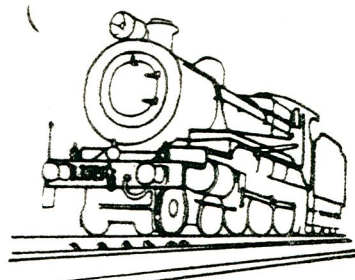


Sydney Live Steam Locomotive Society

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

Newsletter
Correspondence,
The Editor,
P.O. Box 124
West Ryde. 2114
N.S.W.

'Newsletter'



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CHARITY DAY

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The first Charity Day for 1984 will be held on Saturday March 3rd. We need a good roll up of members and locomotives to give the Spastic Centre the support they need to carry on their good work.

SPASTIC CENTRE

CHARITY DAY

SATURDAY 3rd. MARCH

Convention 1984.

The Convention this year is to be hosted by the Steam Locomotive Society of Victoria at their track at Rowans Rd., Moorabbin. Our Secretary Alan Mackellar has the registration forms. Anyone going to the Convention and taking their loco must check their boiler certificate as any locomotive must have had its boiler hydrostatically tested within 12 months of Easter 1984. Arrangements should be made with the boiler inspectors so that this testing can be carried out. Jim Hyde has mentioned that the second Saturday in March will be available as we have the Charity Day on the first Saturday, the usual testing day.

April Public Running Day.

The third Saturday in April this year falls on Easter Saturday and it will be most important for the Society that we have sufficient members and locomotives to operate as we usually do.

The Society has had some good publicity of late and as we advertise that we run every third Saturday it would not be good public relations to shut up shop over the holiday period.

Christmas Party Report.

The Christmas Party was as usual a great success. The children enjoyed the Party organised and prepared by Diane Lee and a number of the ladies. There was plenty of food, so much so that the big kids, members, were able to move in to see that none was wasted. That popular fellow, Santa, made a brief stop over to distribute presents. Santa, Bill Edgecombe, arrived by train, hauled by John Davies with his 3½" stream lined C 38 class. John had not been well during the year and it was good to see him enjoying a run on the day and to provide the motive power for Santa.

Our thanks must go to Diane and her band of helpers as well as Bill Edgecombe and John Davies for the part they played in making the afternoon a great success.

Inter - Club Running Day.

The first Inter-Club run for 1984 will be held earlier than usual this year at the Lake Macquarie Live Steamers track at Edgeworth near Newcastle. This run day will be held on Saturday March 31st.

Illawarra Live Steamers.

The I.L.S. have a special running session over the weekend 25th / 26th February and would welcome any assistance in the way of motive power for one or two of the days

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Works Report.

Bernie Courtenay.

Signal Box This project is making steady progress under the direction of Messers Spencer and Allison. All the relays have been fitted under the console, and these are to be wired shortly (no pun). All the operating switches are in place and are wired up. These will be moved by miniature levers, the pattern for this is being modified to suit. Lenses and lamps for colour light signals are on order. The track diagram has been framed and hung above the console. Arrangements are being made to engrave 48 "Traffelite" panels which will identify the levers as well as carry repeater or operating lights (L.E.D's).

B-B-Q. Trevor Collett is again proving that his talent is wasted teaching adolescents by constructing an elaborate brick B.B.Q. Progress was interrupted by holidays up the coast, but with the help of experienced labourer Col. Jack Murray the project is nearly finished.

Reticulation. Chief Boiler Inspector Jim Hyde recently replaced a length of cracked or corroded galvanised water pipe in the vicinity of the elevated roundhouse. After a good deal of digging, a new section of copper pipe was put in.

Ground Level Roundhouse. This project is of course the biggest thing happening at the club at the moment, and is being directed by Eric Holmes and Graham Sharp. They are being assisted by quite a group of workers, and I will apologise for not being able to name them all. Many have been working on a Wednesday. To date the lifting traverser / unloader is complete, all of the steaming bays are complete, at least in place, and the line of the arrival road from the unloader has been strung out. Graham Sharp has recently purchased a pump cylinder for the hydraulic lifter. Down near the signal box footings and a brick embankment are being built up to the end of the steel channel which carries the departure road. There is currently plenty of concrete still to be mixed and poured, as well as the steel supports for the arrival road. Also the design of the steel swing - bridge is being finalised.

Track. Apart from a bent curved panel being straightened, there has been no work carried out since the last report. However, the hot weather (when it happens) is still lifting the track in places, particularly on the outer track near the western culvert. An expansion joint has been made and hopefully will be put in when time and labour permits.

Once again, apologies to those workers I have not mentioned and for any other projects I have inadvertently omitted.

Ramblings of the Editor.

or How to fill in the Christmas Holidays.

