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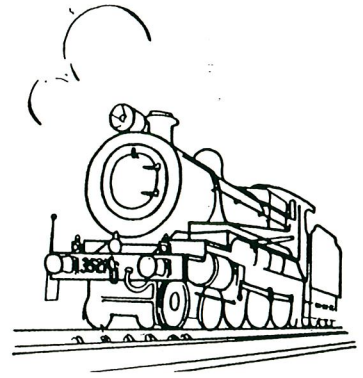
Sydney Live Steam Locomotive Society

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Newsletter
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'Newsletter'

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President's Report-1996/97

1. Societies Activities

1.1 Running Days

The year in review gave a good result for running days with no days affected by wet weather. Generally we do not have the extreme numbers seen on odd occasions in past years, nor the washed out days of 1995 but consistent attendances averaging around the 1800 rides mark, has given us a result around 10% above last year, but still below the bumper level of 1994. This has been achieved together with a substantial decrease in the injuries recorded in the injury book, which is pleasing to see, and hopefully this trend can be maintained.

The charity day in November was quite successful with 2351 rides, despite being very dark in the morning but the day cleared up nicely and many customers stayed until after 5.00pm. In addition, we were pleased to host the Australian Railway Historical Society's Christmas BBQ, which was a very pleasant day despite some showers. The proceeds of this day were also donated to the Malcolm Sargeant Cancer Fund. Our own Christmas tea followed and this was a pleasant occasion for members and their families, together with our specially invited guests.

Our 'Presidents Breakfast' was held slightly earlier this year, on the first Saturday in May.

The weather was just about as perfect as it could be, as we enjoyed our superbly cooked breakfast of BBQ sausages, bacon and eggs. This event is a highlight of the Society's activities for the year. We also ran for the Narooma school on Thursday 6/9/96.

The Society does not actively advertise the running days, as when this occurred previously we had crowds beyond what was comfortable, so attendance is basically "those in the know" and word of mouth. So far the attendance figures are what we want; ample customers without being stressed over the limit.

1.2 Financial Results

This year has seen the return to previous years' levels for our cash reserves mainly due to the years projects not being as particularly capital intensive as previous years, plus the regular income due to fine weather on running days. This trend is liable to continue, given good weather, but 50th anniversary activities are likely to make use of this capital. Again many thanks to our Treasurer of 49 years, John Hurst.

1.3 Projects

Our historian Alan MacKellar has a display of our history on the notice board.

More concrete has been poured for a path along the entrance to the steaming up bay, for the sleeper storage pad and under the elevated stub points, which has improved their operation.. Landmark signals were provided on the ground level tracks. Some work to extend the life of a paling fence was undertaken. Work has continued on the yard rearrangement with the last of the old elevated track being removed from service. New panels have replaced the old in the outer main line, with the old outer main panels being used for the new siding. Ball throw over levers have been fitted to the non-interlocked points.

Members also agreed to modifications of the ground level carriages to improve stability. This was to encompass a 56lb weight in the car plus plywood end boards and these changes have certainly seemed to improve carriage stability. Much of this work was done by our Wednesday workers. Additionally 3 carriage bodies plus 1 set of Sandberg bogies were purchased. These were piped for air, and additional bogies supplied for the carriages to be able to enter service.

Work has also been done on adding to the elevated carriages and in modifying the drawgear to standardise them.

A new connection to the unloading traverser from the elevated depot has been installed. This has simplified unloading for the smaller 5 inch gauge locomotives wanting to use this depot.

Other work has been done on carriage maintenance, the ground frame and both elevated and ground level tracks and the removal of privet from the grounds.

2. New Locomotives

Lionel Pascoe has taken delivery of his new 3811. This was finished by Barry Potter from a chassis & boiler started by Warwick Sandberg and is a very nice job.

Paul Taffa's first run of his new Potter finished Hunslet, for which all the family turned out, occurred on the President's day. Some more wagons also appeared. I am aware of other construction being undertaken. This is the crux of our hobby and we should all encourage this, as much as possible.

3. Interclub Activities

The Queen's birthday weekend saw many members attend the Illawarra Hot Pot. In October a number of members attended the weekend at Galston. A good contingent of members attended the Newcastle invitation day. The Cobden convention was a success with good food and the hosts looked after everyone very well despite the weather being less than perfect, however it did not effect too many activities. SLSLS had only 3 attendees (9 counting family members).

4. AALS & AMBSC

We were actively involved with a meeting at Wollongong to formulate and compile the voting paper to clubs on the AALS constitution. We also assisted in the counting of the AALS constitution votes. 27 clubs responded for the vote.

The result of all this was that at the Easter convention the meetings were well run and very much improved on the previous years. Now that the constitutional issues are resolved we will continue to suggest improvements to the AALS operation and the codes of practice.

