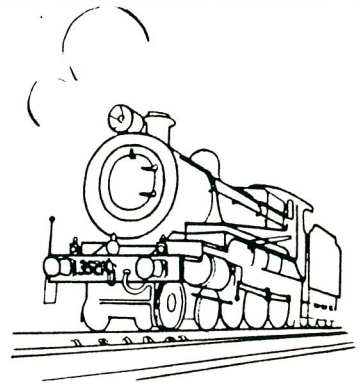


Sydney Live Steam Locomotive Society
Anthony Road, West Ryde, N.S.W.



'Newsletter'

Newsletter
Correspondence.
The Editor,
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West Ryde. 2114.
N.S.W.

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February 1994

General News.

The Christmas BBQ was enjoyed by a good number of members after the December running day. The weather was kind, it was very pleasant sitting out enjoying a meal. The Editor very much enjoyed a drive of Warwick's "V", something that could become very addictive.

The New Year started off very hot and dry creating the fire problem we are now well aware of. Our January public running day was certainly one of contrasts, no running because of a total fire ban as well as rain, upset at both ends of the scale. The day was not a good one on the roads for two of our members. The SLSLS made a donation of \$500 to the Bushfire Appeal.

The first Saturday in February made up for the wash out, many members made this one of the best club running days for some time. There were almost as many locomotives as on some public run days. I was able to watch my finished goods wagons, three "S"s and a HG van, have their first proper trial on the ground level track hauled by Brian's Nigel Gresley. I was pleased to see that they rode over the points and cross overs without any problems and would like to thank the members for their compliments.

At the December members meeting it was voted to apply to rejoin the AALS. This matter had been discussed for some months both formally and informally and a large number of members who could not attend the meeting exercised their right to appoint a proxy. By the February meeting we had been reinstated as members of the AALS and various documents had been sent to us, they are in the club house for members to read should they care to do so.

Following the Easter Convention, this year held at Wollongong, our grounds will be opened on Tuesday 5th April for any convention visitors to enjoy our facilities. Any SLSLS members who can make it to the grounds on that day are requested to do so to help out.

Mike Tyson has threatened, sorry, put on notice, that he is to arrange another train day on the first week end in June, Saturday 5th June. This promises to be one of Mike's Great Train Days so watch out for the details in the next newsletter.

Work on the ground level roundhouse is almost complete with the electrics now finished but for a transformer for the 12V system. An earth leakage system has been installed to protect the roundhouse and signal box.

At the December meeting Jim Hyde raised the matter of the Society having a telephone. Jim made inquiries and reported back to the February meeting. There was further discussion and following a vote the SLSLS now has a telephone. The phone is fitted with an answer machine to give information about the SLSLS. Phone Number 874 8696.

Our lease with Ryde Council will soon become due for renewal. In order for the lease to be renewed the Society has to submit a site management plan, Henry has produced a draft management plan, a very professional document, that should keep the council very happy.

Ryde City Council are holding a "Heritage on the Move" week April 17th to 24th. We have been invited to take part and will open on the forth Saturday, 23rd. April, NSWGR locomotives especially welcome. This will probably be an all day affair, there will also be vintage bus, trains and ferries operating in the district.

Dennis Mulholland has been elected as a full member of the Society, congratulations Dennis we hope you enjoy your time with the SLSLS.

Newcastle

Saturday 26th February will be the Lake Macquarie Societies birthday celebration. SLSLS members are invited to attend and are reminded that access is now much easier as the F3 can be followed to the West Wallsend turnoff and approaching Edgeworth from the west. Please let Henry know if you intend to go, with or without a locomotive. It is always worth the trip, they are very enjoyable days.

Easter Convention.

The Convention this year is hosted by the Illawarra Live Steamers at Wollongong. Henry has received the registration applications, they are in the big brown envelope on the club house notice board.

" S " wagons.

Most of us can remember when there was hardly a goods train or a goods siding without at least one or two "S" wagons. I set to work some time back to fabricate at least a couple of these and also a four wheel HG guards van, Peter decided to make one as well so that is why we have what we have.

I have put these notes together in the hope that some other members may feel inclined to add a few more to the fleet. The standard 10 foot wheel base chassis can be used for many of the NSWGR wagons.

