

Allison

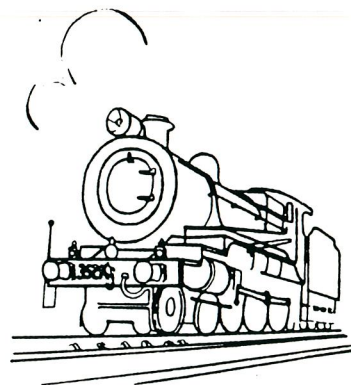
Sydney Live Steam Locomotive Society

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

Newsletter
Correspondence.

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

'Newsletter'



Vol. 21 No. 1.

February 1993.

Victorian Railways " S " Class. Ray Lee.

The idea of building this type of engine first came to me while fabricating the crankshaft for my son Matthew's push trolley about ten years ago. The thought lapsed for a few years until I mentioned the project again to club members and I was told it wasn't the right engine for a New South Welshman to build, so the C 38 was started instead.

Another six years passed before I made a start on the " S ", prompted by my travels in 1989 with the very similar ' Flying Scotsman ' during its Australian tour.

Generally all broad gauge engines are built to a scale of 1" to the foot which would have produced an engine considerably smaller than my 38, where in fact the full size " S " class were 2 feet longer than the 38 class. To keep the two models overall proportions in perspective I decided to use our usual 1 1/8" to the foot scale.

This merely meant that the cylinder centres, valve centres, distance over running boards and cab etc. remained scale size for 5'3" gauge but the wheels had to be pushed in to the 4'8 1/2" scale size of 4 9/16" back to back. This required the crank pins to be made 11/64" longer each side so that the connecting rods lined up with the cylinder centres.

The main stumbling block was how to tackle the three cylinder casting, with the three valve chests and the two cylinders all horizontal and the centre cylinder sloping down to the back. A pattern of this type was way beyond my capabilities so I decided to fabricate using all bronze with copper inlet and exhaust pipes. The whole assembly was jugged up and locked together then slowly heated and the complete assembly silver soldered together in one operation. Cast iron liners were then pushed into the cylinders and the steam chests.

The frames were flame cut from 5/8" plate and thickened up at the horns to give an axle box bearing face of 1 1/8". Driving wheels are 6 7/8" diameter with 1" diameter axles, all boxes are fitted with needle roller bearings.

The crank axle is fabricated giving the crank spacings of 120, 113 and 127 degrees, during the assembly the centre crank pin was fitted with a sealed ball bearing, the big end of the centre connecting rod merely resembles a large eccentric strap clamped around the bearing. The little ends are fitted with spherical ball ends.

Cylinders are 1 7/8" diameter by 2 5/8" stroke, valves are 15/16" diameter and have a travel of 9/16", all valve gear and conjugating levers are scaled direct from full size and all pins are running in small needle rollers.

The boiler is of conventional copper loco type boiler construction having a 6 1/2" diameter barrel. Because the barrel is rather long and the smoke box short the tubes appeared to be too long so the combustion chamber was lengthened, giving a crown sheet length of nearly 14". No water tubes are fitted to the combustion chamber.

Boiler feed is by two injectors and a steam donkey pump, power for the lights is provided by a turbo generator mounted under the cab floor. The tender is of all steel construction.

Some items of interest regarding the full size " S " Class.
Built Newport Workshops, Victoria, 1928 - 1933.
Number built 4.
Length 78' 7"

Weight 195 tons.

Cylinders, three. 20 1/2" diameter by 28" stroke.

Wheels, 6' 1" diameter.

Boiler pressure, 200 psi

Grate area 50 sq. feet.

Tractive effort, 41,100 lbs.

The cylinder casting weighing six tons was cast in one piece at Newport works and incorporated all cylinders, valve chests and smoke box saddle, at the time it was the largest one piece casting undertaken in Australia.

All four engines were streamlined and fitted with larger tenders in 1937 to haul the " Spirit of Progress " non stop to Albury, these alterations took the engines weight to 224 tons. All were scrapped by 1954 with the introduction of the " B " class diesels.

A trip to England, Wales and Ireland. by Bernie Courtenay.

Last year the opportunity arose to fly overseas for the first time. We were to visit friends in London and spend some time touring in a rented car. This was not supposed to be a ' railway ' holiday, but with an understanding partner, some latitude was given the itinerary so that a bit of a look at some railways was possible.