I had hoped to spend some time in these past holidays working on my pair of 5" gauge Z 19 class locomotives. These plans were put somewhat astray when my 3½" gauge Z 2552 derailed just after setting off with Jim Hydes C 38 for some double heading on the run day before Christmas. On coming to a stop it was found that four of the six spring spindles on the left hand side of the loco had been sheared off and the other two bent beyond repair.

Earlier that day John Hurst mentioned that the loco was still running well, I said that the big and little end bushes were, after seven years, getting to the stage where they needed doing but I was not going to pull it apart just yet till I have to. An hour or so later the major overhaul was something that now had to happen. One would almost think that the loco could hear and made up its own mind that some - thing had to be done.

When the loco was taken home it was given a good wash down and then the problem was looked at. The two bent spindles were straightened enough to enable them to be screwed out. Two others were removed without too much trouble using a sharp centre punch and tapping with great care. The last two were much more trouble. I had to resort to an easy-out, the first of the two went OK but the drill ran off slightly in the second and all the easy-out did was to wedge everything more tightly. My final solution was to drill out much over size and insert a bush suitably drilled off centre and tapped to accept the new spindle.

The six spindles were made and fitted, also a couple of new spring keep plates, I had recovered the springs at the scene of the derailment so the suspension was back in order again.

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Ramblings of the Editor. cont.

The big end and little end bushes were then worked on. It is surprising how much wear develops over the years. While cleaning out the smokebox I decided to check the superheater. I had used some flux free silver solder when assembling some of the parts and I had become rather concerned after reading some of the articles in the Model Engineer about problems of corrosion when using this joining medium. With some scratching and close inspection I found that some severe pitting had occurred in one place on the hot header and two places on the steam pipe.

A new hot header was made and the steam pipe redesigned to cut out a rather awkward joint. The whole lot was reassembled with blue tip silver solder. I feel that the super heater would probably not have seen out the year. At least I was glad that I had bothered to check as I had the time to make the repair without having to rush. By the time you read this Newsletter it should be back in steam again.

The Z 19's were not completely forgotten, I managed to construct two reversing stands, two locomotive handbrake columns and the cutting out of two sets of cab plates

1904, one of the four Z 19's left in captivity, was still at Rhondda Colliery and I had the opportunity to check some dimensions and to take some photographs to add to my collection.

Most of the Dorriggo Steam Railway and Museum had by the end of 1983 been moved to Glenreagh or Dorriggo. The first week of January saw a large collection of waggons and carriages moved leaving only a number of locomotives to go. I spent one Saturday morning assisting with the preparation for the move. Rail motor trailer No. 53 had been moved from Redfern Carriage Works by road as the S.R.A. had not granted permission for this and other rail motors to go by rail. The move by road had caused some problems for traffic in the inner city especially the turn from Broadway into Harris St. For the move to Glenreagh the S.R.A. had given the OK for them to be included in the train of waggons etc., to be moved in January. The task on the morning I was there was to re-unite the trailer car with its bogies. While Keith Jones was waiting for some more helpers, the morning was unusually windy so extra hands were needed to teather the trailer to stop it swinging once it was lifted off the low loader, we replaced a buffer on one of the two ex J and A Brown R.O.D. locomotives. When the extra help was on hand the trailer was lifted off the low loader, the loader was driven out, the bogies rolled underneath and carefully positioned so that the trailer could be lowered and the locating rims settle in place.

On another day a few hours were spent cleaning boiler plugs for C 3028T These, with other parts, had been removed for its boiler inspection. It had passed the first part of the inspection and now had to be put back together for its hydrostatic test, something it was hoped would be done before 3028 was moved to Glenreagh.

Watch out for ABC TV " A Big Country " for " The Rag Tag Railway " it should be on air Saturday March 10th.

About Members

Allan Cottril was granted full membership of the Society at the December meeting, I hope Allan that you have a happy association with the S.L.S.L.S.

Laurie Davy has been in hospital for treatment for a rather serious illness, he is now at home but has to undergo further treatment. Laurie, all the members send their best wishes for a satisfactory recovery.

John Logan has been in hospital and it was reported at the last meeting that he is now much better.

Stan Childs has also had a spell in hospital, Stan all the best, hope you are back home and on deck again soon.

Duty Roster.

March '84. J.L.hurst, J.Davies, R.Lee, N.Campbell, P.Shiels, J.Lyons, B.Donovan.
 April '84. B.Hurst, B.Tulloch, A.Eyre, M.Yule, J.Hyde, B.Rawlinson, L.Davy.
 May '84. W.Edgecombe, G.Esdaile, W.Allison, B.Peake, J.Leishman, J.murray.
 June '84. T.Arney, G.Farkas, P.Dunn, M.Tyson, A.Mackellar, H.Ryan, K.Gapes.

Gate Roster.

March. Eric Holmes. April. Bruce James.