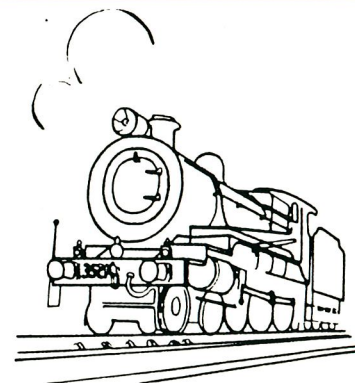


Sydney Live Steam Locomotive Society
Anthony Road, West Ryde, N.S.W.

Newsletter
Correspondence.

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'Newsletter'



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President's Report 1993.

The last twelve months have seen continuing development in our Society by way of improvements to our grounds, new locomotives, new members, and good patronage from the general public on our running days. The interest shown in our hobby seems to be growing, judging by the numbers of people on public days, especially following the double-page colour article in the local newspaper.

In '92 - '93 we welcomed seven new provisional members. It is particularly pleasing to have our first woman member, and also a second generation member who is also our youngest passed driver..

Our running days have only been the success they have been because of the work put in to them by the members, particularly the Track Superintendents, Signal staff and Station masters, and train crews. In addition the canteen managers always work hard and are always well prepared on the busy days. All members thank the ladies for their help.

Safety on our tracks will always be of prime importance. We now have a sign warning people and advising them of their responsibilities when in our grounds and riding the trains. However, this should serve to make us doubly careful and vigilant when dealing with the public. Improvements to safety features such as fencing, and fitting of suitable guards to carriages will be put into place.

One sad note during the year was the death of Eric Holmes.. Eric played a major role in many of the constructions we see in the grounds such as the club house, rail bridge and new foot bridge. His energy and enthusiasm will be missed. I am sure that Eric would be pleased to know that the set of passenger cars he built continue to be used in revenue service at West Ryde.

Over the past year a number of projects were started, some completed and some are on - going. For example, the shower at the old club house was finished and a fine job too; a shelter was built for our ticket sellers who labour in all weathers for us; a Parks and Gardens chief was appointed (he appointed himself), and following the sad demise of our ancient blue gums, replacements have been planted and a program of cleaning up and landscaping has commenced. I believe the Society can be proud of the park that it has established over the years, and with future plantings, I hope our grounds can become a showpiece.

New trackside fencing will gradually be installed following a trial of different types, and a choice by popular vote.

A new sign has been erected over the main gates and this has improved the entrance by making it more professional-looking.

The ground level roundhouse has finally been given a concrete floor suitably drained, with all roads having access to 240 V and 12 V power, compressed air and water.

On- going work includes the repair and replacement of elevated concrete beams, and the manufacture of new track for the ground level. New work will include track fencing, the replacement of the timber footbridge along with platform extensions and station canopies. The mechanical ground frame on the elevated track may even find a group keen to hook it up to the stub points and semaphores..

The garden roster was re-drawn with the aim of providing seven groups of draftees, each with a core of five members who are willing and able to push a mower. It is of concern that there are

always some members who will not share in the work , but it is of greater concern to me, that other members feel that they must cover this shortfall in labour, even though they might not be at a level of fitness required for lawnmowing. There are plenty of less arduous jobs to be done on work days and it is hoped that the new roster addresses this problem.

A decision was made by the members this year to limit the hours our grounds are open to the public on running days. Previously, birthday parties and special bookings were allowed early access, but swelling crowds forced us to rethink this policy; and we now have reverted to the 1.30 pm opening. However , special runs have been organised such as the visit by pupils, teachers and parents from Narooma School. At Easter this year we invited members from other Clubs to share a weekend run, and although the response was small, those that did come had a good time, thanks in no small way to the splendid catering organised by the canteen ladies.

The annual charity day for the Crowle Home realised \$1100 this year. In June, we had a timetabled run, B.B.Q. breakfast and lunch organised by the Entertainment Officer. It was a great success and will be repeated.

There were a number of visits by our members to other Societies this year including Hornsby in October, Wagga in November, Edgeworth in February, Colo Vale in May and Canberra in May. All were highly enjoyable and our presence at Edgeworth for the Lake Macquarie Club's 40th anniversary, with 15 of our members, was very gratifying.

Of course our Society is all about the construction and operation of miniature locomotives and it was great to see Ray Lee's new VR "S" class on the track recently. Without mentioning everyone, these members come to mind : Jim Leischmann's Mountaineer re-boilered and going well, Dennis Mulholland's fine GWR pannier, Warwick Allison's WA "V" out on tone up and back hauling six "heavyweights", Henry Spencer's TGR "R" class is hauling loads thought beyond it last year, and his 1 1/2" shay is well advanced; Geoff Sorensen promises to out shop 3142 this year, as does Brian Kilgour with his " Nigel Gresley " following new side rods and tyres. a certain SMR tank awaits only a delay in the boiler shop, and Barry Tulloch, in between looking after the "59", "38" and the "50", as well as new construction ("38") is re-building his "Juliet". It is good to see these old models coming back, such as Ray and Matthew Lee's "32". Brian Rawlinson is building a " Blowfly ", and Alan Mackellar is reproducing a NSW "M" tank in 5" gauge. I am aware of other projects, and it is pleasing to see that the standards in construction and presentation remain high.