"S" wagons came in three varieties, timber, steel and composite. I think I have been told that with repairs there were some mixtures as well. It is only in some recent publications that I have seen photos of the all steel wagons, the composite ones being the most common in my time.

The chassis members were made of 1" (25mm) square tube cut down the centre to give two channel pieces. These are slightly deeper than the correct size. The tube I used had a wall thickness of 1/16". The buffer beams were cut from 40 x 40 x 3 MS angle. The " W " irons were cut from 16gge plate (black mild steel). These were marked out from a template, I have drawn an upgraded version that suits cutting out with one of the Hafco band saws. I stiffened the axle box slots with pieces of 10 x 3 MS strip but I think that these could be done without and allowances made in the buffer beam dimensions. I did not reinforce the " W " irons on the HG van .

The axle boxes were fabricated were by welding a piece of 25 x 3 steel to the back of a suitable sized piece of steel and then machined in my shaper, the edges were rounded with the angle grinder then smoothed with a file. they were drilled 15 mm to take a brass bush for the axle journal and drilled on top for an oil hole and a hole for a rubber suspension cushion. I suppose a good idea would be to set up a pattern for, say, eight axleboxes in one stick to be cast in cast iron.

The reinforcing pieces were fitted with 1/16" rivets, if you leave these pieces off you still need the rivets for appearance, the holes for the screws for the axle box keeps are drilled no. 50 for 8 BA. The " W " irons were riveted to the chassis members with 3/32" rivets. I made a jig that would take both sides at the one time with the insides facing up, ie., channel down with the irons on top, mirror image to give RH and LH.

The dummy springs were made and fitted to each chassis member before they were fitted to the buffer beams. These were made in sets of four by silver soldering four pieces 10 x3 MS to two 6 dia. rods drilled 1/8" dia. When cool, separate with a hacksaw. The slight curve was induced by hammering. The other leaves were cut from 16 gge. MS and the lot was held together with a strap of 20 gge. steel and a 1/16" rivet. The spring anchors were bent in a set from 16 gge. MS, holes drilled then separated and shaped with a file. These were riveted to the chassis with 3/32" rivets while 1/8" rivets were used as the spring pins. The brackets for the hand brake shaft are fitted with 3/32" rivets.

The buffers were fabricated from some heavy conduit I was lucky enough to have, 25 x 3 MS, 10 gge plate and 16 gge plate. I threaded lengths of 2 mm nail 8 BA, cut them to suitable sizes and fitted 8 BA nuts with loctite, there are 40 per chassis, it is cheaper than using set screws. I found it was more convenient to put studs with nuts in the corners of the buffer backing plates, make provision for the buffer stocks to be fitted to the backing plates but rivet the backing plates to the beams before assembly. It is much easier to tat the backing plate than the buffer beam. The buffer heads are in two parts silver soldered then finished on the lathe. The buffer stock was in two pieces also silver soldered and finished, drilled and cleaned, on the lathe. The spring spindle was threaded 5 BA and loctited in place.

The chassis was assembled by brazing. The pieces were clamped upside down on a solid flat board with suitable sized pieces of timber sitting through the axle box slots to maintain alignment and squareness. When both ends were brazed the chassis was turned right side up and the top parts were then brazed. The coupling hooks were made from 6 mm MS drilled and filed to shape. The measurements were taken from a full sized hook, probably from a 4 wheel coal wagon, drawn out

full size, reduced and then a template made. The shackles were machined and filed from 10 x 3 MS, the other two links per coupling were made in a simple jig from some coat hanger wire that was about the correct scale size.

The brake handles were made as cross halved joints riveted and soft soldered, then, loctited to a suitable rod fitted through the shaft hangers.

Timber tops. The sides and ends were 5mm marine ply suitably scribed to represent the planks, 4 by 9" . The floor was 6 mm exterior grade ply scribed for 6" floor boards. The sides were cut part way through to give the separation of door and sides. The strengthening posts on the sides each side of the door were cut from pieces of pacific maple , as were the lips on the tops of the ends. All the timber components were assembled with panel pins and epoxy resin glue.

