Sydney Live Steam Locomotive Society
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Newsletter
Correspondence.
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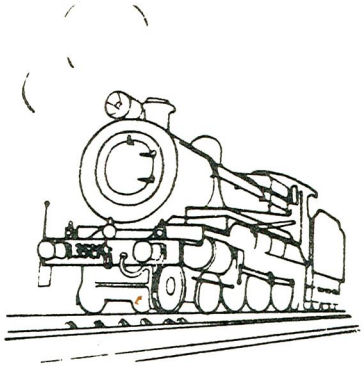
'Newsletter'



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Christmas Party Report.

The 1984 Christmas Party was a very plesant event but not attended by as many members as in previous years. One locomotive was in steam, David Price's Nigel Gresley, to bring the afternoons special visitor Santa Claus who handed the presents out to the children.

A special thanks must go Diane Lee and the other ladies who helped prepare the childrens party and afternoon tea. I an sure every one enjoyed themselves. Neil Campbell also deserves thanks for his effort with the Red suit and the White beard.

CHARITY DAY

To assist the Spastic Centre we are holding a Charity Day on the first Saturday in March, March 2nd. All members who can possibly help should try to be available on that day to make it a success.

Items of Interest.

Easter Convention. The Convention this year is hosted by the Lake Macquarie Live Steamers at their Edgeworth grounds. Any member who needs a Registration Form should contact Alan Mackellar.

Locomotive Parts. Some locomotive parts for a 5" gauge 4-6-0 based on "Simplex" have been donated to the Society. If any member is interested they should hand their name to the Secretary Alan Mackellar as soon as possible. The parts may be viewed in the Club House.

There is also available a pair of frames and four driving wheels for a 5" gauge 4-4-2 Pennsylvanian Atlantic. Cec. Gunning would like whoever takes these to make a suitable donation to the Society.

Works Report.

prepared by Bernard Courtenay.

New Roundhouse. The depot has been completed to the stage where air and water have been laid on. Kerry McMahon and Jack Murray were responsible for the extensive plumbing job. Allan Cottrell has done a nice job on the cement bases of the vertical posts. Engines are able to use the roundhouse now, and are doing so. Last weekend (2.2.85) members were cleaning up the lower end of the roundhouse where a lot of spoil and material had been dumped. The turnout to the elevated stub crossover has been laid out, and the approach to this will be laid using steel posts the same as the rest of the roundhouse. This decision was made by the roundhouse committee recently. This section will have to wait for the crossover and carriage shed unloader arrangements to be finalised. On that point Eric Holmes will be making some sketches to illustrate the proposals for extending the carriage shed.

Signals. Brian Kilgour, while enjoying a brief holiday in between his mercantile voyages, found time to fabricate two steel cantilever signal masts for the ground level railway. These are bolted to substantial concrete blocks. The masts have been galvanised and hopefully will not need painting.

Track. A small section of track at the outer station cross over has been cleaned and reballasted, with some rotten sleepers replaced. This track had become burried in mud following the flood. Also, " drain king " Paul Brotchie has noticed a defective piece of retriculation and was last seen waist deep in a sump outside the signal box.

The new lighting system. Trevor Arney will be giving a report soon.

Boiler Testing.

Boiler Inspector George Farkas has prepared a list of boilers due for testing this year.

Name.	Locomotive.	Boiler No.	Renewal Date.
John Davies	Pheonix 5" gauge 4-6-2	N.A.69.21	2.1.1985
Brian Hurst	Dyak 2½" gauge 2-6-0	N.A.70.29	1.5.1985
Barry Tulloch	C 38 5" gauge 4-6-2	N.A.70.35	18.9.1985
Ron Larkin	Atlantic 5" gauge 4-4-2	N.A.72.56	20.8.1985
John Lyons	Z 25 3½" gauge 2-6-0	N.A.76.79	2o.11.1985
Eric Holmes	"R" class 5" gauge 4-6-2	Q.A.73.17	3.7.1985

Duty Roster.

Mar. '85. G.Sharp, B.Kilgour, R.Larkin, J.B.Hurst, C.Wear, T.Collett, S.B.James.
Apr. '85. M.Haynes, J.Sorenson, M.McAulay, B.Courtenay, D.Gash, W.Hamilton, N.Sorenson, D.Price.
May '85. J.L.Hurst, J.Davies, R.Lee, N.Campbell, P.Shiels, J.Lyons, P.Brotchie.
Jun. '85. B.Hurst, B.Tulloch, A.Eyre, M.Yule, J.Hyde, B.Rawlinson, T.Esdaile.

Gate Roster.

March. R.Lee, April. W.Edgecombe, May. B.Hurst, June. M.Haynes.