To summarise, I see the coming year as one of consolidation as well as progress. We look forward to seeing new engines in steam, to carry on the tradition of public passenger haulage, to visit other model engineers and to continue to meet at our Grounds in the spirit of fun and cooperation which is what our hobby is all about.

Bernard Courtenay.
President. SLSLS.

Confessions of a Two Year Old.

R. Warwick Allison.

It is amazing how fast two years passes. My V class was up for its two yearly boiler inspection (Briggs steel boiler) and as this in itself was a major dismantling task I decided to correct some other items at the same time. Members might be interested in the work undertaken.

I needed to make the engine easier to prepare for boiler inspections. At the same time I wanted extra insulation to prevent the paint burning off the firebox side lagging. The turret took steam from the end of the boiler and this suffered badly from water being picked up as it surged backwards and forwards in the boiler. The effect of this was that, unless the water level was well down, operation of the injectors, whistle and brake ejector were variable (to say the least) whilst running. The wheels were cast iron and the leading flanges had worn down from 5/32" to 3/32" thick. Maybe the iron was soft as one of the tender wheels had worn 1/16" smaller in diameter than it was made. I also had continual trouble with one water gauge glass breaking (until I got sick of it and plugged it up) which was traced to a misalignment of the fittings.

I was also unhappy with the lateral play in the axleboxes (the result of a mistaken belief that it was needed to go round the sharp curves normally found on a 5" gauge railway) as this caused the brake rigging to hit the coupling rods or rub on the wheel faces (depending on the displacement). I also suspected it was the source of some banging and clanging. I

subsequently discovered that the engine steam brake rigging had seized at one joint making proper operation awkward. Steam raising was very slow, and when we finally had some steam the blower was ineffectual at low pressure. There was also the odd disconcerting tendency to gulp water down the main steam pipe and flash steam it in the superheaters, making the engine want to " get up and go ", usually when I wanted to stop !

The boiler inspection proved an ideal time to correct these defects.

Off came the boiler and before the hydrostatic test was made some internal modifications were made. A 5/16" copper pipe was run from the dome to the turret fitting. This needed some wangling to put into place, and a rearrangement of the turret connections. A water / steam separator was installed inside the dome. This consisted of two circular discs of copper. Each disc had sufficient holes to give at least the same cross-sectional area of the main steam pipe. The two discs were silver soldered 1/8" apart and with holes offset to give the steam a tortuous path.

The main steam pipe and turret pipe poked up through holes in the separator, the turret pipe being nutted to prevent it dropping down into the boiler. After inspection and hydrostatic testing, thermal insulation was installed inside the firebox. A layer was glued to the dry sides behind the water wall and to the dry back. Because of the water walls, the sides can't be disturbed, but I fitted a steel lining sheet to the back to protect the insulation. The combustion chamber dry curved bottom surface was coated with a thick layer of refractory cement. This seems to work OK and to date has not cracked or dislodged in service. Thermal blanket was also used on the outside of the dry firebox walls and the rear plate. A spacer which retains the lagging at the bottom of the dry firebox side was a major source of heat transfer. This was retained, but was drilled along its length with air holes to reduce the mass of conductive material and improve air cooling between the firebox and lagging. Any trapped air here, as it is heated, would make its way up and out the safety valve holes, (sounds good in theory).

The blower pipe, which runs under the lagging, was relaid with 3/16" thin wall copper pipe (instead of the original 1/8") to improve blower performance before the lagging was reapplied, after cleaning back and repainting.

Work was simultaneously going on on the chassis. Each wheel set was checked for lateral play so that thrust spacers could be manufactured. Steel tyres, provided by Bill Richards some years ago, were finished up to size before the wheel sets were turned. During this process I had one wheel slip on the axle (originally shrink fitted , no keys). Thankfully, the correct position was previously marked by a small chisel mark across the end of the axle and wheel and it was easily repositioned and then pinned. The tyres were shrunk on (6 thou interference for the 5 5/8" diameter skeleton) before profiling to SLSLS wheel standards. The intermediate and driving wheels were given thin flanges.

The axlebox spacers were secured to the outside of the hornways. All measurable lateral movement was removed from the first three axles, but the trailing driver retains about 12 thou. Care was taken to ensure that the boxes can still lift and rock over track imperfections. Coupling and connecting rods also had attention to remove excessive lateral clearance.

The chassis was reassembled. Before mating with the boiler, the blast pipe was reduced in height and a joint provided at the base of the smokebox. The removed portion was added to the blast pipe. This allows removal of the blast pipe and unobstructed access to the smoke box tube plate inspection plug. Simultaneously with this work, the four blower jets were opened out from No.60 to No.55 drill size.