The metal strapping was cut from 20 gge zinc anneal while the corner angles were of the same material. the verticle angles on the ends were formed from 20 gge. aluminium. All metal parts were attached with contact adhesive and 1/16" rivets, some were riveted over to hold things together while the majority were glued in place and trimmed flush on the inside. When cleaned up the top was given about five coats of shellac to seal and water proof the timber. The top was attached to the chassis with four pop rivets.

Wheels are to West Ryde standards. I had some 10 spoked castings, courtesy Ron Larkin, which are at present under the three "S" wagons. I liked the look of the 8 spoked wheels so I made a set of patterns and Jacksons of Granville produced the usual good quality grey iron castings. I have only machined one set of 8 spoked wheels, these are under the HG van.

Composite. The doors were made from individual planks of 5mm ply , these were glued on edge with the strap / hinges glued and riveted together. While I have drawn a development for a one piece metal top I made the end pieces separate, pop riveting them to the ply floor. The floor is a piece of ply , again suitably scribed to represent the 6" floor boards. The straps, angles and door posts were as before, the timber packing pieces were sawn pacific maple. Contact adhesive and rivets held the lot together. The hollows at the top lips were filled with scrap timber and epoxy resin adhesive. The doors are supported by wire and timplate hinges stuck under the floor with contact adhesive and riveted straps at the top.

Working from photos and measurements from the "S" wagon in Parramatta Park helped, I would suggest that anyone wanting to build should do the same thing. The wagons are not museum pieces but at 10 metres on the track they do not look too bad, except they are too clean, I'm too young to have seen a new "S" wagon.

I hope there is enough detail in the plans I have included, use them as a guide and with a little common sense things should turn out well. good luck.

Now if we had 50 or so S's some CW's, CV's, ABV's, PV's,LV's, K's, U's RU's etc., etc., couldnt Mr. Tyson set up a really good train day!!!!!!

John Lyons

Duty Roster.

March '94. Group 6.
April '94 Group 7.
May '94. Group 1.
June '94. Group 2.

Gate Roster.

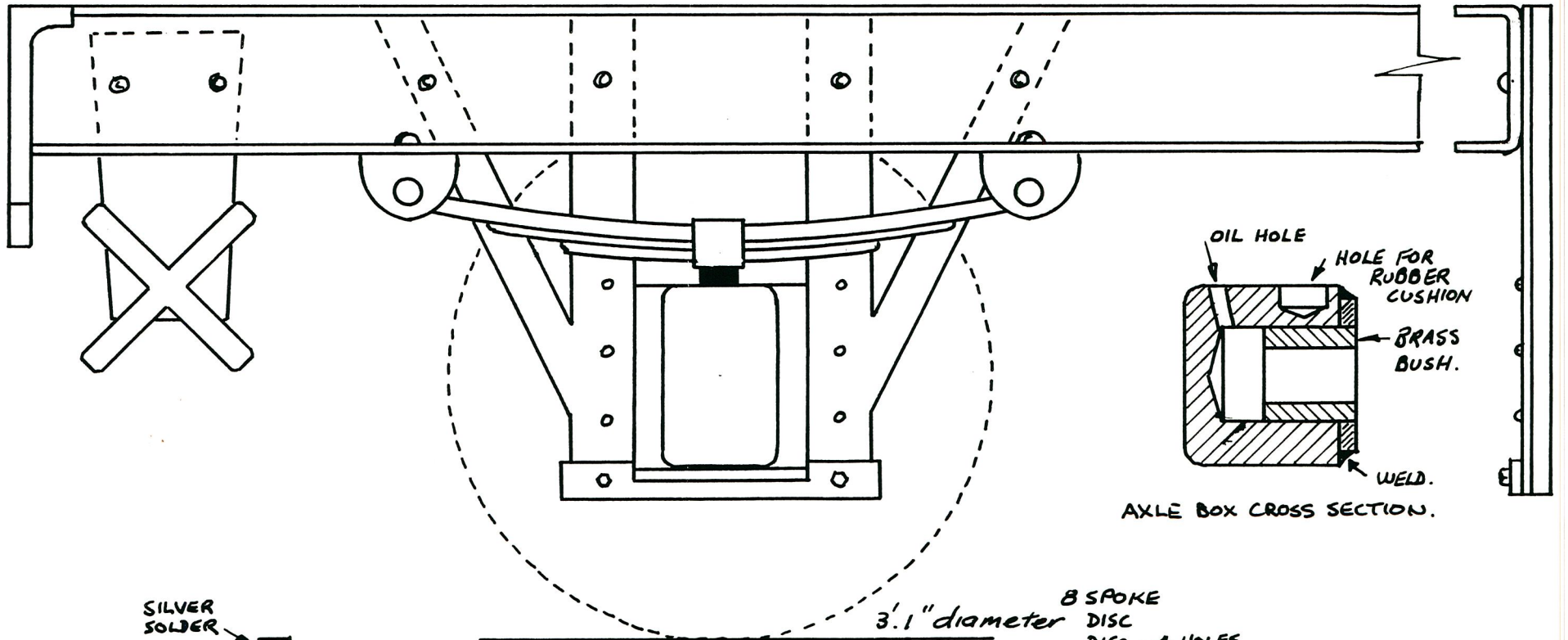
G.Farkas.
T.Geraghty.
M.Haynes.
B.Hurst.

