

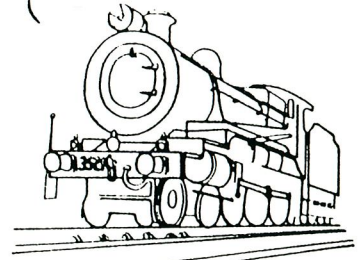
Alison
Sydney Live Steam Locomotive Society

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President's Report 1991.

The Society now has 70 full members and 2 provisional members, if we are to adequately cope with the large crowds experienced in recent months we must have more members attending to the operation of our miniature railway and also have in service a reliable fleet of locomotives capable of passenger hauling. One new locomotive came into service this year.

Our kiosk run by the ladies has also had a very busy year, they would appreciate some additional helpers and the Society is grateful for their continued support.

Following Allan Mackellar's retirement from the position of honorary secretary the Society was pleased to grant him Life Membership in appreciation of his services from the foundation in 1948 to the present.

Our annual charity day for the Crowle Home, held in November was most successful, an extra charity day for the " Breakthrough " Program on the 1st. September was unfortunately marred by rain.

The Annual Convention held in Adelaide was not attended by any of our members, perhaps this was because the host Society declined to forward registration forms requested by our Secretary early in January '91.

A number of members attended an interclub visit to Wagga Wagga and visits to the private tracks of Barry Potter at Orange and John Green at Springwood were popular with our members.

The carriage Shed extension is all but complete, some suitable lighting is to be installed and two additional roads when deemed necessary.

Four guards riding cars have been placed in service and have greatly improved the riding comfort of the members working as train guard.

It is hoped to have the new pedestrian footbridge open in the near future, the steelwork has been fabricated, galvanised and erected on the concrete footings. The decking material is to be delivered this week and once installed the concrete ramps at each end can be laid. Weldmesh railings on the ramps and on the sides will ensure its safety for the public.

Completion of this bridge will allow the elevated and ground level tracks to be relocated to improve the safety of trains passing on the curve.

Finally I wish to thank the directors and members for their help in the organisation and operation of the society during the past year.

Jim Hyde. President, S.L.S.L.S.

New Life Member.

Brian Hurst has been granted life membership of the Society. Following the election of office bearers at the AGM Allan Mackellar spoke of Brian's involvement in the activities of the Society since its founding in 1948. Brian has been actively involved in all projects undertaken by the Society in that time and while not seeking executive office he has filled in as treasurer when John Hurst has been unavailable. The directors and members endorsed the recommendation and Brian was presented with his life membership badge at the August meeting. Congratulations Brian.

Work Cover Authority

At our running day on 18th May, 1991, one of our record number of visitors was not satisfied with our operation and sent a formal complaint to the Work Cover Authority (the old D.L.I. or D.I.R.) and as a consequence, an inspection of our operation was carried out by an Inspector during our running day on 15th June 1991.

The inspection commenced by sighting our registration as an Amusement Device, then an observation of loading and unloading passengers, attention being paid to our warnings to passengers regarding seating, feet on boards, etc. A full inspection of the track, fencing, structures, clearances, was carried out - the operation of the signal box and signalling system was observed and a demonstration of emergency braking and guard's whistle signals to drivers was requested.

We were requested to show our first aid kit and accident report book. The first aid unit passed, but we had no accident register. An Inspector's notice was issued, giving us 14 days in which to provide and maintain " A Register of Injuries." Other than this direction, no further comment was made by the Inspector and his final comment was " you will not hear any more from us unless further complaints are received."

NOTE

A " Register of Injuries " book has been provided, and is kept in the lid of the first aid kit. This register must be maintained and all injuries, no matter how small, to visitors, the public or members, at any time, must be entered.

On public running days the ladies will attend to injuries as usual and will enter details of injuries in the book. Please provide them with the Driver's and Guard's name for any injuries received whilst riding on a train.

Any serious injury - which requires attention by a doctor - hospitalisation or would incapacitate a person for more than 7 days must also be reported to Work Cover Authority on their form. If this ever becomes necessary, contact a director immediately.