The operating shafts for the ashpan doors were coupled using collars and grub screws. These slipped in use and the grub screws removed, fitting drilled through, and a roll pin fitted. This now gives a firm positive action.

The boiler was dropped back onto the chassis. The pipes in the smokebox were sealed with Dow Corning's silicon Window and Glass Sealer (a tip from Pete Shiels) and this is very simple and effective compared with past methods.

Reassembly took a week of evenings culminating in a steam up at home on a Sunday afternoon. This proved OK (ie., the paint on the firebox lagging stayed green!!) and so the following day the engine was cleaned down and given a sprucing up coat of paint on the smokebox and running

boards, and other areas touched up.

In service, all the changes have proved their worth. The engine sits steadily on the track, and it still goes round the curves! I can now blow the whistle whenever I want and get a good note, and I can run with the injector on with confidence. As an extra bonus, the cooler cab has improved the operation of the tapered steam cock, used for the drain valves, and the engine steam brake valve, both of which used to seize with the heat.

The steel tyres have lifted the appearance of the loco also. The project took three months of spare time, including some late nights, but it was worth it.

Notes from the Secretary. Henry Spencer.

The groundlevel roundhouse paving is complete.

The new sign at the Anthony Rd. gate has been erected, the gates have been repainted and new wire has been fitted.

The new coal bin has been installed at the elevated station, its more railway like than keeping our coal supplies in plastic bags or icecream containers.

Max Gay has been admitted as a full member of the Society. Max, we hope your association with the SLSLS is an enjoyable one.

An inspector from the Workcover Authority has visited the grounds following a complaint from a visitor last running day. We must be always vigilant with regard to safety. Following this visit it has been agreed that an "Incident Report" book will be kept in the signal box and every derailment, accident, injury or other item of note must be recorded; with full details of the incident. This record must be kept if we are to be able to defend the society against complaints, no matter who makes them.

John Noller made a short video of our running at the Easter run day, some of the members have seen it and were quite interested in the content and in the quality of the filming. If sufficient interest is shown, John is prepared to make further video covering the Societies' operations and general interest items from within the Society.

If you have any ideas along these lines give John a ring on 484 7707 and discuss your ideas with him. This would be a most worthwhile project and John would be pleased to hear from as many people as possible.

The Denistone Bowling Club has approached us to join with them in a Charity Day to be held on the September Run Day, 18th September. The Society has agreed to participate. This is for the Ryde Hospital Humidi Crib appeal. We will run from 10am to 5pm, extra help will be needed, locomotives and manpower. The hospital staff will man a BBQ in our grounds. At the Bowling Club there will be a Fete and Garage Sale,,, bring that junk you wanted to get rid of. Gate and ride takings will be forwarded to the Appeal.

Future Events and Invitations.

3830. Ray Lee has arranged for those members who are interested to have the opportunity to see what progress has been made on the restoration of this locomotive, on Sunday August 29th at 1.30pm. It is in the large erecting shop at Eveleigh. access is off Henderson Rd., opposite Park St., into the railways Acdep facility, head east towards the large brick building. UBD, 27th edition, map 9, ref 9C. Gregory's, 56th edition, map 169, ref. 9FG.

Central Coast Society Gosford. 12th Birthday run Saturday 4th September and Sunday 5th September 1993.

Mudgee Miniature Railways. Blowfly Rally. 25th and 26th September 1993.

Pacific Coast Railway, Casino. Official opening, 2nd, 3rd, 4th. October 1993.

Galston. 20th. Steam Festival, 8th., 9th., 10th., October 1993. Note... 8th., October is a Friday.

Western Districts Live Steamers, Fairfield. 16th., 17th., October 1993. Interclub Run.

Wagga Wagga Society Invitation Rally. 6th., 7th., November 1993.

Running Days.

The running days for June and July were very successful especially the June day. Big motive power on the ground level with Warwick and Henry double heading, there was even a triple header, Paul's "J", Carol's "H" and (?). Henry had the chassis of his Shay in the ground level loco while Ken Baker had the chassis of his Simplex on the elevated roundhouse. Ken had tested the chassis for the first time by taking it down to the local garage in the boot of his car and connecting it to the compressed air, an unusual place Ken, but, I am sure that the satisfaction of seeing it run was great.

Duty Roster

Septem.'93	Group 7
Octob. '93	Group 1.
Novem.'93	Group 2.
Decem.'93.	Group3.

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Appendix.

At our August meeting the possibility of affiliation with A.A.L.S. was discussed and the meeting agreed that the October Special General Meeting be set aside to discuss the matter in detail. If the meeting so decides, the President of the A.A.L.S. may be invited to address our December meeting, where he may be questioned by our members on matters affecting our Society.

This meeting is important to you as a member; please make every effort to attend and add your contribution to the discussion. Following the discussion meetings every member will be given the opportunity to vote on this important issue. Country members and those unable to attend will be given the opportunity to lodge their vote; further details will be given in due course.