Editorial.

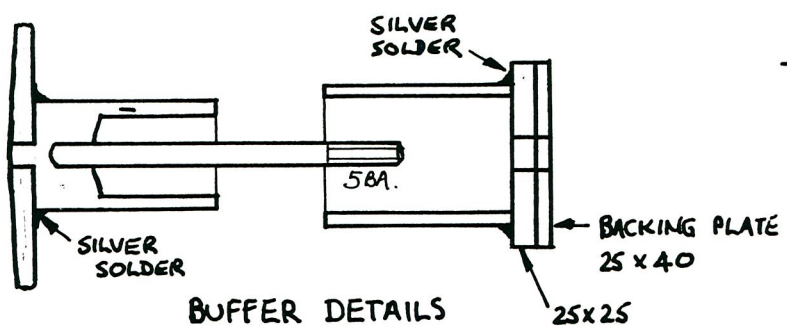
Best wishes to all members and friends of the SLSLS for the New Year. If you feel you could offer something for the Newsletter please do not hesitate to contact me. I would also like to remind all members that the canteen ladies are always happy to receive cakes etc., for the running days. They, the cakes, are for our afternoon tea or for sale to the public, see what you can do.

John Lyons.

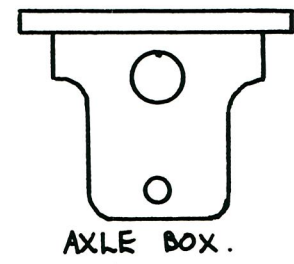
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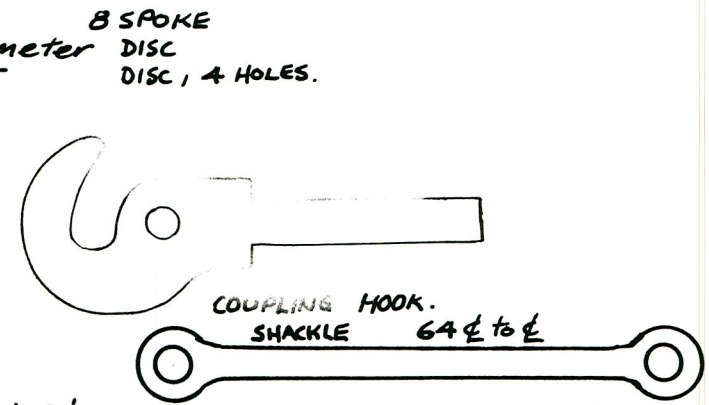
AXLE BOX CROSS SECTION.