Please remember our ever repeated call for safety at all times and be aware that any contact with Work Cover Authority will bring immediate inspection with the attendant risk of action against the Society if we are found wanting in any way.

Visit by Students of Meadowbank College of T.A.F.E.

On Tuesday 21st May, 1991 the Society was host to some twenty first year fitting and machining students and two of their instructors from Meadowbank College of T.A.F.E..

Initial contact for this visit was made by an instructor contacting members of our Society attending workshop practice classes at Meadowbank College.

In the Clubhouse a display of work in progress was provided with locos in various stages of construction being shown by Frank Collins, Alan Cottrell, Bryce Peake, George Robertson and Henry Spencer.

On the grounds, locomotives were displayed by Trevor Arney, Jim Hyde (2), and Peter Shiels - Jim and Peter having locos in steam and providing rides.

Alan Mackellar and Brian Rawlinson provided valuable help and commentary during the visit.

A brief talk was given, outlining the origin and aims of the Society and after a further talk by their Instructor, the students examined the exhibits, discussed methods of construction and asked many questions.

Morning tea was followed by rides on both the ground level and elevated tracks - inspection of the signal box and more questions rounded out a successful visit.

POSTSCRIPT. The T.A.F.E. Instructors have formally thanked the Society for " an excellent display and most informative morning ". The visit was appreciated by the students and two are reportedly planning to construct locomotives.

Both of the above reports by Henry Spencer.

Alan Mackellar's 4-4-0 American Locomotive.

Why did I decide to build an American 4-4-0 ? I was taken by a loco built by Walt Disney of a Central Pacific 1872 prototype which he built (or had built in his studio workshop) for 7 $\frac{1}{4}$ " gauge. He had a very elaborate railroad around his Beverly Hills home in California on which the locomotive operated. Incidentally the loco was named " Lilli Belle " after his wife. I liked the general outline although I preferred the Baldwin style, so this was adopted. The Central Pacific Railroad built all their locomotives in their own workshops at the time. This railroad was later amalgamated with the Southern Pacific Railroad.

The information I had consisted of Forney's Catechism of this locomotive, numerous Baldwin Locomotive Works house journals, Baldwin publications, plus a reasonable library of early American locomotive practice and a life time of Model Engineers. This I felt would be sufficient. (how wrong I was.) I might add that I have been involved in the live steam hobby all of my life, as a matter of fact my Father was building 2 $\frac{1}{2}$ " gauge locomotives before I was born. I built my first locomotive, 2 $\frac{1}{2}$ " gauge, in the early 1930's.

Enough idle prattle, the frames were of mild steel, machined down to 7/16 " thick and finally surface ground. Horncheeks were added to the axlebox slots, plus tapered wedges to provide for wear. Steel axleboxes with adjustable bronze sleeves were used, all axles were made of nickel chrome steel, (why I used this I'll never know) however onto a cowcatcher.

The prototypes were made of wood with steel strapping added for strength. I did not fancy the wooden method, so steel was used through including square headed bolts, finally being painted to simulate timber.

A pattern was made for the driving wheels, also the tender wheels. Bogie wheels cylinders etc., were carved out of solid. Stephenson valve gear is fitted, the cylinder lubrication attended to by a twin ram Wakefield type lubricator.

The headlamp is fully working, although battery operated. All the mechanism is totally enclosed inside the lamp, batteries, switch the lot. I had previously made a 3 $\frac{1}{2}$ " gauge headlamp for a similar type of loco which worked on kerosene. The thing worked, but the illumination was equivalent to what would come from a red hot needle.

The smokestack was fabricated from sheetmetal. (monel metal, I like monel, it is harder to work than brass, even mild steel, but the result is very satisfying.) The usual baffles are included, also a chute to allow for cleaning of accumulated ash etc.,.

The sand dome is fully functional, being controlled from the cab. The steam dome contains the usual safety valve, whistle etc. The boiler is the conventional wagon top (copper), spearhead superheaters and all the usuals that go with this type of steam generator. The cab caused the midnight oil to be burned. I did not fancy timber construction, frankly I felt it did not fit in with 5" gauge construction or operation. I had slabs of gunmetal cast, these were machined flat, and the cab was constructed as it would have been using wood. The whole cab was tongue and grooved together, sliding windows glazed and finally painted to simulate timber.