In London, we stayed at a house in Holland Park, a few minutes walk to the Tube on the central line. This became for me the main method of getting around - it was fast and cheap, if a little scary. Mecca for me was a trip to the Romney, an easy train trip down from London. Every thing that has been written about this line is an understatement. Miles of double track main line a main station with a roof spanning many tracks, loco shed, engineering works, plus the engines and rolling stock - you have got to see it to believe it, and all 1/3 full size.

We saw the Bluebell and the Mid Hants railways which are both easy trips from London. Beautiful country side with railway stuff you have always read about. Away from the city we drove north to Yorkshire, and spent a special day looking through the York museum and York Minister, the magnificent Cathedral. The exhibits in the museum are in pristine condition. You can walk all around the engines, lean on them if you wish - no problem, and you don't get dirty. The Tasmanian 2' gauge garratt was there, next to a Festiniog Double Fairlie. There were some Magnificent models there too.

We dropped by Pickering on the North York Moors railway, but did not have time to ride. We drove through the Dales and on to industrial Lancashire. Stayed overnight in Haworth on the Keighly and Worth Valley and saw the staff lighting up an Austerity 2-8-0 for the days work, just another mid-week turn! The way they have restored the stations and " atmosphere " of the steam railway is brilliant.

Our plan was to see Wales, or a little bit of it, and on the way through central Wales we stopped at the 12 1/4" gauge Fairbourne railway and the oldest the Talylyn. The former runs about 2 miles from the B.R. station to the mouth of the estuary at Barnmouth, and although the route was not very interesting, the engine and carriages are built to a very high standard, eg. fully upholstered, enclosed, drop centre bogie coaches in 12" gauge!

On the way back we visited Torquay and saw the Paignton and Dartmouth (Ian Allen's line) and later the Severn Valley in the West Country. This railway was a high point, and the 'manor ' on the train sounded like a "38" even though it only really got going down at the Kidderminster end.

A stop was made on the way back to London at Swindon to see the GWR museum, and although it is quite small (it is in fact an old Church) they have managed to fit King George VI . a Dean goods, a Pannier, a Rail Motor, and several items of rolling stock plus GWR memorabilia.

I expended quite a few rolls of film over the three weeks, and not all on railways. The three days in Ireland were memorable, for the scenery, the Irish people, pubs and the change in lifestyle of rural Ireland. I was amazed though, wherever you seemed to go, there were abandoned railway formations, some of major proportions, some just bits of narrow gauge ducking out from a hedge to cross a road - all it seemed long dead. A bit of a shock then to drive past a shed at Tralee and find one of the original Hunslets restored and almost ready to go, down a relayed length of old tramway.

I did not have time to see model stuff, our weekends were tied up. I did not have time to see anything really. But not having to work while over there - just touring around looking at legendary railways was a pretty good way of spending a few weeks. I might add, for the benefit

of a certain person who might read this, that none of those railways we bumped into was because I planned it that way, Promise...

3112, Ettalong and Christmas Dinner.

In the last Newsletter Barry Tulloch offered an invitation to be part of the above . Here is how it went.

On Saturday, 5th December, 1992, loco 3112 hauled a train of four steel carriages to Gosford and return, a near capacity load of 180 tons. Departure from Central was at 3.55 pm after a wild storm had passed over Sydney, de-roofing houses and shops and uprooting trees in some areas.

The train picked up at Strathfield, Eastwood and Hornsby, watering at Hornsby and Hawkesbury River. 3112 ran bunker first to Gosford as the turn table had been damaged when vandals caused an electric interurban to roll in to the pit. Passengers on the train included two works social clubs and a number of our members and friends.

While taking water at Hawkesbury River we were crossed by a north bound XPT. Trackwork between Wondabyne and Woy Woy necessitated single line working through that section. The up track to Sydney had been completely removed near the long Woy Woy tunnel and this prompted one of the passengers to plead with the track gangs to hurry up as we were travelling back to Sydney later that evening and wanted to use that track.

On arrival at Gosford everyone transferred to road coaches to go to the Ettalong Memorial Club for a Christmas style dinner, the coaches returned us to Woy Woy station for the return journey.

By the time we reached Woy Woy station the rain and wind had caught up with us. The train was delayed to allow three down trains and two up trains to cross us but eventually 3112 steamed into sight and we were glad to get on board. There was much activity under flood lights as we traversed the single line section running wrong road crossing back to the up at Hawkesbury River where the loco took water for the ascent of Cowan Bank.