Thanks to Barry Potter for agreeing to become a boiler inspector for us.

We have received exemption from Workcover amusement device registration following arrangements made by AALS. This is subject to still getting the track signed off each year and following the AALS codes. AALS are currently working on a scheme to clarify the qualifications of the "inspectors" to reduce the need for external inspection. As is the trend these days, this requirement is more to satisfy the insurance companies than any specific government regulations.

5. Our Present and Future

Bill Richards was made a life member in recognition of his active involvement and contribution to the Society over many years. Three provisional members became full members during the year, and we gained 2 new provisional members. Our membership growth has not been spectacular in recent years and we should be mindful that it is healthy to attract new blood as a way of renewal within the Society. A few extra helpers on running days, and at other times, would not go astray, not because our members don't contribute, but because of the success of our activities and the sheer numbers of the public attending stretch us to the limit. There are now 69 full members & 2 provisional.

I would also like to record the efforts of our Newsletter Editor John Lyons, who has now ably fulfilled this role for 20 years.

The council has advised that stormwater drains are going to be put in the grounds at the car park end. This has the potential to spoil the amenity of the area, not to mention the disruption during construction. We will need to be vigilant during this work, and I'm sure it will create extra work for us. Consideration is being given to a new carriage shed to house our carriage fleet as well as station awnings, some more landscaping, more plants, and some more shade.

The SLSLS web page made it's debut on 13 October 1996 on the internet. A counter on the page indicates that it is now being accessed about 110 times a month. With details of our wheel and track standards, and a

photo album as well as the usual details of our running days plus a location map, it should be a useful resource for live steamers. This is currently our only form of advertising.

An upgraded version of the signalling book has been produced with all computer produced diagrams.

Work has been done with the collation of details on the history of the Society for our 50th anniversary. Some of this is already on display including lists of members, club locomotives and office bearers, and some older newsletter articles on the formation of AMBSC etc have been computerised. Active planning for this event will now be undertaken in earnest.

I would also like to place on record my thanks to the other Directors, particularly our able and hardworking Secretary Henry Spencer, who handles an incredible amount of correspondence, and to the ladies who staff our kiosk so reliably and competently every month and whenever else we require it. I hope our up coming social night will be a time when we can relax together and enjoy the company of good friends.

As we enter our 50th year of operation let us remember those who created the society and how this society influenced the directions of our movement. Our founders and early members were innovative in passenger hauling miniature railways, installation of ground level 5 inch gauge, and many of the other features for miniature railways. They were the movers that created the Easter Conventions, AMBSC, the interclub visits, and the formation of what has become the AALS. We must be involved in these areas if we want our facilities to be of a high standard, and if we want to control our destiny. We need to encourage debate among and within other societies if we are to adequately address the issues that affect us in these days of self regulation. Accepted hobby wide standards will become increasingly important in the protection of our operations, and these need to promote increased safety without unnecessarily restricting what we do.

These are challenges not unlike that which started the Boiler Code. We will try to meet those challenges.

Warwick Allison

June 1997

Works Report

Work is slowly progressing on extending the operation of the elevated track ground frame. Lionel and Rex were busy filling holes with concrete for footings for foundations for various cranks. These have now been completed by Brian Rawlinson, Henry and Warwick. We have sufficient rodding bits and pieces to be able to proceed without excuse! Some parts will still need to be manufactured as work progresses.

Peter Shiels and Lionel Pascoe have emptied the swimming pool under the air compressor and filled the hole with concrete. The walls and ceiling have been painted white and a rubber seal has been fitted to the door, this has vastly improved this area. The compressor track has been galvanised as has the new elevated locomotive depot unloader. (Shiny galvanising is Peter's favourite colour)

Jim Leishman has done some work on developing the concept for an anti tip rail for the elevated. He certainly seems to be on the right track, and it doesn't seem too long before the platform area will be fitted. Jim has been up to some other innovations as well. Firstly he has experimented mixing the coal fines with a small portion of cement and casting the mix into moulds made from cut off toilet roll centres, these "tablets", when set and dried out can go straight into the firebox. The second item is a blower device fitted to a false smoke box front. The actual front is removed, the blower device is fitted and when steam is up the change over is made for running with the correct smoke box door.

Bill Richards has done maintenance on the point machines. One had Jenolan Caves style stalactites of rust hanging from the lid!

The bottom curves have had some additional ballast to improve the levels and teach us a bit about track twist! Some test buffers for the ground level trucks have been installed by Mike Tyson. Only 54 more to go!

Work will be progressing soon on the elevated trucks. Following a detailed inspection the new drawgear is to be supplemented by full end boards. This will bring the elevated trucks up to the same standard as the ground level.

The metal security frame for the bridge sleepers is just about complete.

Jim Leishman has been fixing some defective lighting and has fitted a second flood for the ground level loco depot. This is most effective and welcome for this time of the year as the early sunset often has us (and some in particular!) blowing down in the dark.