There are two water pumps, one driven from each crosshead. The delivery is controlled from the cab, with bleeder valves on each of the delivery chambers. The function of the bleeder valves is to open the valve chambers to atmosphere and so prevent hammering when the pumps are not working, also when the pumps are needed for boiler feed the valves are left open till the pumps are fully primed. These valves are also controlled from the cab. I have cheated, an injector is installed under the cab floor, out of sight. It is difficult to see, so if I am not asked, I do not tell anyone it is there.

The tender is the conventional method of construction for the early American locos. The water tank sits on a planked timber platform. The bogies are the usual type for the period. I did not paint the bogie frames, instead, I used phosphoric acid to blacken the metal. This is a dull finish with no depth, which means on reassembly one does not have to allow for paint thickness, which can be a nuisance.

The entire construction has been a challenge, the information I had was to say the least inadequate, it was no good looking at the way things were done in the years following, whilst in principle the same methods applied, in application the methods were the

proverbial light years apart. However I thoroughly enjoyed the exercise.

Note. This should have been included with the chassis details...

The bogie is the typical bar frame construction with the usual swing links. The springing on the chassis is equalised leaf springing as per conventional practice of the period.

What next, a 5" gauge model of a N.S.W. prototype for which all drawings are available...

Alan Mackellar.

David Price.

Sadly, David passed away a few weeks ago as a result of cancer. David, before he retired, was a musician with the Sydney Symphony Orchestra, illustrating, I feel, the diversity of backgrounds that find a common interest in Model Engineering. Our Society extends its sympathy to David's family. R.I.P.

General Items.

Foot bridge. The public were able to use the structure on the July running day. Many favourable comments were passed by our visitors. The old bridge has been demolished. The new bridge was completed well on time, is fully paid for, and thanks to the good running days there has not been a major decline in the Club's finances.

Running days have been very busy events of late, the good weather coupled with some free advertising on ABC radio and a playgroup type publication have kept us very active. Already September is shaping up to be as big as ever. We NEED more members and MORE locomotives to ease the work load. And while talking of running days we come to the matter of CAKES.

Yes CAKES. Did you notice last running day the afternoon tea was short of the usual enjoyable CAKES. Our canteen ladies would be glad to have a more regular supply of cakes both for sale to the public and for members afternoon teas. What about it, see what you can do.

As discussed at the April meeting the TV set and video have been purchased and installed. Following the A.G.M. a US video of the return of steam on the C & O in the 1980's showed some big steam action, by contrast, after the August meeting a video of one of the Welch Narrow Gauge railways was featured.

Two new LAWN MOWERS have been purchased.

Country member RON MOFFETT has not enjoyed the best of health lately. A couple of trips to hospital in Sydney resulted in bypass and valve replacement surgery. Ron is now on the mend and probably looking forward to this Newsletter. Best wishes Ron for a full recovery.

Duty Roster.

- Sep. '91. W. Richards, T. Geraghty, W. Sandberg, J. Ranford, J. Hagan, H. Spencer, A. Cottrell.
- Oct. '91. G. Sharp, B. Kilgour, R. Larkin, J. B. Hurst, C. Wear, T. Collett.
- Nov. '91. A. Mackellar, V. Scicluna, P. Ferguson, E. Holmes, J. Stevens, K. Sewell.
- Dec. '91. M. Haynes, M. McAulay, N. Sorensen, J. Sorensen, B. Courtenay, W. Hamilton.

Gate Roster.

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| Sept. J. Sorensen. | Oct. A. Cottrell. | Nov. P. Ferguson. | Dec. B. Kilgour. |
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New Member.

Hart Brammer was granted full membership at the August meeting. Congratulations.

For Sale. 6" Rotary table with dividing plates etc, \$450 no offers. Rex Barlow 524 8856.

CROWLE HOME CHARITY DAY. NOVEMBER RUNNING DAY.....