With fireman Ray Sheedie driving and driver Bill Corlett firing we set off on wet rail and gradually got up to 9 miles per hour. The old loco held this speed up through the first two tunnels slipping gently a couple of times on wet rail then speed picked up as the grade eased. Steam chest pressure was 130 psi. once through Berowra we raced away to Hornsby. The climb up the notorious Cowan Bank took 27 minutes. To sit in the car , right behind the loco with the windows right up was great, the smell of the smoke and the sound of the loco echoing off the cuttings, tunnels and the other side of the valley renewed memories of a mode of transport that we all knew very well.

Only 350 gallons of water remained at Hornsby so we had used 1230 gallons from Hawkesbury River in 45 minutes. Once the tanks were filled again we sped down to Central, stopping at Eastwood and Strathfield. The carriages were left at central while the loco ran back to Eveleigh to have the fire drawn and be stabled for the night.

To those members who thought about the trip and did not go, you missed a great experience. by the way ,the meal was great also.

Barry Tulloch and the Editor

Hawkmount

During the school holidays Peter and I walked to the summit of Hawkmount to find the new loop that has been constructed for the delivery of coal to the Eraring power station. Track work was- completed in December and deliveries are to begin this month. The loop leaves the main up line just on the Awaba side of the summit of Hawkmount. The track swings to the east under the special coal truck road then in a circle to form the loop. The unloading loop for Vales Point power station, between Morisset and Wyee has also been reopened for coal deliveries. The coal is to come from the Ulan open cut mine, transported in one 84 car train that will be split at Broadmeadow with, I think, one 42 car train to each of the power stations, one each per day. Back at Broadmeadow the two trains will join up for the 84 cars to return to Ulan. I have been told that Ulan have done a deal with Pacific Power , formerly Elcom, to supply coal over a long period of time at almost cost price. This enables Ulan to get rid of a large volume of non-export coal, a 25 foot seam, that covers a big deposit of high quality coal they wish to export.

General News.

Since the last Newsletter the following provisional members have joined the Society, Denis Mulholland, Paul Taffa and John Noller. I hope their stay with the Society is enjoyable.

The coal bins that were mentioned in the last Newsletter are still under investigation, some costing has been done and the plans are to be checked again. The fencing for parts of the ground level track will be with poly. rope and galvanised pipe posts, some should be erected before too long.

Future Events.

At the end of this month, 27th and 28th of February, we are invited to the Lake Macquarie Society at Edgeworth.

On the 13th and 14th of March the Sydney Society of Model Engineers at Luddenham are holding a special weekend to celebrate 3801's 50th Anniversary. Every one is welcome especially model C 38 class locomotives no matter what gauge.

The next inter - club visit will be held on the weekend of the 29th and 30th of May. The Canberra Society will host this event.

Duty and Gate Roster.

There are seven Duty Roster groups, each with a group leader. The Group leader will phone each member of his group during the week prior to the second Saturday of the month for which the Group is rostered. If you know that you are unable to attend on your required day please ring your Group leader and advise him and if possible arrange with a member of another group to stand in for you.

- Group 1. Leader: Alan Mackellar, phone 858 2768
Members : A.Austin, J.Grey, G.Sharp, P.Sharp, V.Scicluna, P.Shiels, G.Esdaile.
- Group 2. Leader : Bernard Courtenay. phone 969 4812
Members : V.Condon, P.Ferguson, M.Haynes, J.Sorenson, N.Sorenson, P.Taffa.
- Group 3. Leader : John Hurst. phone 484 7731.
Members : A Cottrell, J.B.Hurst, J.Lyons, P.Lyons, M.McAuley, B.Peake, M.Yule.
- Group 4. Leader : Brian Hurst. phone 498 4215.
Members : J.Davies, A.Eyre, J.Hyde, K.McMahon, D.Mulholland, B.Rawlinson, B.Tulloch
- Group 5. Leader : Bill Richards. phone 874 3427.
Members : K.Baker, G.Farkas, R.Larkin, R.Lee, J.Leishman, J.Ranford, M.Tyson.
- Group 6. Leader : Warwick Allison. phone (047) 39 5921.
Members : R.Barlow, H.Brammer, T.Geraghty, B.Greenfield, L.Pascoe, K.Sewell.
- Group 7. Leader : Henry Spencer. phone 427 5425.
Members : P.Brotchie, F.Collins, M.Gay, J.Noller, G.Robertson, H.Ryan, J.Stevens.

Note. B.Kilgour does not appear on any set roster due to his work requirement. Brian will assist on any roster as requested when he is home on leave.

March '93.	Group 1	Gate Duty.	W.Allison.
April '93.	Group 2		A.Austin.
May '93	Group 3		K.Baker.
June '93	Group 4		H.Brammer.

Editorial.

Please keep in mind that articles for the Newsletter are always welcome.

John Lyons.