Alan Cottrell has been painting away. The signal box door and some of the footboards on the ground level cars have been his latest targets and there is no doubt that this constant application of new colour serves to protect and beautify the grounds. Many thanks to all the others who apply their skills behind the lawn mowers and other gardening implements. All are encouraged to come early in order to partake of the Shiels' fruitcake. This has a serious deficiency in that it is of limited size, so morning tea attendees have the best chance of securing a slice.

Council Drainage Works

Henry has been very involved discussing these arrangements with council, and tenderers for the work. The work is quite extensive and although the contractor will be doing most of it, we have elected to lift our own track and replace it after to ensure it is not damaged. We hope to have the big bridge hot dipped galvanised while it is out. It will put us out of action definitely for one running day. We hope it is not longer than this. There will probably need to be some mid week working bees to replace the track. At this stage we still are not sure when it will occur, but plenty of notice will be given so that our patrons can be advised. These works are currently effecting next years 'Theme Day' and planning in general for our 50 birthday. (Henry has picked up some deficiencies in the plans which the consultants have subsequently fixed-perhaps we need to charge consulting fees!)

Directors & the AGM

Brian Kilgour has stood down as a Director and was replaced at the AGM by Ken Baker. Thanks Brian for your invaluable input and welcome Ken. Other positions were not altered, these being Warwick Allison as President; Bernie Courtenay as Vice President; Henry Spencer as our hard working Secretary; and John Hurs well on his way to being 50 years as Treasurer! Ron Larkin and Peter Shiels remain the other Directors.

Jim Leishman

Jim's been in St. Vincent's having some plumbing done to the main steam pipes. All the best Jim. We'll let you have a rest for a little while! (Latest news is that Jim is making very good progress and may be at the grounds for the running day .)

Our Night Out

This was held on 2 August at the Ryde-Eastwood Leagues Club. The 38 who attended had a wonderful evening together without having to worry whether or not the water level was too low in the glass or whether their hands were clean enough to bring to the dinner table! It was a simple casual affair with lots of talk as we munched and drank our way through the 6 courses. The service was good, the venue more than suitable and the company well behaved (we must be getting old!).

August Meeting

Barry Glover spoke to us at the August meeting on insurance. We were given a detailed explanation of the Insurance cover provided through the AALS, this will no doubt be discussed further by our Directors.

SLSLS History. Vic Scicluna has had some very old 35 mm film belonging to Alan Mackellar transferred to video. This tape shows some very good action from the early days of the Society

New Garden Seats , three in number, have been delivered to the grounds. They are very attractive, similar to the ones in the Royal Botanic Gardens.

Lighting up timber, Paul Taffa has a good supply , if you want some contact Paul and arrange collection.

Future Events. The Narooma Public School will have their now traditional visit to our grounds on November 6th, a Thursday. The school has yet to confirm this date.

The Inter Club Day at the end of this month , 23rd August will be hosted by the ILS at Wollongong.

Galston Valley Railway, Hornsby Society, October 10th, 11th, 12th.

Wagga Wagga. November 1st and 2nd.

Our Charity Day. Third Saturday in November, November 15th.

Christmas Run. Saturday 6th December. The ARHS will again join us for this day . We will join in with them for the lunch time feed and then stay on for a B.Y.O. BBQ tea. This was a great event last year, despite the rain , so mark this date on your calendar.

Boiler Certificate Expiry 1997 / 1998.

NA.70.28	J.Hurst	3 1/2" Gauge 4-6-0 King	3 / 06 / 98
NA.70.29.	B.Hurst	2 1/2" Gauge 2-6-0 Dyak	5 / 03 / 97 expired.
NA.76.79.	J.Lyons	3 1/2" Gauge 2-6-0 Z25 class	17 / 12 / 97.
NA.77.89.	M.Haynes.	5" Gauge 4-6-0 C30T	16 / 02 / 97. steam test only.
NA.88.129	R.Larkin	5" Gauge 4-6-0 C35 class.	20 / 05 / 98.
NP.84.03	P.Shiels	5" Gauge 4-8-2 C39	20 / 08 / 97.
QA.73.17	H.Spencer	5' Gauge 4-6-2.	20 / 08 / 97.

Duty Roster.

Sept. '97. H.Spencer, P.Brotchie, F.Collins, W.Fletcher, M.Gay, D.Lee, J.Noller, G.Robertson.

Oct. '97. A.Mackellar, G.Esdaile, J.Grey, B.Kilgour, C.Legggett, V.Scicluna, P.Sharp, P.Shiels.

Nov. '97. B.Courtenay, V.Condon, M.Haynes, J.Sorensen, N.Sorensen, P.Taffa.