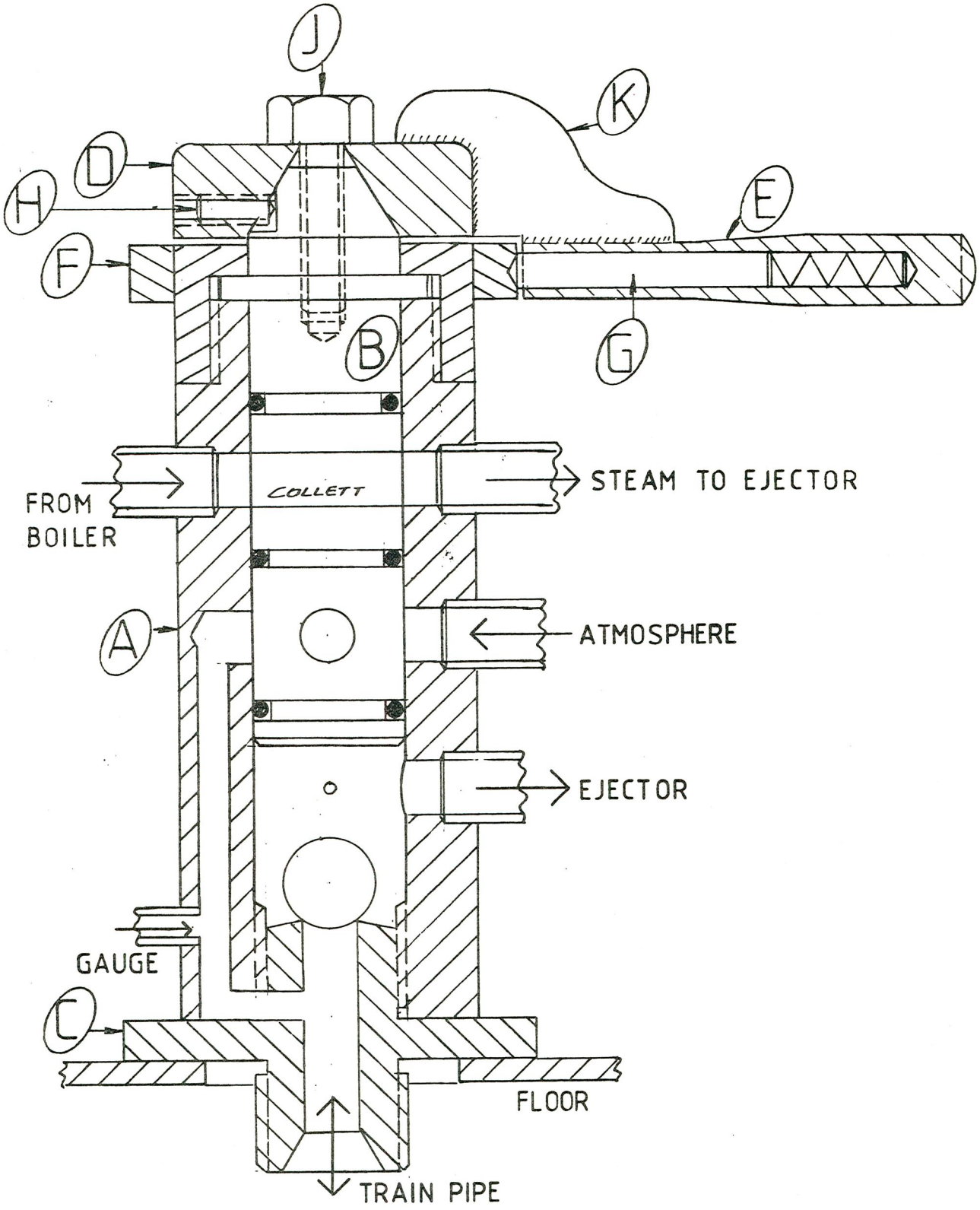
Editorial

I would like to wish all members a happy New Year and I hope that 1985 is another successful year for the Society.

Once again I would like to make a request for articles and news for the Newsletter, I need your help to keep it interesting and informative.

John Lyons.

Stop Press. The wheels and frames for the Atlantic are no longer available. Ed.



ELEVATION OF SIMPLE VACUUM BRAKE CONTROL

A. Column.
B. Valve shaft.
C. Floor mount/ball seat.
D.E.K. Brake lever. (fabricated)
F. Knotched ring.

and ports in the valve shaft almost parallel (when the whole deal is viewed from the top).A lap situation of NO steam / NO atmosphere exists half-way between the lot or nothing situations.

2. Westinghouse brake lever - 12"=1' - rotates between 105 and 115 degrees between stops depending on the model column.Anti-clockwise rotation for application.

3. The valve shaft is a neat fit in a reamed hole in the column.Valve shaft was made from bronze and column etc. from brass.O-rings on the valve shaft seperate the atmosphere/steam/atmosphere/ejector sections. Flange on the valve shaft above the letter B keeps the shaft in axial position.Assembled with "Never-Seeze".(have used this material in smoke-box regulator also - lasts for at least six years)

4. Some watchmaking types may be able to include an ejector in the column between the lower end of the valve shaft and the ball valve.If a disc valve arrangement was used plenty of space would be available.

5. Vacuum gauge is important so that the degree of vacuum in the train line is known.Loaded versus unloaded trucks - wheel locking etc..

6. To avoid wheel locking with continually changing loads (in passenger hauling) a vacuum regulator with QUICK adjustment would be great in the system.Maybe a safety valve in reverse with adjustment to spring load would be O.K. ??

7. With the brake lever admitting a small amount of steam to the ejector, a vacuum of say 5",7" or 10" can be maintained for descending long grades. Whatever vacuum is obtained in the train pipe can be maintained,at no expense,by moving brake lever back to the lap position,until leakage (if any) slowly lets the pressure rise to zero.

8. Ejector for "Mountaineer" has a No. 60 steam hole and about .100" receiving hole.Any 5" gauge engine would handle a No. 60 hole without noticing.An ejector of this size will empty a 6 car train to 13 - 15"Hg ia approximately 2 seconds.(at about 80 P.S.I.)Probably some of this time is caused by the resistance to flow in a ¼" diameter train pipe more than 36 feet long.Debate - if a 5/16 diameter train pipe was used there would be more to evacuate but it would be easier to do.The vacuum after 3 - 4 seconds will drop to about 20"Hg.

9. It requires practice by the driver to make a proportional brake application,when he is not seated or standing in his cab,and the locomotive is pitchin',rollin'and yawin' before 'im.

Trevor Collett.

S.L.S.L.S.