BUFFER DETAILS

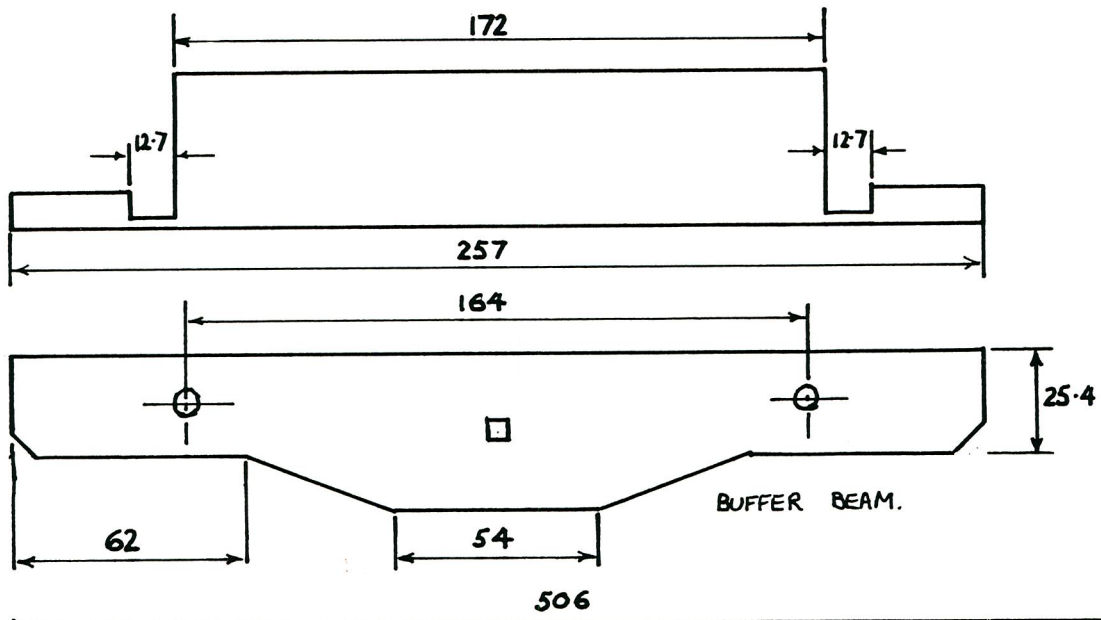


AXLE BOX.

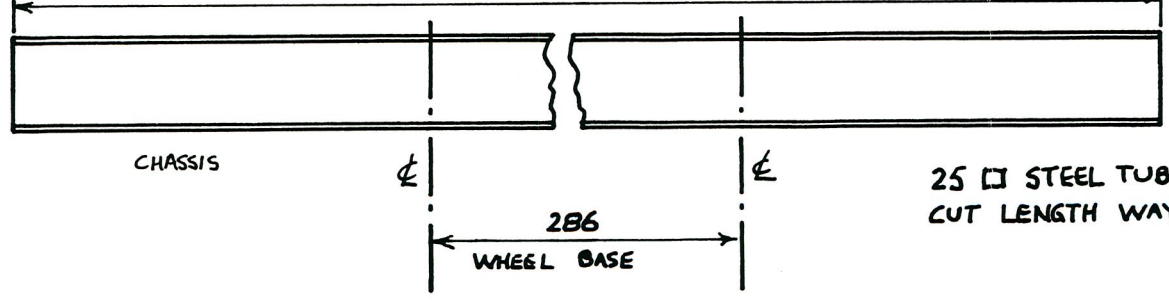


'S' WAGON DETAILS FULL SIZE

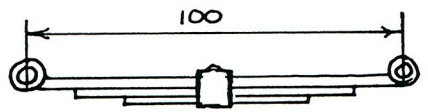
J. LYONS 1.94.



BUFFER BEAM.

