and my brother-in-law RAY Bremner in recognition of his help in securing engine details from the B.R. and from Dr. Ing. ADOLF GIESL-GIESLINGEN the drawing of the famous Oblong Ejector Front End as applied to engine No. 92250) was engraved from a negative of the name kindly supplied by Reg. V. Wood. The smokebox door and door ring were "Britannia's", and I think that this bulging type of door adds a bellicose air which improves the mighty look of this Class 9. This door ring is rivetted to the upper half of the smokebox to give ready access to its interior.

The cab was made to the G.A. drawing printed in M.E. Feb. 18 1954, because the "Britannia" was not suitable. It is secured to the footplate assembly by ten 6 B.A. screws and can be readily dismantled. The footplate assembly is secured to the side frames. The valve reversing gear pedestal is also attached to the footplate and can easily be removed without disturbing the cab. The steam whistle was made from the barrel of an old brass bicycle pump 7/8" dia. and is supported below the R.H. running board, and is often mistaken for an air reservoir.

The front coupling, the headlamps and brackets were made to the details given by K.E. Wilson in M.E. June 1966. The lamp lenses are made of "Perspex" and it is hoped that tiny electric bulbs will be fitted soon.

BOILER. (cont.) The firegrate is made from 1/4" X 1/8" M.S. flat (ground to a wedge section 1/8" wide at the top and 1/16" at the bottom.) made up into four sections, which can be easily removed and replaced through the firehole. The wedge section reduces the air resistance of the grate and allows the ash to drop freely into the ashpan. These grate sections rest on ledges brazed to the front and rear ends of the ashpan, which is secured to the foundation ring by studs and is sealed to make an airtight joint. The ashpan assembly, which is fitted with air inlet dampers, front and rear, and spring closing ash dump doors, has been made as near as possible to the same shape as the prototype shown in M.E. Feb. 1954. The air inlet dampers can be operated by levers protruding up through the footplate, and the resulting effect on the fire observed. I must admit it was not easy to make, but it's trouble free operation has made it worthwhile. Note : Two more grates are been made with different air spaces and depth of bars for trials with various mixtures of fuels. The whole assembly is like a pair of shorts for a man with a large front and rear.

BRAKE GEAR : Made as per L.B.S.C. steam operated and on all ten wheels, and it can stop and hold the train, on a 1 in 60 down grade, with two 13 stone passengers up. When operating on Public Running Days, braking is done by the drivers trolley. Braking gear has been made for the tender but is not fitted at present.

Trials : These are still in progress ; reports of which will be duly published. Finally, the construction of this engine has afforded me many happy hours on the Drawing Board and in the workshop, and I am now looking forward to many happy hours on the track.

FINIS...

Running Day Refreshments. CAKES. CAKES. CAKES.

It has been requested by the Ladies who look after the refreshments on Public Running Days that an appeal be made for more cakes to be sold with the afternoon teas. Please do what you can to help, the Ladies do a good job for our benefit, so, next public running day pack a cake along with the loco, coal, oil etc..

Something for nothing.

There are various lengths of old elevated track around the grounds. Any member wishing to have some of this track should contact Bill Richards, most of it is there for the taking. Please see Bill first.

Garden Roster.

Sept. '78. W. Richards, I. Ramsay, T. Geraghty, D. Jones, W. Sandberg, J. Hagan.
 Oct. '78. G. Sharp, B. Kilgour, R. Larkin, P. Hinkley, J. B. Hurst, P. Shiels.
 Nov. '78. M. Haynes, J. Sorenson, B. Potter, W. Hamilton, P. Dunn, J. Lyons.
 Dec. '78. J. L. Hurst, J. Davies, R. Lee, N. Campbell, K. Gapes, A. MacKellar.
 Jan. '79. B. Hurst, B. Tulloch, A. Eyre, L. Thompson, C. Wear, M. Yule.
 Feb. '79. W. Edgecombe, P. Brochie, G. Esdaile, W. Allison, B. Donovan, B. Peake.

Works Report.

Work is continuing on the eastern bank where we had some trouble with subsidence some time back. Excavations have been under way to prepare the foundations for the footings for the retaining wall.

At the Park Ave. end of the ground, Jim Hyde and Co., are well on the way with the form work for the ballast dump.

By the time you read this Newsletter the new outer ground level track will be in operation. Last running day the inner curve at the southern end of the ground was in use connected to the existing main line. Late in July the outside curve was up graded and on the following Saturday this was connected to the station loop, the new trackwork running beside the elevated track. Over the first weekend in August the eastern section of the track was placed in position and connected to the station loop.