Dec. '97. J.Hurst, A.Cottrell, J.B.Hurst, J.Lyons, P.Lyons, B.Peake, M.Yule.

Gate Roster.

September. F.Collins.

October. A.Cottrell,

November. B.Courtenay

December. J.Davies.

The Development of the Steam Locomotive on the N.S.W. Railways.

by Mr. C.A. Cardew.

continued.

" Some ten years into the career of the C36 class there was a plan to reconstruct them as 4-6-2 , or , Pacific type locomotives, while at the same time considerably raising their boiler pressure , which had it been done would have improved an already good locomotive, and also advanced its power rating, but it was not proceeded with.

It was eighteen years before the final consummation of express passenger locomotive design, in the shape of a 4-6-2, or Pacific type, for the N.S.W. Railways was to be achieved, this occurring in the year 1943, when the C38 class entered service. For the first time on a passenger locomotive in N.S.W. there appeared a wide firebox greater in width than the frames, and one also of Belpaire design, and this, in addition, had an internal combustion chamber extension of the firebox. The main frames, which were the only part not wholly designed by the staff of the Locomotive Branch of the N.S.W. Railways and made here , were a single piece steel casting, as in the case of the D57 class goods locomotive, but unlike the latter, included as an integral part of the same were the cylinders. As to the cylinders, in the preliminary stages there had been consideration given to the use of two , three or four, with the object of securing the high tractive effort required without too heavy coupled wheel axle loadings, the use of a number of cylinders in this way making it possible

satisfactorily to work with a lower adhesion factor. In the end, two cylinders only were adopted, and the coupled wheel axle loading raised to the unprecedented figure for a high speed passenger locomotive in N.S.W., of 22 tons 12 cwt., but in the event even so on steep grades, in adverse weather, one of the few troubles with these engines was a tendency to slip rather badly. Unfortunately, weight restrictions also do rather severely limit the route on which these locomotives can run. The tractive effort provided was approximately 36,000 lbs., an increase on the previous maximum for a passenger engine of some 20%, and it was possible with the 4-6-2 wheel arrangement to keep the rigid wheelbase down to only 12' 2". For the first time for such a locomotive, also, the total weight of the engine and tender reached a figure of 200 tons, which it just exceeded. Compared with the original P.6 class the weight of the latter had been doubled with 25 tons to spare.

One feature new in locomotive practice here was the equipping of all axles with roller bearings, a very bold step to take at this period, but the one the excellent results from which experience in services has proved to be most successful. Another novel feature was that, for the first time since the very early days, there was no provision made for balancing any part of the reciprocating weights of the pistons etc., in the coupled wheels. Whilst fully appreciating that there was the important reason for this of eliminating the vertical dynamic loading, which the inclusion of reciprocating balance in the balance weights of the wheels does involve, because of the high static axle loadings, and admitting that at least up to 50 or 60 mph speeds the riding of the engine does not suffer much by reason of the absence of such, still the opinion is expressed that it would have been advisable to go to the extent of, say, balancing perhaps 20% of these masses. Experience in riding these locomotives does show that strong surging is only suppressed by reason of the great weight of the tender which, so long as it is kept tightly coupled to the engine, dampens out these disturbances, but if appreciable slackness is allowed to develop, and the speed exceeds, say, 60 mph, then there is a very pronounced adverse effect in this way. However, it has become known that this tight coupling is a necessary upkeep requirement, and with these locomotives being allowed officially, as they are, a maximum speed of 70 mph. (and to have exceeded 80 mph. on a good section of line) they do, so long as the mechanical parts, and especially the coupling arrangements mentioned, are properly maintained, run excellently. For reliability they are an outstanding design, their freedom from train delays occurring, or trouble of any sort due to locomotive causes, being greater than with any other locomotive of any class, or kind, in N.S.W. Owing to the design of the firebox, even with poor coal, and less than the best skill in firing, bad steaming is almost unknown and while, if there is a weakness, it would be the tendency, for some unknown reason, to the occasional occurrence of overheating of the connecting rod big ends even this does not materially mar the reliability record while, taking the locomotive as a whole, the cost of mechanical maintenance and repair is exceptionally low. There were 30 locomotives in the C38 class, 5 were built by the Clyde Engineering Co., and 25 by the Departmental Locomotive Works at Eveleigh and Cardiff. Nearly all of them are still in service. (1965)

to be continued.

'Newsletter' is Published by: Sydney Live Steam Locomotive Society Co-op Ltd.

Track location is Anthony Rd, West Ryde adjacent to the car park behind West Ryde shopping centre. Telephone (02) 9874 8696 Postal Address: The Secretary, PO Box 124 West Ryde NSW 2114

Web Page Address: <http://www.pnc.com.au/~wallison/index.html>

Public Running Day is the THIRD Saturday in each month from 1.30pm. Entry is \$2 adults, \$1 children. Rides are 50c each