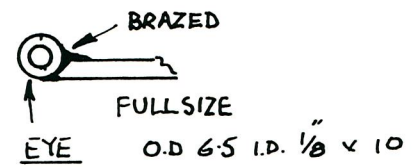


25 □ STEEL TUBE CUT LENGTH WAYS

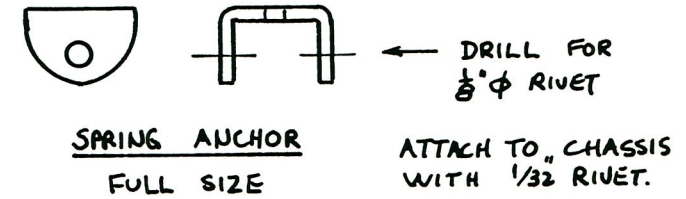
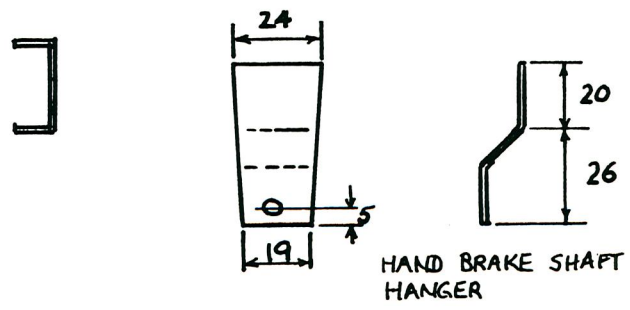
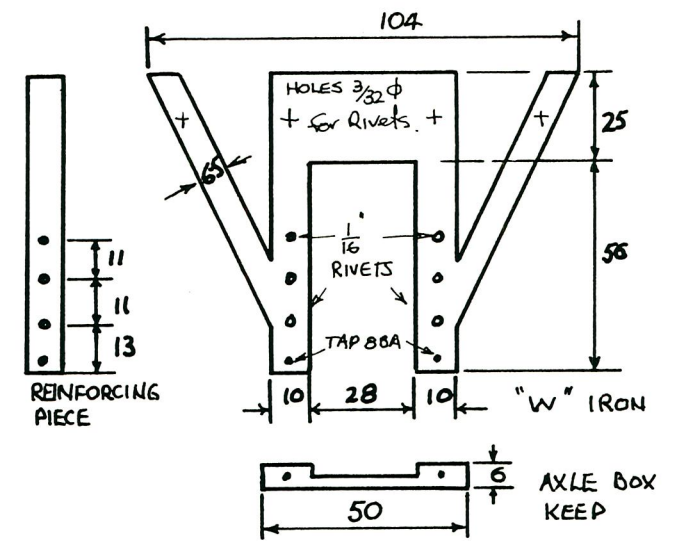


SPRING LEAVES ALL 10 WIDE

- 1 OFF 3 X 98
- 1 OFF 1.6 X 75
- 1 OFF 1.6 X 50



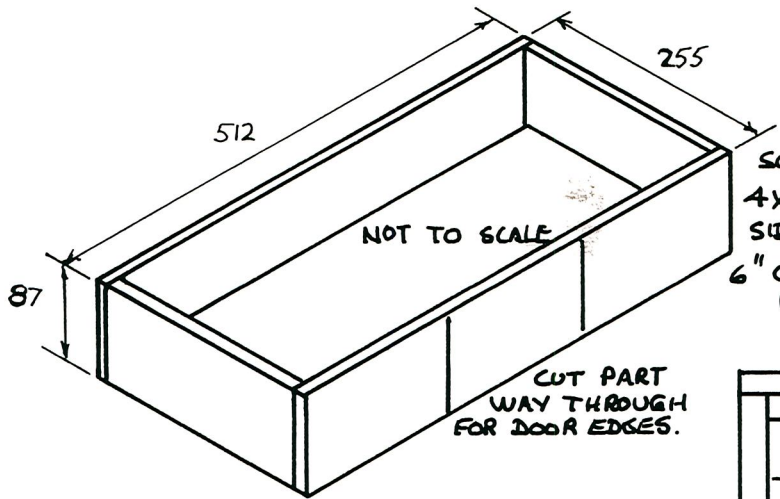
BUCKLE. FORM FROM 8x 20ggr M.S.
RIVET LEAVES & BUCKLE WITH 1/16" M.S. RIVET
AFTER SHAPING LEAVES.



SPRING ANCHOR FULL SIZE

ATTACH TO CHASSIS WITH 1/32 RIVET.

'S' WAGON COMPONENTS HALF SCALE UNLESS INDICATED.

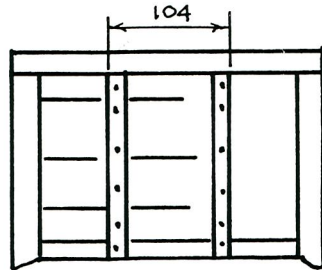


SCRIBE PLY
4x9" planks
SIDES, ENDS
6" CROSS PLANKS
FLOOR.