Recent Events.

East - west Express. This train ran on Saturday May 6th. The aim was to run a load of 1654lb., a distance of 30 miles, 15 miles each way, Down and Up.

A late start was caused by the per. way gang's track cleaning operation but the lost time was soon regained. Locomotives on the Down roster were 5902, 3813, 4613 5201, 3075 and double headed atlantic 254 and 2604. (All 5" gauge.)

The Up trip began with a half minute delay, locomotives rostered this time were 5902, 3813, 3075, 3075 + 254, 2605 and 5201. The whole operation finished 12 seconds behind time and was controlled as a railway should be run with rostered firemen, guards, station master, all keeping records as in full size operation.

An interesting exercise that provided entertainment for all involved and was capably organised by Cec. Gunning.

May Public Running Day while rather cold and threatening rain saw a display of heavy motive power on the elevated track. Graham Sharp with "Puffing Billy" was joined by John Hurst and the 4-8-2 mountain class.

Public Days for June and July have been very successful, fine winter weather and good crowds kept all trains busy.

Newcastle Weekend. This weekend was enjoyed by all who attended, some of the locomotives present were, 5201, 5902, 4613, 3142 and "Puffing Billy" as well as drivers, families etc.

Hornsby and District Model Engineering Society held a run last weekend to raise funds to cover their extensions. If the whole weekend was like early Sunday afternoon they should be very happy. S.L.S.L.S. were represented on the track by Graham Sharp, Warwick Allison and Ron Larkin, with locos of course.

Inter - Club Invitation Day.

The next of these days is to be hosted by the Illawarra Live Steamers at Wollongong. The date is Saturday 28th October and as the Sunday is the Club's normal running day members may stay for a Sunday run as well.

For Sale.

From the estate of the late Harry Rowe.

1. 5" gauge "Simplex", boiler OK but needs new certificate, 4 wheel driving truck with brake gear and fuel bunker.
2. Part built 3½" gauge "Rob Roy", chassis almost complete, full set of plans.
3. Seven volumes of M.E. 1967 to 1973, some missing start and finish.

Contact 59 4858.

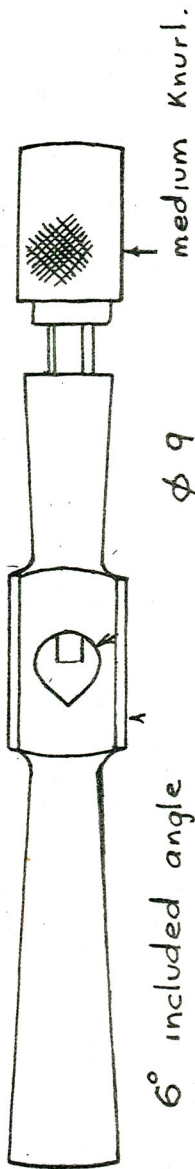
Some Thing To Make.

Some one may be able to make use of the plan for the Tap Wrench, it is an exercise I give to my Year 9 metal work students.

TAP WRENCH

54

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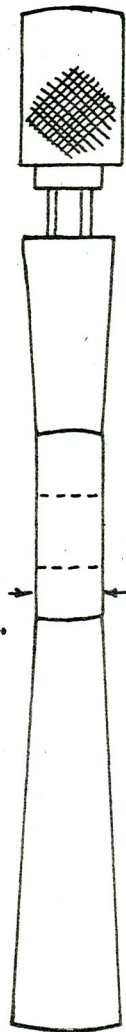


$\phi 9$

Drill $\frac{5}{16}$ "

$\phi 16$

10 over flats



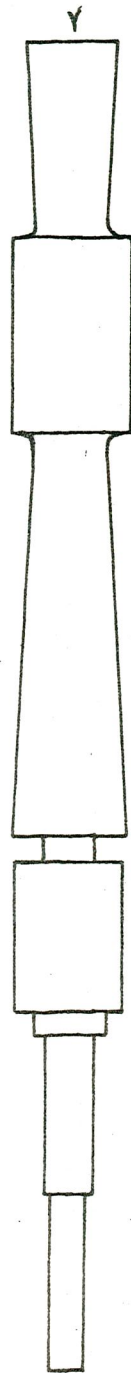
$\frac{1}{4}$ " B.S.W

$\phi \frac{3}{16}$

$\phi 14.5$

surface horden

24 21 3 20



20 Deep $\frac{13}{64}$ "
Drill $\frac{3}{16}$ dia. 40 deep.

Start with 180 mm $\frac{5}{8}$ " dia. Bright M.S.