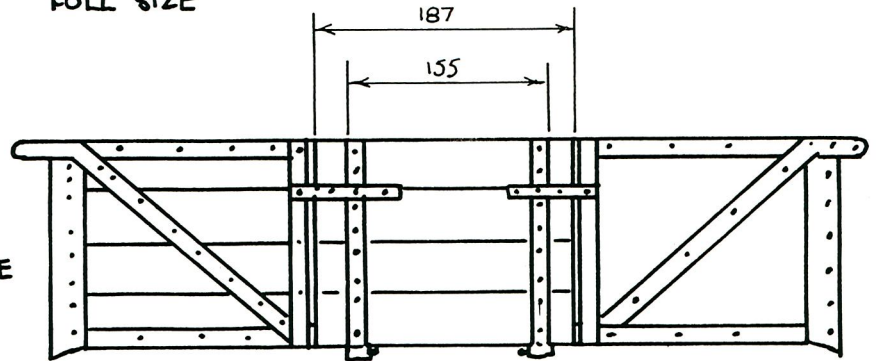
CUT PART
WAY THROUGH
FOR DOOR EDGES.



END LIP
FULL SIZE



NOT
TO
SCALE

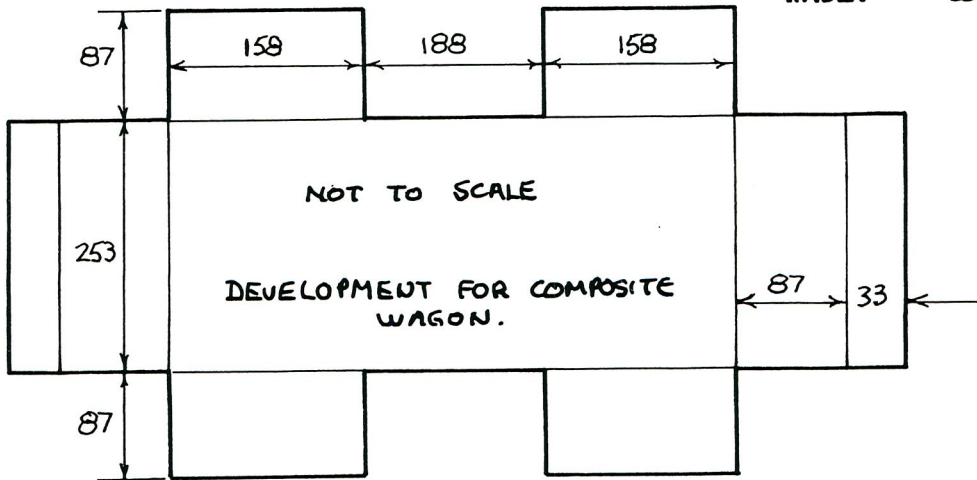
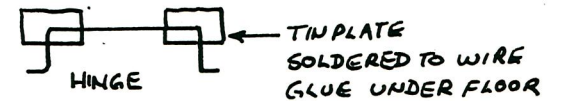


TIMBER COMPOSITE

TIMBER

COMMON

COMPOSITE



FULL SIZE
SIDE DOOR POSTS.
END VIEW
8mm THICK.

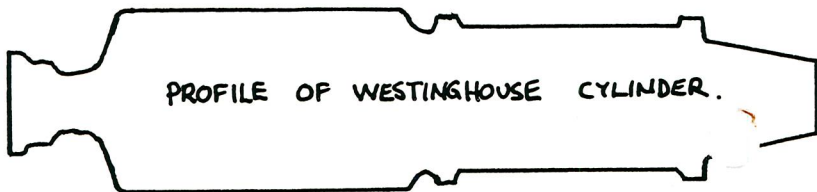
CORNER ANGLES 20x20x20gge

END ANGLES 8x8x20gge.

STRAPS 6 x 20gge.

TIMBER BACKING 6 x 4

FIT PLY BASE AFTER FOLDING
SCRIBE TO REPRESENT 6" PLANKS



PROFILE OF WESTINGHOUSE CYLINDER.

"S" WAGON COMPONENTS.